

CHAPTER 2

Summary

As described in Chapter 1, this chapter is prepared for use as a stand-alone summary of the Draft EIR. The information herein is summarized from throughout the document, particularly Chapters 3, *Project Description*; Chapter 4, *Environmental Setting, Impacts and Mitigation Measures*; and Chapter 5, *Alternatives*. The *Project Overview* that follows is largely restated from Section 1.1, *Project Overview*.

2.1 Project Overview

The Broadway Plaza Long Range Master Plan project (Project) is proposed in the City of Walnut Creek, at the Broadway Plaza shopping center. The Project includes a net increase of up to 300,000 gross square feet of commercial space, or a net increase of up to 400,000 gross square feet of mixed commercial and residential uses; demolition and reconstruction of 200,000 square feet of commercial space; interior improvements, and exterior architectural improvements to the rest of the Broadway Plaza shopping center.

Residential uses (including accessory uses) would be allowed if they are swapped for commercial square footage at the rate of 2,000 gross square feet of residential uses for every 1,000 gross square feet of commercial space it replaces. Residential uses would be capped at 200 units and 200,000 gross square feet. Ancillary uses, described below, are also proposed. The Project would result in approximately 1,100,000 total gross square feet of commercial uses in Broadway Plaza, or 1,200,000 total gross square feet in a combination of commercial and residential uses. The EIR evaluates the Project buildout under two scenarios: a Maximum Commercial Scenario and a Maximum Mixed-Use Scenario. These two scenarios represent outside ranges of potential uses allowed by the Project, and are proposed to ensure that all environmental impacts are captured.

The Project's design will incorporate gathering places and a pedestrian-friendly orientation, and is intended to create a more auto-free experience at Broadway Plaza. The Project proposes to vacate most of Broadway Plaza street, a public street that currently runs through the shopping center, to allow for a more pedestrian-friendly configuration of the Project Site.

The Project applications include a General Plan Amendment to change the floor area ratio (FAR) for all areas of Broadway Plaza to a maximum of 0.95 for commercial-only uses, with the exception of the parcel in the northwest corner of the Project Site (Parcel 2) that was the subject of a recent initiative (Measure I, 2009). The Project would also change the land use designation to allow mixed commercial and residential uses for the Project Site (with the exception of Parcel 2).

The new land use designation would be consistent with applicable aspects of the existing General Plan designations. Project applications also seek to rezone the site to a new Planned Development (PD) District. The proposed zoning ordinance for this PD Zoning District would include detailed requirements and exhibits, including parking standards and restrictions, necessary for it to function as a Master Plan for long-term development of Broadway Plaza. A subdivision map, or merger and lot-line adjustment, is proposed to facilitate implementation of these parcel line modifications.

The Project would conform to existing General Plan height limits, which are more restrictive than the height limits established by Measure A, a 1985 initiative that locked in maximum heights at the height allowed by then-current zoning.

2.2 Environmental Impacts and Mitigation Measures

All impacts and mitigation measures identified in this EIR are summarized in **Table 2-1**, Summary of Impacts, Mitigation Measures, and Residual Impacts, at the end of this chapter. Table 2-1 includes all impact statements, recommended mitigation measures, and the level of significance of the impact after recommended mitigation measures are implemented.

This EIR identifies the following significant and unavoidable impacts with the Project, by scenario:

2.2.1 Maximum Commercial Scenario

Significant and Potentially Unavoidable Air Quality Impact

- **Impact AIR-3:** The Project would expose persons to substantial levels of TACs, during short-term construction activities, which may lead to adverse health effects.

Significant and Unavoidable Greenhouse Gases and Climate Change Impact

- **Impact GHG-1:** Construction and operation of the Project would result in a cumulatively considerable contribution towards global climate change.

Significant and Potentially Unavoidable Noise Impact

- **Impact NOI-2:** Traffic generated by the Project, in combination with traffic from past, present, existing, approved, pending and reasonably foreseeable future projects, *if constructed simultaneously with the Project*, could substantially increase traffic noise levels in the Project Area; and construction and operational noise levels in combination with traffic from past, present, existing, approved, pending and reasonably foreseeable future projects, could increase ambient noise levels

Significant and Unavoidable Noise Impact

- **Impact NOI-1:** Construction activities for the Project would expose people to a substantial increase in the ambient noise levels in the vicinity of the Project

2.2.2 Maximum Mixed-Use Scenario

Significant and Potentially Unavoidable Air Quality Impact

- **Impact AIR-3:** The Project would expose persons to substantial levels of TACs, during short-term construction activities, which may lead to adverse health effects.

Significant and Unavoidable Greenhouse Gases and Climate Change Impact

- **Impact GHG-1:** Construction and operation of the Project would result in a cumulatively considerable contribution towards global climate change.

Significant and Potentially Unavoidable Noise Impact

- **Impact NOI-2:** Traffic generated by the Project, in combination with traffic from past, present, existing, approved, pending and reasonably foreseeable future projects, *if constructed simultaneously with the Project*, could substantially increase traffic noise levels in the Project Area; and construction and operational noise levels in combination with traffic from past, present, existing, approved, pending and reasonably foreseeable future projects, could increase ambient noise levels

Significant and Unavoidable Noise Impact

- **Impact NOI-1:** Construction activities for the Project would expose people to a substantial increase in the ambient noise levels in the vicinity of the Project

2.3 Alternatives

Chapter 5, *Alternatives*, of this EIR analyzes the following alternatives to the Project:

- Alternative 1, Reduced Development Alternative – No Macy’s
- Alternative 2, Reduced Development Alternative – 96,000 Square-Foot Expansion
- Alternative 3, No Project Alternative

Alternative 2, the Reduced Development Alternative–96,000 Square-foot Expansion, is identified as the environmentally superior alternative because it would avoid and/or substantially reduce significant impacts of the Project to the greatest extent compared to the other alternatives. Specifically, Alternative 2 would reduce exposure of persons to substantial levels of Toxic Air Contaminants during construction activities to a level that is less than significant with mitigation, compared to the Project, which would result in a significant and potentially unavoidable impact (Impact AIR-3, GHG-1, NOI-1 and NOI-2). All other impacts resulting with the Project would continue to occur with Alternative 2. However, because the alternative would develop substantially less net new development and result in less new population on site, the less-than-significant effects identified for all other topics, would also occur to a lesser degree than would occur with the Project.

2.4 Areas of Controversy and Scoping Comments

The City held a Public Scoping Meeting on November 17, 2011; no verbal or written comments were received at that meeting. The following CEQA topics were among those that were raised in

written comments received in response to the NOP for this EIR (see Appendix A to this Draft EIR). Each of these CEQA topics is addressed in this Draft EIR. None of the comments received on the NOP raise areas of particular controversy or issues to be resolved.

- **Transportation and Circulation**

- Distribution of trip generation in relation to Interstate 680 (including South Main to North Main/Lawrence Way ramps)
- State Route 24 access
- Bike path and pedestrian walkway connections to surrounding pedestrian and bicycle facilities to promote transit use
- TDM measures
- Secondary impacts on pedestrians and bicyclists from mitigation measures.

**TABLE 2-1
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL IMPACTS**

Environmental Impact	Mitigation Measures	Level of Significance after application of Mitigation
Air Quality		
<p>Impact AIR-1: Impact AIR-1: Activities associated with demolition, site preparation, and construction would generate short-term emissions of criteria pollutants, including suspended and inhalable particulate matter and equipment exhaust emissions.</p>	<p>Mitigation Measure AIR-1a: Construction Emission Controls. During construction, the Project Applicant shall require the construction contractor to implement the measures that are specified under BAAQMD's basic and additional construction mitigation procedures. These include:</p> <ul style="list-style-type: none"> • Basic Control Measures. These measures are required for all construction projects in the BAAQMD jurisdiction: <ul style="list-style-type: none"> – All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day. – All haul trucks transporting soil, sand, or other loose material off-site shall be covered. – All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited. – All vehicle speeds on unpaved roads shall be limited to 15 mph. Signage with this speed restriction shall be imposed where appropriate and applicable. – All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used. – All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation. – Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations. 	<p>Less than Significant.</p>

**TABLE 2-1 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL IMPACTS**

Environmental Impact	Mitigation Measures	Level of Significance after application of Mitigation
Air Quality (cont.)		
Impact AIR-1 (cont.)	<ul style="list-style-type: none"> • Additional Control Measures. Since unmitigated construction emissions would exceed the BAAQMD thresholds, the Project Applicants and their contractors shall implement the following additional control measures during project construction: <ul style="list-style-type: none"> – Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to two minutes. Clear signage shall be provided for construction workers at all access points. – The Project shall develop a plan demonstrating that the off-road equipment (more than 50 horsepower) to be used in the construction project (i.e., owned, leased, and subcontractor vehicles) would achieve a project wide fleet-average 20 percent NOx reduction and 45 percent PM reduction compared to the most recent CARB fleet average. Acceptable options for reducing emissions include the use of late model engines, low-emission diesel products, alternative fuels engine retrofit technology, after-treatment products, add-on devices such as particulate filters, and/or other options as such become available. – Require that all construction equipment, diesel trucks, and generators be equipped with Best Available Control Technology for emission reductions of NOx and PM. <p>Require all contractors to use equipment that meets CARB's most recent certification standard for off-road heavy duty diesel engines.</p> <p>Mitigation Measure AIR-1b: Demolition Controls. Demolition and disposal of any asbestos containing building material would be in accordance with the procedures specified by Regulation 11, Rule 2 (Asbestos Demolition, Renovation and Manufacturing) of BAAQMD's regulations.</p>	

**TABLE 2-1 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL IMPACTS**

Environmental Impact	Mitigation Measures	Level of Significance after application of Mitigation
Air Quality (cont.)		
Impact AIR-1 (cont.)	<p>Mitigation Measure AIR-1c: Off-road Demolition and Grading Equipment Emission Controls. Emission of NO_x associated with demolition and grading activities would exceed BAAQMD significance thresholds without mitigation. Excavators engaged in demolition and grading activities shall be equipped with Tier 4 engines. All other off-road construction equipment engaged in demolition and grading activities shall be equipped with Tier 3 or better engines.</p>	
<p>Impact AIR-2: Operation of the Project would result in increased long-term emissions of criteria pollutants (Criteria 1 and 2).</p>	<p>Mitigation Measure AIR-2a: Operational NO_x Emission Reduction – Maximum Commercial Scenario. The Project Applicant shall implement a voluntary commute trip reduction program with employers to discourage single-occupancy vehicle trips and encourage alternative modes of transportation such as car-pooling, taking transit, walking, and biking. The program may include, but is not limited to, a ride-sharing program for which 50 percent or greater of Project employees are eligible, carpooling encouragement, preferential carpooling parking, a transportation coordinator, and ride matching assistance.</p> <p>Mitigation Measure AIR-2b: Operational Emission Controls – Maximum Mixed-Use Scenario. Natural gas-only fireplace hearths. Wood burning fireplaces shall not be installed in proposed residential units. If fireplaces are to be included in the design of residential units, these hearths shall be designed for natural gas combustion only.</p>	Less than Significant.
<p>Impact AIR-3: The Project would expose persons to substantial levels of TACs, during short-term construction activities, which may lead to adverse health effects (Criterion 4).</p>	<p>Mitigation Measure AIR-3a: Implement Mitigation Measure AIR-1a (Construction Emission Controls).</p> <p>Mitigation Measure AIR-3b: Clean Diesel Engines for Construction Equipment. The Project Applicants shall ensure that construction contract specifications include a requirement that all off-road construction equipment used for Project improvements be equipped with a Level 3 Verified Diesel Emissions Control (VDEC), which would reduce diesel particulate emissions by at least 85 percent. This measure is included in the risks calculated in Tables 4.2-7 and 4.2-8</p>	Significant and Potentially Unavoidable.

**TABLE 2-1 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL IMPACTS**

Environmental Impact	Mitigation Measures	Level of Significance after application of Mitigation
Air Quality (cont.)		
Impact AIR-1 (cont.)	<p>Mitigation Measure AIR-3c: Restrict Haul Truck Routes. Haul truck contractors exporting excavated soil shall be restricted from using Mt. Diablo Boulevard as a condition of contract. Emissions from haul trucks account for approximately 27 percent of the increased cancer risk and the majority of this increase would be from trucks travelling on Mt. Diablo Boulevard. Therefore, restricting haul trucks from using Mount Diablo Boulevard to the extent feasible would further reduce the increased cancer risk.</p> <p>Mitigation Measure AIR-3d: Delayed Occupancy of Residential Units. Exposure of occupants of new residential units proposed under the Maximum Mixed-Use Scenario to significant increased cancer risks from construction-related emissions shall be avoided by delaying occupancy until after the completion of demolition and excavation activities, unless the Applicant performs a new Health Risk Assessment prior to the issuance of a building permit for the residential units, demonstrating that the health risk to Project residents from the remaining demolition and excavation activities would be less than significant.</p> <p>Mitigation Measure AIR-3e: Construction Plan. Prior to the issuance of any demolition or construction permits, Project Applicant shall prepare and provide to the City for City approval a written construction plan to minimize exposure of sensitive receptors to health risks. Such a plan shall include sufficient information as to the type, location, and duration and intensity of use of equipment so as to demonstrate that no significant health risk impacts will result during Project demolition and construction.</p>	
Impact AIR-4: The Project, together with anticipated cumulative development in the Bay Area Air Basin, would contribute to regional criteria pollutants (Criterion 3).	<p>Mitigation Measure AIR-4: Implement Mitigation Measures AIR-1a, AIR-1c, AIR-2a, and AIR-2b.</p>	Less than Significant.

**TABLE 2-1 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL IMPACTS**

Environmental Impact	Mitigation Measures	Level of Significance after application of Mitigation
Biological Resources		
<p>Impact BIO-1: The Project could negatively impact special-status wildlife species (Criterion 1).</p>	<p>Mitigation Measure BIO-1: The Project Applicant shall take the following steps to avoid direct losses of nests, eggs, and nestlings and indirect impacts to avian breeding success:</p> <ul style="list-style-type: none"> • If construction activities for the Project occur only during the non-breeding season, between August 31 and February 1, no surveys shall be required. • During the breeding bird season (February 1 through August 31) a qualified biologist shall survey the Project Site for nesting passerine birds not more than 14 days prior to any tree removal, grading, excavation or project construction. Surveys shall include all line-of-sight trees and all vegetation within 250 feet of construction activities. If nesting passerine birds are found, the qualified biologist shall recommend measures necessary to avoid direct losses of nests, eggs, and nestlings and indirect impacts to avian breeding success, which may include construction buffer areas or seasonal avoidance. • Based on the results of the surveys, avoidance procedures shall be adopted, as recommended by the qualified biologist. 	Less than Significant.
Cultural Resources		
<p>Impact CUL-1: The Project could result in a substantial adverse change in the significance of a historical resource (Criterion 1).</p>	<p>Mitigation Measure CUL-1: If prehistoric or historic-period archaeological resources are encountered during earth-moving activities, all construction activities within 50 feet must stop and the City shall be notified. A qualified archaeologist shall inspect the findings within 24 hours of discovery. Cultural resources shall be recorded on California Department of Parks and Recreation (DPR) Form 523 (Historic Resource Recordation form). If it is determined that the proposed development could damage a historical resource or a unique archaeological resource (as defined pursuant to the CEQA Guidelines), mitigation shall be implemented in accordance with Public Resources Code Section 21083.2 and Section 15126.4 of the CEQA Guidelines, with a preference for preservation in place. Additionally, in accordance with Public Resource Code Section 5097.993, the Project Applicant shall inform project personnel that the collection of any Native American artifact is prohibited by law.</p>	Less than Significant.

**TABLE 2-1 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL IMPACTS**

Environmental Impact	Mitigation Measures	Level of Significance after application of Mitigation
Cultural Resources (cont.)		
Impact CUL-2: The Project could result in a substantial adverse change in the significance of a unique archaeological resource (Criterion 2).	Mitigation Measure CUL-2: Implement Mitigation Measure CUL-1.	Less than Significant.
Impact CUL-3: The Project could directly or indirectly destroy a unique paleontological resource or site or unique geologic feature (Criterion 3).	Mitigation Measure CUL-3: A qualified paleontologist shall be present during all excavation of previously-undisturbed soils that a qualified geologist has determined are unlikely to consist of highly weathered bedrock. If paleontological resources are discovered during earthmoving activities, the construction crew shall immediately cease work within at least 25 feet of the find. The paleontologist shall evaluate the resource and prepare a proposed mitigation plan in conformance with SVP guidelines (1995). The proposed mitigation plan, which shall be reviewed and approved by the City, may include a field survey, construction monitoring, sampling and data recovery procedures, museum storage coordination for any specimen recovered, and a report of findings. The applicant shall implement the recommendations of the paleontologist before construction activities can resume at the site where the paleontological resources were discovered.	Less than Significant.
Impact CUL-4: The Project could disturb human remains (Criterion 4).	<p>Mitigation Measure CUL-4: If human remains are discovered during construction, the measures specified in Section 15064.5(e)(1) of the CEQA Guidelines shall be followed, which are as follows:</p> <p>In the event of the accidental discovery or recognition of any human remains in any location other than a dedicated cemetery, the following steps shall be taken:</p> <ol style="list-style-type: none"> 1. There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until: <ol style="list-style-type: none"> a. The Contra Costa County coroner is contacted to determine that no investigation of the death is required, and b. If the coroner determines the remains to be Native American: <ol style="list-style-type: none"> i. The Coroner shall contact the NAHC within 24 hours; ii. The NAHC shall identify the person or persons it believes to be most likely descended from the deceased Native American; 	Less than Significant.

**TABLE 2-1 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL IMPACTS**

Environmental Impact	Mitigation Measures	Level of Significance after application of Mitigation
Cultural Resources (cont.)		
Impact CUL-4 (cont.)	<p>iii. The most likely descendent (MLD) may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98; or;</p> <p>2. Where the following conditions occur, the landowner or his authorized representative shall rebury the Native American remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance:</p> <p>a. The NAHC is unable to identify an MLD or the MLD failed to make a recommendation within 24 hours after being notified by the Commission;</p> <p>b. The MLD identified fails to make a recommendation; or</p> <p>c. The landowner or his authorized representative rejects the recommendation of the descendent, and mediation by the NAHC fails to provide measures acceptable to the landowner.</p>	
Impact CUL-5: The Project, combined with cumulative development, including past, present, and reasonably foreseeable future development, could result in a significant adverse cumulative cultural resources impact.	Mitigation Measure CUL-5: Implement Mitigation Measures CUL-1, CUL-2, CUL-3 and CUL-4.	Less than Significant.
Greenhouse Gases and Climate Change		
Impact GHG-1: Construction and operation of the Project would result in a cumulatively considerable contribution towards global climate change (Criterion 1).	Mitigation Measure GHG-1: The applicant shall submit for review and approval to the City of Walnut Creek a Greenhouse Gases Emissions Reduction Plan (GHG plan) containing strategies to increase energy efficiency and reduce GHG emissions from the Project to the greatest extent feasible. The applicant shall implement the approved GHG plan. The GHG plan shall include strategies that exceed those already identified in the Project Description, or required by law, and shall particularly include strategies that reduce emissions generated by motor vehicle emissions (which represent the most significant contribution to total Project GHG emissions). The following strategies were assumed in the mitigated scenario for calculation of GHG emissions after mitigation for the Maximum	Significant and Unavoidable.

**TABLE 2-1 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL IMPACTS**

Environmental Impact	Mitigation Measures	Level of Significance after application of Mitigation
Greenhouse Gases and Climate Change (cont.)		
Impact GHG-1 (cont.)	<p>Commercial Scenario in Table 4.6-2:</p> <ul style="list-style-type: none"> • Provide a ride sharing program for which 50 percent of employees are eligible; • Exceed Title 24 energy saving requirements by 20 percent; • Use electrically powered landscape equipment; • Install low-flow bathroom faucets and toilets; and • Use Water efficient irrigation systems and landscaping. <p>The same strategies were assumed in the mitigated scenario for the Maximum Mixed-Use Scenario in Table 4.6-3 but also included:</p> <ul style="list-style-type: none"> • Install low-flow kitchen faucets and showers; and • Install energy efficient appliances (washing machines, refrigerators, dishwashers and fans) • The GHG plan shall also include, but is not limited to, adopting feasible and appropriate greenhouse gas emissions reductions strategies as set forth in the “Community Wide Reduction Measures” section of the City of Walnut Creek Climate Action Plan, which is anticipated to be adopted prior to Project approval. 	
Hazards and Hazardous Materials		
<p>Impact HAZ-1: The Project could encounter contamination from past releases of hazardous materials in the area of the Project Site, such as from underground fuel storage tanks, could potentially expose residents or workers to hazardous materials or wastes (Criteria 1 and 4).</p>	<p>Mitigation Measure HAZ-1a: Any subsurface materials exposed during construction activities that appear suspect of contamination, either from visual staining or suspect odors, shall require immediate cessation of excavation activities and notification of the Contra Costa County Hazardous Materials Division. Soils suspected of contamination through visual observation or from observed odors, shall be segregated from other soils and placed on and covered by plastic sheeting and characterized for potential contamination in accordance with direction received from the Contra Costa County Hazardous Materials Division. If contamination is found to be present, any further proposed groundbreaking activities within</p>	Less than Significant.

**TABLE 2-1 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL IMPACTS**

Environmental Impact	Mitigation Measures	Level of Significance after application of Mitigation
Hazards and Hazardous Materials (cont.)		
Impact HAZ-1 (cont.)	<p>areas of identified or suspected contamination shall be conducted according to a site specific health and safety plan, prepared by a licensed professional and approved by Contra Costa County Environmental Health Division (Hazardous Materials Program).</p> <p>Mitigation Measure HAZ-1b: Any groundwater generated during construction dewatering shall be contained and profiled in accordance with Regional Water Quality Control Board (RWQCB) or Central Contra Costa Sanitary District (CCCSD) requirements depending on whether water will be discharged to storm sewer or sanitary sewer. Any water that does not meet permitted requirements by these two agencies shall be transported offsite for disposal at an appropriate facility, or treated, if necessary to meet applicable standards, prior to discharge in accordance with approval from the RWQCB or CCCSD.</p>	
Noise and Vibration		
<p>Impact NOI-1: Construction activities for the Project would expose people to a substantial increase in the ambient noise levels in the vicinity of the Project (Criteria 1 and 4).</p>	<p>Mitigation Measure NOI-1a: To address potential nuisance impacts of Project construction, construction contractors shall implement the following:</p> <ul style="list-style-type: none"> • Signs shall be posted at all construction site entrances to the property upon commencement of Project construction, for the purposes of informing all contractors/subcontractors, their employees, agents, material haulers, and all other persons at the applicable construction sites, of the basic requirements of the Municipal Code and Mitigation Measures NOI-1a through NOI-1b. • Signs shall be posted at the construction sites that include permitted construction days and hours, a day and evening contact number for the job site, and a contact number in the event of problems. • An onsite complaint and enforcement manager shall respond to and track complaints and questions related to noise. 	Significant and Unavoidable.

**TABLE 2-1 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL IMPACTS**

Environmental Impact	Mitigation Measures	Level of Significance after application of Mitigation
Noise and Vibration (cont.)		
Impact NOI-1 (cont.)	<p>Mitigation Measure NOI-1b: To reduce daytime noise impacts due to construction of the Project, the applicant shall require construction contractors to implement the following measures:</p> <ul style="list-style-type: none"> • Equipment and trucks used for Project construction shall use the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically-attenuating shields or shrouds, wherever feasible). • Impact tools (e.g., jack hammers, pavement breakers, etc.) used for Project construction shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used where feasible; this could achieve a reduction of 5 dBA. Quieter procedures, such as use of drills rather than impact tools, shall be used whenever feasible. • Stationary construction noise sources shall be located as far from adjacent receptors as possible, and they shall be muffled and enclosed when feasible. 	
<p>Impact NOI-2: Traffic generated by the Project, in combination with traffic from past, present, existing, approved, pending and reasonably foreseeable future projects, could substantially increase traffic noise levels in the Project Area; and construction and operational noise levels in combination with traffic from past, present, existing, approved, pending and reasonably foreseeable future projects, could increase ambient noise levels.</p> <p>If reasonably foreseeable future projects are constructed simultaneously with the Project, a significant cumulative noise impact could occur.</p>	<p>Mitigation Measures NOI-1a and NOI-1b.</p>	<p>Less than Significant.</p> <p>Significant and Potentially Unavoidable.</p>

TABLE 2-1 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL IMPACTS

Environmental Impact	Mitigation Measures	Level of Significance after application of Mitigation
Transportation and Circulation		
<p>Impact TRA-1: The Project, under both scenarios, could substantially increase hazards due to a design feature or incompatible uses (Criterion 4).</p>	<p>Mitigation Measure TRA-1: Prior to issuance of any permit for the Project, the Project Applicant shall submit design plans that are consistent with applicable City standards.</p>	Less than Significant.
<p>Impact TRA-2: Remediation, demolition and construction activities associated with the Project, under both scenarios, would result in temporary circulation impacts on the street system (Criteria 1, 4, and 6).</p>	<p>Mitigation Measure TRA-2: The Project Applicant and/or its contractor(s) shall prepare and implement a traffic control plan to reduce construction related traffic impacts on the roadways at, and near the work site, as well as to reduce potential traffic safety hazards and ensure adequate access for emergency responders. The Project Applicant and/or its contractor(s) shall coordinate development and implementation of this plan with jurisdictional agencies (e.g., City of Walnut Creek departments, Contra Costa County Transit Authority, Contra Costa Fire Protection Districts, etc.), as appropriate. To the extent applicable, the traffic control plan shall conform to Part 6 (Temporary Traffic Control) of the <i>California Manual on Uniform Traffic Control Devices</i> (Caltrans, 2010b), and shall include, but not be limited to, the following elements:</p> <ul style="list-style-type: none"> • Circulation and detour plans to minimize impacts on local road circulation during road and lane closures. Flaggers and/or signage shall be used to guide vehicles through and/or around the construction zone. • Identifying truck routes designated by Contra Costa County and City of Walnut Creek. Haul routes that minimize truck traffic on local roadways shall be utilized to the extent possible. • Providing sufficient-sized staging areas for trucks accessing construction zones to minimize disruption of access to adjacent public right-of-ways. • Controlling and monitoring construction vehicle movement through the enforcement of standard construction specifications by on-site inspectors. • Scheduling truck trips outside the peak morning and evening commute hours to the extent possible. • Limiting the duration of road and lane closures to the extent possible. 	Less than Significant.

**TABLE 2-1 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL IMPACTS**

Environmental Impact	Mitigation Measures	Level of Significance after application of Mitigation
Transportation and Circulation (cont.)		
Impact TRA-2 (cont.)	<ul style="list-style-type: none"> • Maintaining pedestrian and bicycle access and circulation during Project construction where safe to do so. If construction activities encroach on a bicycle routes or multi-use paths, advance warning signs (e.g., “Bicyclists Allowed Use of Full Lane” and/or “Share the Road”) shall be posted that indicate the presence of such users. • Identifying detours for bicycles and pedestrians, where applicable, in all areas where maintaining pedestrian and bicycle access and circulation during Project construction cannot be safely done. • Storing all equipment and materials in designated contractor staging areas on or adjacent to the worksite, such that traffic obstruction is minimized. • Implementing roadside safety protocols. Advance “Road Work Ahead” warning and speed control signs (including those informing drivers of state-legislated double fines for speed infractions in a construction zone) shall be posted to reduce speeds and provide safe traffic flow through the work zone. • Providing advance notification to administrators of police and fire stations (including fire protection agencies), ambulance service providers, and recreational facility managers of the timing, location, and duration of construction activities and the locations of detours and lane closures, where applicable. Maintain access for emergency vehicles within, and/or adjacent to, roadways affected by construction activities at all times. • Repairing and restoring affected roadway rights-of way to their original condition after construction is completed. <p>A copy of the traffic control plan shall be submitted to local emergency response agencies and these agencies shall be notified at least 14 days before the commencement of construction that would partially or fully obstruct roadways.</p>	

TABLE 2-1 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL IMPACTS

Environmental Impact	Mitigation Measures	Level of Significance after application of Mitigation
Utilities and Service Systems		
<p>Impact UTIL-1: The Project would result in temporary adverse effects on solid waste landfill capacity (Criterion 6).</p>	<p>Mitigation Measure UTIL-1: <i>Waste Management Plan.</i> The Project Applicant and/or construction contractor shall prepare a waste management plan identifying the types of debris that shall be generated by the Project and the manner in which those waste streams shall be handled. In accordance with the priorities of the Waste Management Act of 1989 (AB 989), the plan shall emphasize source reduction measures followed by recycling and composting methods to reduce the amount of waste being disposed of in landfills. The plan shall specify that 100 percent of inert solids (such as asphalt, brick, concrete, dirt, fines, sand, soil, and stone) must be diverted from disposal, and that 50 percent of all other non-inert materials (wood, metal, cardboard, green waste, gypsum, fixtures, etc.) must be diverted from landfills. In addition, in order to ensure that construction waste generated by the Project does not significantly reduce the capacity of local landfills, the Project Applicant shall require contractors not to exclusively dispose of construction waste at the Acme Landfill. The plan shall be reviewed by the City of Walnut Creek, and, upon project completion, the contractor shall submit receipts to the City of Walnut Creek documenting that the stated waste reuse, recycling, and disposal goals have been met.</p>	<p>Less than Significant.</p>