

1. Executive Summary

This chapter presents an overview of the proposed The Landing at Walnut Creek Apartments, herein referred to as “proposed Project.” This executive summary also provides a summary of the alternatives to the proposed Project, identifies issues to be resolved, areas of controversy, and conclusions of the analysis contained in Chapters 4.0 through 4.12 of this Draft Environmental Impact Report (Draft EIR). For a complete description of the proposed Project, see Chapter 3, Project Description, of this Draft EIR. For a discussion of alternatives to the proposed Project, see Chapter 5, Alternatives to the Proposed Project, of this Draft EIR.

This Draft EIR addresses the environmental effects associated with the implementation of the proposed Project. The California Environmental Quality Act (CEQA) requires that local government agencies, prior to taking action on projects over which they have discretionary approval authority, consider the environmental consequences of such projects. An Environmental Impact Report is a public document designed to provide the public and local and State governmental agency decision-makers with an analysis of potential environmental consequences to support informed decision-making.

This Draft EIR has been prepared pursuant to the requirements of CEQA (California Public Resources Code, Division 13, Section 21000, et seq.) and the State CEQA Guidelines (Title 14 of the California Code of Regulations, Division 6, Chapter 3, Section 15000, et seq.) to determine if approval of the identified discretionary actions and related subsequent development could have a significant impact on the environment. The City of Walnut Creek, as the Lead Agency, has reviewed and revised as necessary all submitted drafts, technical studies, and reports to reflect its own independent judgment, including reliance on applicable City technical personnel and review of all technical subconsultant reports. Information for this Draft EIR was obtained from on-site field observations; discussions with affected agencies; analysis of adopted plans and policies; review of available studies, reports, data, and similar literature in the public domain; and specialized environmental assessments (e.g. air quality, greenhouse gas emissions, noise, geotechnical and transportation and traffic).

1.1 ENVIRONMENTAL PROCEDURES

This Draft EIR has been prepared to assess the environmental effects associated with implementation of the proposed Project, as well as anticipated future discretionary actions and approvals. The six main objectives of this document as established by CEQA are:

- To disclose to decision-makers and the public the significant environmental effects of proposed activities.
- To identify ways to avoid or reduce environmental damage.
- To prevent environmental damage by requiring implementation of feasible alternatives or mitigation measures.

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- To disclose to the public reasons for agency approval of projects with significant environmental effects.
- To foster interagency coordination in the review of projects.
- To enhance public participation in the planning process.

An EIR is the most comprehensive form of environmental documentation identified in the statutes and in the CEQA Guidelines. It provides the information needed to assess the environmental consequences of a proposed project, to the extent feasible. EIRs are intended to provide an objective, factually supported, full-disclosure analysis of the environmental consequences associated with a proposed project that has the potential to result in significant, adverse environmental impacts. An EIR is also one of various decision-making tools used by a lead agency to consider the merits and disadvantages of a project that is subject to its discretionary authority. Prior to approving a proposed project, the lead agency must consider the information contained in the EIR, determine whether the EIR was properly prepared in accordance with CEQA and the CEQA Guidelines, determine that it reflects the independent judgment of the lead agency, adopt findings concerning the project's significant environmental impacts and alternatives, and must adopt a Statement of Overriding Considerations if the proposed project would result in significant impacts that cannot be avoided.

1.1.1 REPORT ORGANIZATION

This Draft EIR is organized into the following chapters:

- **Chapter 1: Executive Summary.** Summarizes environmental consequences that would result from implementation of the proposed Project, describes recommended mitigation measures, and indicates the level of significance of environmental impacts before and after mitigation.
- **Chapter 2: Introduction.** Provides an overview describing the Draft EIR document.
- **Chapter 3: Project Description.** Describes the proposed Project in detail, including the site location and characteristics, objectives, and the structural and technical elements of the proposed action.
- **Chapter 4: Environmental Evaluation.** Organized into 12 sub-chapters corresponding to the environmental resource categories identified in Appendix G of the CEQA Guidelines, this section provides a description of the physical environmental conditions in the vicinity of the proposed Project as they existed at the time the Notice of Preparation was published, from both a local and regional perspective, as well as an analysis of the potential environmental impacts of the proposed Project, and recommended mitigation measures, if required, to reduce their significance. The environmental setting included in each sub-chapter provides baseline physical conditions from which the Lead Agency determines the significance of environmental impacts resulting from the proposed Project. Each sub-chapter also includes a description of the thresholds used to determine if a significant impact would occur; the methodology to identify and evaluate the potential impacts of the proposed Project; and the potential cumulative impacts associated with the proposed Project.
- **Chapter 5: Alternatives to the Proposed Project.** Considers two alternatives to the proposed Project, including the CEQA-required "No Project" alternative and a General Plan 2025 Buildout alternative.

- **Chapter 6: CEQA-Mandated Sections.** Discusses growth inducement, cumulative impacts, unavoidable significant effects, and significant irreversible changes as a result of the proposed Project. Additionally, this chapter identifies environmental issues scoped out pursuant to CEQA Guidelines Section 15128.
- **Chapter 7: Organizations and Persons Consulted.** Lists the people and organizations that were contacted during the preparation of this EIR for the proposed Project.
- **Appendices:** The appendices for this document (presented in PDF format on a CD attached to the back cover) contain the following supporting documents:
 - Appendix A: Initial Study
 - Appendix B: Notice of Preparation and Scoping Comments
 - Appendix C: Air Quality and Greenhouse Gas Data
 - Appendix D: Biological Resources Data
 - Appendix E: Cultural Resources Data
 - Appendix F: Noise Data
 - Appendix G: Public Services Data
 - Appendix H: Transportation and Traffic Data
 - Appendix I: Construction and Operational Health Risk Assessment

1.1.2 TYPE AND PURPOSE OF THIS DRAFT EIR

According to Section 15121(a) of the CEQA Guidelines, the purpose of an EIR is to:

Inform public agency decision makers and the public generally of the significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project.

As described in the CEQA Guidelines, different types of EIRs are used for varying situations and intended uses. Given the short-term nature of the proposed Project and the permitting and development actions that are related both geographically and as logical parts in the chain of contemplated actions for implementation, this Draft EIR has been prepared as a Project EIR, pursuant to Section 15161 of the CEQA Guidelines. As a Project EIR, the environmental analysis will focus primarily on the changes in the environment that would result from the development of The Landing at Walnut Creek Apartments Project. This Project EIR will examine the specific short-term impacts (construction) and long-term impacts (operation) that would occur as a result of Project approval by the City of Walnut Creek City Council.

1.2 SUMMARY OF PROPOSED PROJECT

CenterStreet Development, LLC and Blake Hunt Ventures, LLC, the Project Applicant (Applicant), proposes to redevelop the Project site with a multiple-family residential complex. Development of the proposed Project would involve demolition of existing structures and clearing all existing vegetation, and construction of the principal Project components described below.

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The proposed Project would involve construction of 178 market-rate rental apartment units in one building. The residential area would comprise approximately 155,804 square feet of space. The Project would include 35 studio, 110 one-bedroom and 33 two-bedroom apartment units ranging in size from 524 square feet (smallest studio unit) to 1,156 square feet (largest two-bedroom unit). Based on an average household size of 2.14 persons, it is assumed the proposed Project would have approximately 381 residents. As the majority of the proposed apartment units would be one-bedroom units, it is likely that a resident population of 381 is high, thereby allowing for a conservative analysis of potential environmental impacts. It is anticipated that residents of the Project would be drawn largely from Walnut Creek and other communities in the San Francisco Bay Area.

The proposed Project includes 155,804 square feet of residential area, 40,003 square feet of common/shared area, and 102,474 square feet of parking area, for a total of approximately 299,000 square feet. Common areas would include patios, a rooftop patio, lounge, and fitness room. The parking area noted above includes loading, storage, and trash space. While the details of the anticipated improvements are not finalized at this time, improvements to the frontage and landscaping would be done, including improvements with consideration for storm water runoff and other factors.

The proposed Project would include construction of two levels of parking with a total of 223 parking stalls. The ground level would include 87 stalls and the subterranean level would include 136 stalls. The Project would include a total of 7 parking stalls that meet the Americans with Disability Act (ADA) standards. The Project would also provide 24 bicycle parking stalls. The City's BART Proximate parking standards apply to development on the site allowing reduced parking. All vehicular access would be from Lacassie Avenue.

1.3 SUMMARY OF ALTERNATIVES TO THE PROPOSED PROJECT

This Draft EIR analyzes alternatives to the proposed Project that are designed to reduce the significant environmental impacts of the proposed Project and feasibly attain some of the proposed Project objectives. There is no set methodology for comparing the alternatives or determining the environmentally superior alternative under CEQA. Identification of the environmentally superior alternative involves weighing and balancing all of the environmental resource areas by the City. The following alternatives to the Specific Plan were considered and analyzed in detail:

- No Project
- General Plan 2025 Buildout

Chapter 5, Alternatives to the proposed Project, of this Draft EIR, includes a complete discussion of these alternatives and of alternatives that were rejected for various reasons.

1.4 ISSUES TO BE RESOLVED

Section 15123(b)(3) of the CEQA Guidelines requires that an EIR identify issues to be resolved, including the choice among alternatives and whether or how to mitigate significant impacts. With regard to the proposed Project, the major issues to be resolved include decisions by the City of Walnut Creek, as Lead Agency, related to:

- Whether this Draft EIR adequately describes the environmental impacts of the proposed Project.
- Whether the benefits of the proposed Project override those environmental impacts that cannot be feasibly avoided or mitigated to a level of insignificance.
- Whether the proposed land use changes are compatible with the character of the existing area.
- Whether the identified mitigation measures should be adopted or modified.
- Whether there are other mitigation measures that should be applied to the proposed Project besides those Mitigation Measures identified in the Draft EIR.
- Whether there are any alternatives to the proposed Project that would substantially lessen any of the significant impacts of the proposed Specific Plan and achieve most of the basic objectives.

1.5 AREAS OF CONTROVERSY

The City issued a Notice of Preparation (NOP) on September 23, 2013. The scoping period for this EIR was between September 23 and October 24, 2013, during which interested agencies and the public could submit comments about the proposed Project. During this time the City received one comment letter from the East Bay Municipal Utility District (EBMUD) dated October 17, 2013.

The following is a discussion of issues that are likely to be of particular concern to agencies and interested members of the public during the environmental review process. While every concern applicable to the CEQA process is addressed in this Draft EIR, this list is not necessarily exhaustive, but rather attempts to capture those concerns that are likely to generate the greatest interest based on the input received during the scoping process.

- Aesthetic impacts from increased height
- Air Quality from construction
- Air Quality Health Risk due to close proximity to major roadways
- Vehicular Circulation

1.6 SIGNIFICANT IMPACTS AND MITIGATION MEASURES

Under CEQA, a significant impact on the environment is defined as a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the proposed Project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic and aesthetic significance. While the proposed Project has the potential to generate significant environmental impacts in a number of areas, as described in Chapter 6.0, CEQA Mandated Sections, of this Draft EIR, the proposed Project would have no significant impact on the following environmental topics due to existing conditions on the Project site and surrounding area. These issues have therefore not been analyzed further in this Draft EIR.

- Agricultural and Forestry Resources
- Geology and Soils

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- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Mineral Resources
- Recreation
- Utilities and Service Systems

Table 1-1 summarizes the conclusions of the environmental analysis contained in this Draft EIR and presents a summary of impacts and mitigation measures identified. It is organized to correspond with the environmental issues discussed in Section 4, Chapter 4.0 through 4.12. The table is arranged in four columns: 1) significant environmental impacts; 2) significance prior to mitigation; 3) mitigation measures; and 4) significance after mitigation. For a complete description of potential impacts, please refer to the specific discussions in Section 4, Chapter 4.0 through 4.12.

As shown in Table 1-1, some significant impacts would be reduced to a less-than-significant level if the mitigation measures recommended in this Draft EIR are implemented.

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TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Without Mitigation	Mitigation Measures	Significance With Mitigation
AESTHETICS			
AES-1: The proposed Project would not have a substantial adverse effect on a scenic vista.	LTS	N/A	
AES-2: The proposed Project would not substantially degrade the existing visual character or quality of the site and its surroundings.	LTS	N/A	
AES-3: The proposed Project, in combination with past, present and reasonably foreseeable projects, would result in less than significant cumulative impacts with respect to aesthetics.	LTS	N/A	
AIR QUALITY			
AIR-1: The Project would not conflict with or obstruct implementation of the applicable air quality plan.	LTS	N/A	
AIR-2a: During construction, the Project could violate an air quality standard or contribute substantially to an existing or projected air quality violation.	S	<p>AIR-2a: The Project's construction contractor shall comply with the following BAAQMD Best Management Practices for reducing construction emissions of PM₁₀ and PM_{2.5}:</p> <ul style="list-style-type: none"> ▪ Water all active construction areas at least twice daily, or as often as needed to control dust emissions. Watering should be sufficient to prevent airborne dust from leaving the site. Increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water should be used whenever possible. ▪ Pave, apply water twice daily or as often as necessary, to control dust, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites. ▪ Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard (i.e., the minimum required space between the top of the load and the top of the trailer). ▪ Sweep daily (with water sweepers using reclaimed water if possible), or as often as needed, all paved access roads, parking areas and staging 	LTS

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TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Without Mitigation	Mitigation Measures	Significance With Mitigation
		<p>areas at the construction site to control dust.</p> <ul style="list-style-type: none"> ▪ Sweep public streets daily (with water sweepers using reclaimed water if possible) in the vicinity of the Project site, or as often as needed, to keep streets free of visible soil material. ▪ Hydroseed or apply non-toxic soil stabilizers to inactive construction areas. ▪ Enclose, cover, water twice daily, or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.). ▪ Limit vehicle traffic speeds on unpaved roads to 15 mph. ▪ Replant vegetation in disturbed areas as quickly as possible. ▪ Install sandbags or other erosion control measures to prevent silt runoff from public roadways. 	
<p>AIR-2b: During operation, the Project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation.</p>	LTS	N/A	
<p>AIR-3: The Project would not result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is in nonattainment under an applicable federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).</p>	LTS	N/A	
<p>AIR-4a: The Project would expose off-site sensitive receptors to substantial pollutant concentrations from construction activities.</p>	S	<p>AIR-4a: The applicant shall adhere to one of the following:</p> <ul style="list-style-type: none"> (a) The construction contractor shall use Level 3 Diesel Particulate Filters (DPFs) for construction equipment over 75 horsepower. These types of filters are capable of reducing particulate matter emissions by 85 percent. – or – (b) Alternatively, the City shall allow the Applicant to prepare a revised Construction Health Risk Assessment (HRA). If the revised Construction HRA can demonstrate that construction toxic air contaminants (TAC) and fine particulate matter (PM_{2.5}) emissions can be mitigated under the Bay Area Air 	LTS

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TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Without Mitigation	Mitigation Measures	Significance With Mitigation
AIR-4b: The Project would not expose on-site sensitive receptors to substantial pollutant concentrations from off-site emission sources.	LTS	<p>Quality Management District's (BAAQMD) threshold of 10 in a million for a lifetime cancer risk using only Level 2 DPFs, which are capable of reducing particulate matter emissions by 50 percent, or a combination of Level 2 and Level 3 DPFs, then the construction contractor shall use the required mix of Level 2 and Level 3 DPF specified in the revised Construction HRA for construction equipment over 75 horsepower. The revised HRA shall be approved by the City during the compliance review process, prior to construction.</p> <p>Under either scenario above, a list of construction equipment by type and model year shall be maintained by the construction contractor on-site. The construction contractor shall ensure that all construction equipment is properly serviced and maintained to the manufacturer's standards to reduce operational emissions, and shall limit nonessential idling of construction equipment to no more than five consecutive minutes.</p>	LTS
AIR-4c: The Project would not expose sensitive receptors to substantial pollutant concentrations from CO hotspots.	LTS	N/A	LTS
AIR-5: The Project, in combination with past, present, and reasonably foreseeable projects, could cumulatively contribute to air quality impacts in the San Francisco Bay Area Air Basin.	S	<p>AIR-5: Implementation of Mitigation Measure AIR-4a listed above would reduce the Project's cumulative contribution to particulate matter emissions by 85 percent and the excess cancer risk for the adult and child exposure scenarios would be less than the threshold values. Additionally, the PM_{2.5} annual concentrations would be below the significance threshold with implementation of this mitigation measure. Consequently, the Project's contribution to cumulative air quality impacts during construction activities would be less than significant with mitigation.</p>	LTS

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TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Without Mitigation	Mitigation Measures	Significance With Mitigation
BIOLOGICAL RESOURCES			
<p>BIO-1: The Project would have a substantial adverse effect, either directly or through habitat modifications, on species identified as candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or United States Fish and Wildlife Service.</p>	S	<p>BIO-1: Adequate measures should be taken to avoid any inadvertent taking of raptor nests and other nesting birds protected under the Migratory Bird Treaty Act when in active use. This should be accomplished by taking the following steps.</p> <ul style="list-style-type: none"> ▪ If vegetation removal and initial construction is proposed during the nesting season (March to August), a focused survey for nesting raptors and other migratory birds should be conducted by a qualified biologist within 14 days prior to the onset of vegetation removal or construction, in order to identify any active nests on the proposed Project site and in the vicinity of proposed construction. ▪ If no active nests are identified during the construction survey period, or if development is initiated during the non-breeding season (September to February), vegetation removal and construction may proceed with no restrictions. ▪ If protected bird nests are found, an adequate setback should be established around the nest location and vegetation removal and construction activities restricted within this no-disturbance zone until the qualified biologist has confirmed that any young birds have fledged and are able to function outside the nest location. Required setback distances for the no-disturbance zone should be based on input received from the California Department of Fish and Wildlife (CDFW), and may vary depending on species and sensitivity to disturbance. As necessary, the no-disturbance zone should be fenced with temporary orange construction fencing if construction is to be initiated on the remainder of the development site. ▪ A report of findings should be prepared by a qualified biologist and submitted to the City for review and approval prior to initiation of construction within the no-disturbance zone during the nesting season (March to August). The report should either confirm absence of any 	LTS

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TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Without Mitigation	Mitigation Measures	Significance With Mitigation
BIO-2: The proposed Project, in combination with past, present and reasonably foreseeable projects, would result in less than significant cumulative impacts with respect to biological resources.	LTS	active nests or should confirm that any young are located within a designated no-disturbance zone and construction can proceed.	
CULTURAL RESOURCES			
CULT-1: The proposed Project would not cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5.	LTS	N/A	
CULT-2: The proposed Project would not cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.	S	CULT-2: If any prehistoric or historic subsurface cultural resources are discovered during ground-disturbing activities, all work within 50 feet of the resources shall be halted and a qualified archaeologist shall be consulted to assess the significance of the find according to CEQA Guidelines Section 15064.5. If any find is determined to be significant, representatives from the City and the archaeologist would meet to determine the appropriate avoidance measures or other appropriate mitigation. All significant cultural materials recovered shall be, as necessary and at the discretion of the consulting archaeologist, subject to scientific analysis, professional museum curation, and documentation according to current professional standards. In considering any suggested mitigation proposed by the consulting archaeologist to mitigate impacts to historical resources or unique archaeological resources, the City shall determine whether avoidance is necessary and feasible in light of factors such as the nature of the find, Project design, costs, and other considerations. If avoidance is infeasible, other appropriate measures (e.g., data recovery) would be instituted. Work may proceed on other parts of the Project site while mitigation for historical resources or unique archaeological resources is being carried out.	LTS

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TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Without Mitigation	Mitigation Measures	Significance With Mitigation
CULT-3: The proposed Project would not directly or indirectly destroy a unique paleontological resource, site, or unique geologic feature.	S	CULT-3: In the event that fossils or fossil-bearing deposits are discovered during construction, excavations within 50 feet of the find shall be temporarily halted or diverted. The contractor shall notify a qualified paleontologist to examine the discovery. The paleontologist shall document the discovery as needed, in accordance with Society of Vertebrate Paleontology standards (Society of Vertebrate Paleontology 1995), evaluate the potential resource, and assess the significance of the find under the criteria set forth in CEQA Guidelines Section 15064.5. The paleontologist shall notify the appropriate agencies to determine procedures that would be followed before construction is allowed to resume at the location of the find. If the Project proponent determines that avoidance is not feasible, the paleontologist shall prepare an excavation plan for mitigating the effect of the Project based on the qualities that make the resource important. The plan shall be submitted to the City for review and approval prior to implementation.	LTS
CULT-4: The proposed Project, in combination with past, present and reasonably foreseeable projects, would result in less than significant cumulative impacts with respect to Cultural Resources.	LTS	N/A	
GREENHOUSE GAS EMISSIONS			
GHG-1: The Project would not generate GHG emissions, either directly or indirectly, that would have a significant impact on the environment.	LTS	N/A	
GHG-2: The proposed Project would be consistent with measures adopted for the purpose of reducing GHG emissions to achieve the City's local GHG reduction target, as outlined in the City of Walnut Creek's Climate Action Plan.	LTS	N/A	

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Significant Impact	Significance Without Mitigation	Mitigation Measures	Significance With Mitigation
<p>GHG-3: The Project, in combination with past, present, and reasonably foreseeable projects, would not result in a significant cumulative impact with respect to GHG emissions.</p>	LTS	N/A	
LAND USE AND PLANNING			
<p>LU-1: The proposed Project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.</p>	LTS	N/A	
<p>LU-2: The proposed Project, in combination with past, present and reasonably foreseeable projects, would result in a less than significant cumulative impacts with respect to land use planning.</p>	LTS	N/A	
NOISE			
<p>NOISE-1: The proposed Project would result in the exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.</p>	S	<p>NOISE-1: Sound-rated building construction shall be used to achieve acceptable indoor noise levels (45 dBA L_{dn}, 50 dBA L_{max} in bedrooms, and 55 dBA L_{max} in other rooms) in residential units throughout the site. Building sound insulation treatments include, but are not limited to, sound-insulating windows and doors, resilient wall constructions, heavy siding and roofing materials (e.g., stucco, Hardi-plank), ventilation silencers, and gasketing. All residential units in the Project shall require mechanical ventilation or a sound attenuating “zee” duct to allow for air circulation while windows are closed for noise control. The specification of these treatments shall be developed during the architectural design of the buildings and shall be summarized in a report. This report shall be submitted and approved by the City of Walnut Creek Building Department prior to issuance of building permits.</p>	

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Significant Impact	Significance Without Mitigation	Mitigation Measures	Significance With Mitigation
NOISE-2: The proposed Project would not result in the exposure of persons to or generation of excessive groundborne vibration or ground borne noise levels.	LTS	N/A	
NOISE-3: The proposed Project would not result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project.	LTS	N/A	
NOISE-4: The proposed Project would result in a substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project.	S	<p>NOISE-4: Develop a construction mitigation plan in close coordination with adjacent noise-sensitive land uses so that construction activities can be scheduled to minimize noise disturbance. The construction mitigation plan shall consider the following available controls to reduce construction noise levels as low as practical.</p> <ul style="list-style-type: none"> ▪ Equip all internal combustion engine-driven equipment with mufflers that are in good condition and appropriate for the equipment. ▪ Keep Construction equipment well maintained. ▪ Utilize "quiet" models of air compressors and other stationary noise sources where technology exists. "Quiet" equipment typical generate noise levels 5 dBA lower than that of conventional equipment. ▪ Locate stationary noise-generating equipment as far as feasible from sensitive receptors (e.g., residences) when these receptors adjoin or are within 200 feet of a construction Project area. ▪ Prohibit unnecessary idling of internal combustion engines. ▪ Construct temporary sound barriers using plywood or similar material bearing the same sound attenuating effectiveness as plywood between portions of the construction sites and sensitive receptors, such as residences and public areas. These temporary sound barriers, which could also consist of construction-grade sound blankets/curtains, should be at least 12 feet in height. ▪ Ensure that construction activities (including the loading and unloading of materials and truck movements) are conducted in accordance with the hours restrictions set forth in Municipal Code 	LTS

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Significant Impact	Significance Without Mitigation	Mitigation Measures	Significance With Mitigation
<p>NOISE-5: The proposed Project, in combination with past, present and reasonably foreseeable projects, would result in less than significant cumulative impacts with respect to noise.</p>	LTS	<p>Section 4.6-203f and Section 9-9.07.</p> <ul style="list-style-type: none"> ▪ Residences or noise-sensitive land uses adjacent to the construction site should be notified in writing of construction at least 7 days prior to the onset of construction activities. A “construction liaison” contact person should be designated; he/she would be responsible for responding to any local complaints about construction noise. The liaison would determine the cause of the noise complaints (e.g., starting too early, bad muffler, etc.) and institute reasonable measures to correct the problem. The phone number of the liaison should be conspicuously posted at the construction site. 	N/A
POPULATION AND HOUSING			
<p>POP-1: The proposed Project would not displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere.</p>	LTS	N/A	N/A
<p>POP-2: The proposed Project would not displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.</p>	LTS	N/A	N/A
<p>POP-3: The proposed Project, in combination with past, present and reasonably foreseeable projects, would result in less than significant cumulative impacts with respect to population, housing and employment.</p>	LTS	N/A	N/A
PUBLIC SERVICES			
<p>PS-1: The proposed project would not result in the need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios,</p>	LTS	N/A	N/A

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Significant Impact	Significance Without Mitigation	Mitigation Measures	Significance With Mitigation
response times or other performance objectives.			
PS-2: The proposed Project, in combination with past, present and reasonably foreseeable projects, would result in less than significant cumulative impacts with respect to fire protection services.	LTS	N/A	
PS-3: The proposed Project would not require expanded facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for police services.	LTS	N/A	
PS-4: The proposed Project, in combination with past, present and reasonably foreseeable projects, would result in less than significant cumulative impacts with respect to police services.	LTS	N/A	
TRANSPORTATION AND TRAFFIC			
TRAF-1: The proposed Project would not conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.	LTS	N/A	
TRAF-2: The proposed Project would not conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways.	LTS	N/A	

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TRAF-3: The proposed Project would not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).	LTS	N/A		
TRAF-4: The proposed Project, in combination with past, present and reasonably foreseeable projects, would result in less than significant cumulative impacts with respect to transportation and traffic.	LTS	N/A		

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