

# LOCUST STREET / MT. DIABLO BOULEVARD SPECIFIC PLAN

Responses to Comments / Final Environmental Impact Report

Prepared for  
City of Walnut Creek

March 2009



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# CHAPTER I

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## Introduction

### A. CEQA Process

Pursuant to State and local guidelines for implementing the California Environmental Quality Act (Public Resources Code Section 21000, et seq.) and the State CEQA Guidelines (California Code of Regulations Section 15000, et seq.) promulgated thereunder, together “CEQA”, the City of Walnut Creek has prepared this Environmental Impact Report (EIR) as an informational document presenting the environmental analysis of the Locust Street / Mt. Diablo Boulevard Specific Plan (“Specific Plan” or “Plan”). The EIR is prepared for public review and for agency decision-makers to use in their consideration of the Plan. The City of Walnut Creek is the Lead Agency for the EIR.

On December 30, 2008, the City transmitted the Draft EIR for the Specific Plan to the State Clearinghouse / Office of Planning and Research for distribution to Reviewing Agencies specified on the Environmental Document Transmittal (Appendix C to the CEQA Guidelines), which is included as Appendix A to this document. Access to electronic versions of the Draft EIR and the Specific Plan was available online at the City’s website: <http://www.walnut-creek.org>.

On January 5, 2009, the City posted the Draft EIR for a 45-day public review and comment period, which ended February 18, 2009. On January 16, 2009, the City publicly noticed the project by mail to 96 property owners and interested parties, including The Rossmoor News; Contra Costa Times; Walnut Creek Homeowners Council; Walnut Creek Tree Committee; and Adams, Broadwell, Joseph & Cardozo. (The list of property owners and interested parties to whom the notice was mailed is available at Walnut Creek City Hall, 1666 N. Main Street.) On January 16, 2009, the City also published in the Contra Costa Times a public hearing notice of a City Council Study Session on the Draft EIR, which was held February 3, 2009. The study session allowed the public and the City Council to comment on the Draft EIR as well as the Specific Plan. The public notice for the study session also provided opportunity for persons to comment in writing. Lastly, eight public hearing notices were posted in highly visible locations throughout the Specific Plan area at least 10 days in advance of the February 3rd City Council hearing.

All comments received within the public review and comment period, and the City’s responses to those comments, are presented in this document.

## B. Purpose and Consideration of the Final EIR

The City has prepared this document pursuant to CEQA Guidelines Section 15132, which specifies the following pertaining to the contents of a Final EIR:

“The Final EIR shall consist of:

- (a) The Draft EIR or a revision of that draft.
- (b) Comments and recommendations received on the Draft EIR either verbatim or in a summary.
- (c) A list of persons, organizations, and public agencies commenting on the Draft EIR.
- (d) The response of the Lead Agency to significant environmental points raised in review and consultation process.
- (e) Any other information added by the Lead Agency.”

The information contained in this document, which is the Response to Comments document, together with the Draft EIR, constitutes the Final EIR. Due to the length of the text in the Draft EIR, its text is not included within this Response to Comments document; however, it is included by reference as part of the Final EIR.

The Final EIR is subject to review and consideration by the City Council, which must certify that it has independently reviewed and considered the information in the EIR and that the EIR has been completed in conformity with the requirements of CEQA. Further, pursuant to CEQA Guidelines Section 15091, no public agency, such as the City of Walnut Creek, shall approve or carry out a project (e.g., the Specific Plan) for which an EIR has been certified which identifies one or more significant effects of the project, unless the public agency makes one or more 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 Final 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 agency.
- (3) Specified economic, legal, social, technological, or other considerations, including provisions of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR.

The City will prepare and present its determination of the above findings prior to acting on the Specific Plan.

## C. Organization of this Document

Following this introductory chapter, this Responses to Comments / Final EIR document is organized as described below.

- Chapter II, *Project Overview*, summarizes the Specific Plan as presented in Chapter III, Project Description, of the Draft EIR, as well as any refinements or additional detail that the City has proposed to the Specific Plan since publication of the Draft EIR. This chapter also assesses whether the proposed refinements or additional information change the environmental impact determinations made in the Draft EIR.
- Chapter III, *Commenters and Responses to Comments Received on the Draft EIR*, identifies the commenters on the Draft EIR, the comments received on the Draft EIR during the public review and comment period, and responses to those comments received within the designated review and comment period.
- Chapter IV, *Errata and Clarifications to the Draft EIR*, contains Lead Agency-initiated text modifications and errata to the Draft EIR. None of the modifications (e.g., corrections and clarifications) to the Draft EIR constitute *significant new information* pursuant to Section 15088.5 of the CEQA Guidelines.

Appendices to this Responses to Comments / Final EIR document follow Chapter IV and include copies of the CEQA Notice of Completion and Environmental Document Transmittal to the State Clearinghouse (Appendix A). At the time the City transmitted the document to the State Clearinghouse it also submitted a copy of the DEIR directly to CalTrans and the Region 2 Water Quality Control Board. One week after receiving the DEIR, CalTrans requested six additional copies, which the City provided to Caltrans on CD.

Appendices to this document also include the notice of Draft EIR availability and opportunity for comment (Appendix B) issued by the City, pursuant to the CEQA process.





# CHAPTER II

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## Project Overview

### A. Project Summary

The City of Walnut Creek drafted the Locust Street / Mt. Diablo Boulevard Specific Plan (“Specific Plan” or “Plan”) for a key portion of the Traditional Downtown, north of Mt. Diablo Boulevard. The Specific Plan addresses approximately 5.3 acres that include several significant vacant and transitional commercial properties that offer opportunities for infill development. The primary goal of the Specific Plan is to “maintain and enhance the viability of downtown Walnut Creek as a regional, as well as a local, retail destination.” The Specific Plan includes objectives, policies, development standards, and design guidelines intended to guide new development in the Specific Plan Area over the next five to ten years in a way that builds upon, enhances and expands the existing pedestrian-oriented retail district, while preserving the diverse and eclectic character of the Traditional Downtown.

Generally, implementation of the Specific Plan as envisioned by the City will develop approximately 202,000 square feet of net new retail, office, and residential (46 units) uses; approximately 555 net new parking spaces, including a new public parking garage, and a network of new public pedestrian paseos and plaza/courtyards.

The Specific Plan Area is comprised of 24 parcels, generally located east of N. California Boulevard, north of Mt. Diablo Boulevard, south of Cypress Street, and west of N. Main Street. The Area lies within the northern part of the 1974 Mt. Diablo Redevelopment Area that supports retail, office, residential, hotel, and parking uses.

### B. Project Refinements Since Publication of the Draft EIR

Since the City’s publication of the draft Specific Plan, it has incorporated revisions to the Plan based on public comment received and direction received during study sessions on the Plan with the City Council and various City Commissions. Much of this discussion can be reviewed in the meeting summary of the February 3, 2008 City Council study session on the Draft EIR which is presented in Chapter IV of this document. In response, the City has added policies to the draft Specific Plan that address the future study of the possible re-use of the Commercial Lane area for increased pedestrian use, most likely in conjunction with the redevelopment of Opportunity Site 2 (Mark Morris/Walnut Creek Automotive). In addition, policies have been added to encourage environmentally friendly or “green” redevelopment in the plan area.

The addition of these policies to the draft Specific Plan does not affect the environmental analysis or impact determinations presented in the Draft EIR. The added policies regarding increased pedestrian use of the Commercial Lane area support do not affect the effects of the Specific Plan's implementation on pedestrian circulation (Impact TRAF-3, less than significant); they continue to allow the Plan to contribute to the walkability of the area and do not conflict with any other City goals or policies regarding pedestrian activity. The addition of policies regarding "green" redevelopment (Impacts GHG-1 and GHG-2, less than significant) supports the conformance of the Specific Plan's implementation with the State's goal of reducing GHG emissions, pursuant to AB 32.

## CHAPTER III

# Commenters and Responses to Comments Received on the Draft EIR

### A. Commenters Responding in Writing on the Draft EIR

The City of Walnut Creek received one written public comment, via electronic mail, during the 45-day review and comment period for the Draft EIR from the following individual. The comment is presented and responded to as “Letter 1” in Section C of this chapter. The City received no other written public comments during the comment period.

Comment Designator	Commenter	Date of Correspondence	Date Received by Lead Agency
1	<a href="mailto:Ponicoa@ca.astound.net">Ponicoa@ca.astound.net</a> , Unsigned	01/13/09	01/13/09

The City also received a written comment dated February 18, 2009, from the “California Department of Transportation (CalTrans), Local Development—Intergovernmental Review” via facsimile transmittal on February 19, 2009, after the close of the public review and comment period for the Draft EIR. Public Resources Code Section 21091(d)(2)(A) and CEQA Guidelines sections 15088(a) and 15207 provide that the Lead Agency may, but need not, respond to late comments. The City will present the agency comment and its response separate from this Responses to Comments / Final EIR document.

### B. Commenters Responding at the Walnut Creek City Council Study Session on the Draft EIR

The following persons provided spoken comments at the February 3, 2009, Walnut Creek City Council Study Session on the Draft EIR. The commenters are listed generally in order of presentation.

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**Speakers at the February 3, 2009 City Council Study Session on the Draft EIR**

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**General Public**

Mr. Pat Gaffney  
Mr. John Licht

**Council Members**

Council Member Simmons  
Council Member Rajan  
Council Member Silva  
Mayor Pro Tem Rainey  
Mayor Skrel

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## **C. Responses to Written Comments Received on the Draft EIR**

This section includes a copy of the written comment received during the public review period on the Draft EIR. A specific response to the individual comment follows the letter.

Responses throughout this document specifically address comments that pertain to the adequacy of the analysis in the Draft EIR or other aspects pertinent to the environmental analysis of the Specific Plan pursuant to CEQA. Comments that address topics that are unrelated to the Draft EIR or CEQA are noted for the public record, but no response is required in this CEQA Responses to Comments / Final EIR document.

From: Ponicoa [mailto:Ponicoa@ca.astound.net]  
Sent: Tuesday, January 13, 2009 4:57 PM  
To: Victoria Walker  
Subject: LOCUST STREET / MT. DIABLO BOULEVARD SPECIFIC PLAN

Ms. Walker,

I write this letter to oppose Walnut Creek's Locust Street/Mt. Diablo Blvd. specific plan. As a resident of Walnut Creek since 1994, I believe taking property from tax payers is unlawful and disrespectful. As a Walnut Creek resident I enjoy my town for many reasons although over the last few years my sleepy town has morphed into a retail driving community similar to Fairfield. I am sure that most residents share the same frustrations as I, primarily traffic. Understandably growth is essential and vital to the success of our town yet at what cost? The downtown area is so congested with automobiles that a simple stop at my local bank is now a major ordeal. I can't park in the patron parking lot without fear of a parking ticket or hardly find gas or an everyday hardware store. Parking tickets are a joke, as are the people that enforce the meters. Meters are becoming a thing of the past because of newer meter systems that don't maintain paid meter time, the impression is the City wants to give out violations. Development is essential for smart growth, taking property and imposing will upon others used to be illegal. Somehow this City knows what is best yet at what cost? Is there a final goal or will the development just continue? Who is policing the policy makers? We no longer have a VA building, it was removed a long time ago yet the lot remains vacant. I am glad I don't get that call, that would be very uncomfortable to explain how we have a plan and it was so important to remove the building that belonged to our Veterans but we haven't gotten somebody to build yet. To bad, we don't need Vets anyway (maybe for one or two days a year). Who needs a real fast food restaurant anyway, McDonalds has only been on that site for twenty or thirty years. I am sure that Scots will be happy to see it go, yet I am sure that after the new development is in place, they will reminisce of the days gone by.

A City is a place where people live, a place where children are raised and educated. A City includes young and old, men and women, rich and poor. My City is gone, it all began with the demolition of Simons. It happened while the detoured traffic was cramming our streets, when the Highway 24/680 interchange construction proceeded. When the dust cleared Simons was gone, and Walnut Creek was no longer a sleepy City.

## **Response to Letter 1 – Ponicoa@ca.astound, Unnamed**

The comments raised by the commenter regarding the desirability of the project from the commenter's perspective address the merits of the project and do not address the adequacy of the analysis in the Draft EIR or other environmental effects considered under CEQA. The Planning Commission and City council will address the merits of the project during the public hearing process. Comments on the EIR that raise issues regarding the merits of the project will be submitted to the decision makers as part of this EIR so that they may factor the commenter's opinions and statements into their decision as they deem appropriate.

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## **D. Response to Comments Received at the Walnut Creek City Council Study Session on the Draft EIR**

This section includes a summary of comments presented orally during the City Council study session on the Draft EIR. The comments presented in this section are re-printed exactly as prepared by the Walnut Creek City Clerk for this agenda item (Work order 703-143 and published for viewing in text on the internet at

[http://walnutcreek.granicus.com/MinutesViewer.php?view\\_id=2&clip\\_id=571](http://walnutcreek.granicus.com/MinutesViewer.php?view_id=2&clip_id=571). Study session proceedings can also be viewed as a video through the above website linkage.

### **Minutes of Comments Received at the City Council Study Session on the Draft EIR**

*Victoria Walker*, Interim Planning Manager, led the City Council through a study session on the Draft Locust Street/Mt. Diablo Boulevard Specific Plan and Draft Environmental Impact Report in order to answer questions and provide an opportunity for Council and public comments on these documents.

*Council/General*: The Council asked questions of staff regarding the plan and received answers from Ms. Walker, Interim Planning Manager Sandra Meyer and Transportation Planning Manager, John Hall.

*Pat Gaffney* spoke of the opportunity to develop Commercial Lane into a paseo and encouraged a strong council endorsement for this idea.

*John Licht*, property owner backing up to Commercial Lane, concurred with Mr. Gaffney and encouraged development of this area and stated his interest in partnering with the City in achieving these goals.

*Council/General*: The Council asked for clarification on some of the points raised and provided summarizing comments.

**Councilmember Simmons** stated he appreciates the flexibility of the plan especially the use of guidelines rather than requirements. He likes the pedestrian nature of the proposal. He would prefer two entrances, not three, from the Cypress Street parking garage and sees this area as better suited as a pedestrian area. He would prefer not to see a General Plan amendment for the McDonald's site in order to retain flexibility to respond to a specific use application in the future. He supports the Commercial Lane proposal and encouraged staff to develop a process for how this might be accomplished.

**Councilmember Rajan** agrees with the Commercial Lane proposal, and stated the overall plan has great potential and is exceptionally well thought out. He noted the importance of this downtown area and the need to maximize commercial viability here while securing benefits for the City. He appreciates the opportunity for City landscaping and extending the sidewalks. He also prefers the third garage entrance be pedestrian and encouraged ways to include a large public gathering area for recreating. He stated that Opportunity Site Two is a transition from Broadway Plaza to the traditional downtown and noted that what develops here has great impact on the traditional downtown. He is comfortable with the General Plan amendment. He would prefer not want to make the plan overly proscriptive.

**Councilmember Silva** stated the Specific Plan provides a range of benefits as it comes to fruition over the next 20 years including: to provide more parking, more housing with fewer traffic impacts, more jobs, better vitality in the pedestrian retail district, more paseos and plazas, and additional opportunities for public art. She likes the flexibility inherent in the plan and encouraged sustainability, if financially feasible. She is comfortable with the General Plan amendment and is interested in ways to incentivize for a hotel use. She supports the phasing as proposed in the plan for the Commercial Lane evolution to stay flexible.

**Mayor Pro Tem Rainey** complimented the plan and agrees with the Commercial Lane proposals, wants to ensure the guidelines preclude a building with a big box wall effect along Mt. Diablo Boulevard and ensure breaks and height variations are compatible with other nearby developments. She noted the need to provide office space in downtown and Highlighted the nexus between office uses, jobs and economic vitality. She recommended not excluding office use on the site. She is okay with a General Plan amendment.

**Mayor Skrel** prefers keeping the option for Commercial Lane, advises not to commission a study yet, but he is in favor of moving forward with the concept. He is also okay with the General Plan amendment. He stated that access from Cypress Street would work better as pedestrian rather than vehicular. He is fine with option B. He encouraged staff to move expeditiously considering current economic times and stated we should provide incentives for all six sites.

## **Response to Comments Received at the City Council Study Session on the Draft EIR**

All comments received at the study session address the merits of the Specific Plan, which will be addressed by the Planning Commission and City Council during the public hearing process, and do not address the adequacy of the analysis in the Draft EIR or other environmental effects considered under CEQA. The comments are noted collectively and no response is required. No individual responses are warranted in this CEQA Responses to Comments / Final EIR document.





# CHAPTER IV

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## Errata and Clarifications to the Draft EIR

The errata presented in this chapter are initiated by the City of Walnut Creek (as Lead Agency). Changes address corrections and clarifications to information presented in the Draft EIR in cases where the information may result in misinterpretation of the data. Throughout this chapter, newly added text is shown in underline format, and deleted text is shown in ~~strikeout~~ format. Errata are listed in the order in which they would appear in the Draft EIR document. Corrected exhibits (figures or tables) are presented following the list of errata.

No changes made to the Draft EIR affect the environmental analysis or impact determinations presented therein.

### A. Errata and Clarifications

1. The caption for Figure IV.B-1 on Page IV.B-4 has been corrected to read *Westerly View from N. Main ~~Locust~~ Street*. The figure is presented at the end of this Section A.

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2. Page IV.D-2, *Figure IV.D-1, Aerial Photo of Specific Plan Area*, was inadvertently left out of the Draft EIR and is added. The figure is presented at the end of this Section A.

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3. Figures IV-D-5A, IV-D-7A, IV-D-9A, IV-D-10A, and IV-D-11A on Pages IV-D-16, IV-D.28, IV.D-32, IV.D-42, and IV.D-44, respectively, have been reformatted for clarity. Specifically, the alignment of volume figures for Intersection #11 (Northbound I-680 ramp and Olympia Boulevard) and Intersection #12 (I-680 Southbound Off/Paulson) has been corrected for each of these Figures. These figures are presented at the end of Section A.

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4. Page VI-1 of the DEIR, 3<sup>rd</sup> paragraph, 4<sup>th</sup> sentence is revised to read:

“Action 9.1.1 accompanying Policy 9.1 in Chapter 4 of the General Plan limits the rate of commercial growth outside of the Shadelands Business Park to 1.25 million between ~~2005~~ 2006 and 2015, to be metered at a rate of ~~250,000~~ 125,000 square feet every two years.”

5. Page VII-1 of the DEIR, under “Lead Agency,” Victoria Walker’s title has been corrected to ~~Assistant~~ Interim Planning Manager.

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6. Appendix B, *URBEMIS Air Quality and GHG Inputs*, in the Draft EIR inadvertently contained duplicate pages (pp.308-311 and 325-326), which have been removed; the adjusted Appendix B is reprinted at the end of this section.
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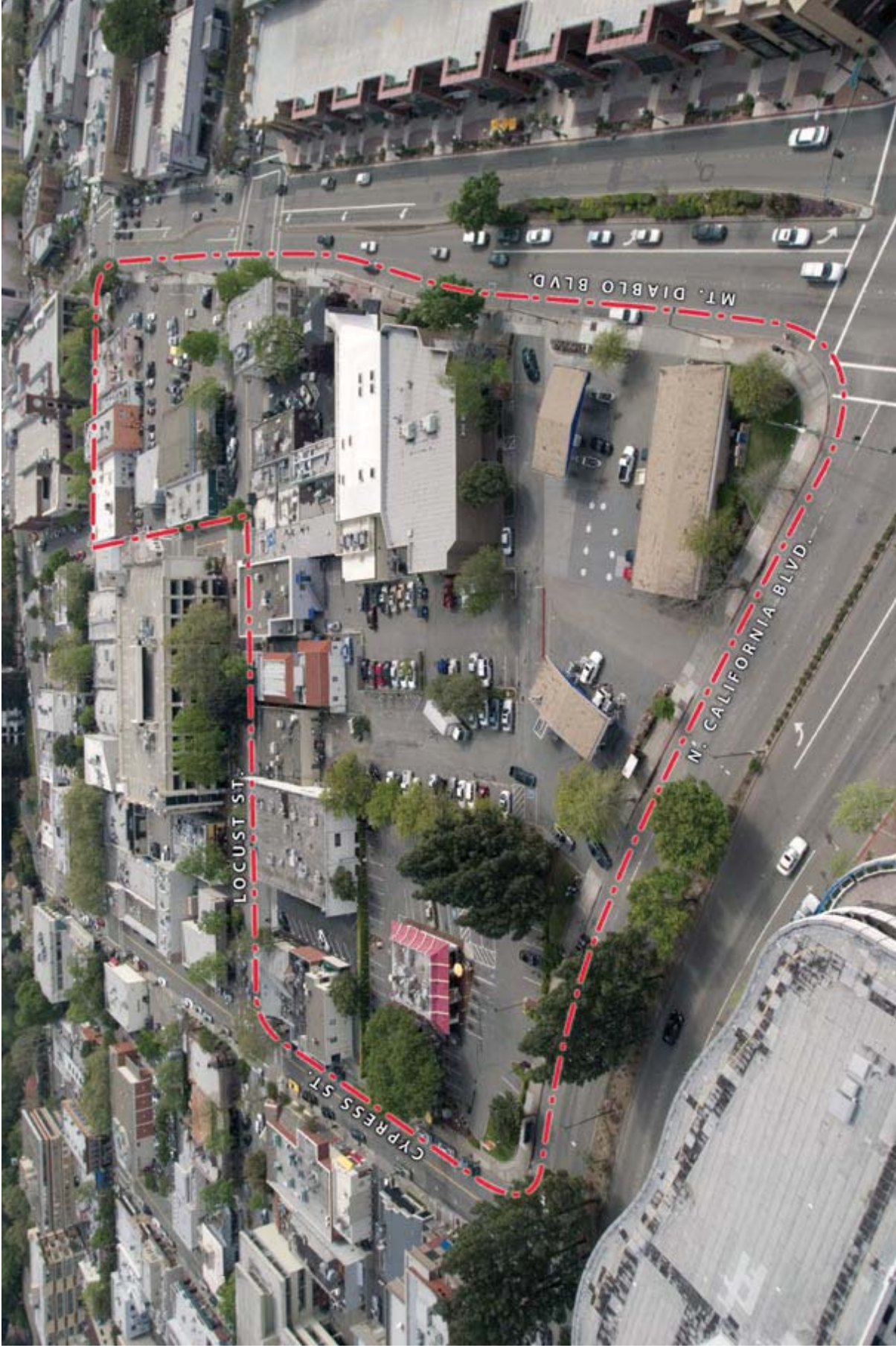


La Fogata Restaurant, Rear View



Westerly View from N. Main Street

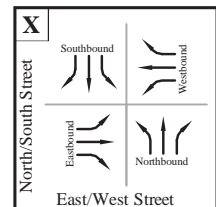
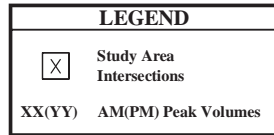
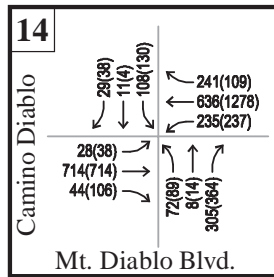
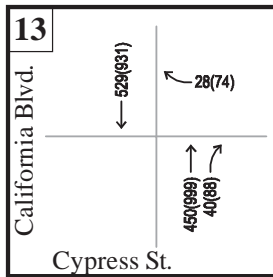
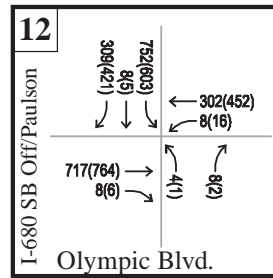
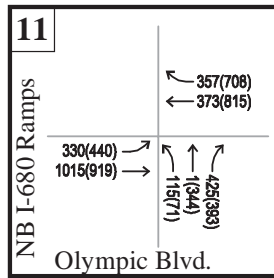
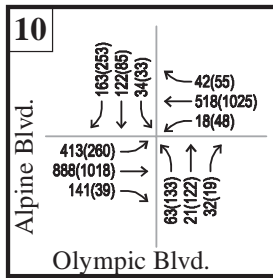
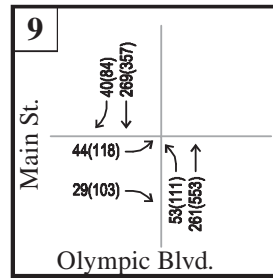
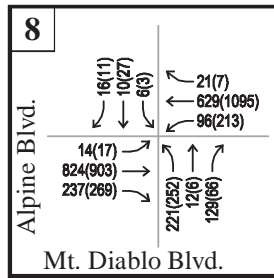
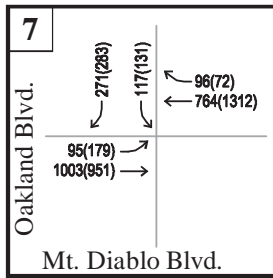
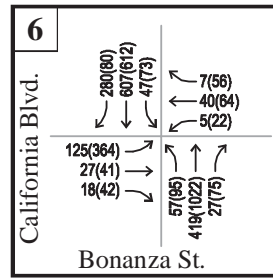
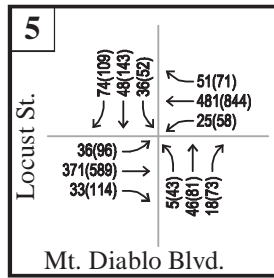
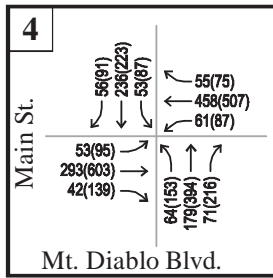
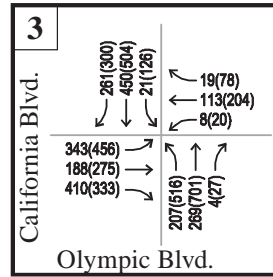
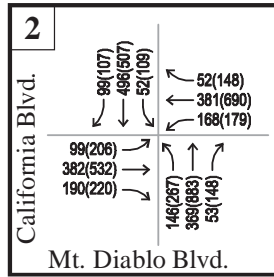
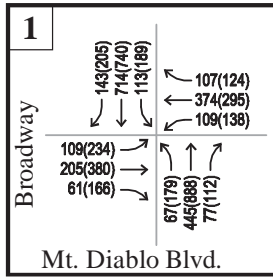




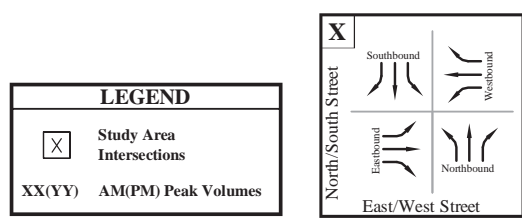
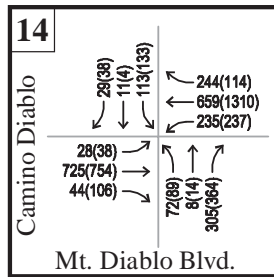
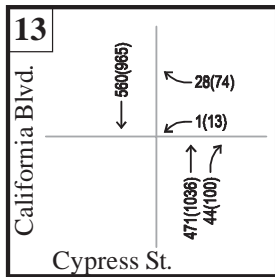
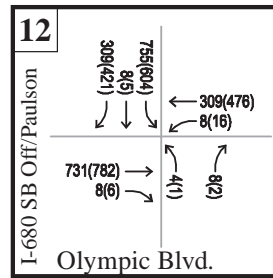
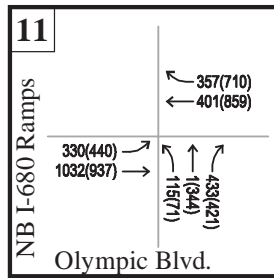
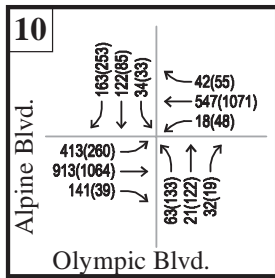
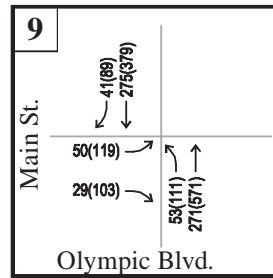
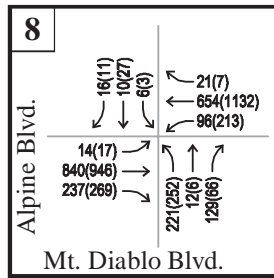
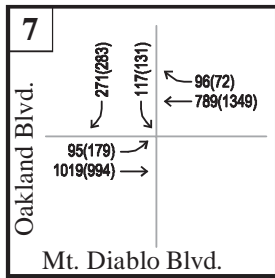
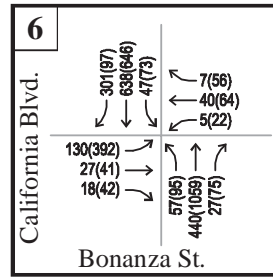
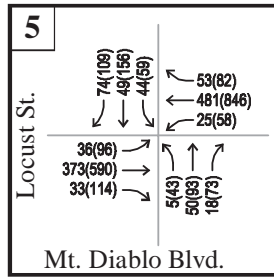
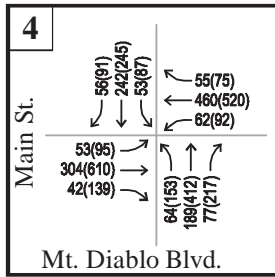
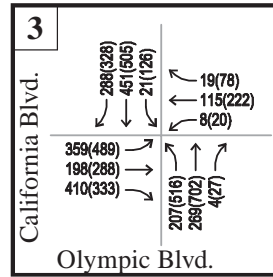
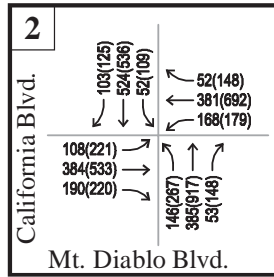
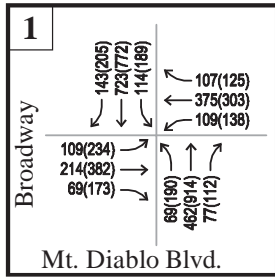
SOURCE: ROMA Design Group, 2008

Locust Street/ Mt. Diablo Boulevard Specific Plan . 204164

**Figure IV.D-1**  
Aerial Photo of Specific Plan Area

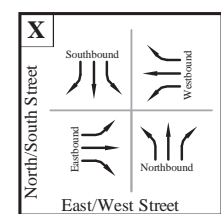
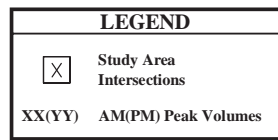
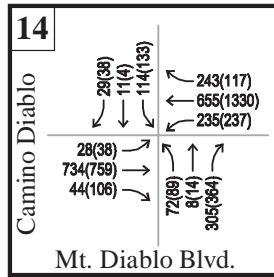
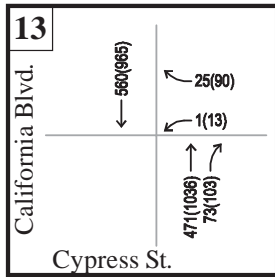
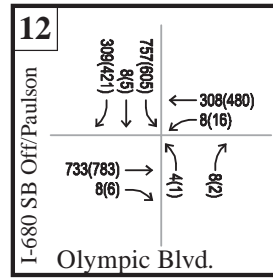
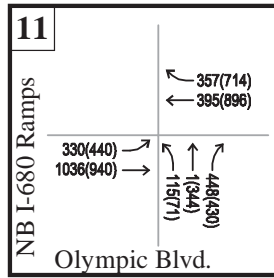
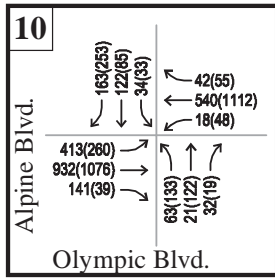
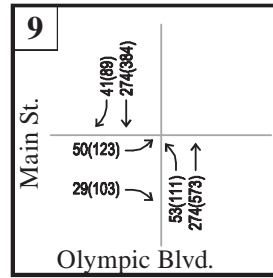
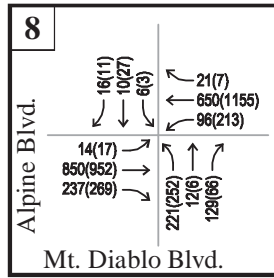
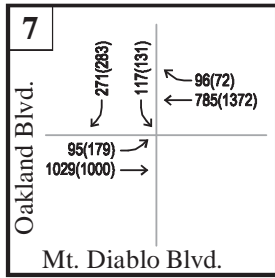
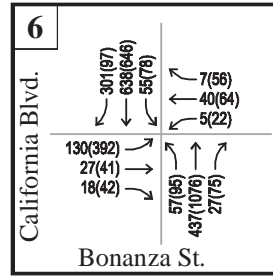
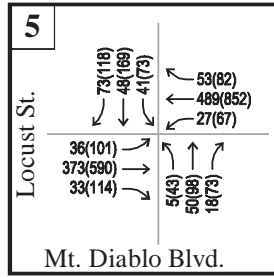
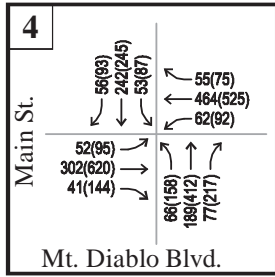
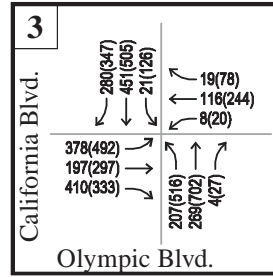
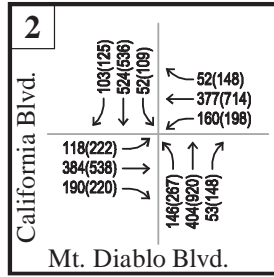
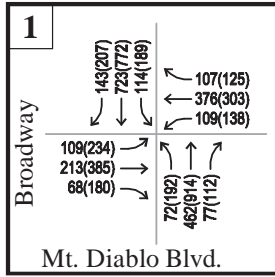


**Figure IV.D-5A**  
Existing Conditions  
Peak Hour Volumes

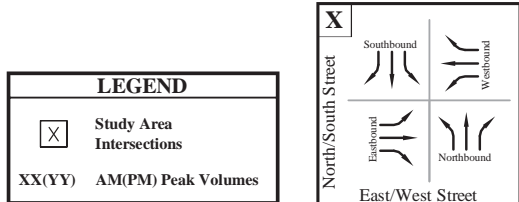
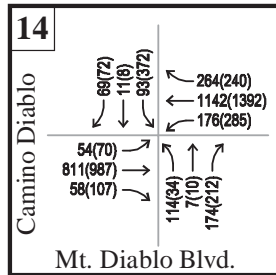
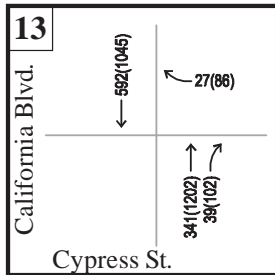
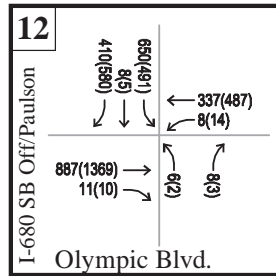
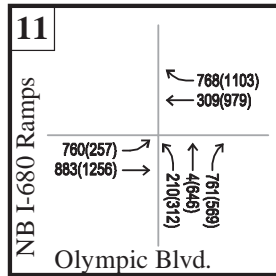
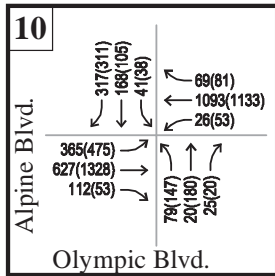
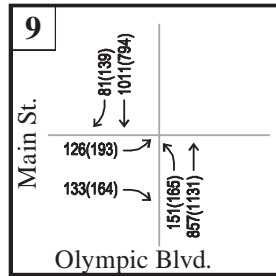
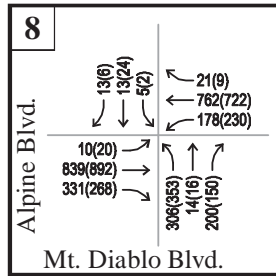
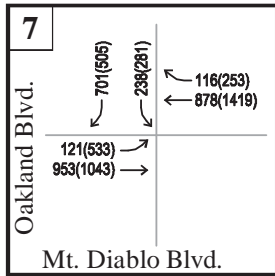
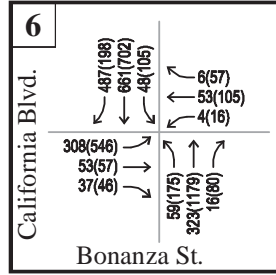
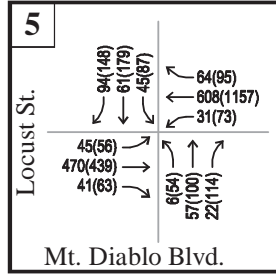
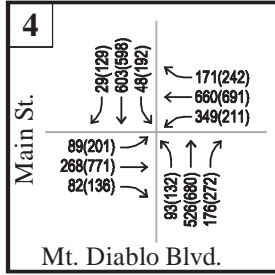
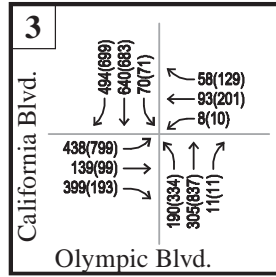
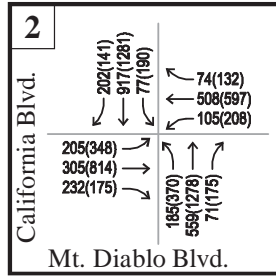
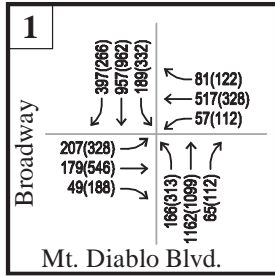


**Figure IV.D-7A**  
Existing Plus Approved Projects  
Peak Hour Volumes



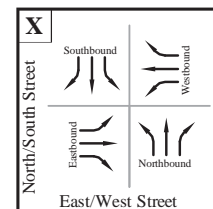
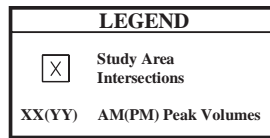
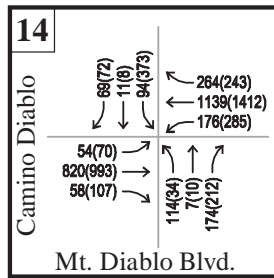
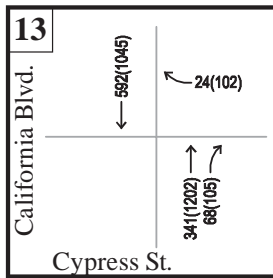
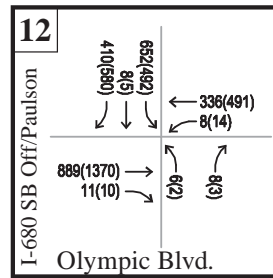
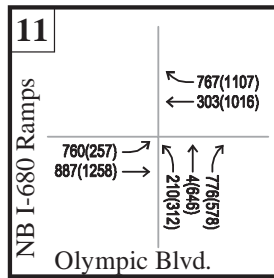
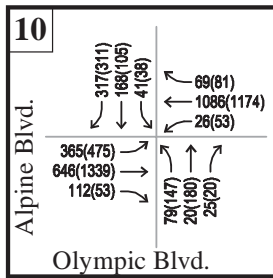
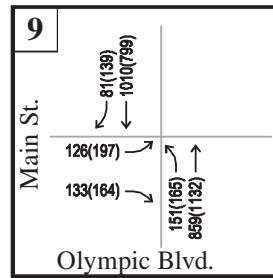
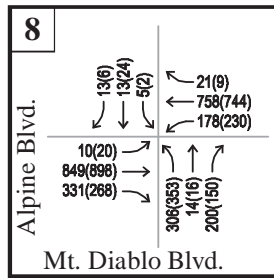
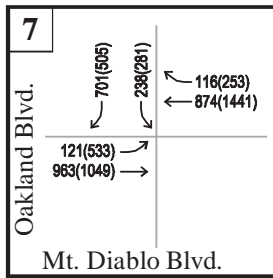
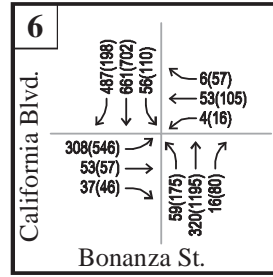
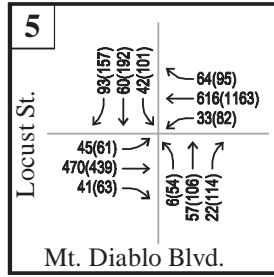
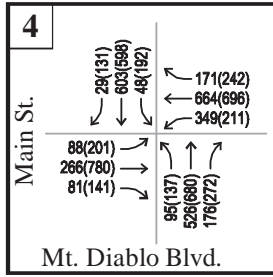
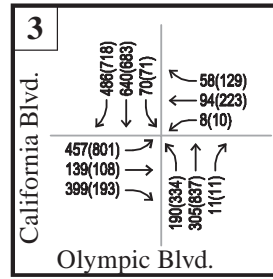
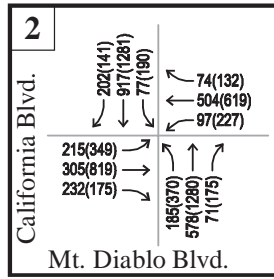
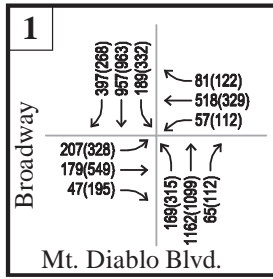


**Figure IV.D-9A**  
Existing Plus Approved Plus Project  
Peak Hour Volumes



**Figure IV.D-10A**  
Cumulative (2025) No Projects  
Peak Hour Volumes





**Figure IV.D-11A**  
Cumulative (2025) Plus Project  
Peak Hour Volumes



## **APPENDIX B**

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# **URBEMIS Air Quality and GHG Inputs Contents**

Specific Plan Summary Report for Annual Emissions (tons/year) URBEMIS 2007  
program output (1 page)

Specific Plan Detailed Report Summer Operational Unmitigated Emissions  
(Daily lbs./day) URBEMIS 2007 program output (3 pages)

Specific Plan Detailed Report Summer Area Source Unmitigated Emissions  
(Daily lbs./day) URBEMIS 2007 program output (1 page)

Specific Plan Detailed Report Construction Emissions (tons/year) URBEMIS 2007  
program output (5 pages)

Specific Plan and Existing GHG Calculation Sheets (4 pages)

Existing Summary Report for Annual Emissions (tons/year) (1 page)

Existing Detailed Report – Summer Operational Unmitigated Emissions (Daily lbs./day)  
(3 pages)

Existing Detailed Report – Summer Area Source Unmitigated Emissions (Daily lbs./day)  
(1 page)

Summary Report for Annual Emissions (Tons/Year)

File Name: C:\Documents and Settings\dsa\Application Data\Urbemis\Version9a\Projects\walnut creek project 10 2 08.urb924

Project Name: walnut creek project 10 2 08

Project Location: Bay Area Air District

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

AREA SOURCE EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (tons/year, unmitigated)	1.13	0.50	1.91	0.00	0.15	0.15	595.13

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (tons/year, unmitigated)	9.98	12.40	111.74	0.08	15.78	3.02	8,519.66

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (tons/year, unmitigated)	11.11	12.90	113.65	0.08	15.93	3.17	9,114.79

Detail Report for Summer Operational Unmitigated Emissions (Pounds/Day)

File Name: C:\Documents and Settings\dsa\Application Data\Urbemis\Version9a\Projects\walnut creek project 10 2 08.urb924

Project Name: walnut creek project 10 2 08

Project Location: Bay Area Air District

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

OPERATIONAL EMISSION ESTIMATES (Summer Pounds Per Day, Unmitigated)

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Apartments mid rise	2.29	2.26	23.82	0.02	3.41	0.65	1,941.42
Strip mall	14.97	15.17	151.01	0.12	21.09	4.04	12,007.88
Office park	8.24	8.93	93.57	0.08	13.43	2.57	7,631.60
retail (traffic trip rate)	25.76	32.09	320.49	0.27	48.54	9.27	27,281.43
TOTALS (lbs/day, unmitigated)	51.26	58.45	588.89	0.49	86.47	16.53	48,862.33

Includes correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2010 Temperature (F): 85 Season: Summer

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Apartments mid rise	1.21	5.76	dwelling units	46.00	264.96	1,983.30
Strip mall	42.94	1000 sq ft	70.00	3,005.80	12,255.37	

Summary of Land Uses

Land Use Type	Acres	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Office park	11.42	1000 sq ft	97.30	1,111.17	7,804.96	
retail (traffic trip rate)	30.33	1000 sq ft	136.12	4,128.52	28,232.98	
				8,510.45	50,276.61	

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	53.7	1.3	98.3	0.4
Light Truck < 3750 lbs	12.9	2.3	94.6	3.1
Light Truck 3751-5750 lbs	19.8	0.5	99.5	0.0
Med Truck 5751-8500 lbs	6.6	0.0	100.0	0.0
Lite-Heavy Truck 8501-10,000 lbs	0.9	0.0	77.8	22.2
Lite-Heavy Truck 10,001-14,000 lbs	0.6	0.0	50.0	50.0
Med-Heavy Truck 14,001-33,000 lbs	1.0	0.0	20.0	80.0
Heavy-Heavy Truck 33,001-60,000 lbs	0.4	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	3.2	68.8	31.2	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.6	0.0	83.3	16.7

Travel Conditions

Residential	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
	10.8	7.3	7.5	9.5	7.4	7.4

Urban Trip Length (miles)

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Rural Trip Length (miles)	16.8	7.1	7.9	14.7	6.6	6.6
Trip speeds (mph)	35.0	35.0	35.0	35.0	35.0	35.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Strip mall				2.0	1.0	97.0
Office park				48.0	24.0	28.0
retail (traffic trip rate)				2.0	1.0	97.0

Operational Changes to Defaults

Detail Report for Summer Area Source Unmitigated Emissions (Pounds/Day)

File Name: C:\Documents and Settings\dsa\Application Data\Urbemis\Version9a\Projects\walnut creek project 10 2 08.urb924

Project Name: walnut creek project 10 2 08

Project Location: Bay Area Air District

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

AREA SOURCE EMISSION ESTIMATES (Summer Pounds Per Day, Unmitigated)

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	0.19	2.58	2.02	0.00	0.00	0.00	3,122.23
Hearth - No Summer Emissions							
Landscape	0.49	0.08	6.18	0.00	0.02	0.02	11.24
Consumer Products	2.25						
Architectural Coatings	2.08						
TOTALS (lbs/day, unmitigated)	5.01	2.66	8.20	0.00	0.02	0.02	3,133.47

[Area Source Changes to Defaults](#)



Detail Report for Annual Construction Unmitigated Emissions (Tons/Year)

File Name: C:\Documents and Settings\dsa\Application Data\Urbemis\Version9a\Projects\walnut creek project construction 10 15 08.urb924

Project Name: walnut creek project construction

Project Location: Bay Area Air District

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

CONSTRUCTION EMISSION ESTIMATES (Annual Tons Per Year, Unmitigated)

ROG	NOx	CO	SO2	PM10.Dust	PM10.Exhaust	PM10.Total	PM2.5.Dust	PM2.5.Exhaust	PM2.5.Total	CO2
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10/15/2008 12:15:45 PM

2011	3.36	9.66	9.04	0.00	19.68	0.55	20.22	4.11	0.50	4.61	1,315.30
Building 01/01/2010-12/31/2011	0.57	2.60	4.89	0.00	0.02	0.17	0.19	0.01	0.16	0.16	597.93
Building Off Road Diesel	0.44	2.04	1.41	0.00	0.00	0.15	0.15	0.00	0.14	0.14	210.76
Building Vendor Trips	0.03	0.39	0.32	0.00	0.00	0.01	0.02	0.00	0.01	0.01	85.83
Building Worker Trips	0.10	0.18	3.16	0.00	0.01	0.01	0.02	0.01	0.01	0.01	301.34
Coating 01/01/2010-12/31/2011	1.90	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.27
Architectural Coating	1.90	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.27
Demolition 01/01/2010-12/31/2011	0.14	0.95	0.73	0.00	0.00	0.07	0.07	0.00	0.07	0.07	104.30
Fugitive Dust	0.00	0.00	0.00	0.00	3,505.76	0.00	3,505.76	729.20	0.00	729.20	0.00
Demo Off Road Diesel	0.14	0.94	0.60	0.00	0.00	0.07	0.07	0.00	0.07	0.07	91.04
Demo On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Demo Worker Trips	0.00	0.01	0.14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	13.26
Fine Grading 01/01/2010-12/31/2011	0.37	3.05	1.69	0.00	9.83	0.15	9.98	2.05	0.14	2.19	305.41
Fine Grading Dust	0.00	0.00	0.00	0.00	9.83	0.00	9.83	2.05	0.00	2.05	0.00
Fine Grading Off Road Diesel	0.37	3.05	1.55	0.00	0.00	0.15	0.15	0.00	0.14	0.14	292.15
Fine Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading Worker Trips	0.00	0.01	0.14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	13.26
Mass Grading 01/01/2010-12/31/2011	0.37	3.05	1.69	0.00	9.83	0.15	9.98	2.05	0.14	2.19	305.41
Mass Grading Dust	0.00	0.00	0.00	0.00	9.83	0.00	9.83	2.05	0.00	2.05	0.00
Mass Grading Off Road Diesel	0.37	3.05	1.55	0.00	0.00	0.15	0.15	0.00	0.14	0.14	292.15
Mass Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mass Grading Worker Trips	0.00	0.01	0.14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	13.26

Phase Assumptions

Phase: Demolition 1/1/2010 - 12/31/2011 - Type Your Description Here

Building Volume Total (cubic feet): 3.345241E+10

Building Volume Daily (cubic feet): 0

10/15/2008 12:15:45 PM

On Road Truck Travel (VMT): 0

Off-Road Equipment:

- 1 Concrete/Industrial Saws (10 hp) operating at a 0.73 load factor for 8 hours per day
- 1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 1 hours per day
- 2 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 6 hours per day

Phase: Fine Grading 1/1/2010 - 12/31/2011 - Default Fine Site Grading Description

Total Acres Disturbed: 15.14

Maximum Daily Acreage Disturbed: 3.78

Fugitive Dust Level of Detail: Default

20 lbs per acre-day

On Road Truck Travel (VMT): 0

Off-Road Equipment:

- 1 Graders (174 hp) operating at a 0.61 load factor for 6 hours per day
- 1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 6 hours per day
- 1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day
- 1 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day

Phase: Mass Grading 1/1/2010 - 12/31/2011 - Type Your Description Here

Total Acres Disturbed: 15.14

Maximum Daily Acreage Disturbed: 3.78

Fugitive Dust Level of Detail: Default

20 lbs per acre-day

On Road Truck Travel (VMT): 0

Off-Road Equipment:

- 1 Graders (174 hp) operating at a 0.61 load factor for 6 hours per day
- 1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 6 hours per day
- 1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day
- 1 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day

Phase: Building Construction 1/1/2010 - 12/31/2011 - Default Building Construction Description

Off-Road Equipment:

- 1 Cranes (399 hp) operating at a 0.43 load factor for 6 hours per day
- 2 Forklifts (145 hp) operating at a 0.3 load factor for 6 hours per day
- 1 Generator Sets (49 hp) operating at a 0.74 load factor for 8 hours per day

10/15/2008 12:15:45 PM

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day

3 Welders (45 hp) operating at a 0.45 load factor for 8 hours per day

Phase: Architectural Coating 1/1/2010 - 12/31/2011 - Default Architectural Coating Description

Rule: Residential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Residential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Nonresidential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Nonresidential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

## Summary of Annual Greenhouse Gas (GHG) Emissions

	<b>Project Operations</b> (CO2 equivalent Metric Tons)	<b>Existing Conditions</b> (CO2 equivalent Metric Tons)	<b>Change in Annual GHG Emissions</b> (CO2 equivalent Metric Tons)
Area Sources	540	164	376
Vehicles	7,729	4,198	3,532
Electrical Use	1370	505	865
<b>Total=</b>	<b>9,639</b>	<b>4,867</b>	<b>4,772</b>

Net GHG emissions compared to 25,000 metric tons  
19%

Net GHG emissions compared to 169,000,000 metric tons  
0.003%

## Greenhouse Gas (GHG) Emissions Calculations

Project Name: Locust Street/Mt. Diablo Boulevard Specific Plan DEIR  
 ESA Proj. Number: 204164

### Greenhouse Gas (GHG) Emissions from Specific Plan

#### Area Sources and Vehicles

	Annual Emissions		
	pounds (lbs.)	Tons	Metric Tons
URBEMIS2007 Area Emissions	1,190,000	595	540
URBEMIS2007 Vehicle Emissions	17,040,000	8,520	7,729
<b>Total Emissions (area sources + vehicles)</b>	<b>18,230,000</b>	<b>9,115</b>	<b>8,269</b>

### Indirect Greenhouse Gas (GHG) Emissions from Proposed Plan

#### Electricity (Power Plant Emissions)

Estimated Proposed Plan Annual Electrical Use: 3,432,233 kWh (kilowatt hours)/year  
 3,432 mWh (megawatt hours)/year

Indirect GHG gases	Emission Factor lb/mWh	Annual		CO2 Equivalent Factor	Annual
		Proposed Plan Electricity mWh	GHGs metric tons		CO2 Equivalent Emissions (metric tons)
Carbon Dioxide (CO2)	878.71	3,432	1,368	1	1368
Nitrous Oxide (N2O)	0.0037	3,432	0.0	296	2
Methane (CH4)	0.0067	3,432	0.0	23	0
<b>Total Indirect GHG Emissions from Project Electricity Use=</b>					<b>1370</b>

### Total Annual Greenhouse Gas (GHG) Emission from Proposed Plan Operations

#### All Sources (CO2 equivalent Metric Tons)

Area Sources	540	5.6%
Vehicles	7,729	80.2%
Electrical Use	1370	14.2%
<b>Total=</b>	<b>9,639</b>	<b>100.0%</b>

#### Notes and References:

Total Emissions from Indirect Electricity Use  
 Formula and Emission Factor from The California Climate Action Registry Report Protocol 2006

Pg. 32 (CCARRP) gives Equations

Pg. 36 (CCARRP - April 2008 update) gives CO2 output emission rate (lbs/mWh)  
 878.71 (lbs/mWh)

Pg. 85 (CCARRP) gives CO2 equivalency factors

Pg. 87 (CCARRP) gives Methane and Nitrous Oxide electricity emission factors (lbs/mWh)  
 Methane - 0.0067 (lbs/mWh)  
 Nitrous Oxide - 0.0037 (lbs/mWh)

lbs/metric ton = 2204.62

Percentage of 25,000 38.6%  
 Percentage of 169 Million 0.006%

	Tons from URBEMIS	Metric Tons
Construction	1320	1197

## Greenhouse Gas (GHG) Emissions Calculations

Project Name: Locust Street/Mt. Diablo Boulevard Specific Plan DEIR  
 ESA Proj. Number: 204164

### Greenhouse Gas (GHG) Emissions from Existing Area Sources and Vehicles

	Annual Emissions		
	pounds (lbs.)	Tons	Metric Tons
URBEMIS2007 Area Emissions	362,000	181	164
URBEMIS2007 Vehicle Emissions	9,254,000	4,627	4,198
<b>Total Emissions (area sources + vehicles)</b>	<b>9,616,000</b>	<b>4,808</b>	<b>4,362</b>

### Indirect Greenhouse Gas (GHG) Emissions from Existing use of Electricity (Power Plant Emissions)

Estimated Project Annual Electrical Use: 1,265,668 kWh (kilowatt hours)/year  
 1,266 MWh (megawatt hours)/year

Indirect GHG gases	Emission Factor lb/mWh	Annual		CO2 Equivalent Factor	Annual
		Project Electricity mWh	GHGs metric tons		CO2 Equivalent Emissions (metric tons)
Carbon Dioxide (CO2)	878.71	1,266	504	1	504
Nitrous Oxide (N2O)	0.0037	1,266	0.0	296	1
Methane (CH4)	0.0067	1,266	0.0	23	0
<b>Total Indirect GHG Emissions from Project Electricity Use=</b>					<b>505</b>

### Total Annual Greenhouse Gas (GHG) Emission from Existing Conditions All Sources (CO2 equivalent Metric Tons)

Area Sources	164	3.4%
Vehicles	4,198	86.2%
Electrical Use	505	10.4%
<b>Total=</b>	<b>4,867</b>	<b>100.0%</b>

#### Notes and References:

Total Emissions from Indirect Electricity Use  
 Formula and Emission Factor from The California Climate Action Registry Report Protocol 2006

Pg. 32 (CCARRP) gives Equations

Pg. 36 (CCARRP - April 2008 update) gives CO2 output emission rate (lbs/mWh)  
 878.71 (lbs/mWh)

Pg. 85 (CCARRP) gives CO2 equivalency factors

Pg. 87 (CCARRP) gives Methane and Nitrous Oxide electricity emission factors (lbs/mWh)  
 Methane - 0.0067 (lbs/mWh)  
 Nitrous Oxide - 0.0037 (lbs/mWh)

lbs/metric ton = 2204.62

Percentage of 25,000 19.5%  
 Percentage of 169 Million 0.003%



## Annual kWh Calculations for Project Emissions of Electricity Used by the project

Project Name: Locust Street/Mt. Diablo Boulevard Specific Plan DEIR  
 ESA Proj. Number: 204164

### Total GHG Emissions From Commercial Electricity Use

Project	Average annual consumption (kWh)
<b>Office</b>	
(kWh/sq ft/Year)	12.84
97,300 sq ft	1,249,332
<b>Retail/Shopping</b>	
(kWh/sq ft/Year)	13.84
136,120 sq ft	1,883,901
<b>Residential, Multi-Family</b>	
(kWh/dwelling unit/Year)	6,500
46 units	299,000
<b>Total</b>	<b>3,432,233</b>

### Existing Conditions

Average annual consumption (kWh)

Office	(kWh/sq ft/Year)	0 sq ft	kWhrs per year
<b>Retail/Shopping</b>			
(kWh/sq ft/Year)	13.84	91,450 sq ft	1,265,668
<b>Residential, Multi-Family</b>			
(kWh/dwelling unit/Year)	6,500	0 units	0
<b>Total</b>			<b>1,265,668</b>

\*Electricity Usage Rates for PG&E systemwide; kWh per conditioned sq. ft./yr  
 source: [www.consumerenergycenter.org/pv4newbuildings/downloads/ll-6A.pdf](http://www.consumerenergycenter.org/pv4newbuildings/downloads/ll-6A.pdf)

Land Use	Existing (sq ft)	Proposed Notes (sq ft)
Residential, Multi-Family	-	60,000 (46 units)
Restaurant	-	- (contained in retail/shopping)
Retail/Shopping	91,450	136,120
Office	-	97,300
<b>Total</b>	<b>91,450</b>	<b>293,420</b>

### Electricity Consumption

(based on average PG&E residential customer use (2000), according to CEC)

### Commercial Electricity Use, PG&E systemwide, kWh per conditioned sq. ft./yr:

(kWh/sq ft/Year, except residential)

Office	12.84
Restaurant	35.62
Retail	13.84
Residential	6,500 kWh/dwelling unit/yr

source: [www.consumerenergycenter.org/pv4newbuildings/downloads/ll-6A.pdf](http://www.consumerenergycenter.org/pv4newbuildings/downloads/ll-6A.pdf)

CA Energy Commission year 2000 data

PG&E residential customers average about 6.5 MWh per year

\* California Electricity Consumption by County, 2005:

[www.ecdms.energy.ca.gov/elecbycounty.asp](http://www.ecdms.energy.ca.gov/elecbycounty.asp)

Summary Report for Annual Emissions (Tons/Year)

File Name: C:\Documents and Settings\dsa\Application Data\Urbemis\Version9a\Projects\walnut creek existing 10 2 08.urb924

Project Name: walnut creek existing 10 2 08

Project Location: Bay Area Air District

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

AREA SOURCE EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (tons/year, unmitigated)	0.17	0.16	0.83	0.00	0.00	0.00	180.84

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (tons/year, unmitigated)	6.83	7.18	65.74	0.04	8.48	1.63	4,626.66

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (tons/year, unmitigated)	7.00	7.34	66.57	0.04	8.48	1.63	4,807.50

Detail Report for Summer Operational Unmitigated Emissions (Pounds/Day)

File Name: C:\Documents and Settings\dsa\Application Data\Urbemis\Version9a\Projects\walnut creek existing 10 2 08.urb924

Project Name: walnut creek existing 10 2 08

Project Location: Bay Area Air District

On-Road Vehicle Emissions Based on: Version : Erfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

OPERATIONAL EMISSION ESTIMATES (Summer Pounds Per Day, Unmitigated)

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Fast food rest. w/ drive thru	7.08	7.81	78.13	0.06	11.04	2.12	6,277.05
Strip mall	14.97	15.17	151.01	0.12	21.09	4.04	12,007.88
Gasoline/service station	9.18	7.39	73.13	0.05	8.83	1.70	5,157.89
tire store (traffic trip rate)	1.56	1.92	19.21	0.02	2.91	0.56	1,635.20
retail (traffic trip rate)	1.36	1.70	16.95	0.01	2.57	0.49	1,443.04
TOTALS (lbs/day, unmitigated)	34.15	33.99	338.43	0.26	46.44	8.91	26,521.06

Includes correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2010 Temperature (F): 85 Season: Summer

Erfac: Version : Erfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Fast food rest. w/ drive thru		716.00	1000 sq ft	2.00	1,432.00	6,418.16
Strip mall		42.94	1000 sq ft	70.00	3,005.80	12,255.37

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Gasoline/service station	162.78	pumps	14.00	2,278.92	5,121.81	
tire store (traffic trip rate)	24.87	1000 sq ft	9.95	247.46	1,692.24	
retail (traffic trip rate)	30.33	1000 sq ft	7.20	218.38	1,493.37	
				7,182.56	26,980.95	

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	53.7	1.3	98.3	0.4
Light Truck < 3750 lbs	12.9	2.3	94.6	3.1
Light Truck 3751-5750 lbs	19.8	0.5	99.5	0.0
Med Truck 5751-8500 lbs	6.6	0.0	100.0	0.0
Lite-Heavy Truck 8501-10,000 lbs	0.9	0.0	77.8	22.2
Lite-Heavy Truck 10,001-14,000 lbs	0.6	0.0	50.0	50.0
Med-Heavy Truck 14,001-33,000 lbs	1.0	0.0	20.0	80.0
Heavy-Heavy Truck 33,001-60,000 lbs	0.4	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	3.2	68.8	31.2	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.6	0.0	83.3	16.7

Travel Conditions

	Residential				Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer	
Urban Trip Length (miles)	10.8	7.3	7.5	9.5	7.4	7.4	
Rural Trip Length (miles)	16.8	7.1	7.9	14.7	6.6	6.6	
Trip speeds (mph)	35.0	35.0	35.0	35.0	35.0	35.0	
% of Trips - Residential	32.9	18.0	49.1				

% of Trips - Commercial (by land use)

Fast food rest. w/ drive thru	5.0	2.5	92.5
Strip mall	2.0	1.0	97.0
Gasoline/service station	2.0	1.0	97.0
tire store (traffic trip rate)	2.0	1.0	97.0
retail (traffic trip rate)	2.0	1.0	97.0

Operational Changes to Defaults

Detail Report for Summer Area Source Unmitigated Emissions (Pounds/Day)

File Name: C:\Documents and Settings\dsa\Application Data\Urbemis\Version9a\Projects\walnut creek existing 10 2 08.urb924

Project Name: walnut creek existing 10 2 08

Project Location: Bay Area Air District

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

AREA SOURCE EMISSION ESTIMATES (Summer Pounds Per Day, Unmitigated)

<u>Source</u>	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
Natural Gas	0.06	0.82	0.69	0.00	0.00	0.00	984.00
Hearth - No Summer Emissions							
Landscape	0.61	0.10	7.73	0.00	0.03	0.03	14.04
Consumer Products	0.00						
Architectural Coatings	0.53						
TOTALS (lbs/day, unmitigated)	1.20	0.92	8.42	0.00	0.03	0.03	998.04

Area Source Changes to Defaults

# **APPENDIX A**

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## **Notice of Completion and Document Transmitting to the State Clearinghouse**

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613

For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH #2008092054

Project Title: Locust Street / Mt. Diablo Blvd. Specific Plan

Lead Agency: City of Walnut Creek

Contact Person: Victoria Walker

Mailing Address: 1666 N. Main Street

Phone: (925) 943-5899 x829

City: Walnut Creek

Zip: 94596

County: Contra Costa

Project Location: County: Contra Costa City/Nearest Community: Walnut Creek

Cross Streets: Locust Street / Mt. Diablo Blvd. / N. Main Street / N. California Blvd. / Cypress Street Zip Code: 94596

Longitude/Latitude (degrees, minutes and seconds): ... N / ... W Total Acres: 5.3

Assessor's Parcel No.: see attached map

Section:

Twp.:

Range:

Base:

Within 2 Miles: State Hwy #: SR-24, I-680

Waterways: Walnut Creek, San Ramon Creek, Tice Creek

Airports:

Railways:

Schools:

Document Type:

CEQA:  NOP

Draft EIR

NEPA:  NOI

Other:  Joint Document

Early Cons

Supplement/Subsequent EIR

EA

Final Document

Neg Dec

(Prior SCH No.)

Draft EIS

Other:

Mit Neg Dec

Other:

FONSI

Local Action Type:

General Plan Update

Specific Plan

Rezone

Annexation

General Plan Amendment

Master Plan

Prezone

Redevelopment

General Plan Element

Planned Unit Development

Use Permit

Coastal Permit

Community Plan

Site Plan

Land Division (Subdivision, etc.)

Other:

Development Type:

Residential: Units 46 Acres

Acres

Office: Sq.ft. 136000 Acres

Acres

Employees

Transportation: Type Parking Garage (799 spaces)

Commercial: Sq.ft. 97000 Acres

Acres

Employees

Mining: Mineral

Industrial: Sq.ft. Acres

Acres

Employees

Power: Type MW

Educational:

Waste Treatment: Type MGD

Recreational:

Hazardous Waste: Type

Water Facilities: Type

MGD

Other: Hotel

Project Issues Discussed in Document:

Aesthetic/Visual

Fiscal

Recreation/Parks

Vegetation

Agricultural Land

Flood Plain/Flooding

Schools/Universities

Water Quality

Air Quality

Forest Land/Fire Hazard

Septic Systems

Water Supply/Groundwater

Archeological/Historical

Geologic/Seismic

Sewer Capacity

Wetland/Riparian

Biological Resources

Minerals

Soil Erosion/Compaction/Grading

Growth Inducement

Coastal Zone

Noise

Solid Waste

Land Use

Drainage/Absorption

Population/Housing Balance

Toxic/Hazardous

Cumulative Effects

Economic/Jobs

Public Services/Facilities

Traffic/Circulation

Other:

Present Land Use/Zoning/General Plan Designation:

Pedestrian Retail District - existing uses include retail, office, restaurant, parking

Project Description: (please use a separate page if necessary)

The purpose of the Specific Plan is "to guide new development in a way that builds upon, enhances and expands the existing pedestrian-oriented retail district, while preserving the diverse and eclectic character of the Traditional Downtown." The Specific Plan Area is divided into two subareas: the Primary Study Area, which includes six "Opportunity Sites" poised for redevelopment in the near future, and the Secondary Study Area, where the Traditional Downtown framework will be retained.

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.



**Reviewing Agencies Checklist**

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with an "X".  
If you have already sent your document to the agency please denote that with an "S".


- |  |  |
|--|--|
| <input checked="" type="checkbox"/> Air Resources Board              | <input type="checkbox"/> Office of Emergency Services                        |
| <input type="checkbox"/> Boating & Waterways, Department of          | <input checked="" type="checkbox"/> Office of Historic Preservation          |
| <input type="checkbox"/> California Highway Patrol                   | <input type="checkbox"/> Office of Public School Construction                |
| <input checked="" type="checkbox"/> Caltrans District #4             | <input type="checkbox"/> Parks & Recreation, Department of                   |
| <input type="checkbox"/> Caltrans Division of Aeronautics            | <input type="checkbox"/> Pesticide Regulation, Department of                 |
| <input type="checkbox"/> Caltrans Planning                           | <input type="checkbox"/> Public Utilities Commission                         |
| <input type="checkbox"/> Central Valley Flood Protection Board       | <input checked="" type="checkbox"/> Regional WQCB # 2                        |
| <input type="checkbox"/> Coachella Valley Mtns. Conservancy          | <input checked="" type="checkbox"/> Resources Agency                         |
| <input type="checkbox"/> Coastal Commission                          | <input type="checkbox"/> S.F. Bay Conservation & Development Comm.           |
| <input type="checkbox"/> Colorado River Board                        | <input type="checkbox"/> San Gabriel & Lower L.A. Rivers & Mtns. Conservancy |
| <input type="checkbox"/> Conservation, Department of                 | <input type="checkbox"/> San Joaquin River Conservancy                       |
| <input type="checkbox"/> Corrections, Department of                  | <input type="checkbox"/> Santa Monica Mtns. Conservancy                      |
| <input type="checkbox"/> Delta Protection Commission                 | <input type="checkbox"/> State Lands Commission                              |
| <input type="checkbox"/> Education, Department of                    | <input type="checkbox"/> SWRCB: Clean Water Grants                           |
| <input type="checkbox"/> Energy Commission                           | <input type="checkbox"/> SWRCB: Water Quality                                |
| <input type="checkbox"/> Fish & Game Region #                        | <input type="checkbox"/> SWRCB: Water Rights                                 |
| <input type="checkbox"/> Food & Agriculture, Department of           | <input type="checkbox"/> Tahoe Regional Planning Agency                      |
| <input type="checkbox"/> Forestry and Fire Protection, Department of | <input checked="" type="checkbox"/> Toxic Substances Control, Department of  |
| <input type="checkbox"/> General Services, Department of             | <input type="checkbox"/> Water Resources, Department of                      |
| <input type="checkbox"/> Health Services, Department of              |  |
| <input type="checkbox"/> Housing & Community Development             | Other: _____   |
| <input type="checkbox"/> Integrated Waste Management Board           | Other: _____   |
| <input type="checkbox"/> Native American Heritage Commission         |  |

**Local Public Review Period (to be filled in by lead agency)**

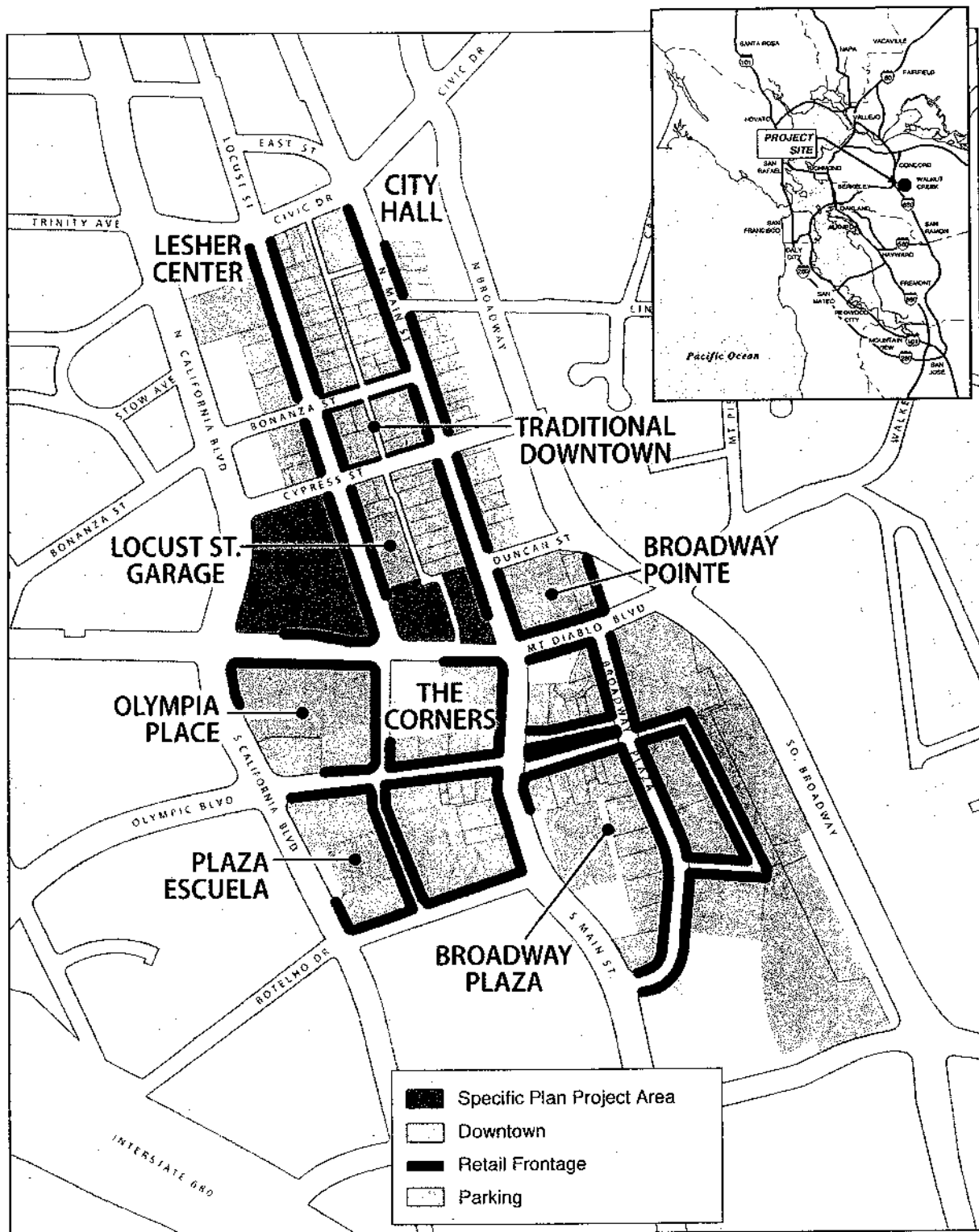
Starting Date December 30, 2008 Ending Date February 16, 2009

**Lead Agency (Complete if applicable):**

Consulting Firm: <u>ESA</u>	Applicant: <u>none</u>
Address: <u>350 Frank H. Ogawa Plaza, Suite 300</u>	Address: _____
City/State/Zip: <u>Oakland, CA 94612</u>	City/State/Zip: _____
Contact: <u>Crescentia Brown, Principal</u>	Phone: _____
Phone: <u>(510) 839-5066</u>	

Signature of Lead Agency Representative:  Date: 12/30/08

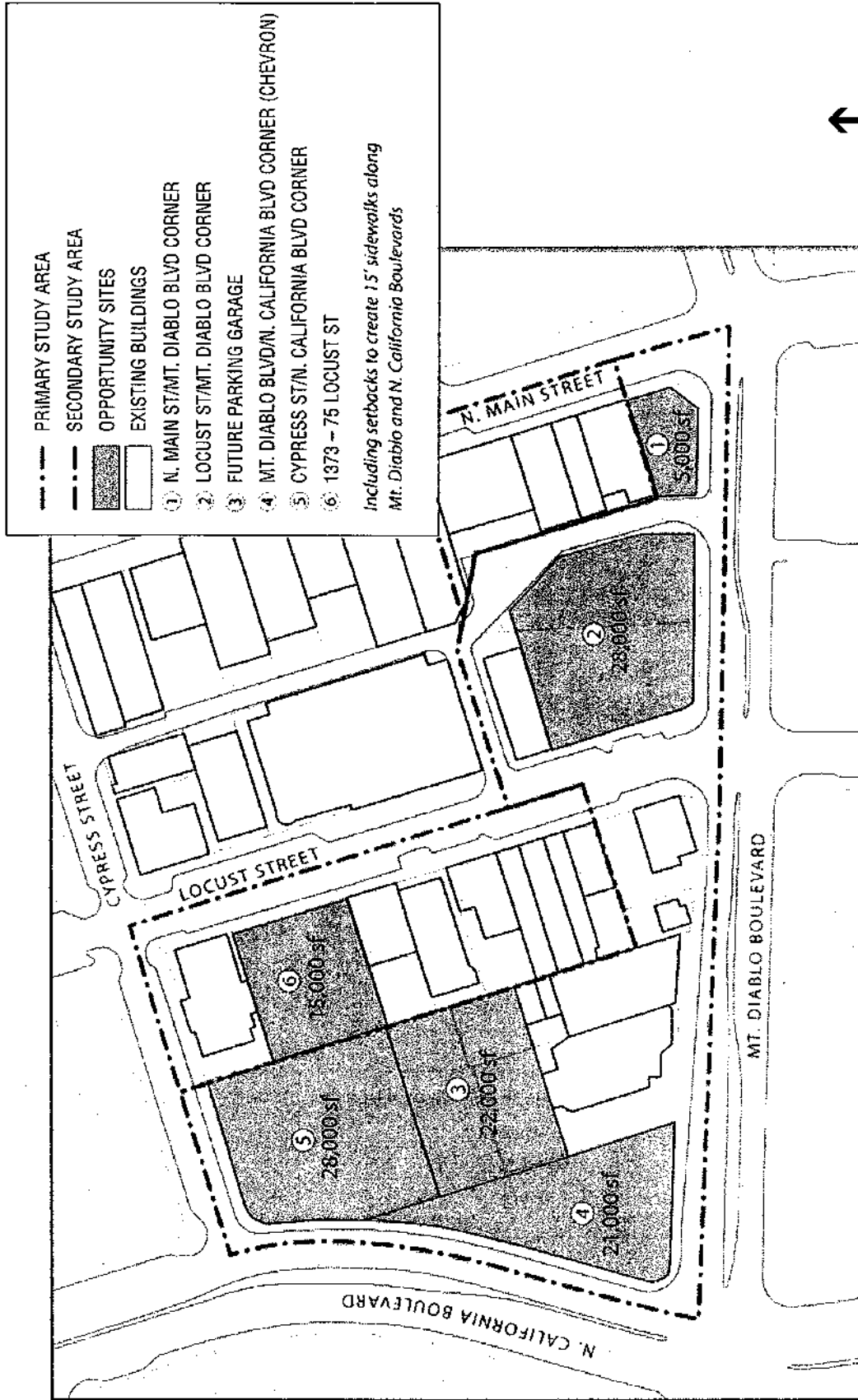
Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.



SOURCE: Walnut Creek Specific Plan

Locust Street/ Mt. Diablo Boulevard Specific Plan . 204164

**Figure III-1**  
Project Location



PRIMARY STUDY AREA

SECONDARY STUDY AREA

OPPORTUNITY SITES

EXISTING BUILDINGS

1. N. MAIN ST./MT. DIABLO BLVD CORNER

2. LOCUST ST./MT. DIABLO BLVD CORNER

3. FUTURE PARKING GARAGE

4. MT. DIABLO BLVD/N. CALIFORNIA BLVD CORNER (CHEVRON)

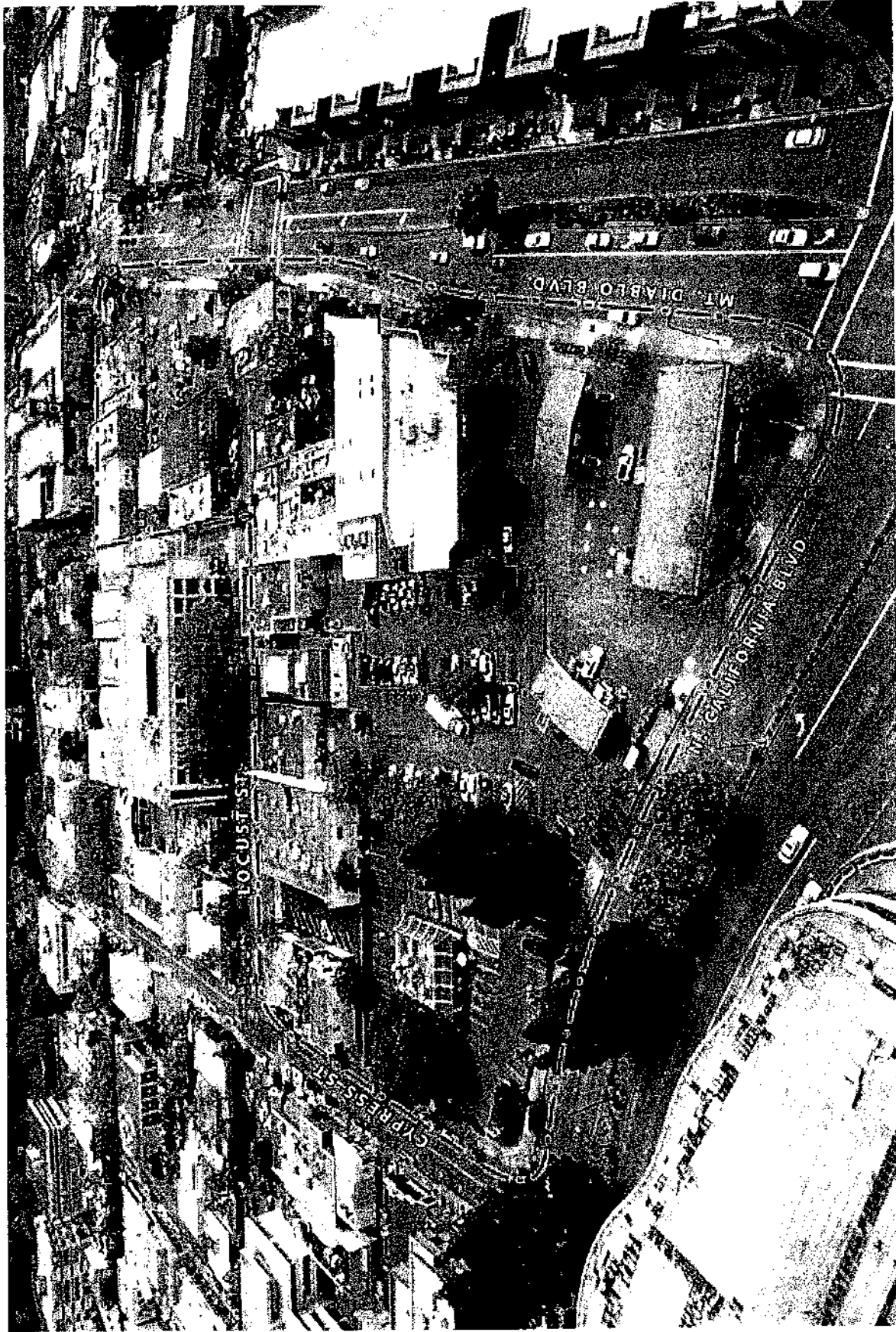
5. CYPRESS ST./N. CALIFORNIA BLVD CORNER

6. 1373 - 75 LOCUST ST

Including setbacks to create 15' sidewalks along Mt. Diablo and N. California Boulevards

Note: Square footages represent parcel sizes.



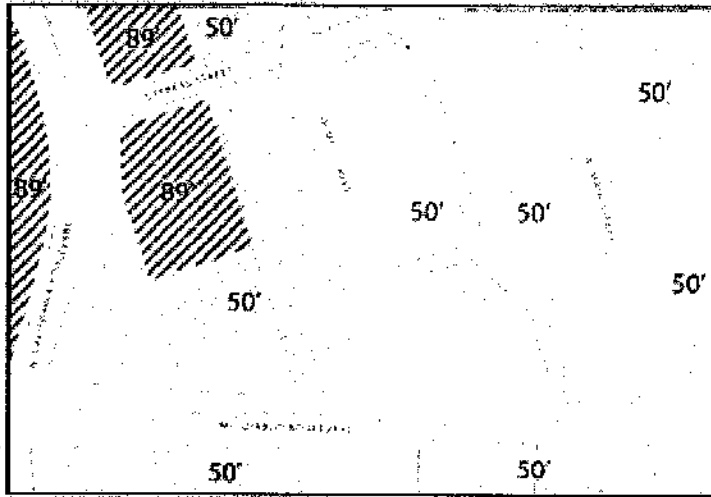


Locust Street/ Mt. Diablo Boulevard Specific Plan . 204164

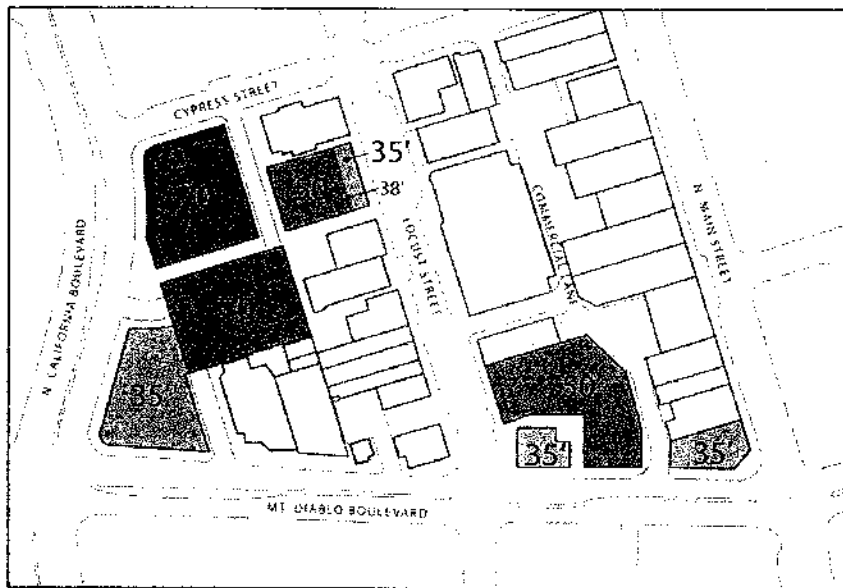
SOURCE: ROMA Design Group, 2008

**Figure III-3**

Aerial Photo of Specific Plan Area



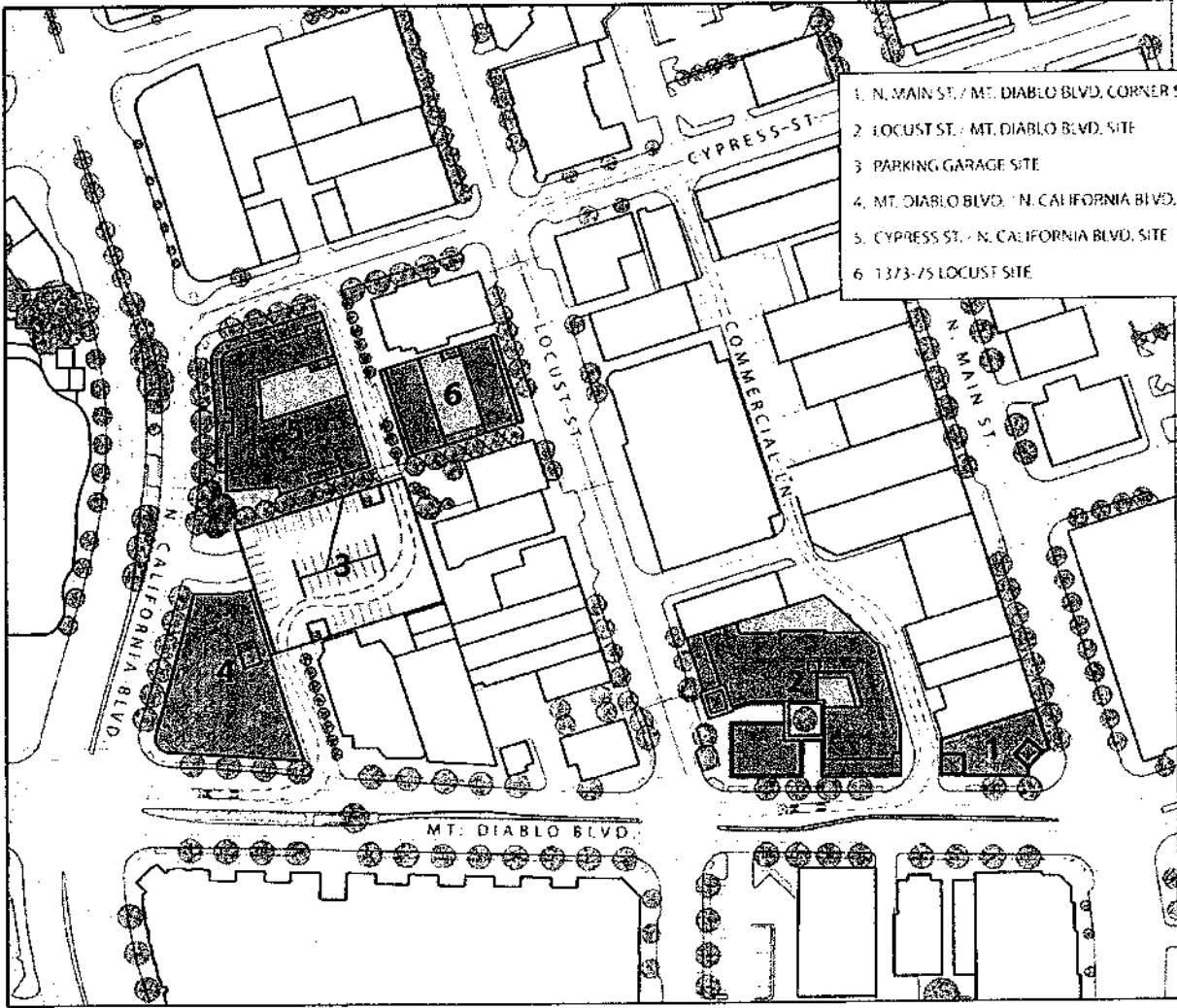
Existing height limits



Proposed height limits and step-backs

- 60' HEIGHT
- 50' HEIGHT
- 35' HEIGHT
- 10' STEP-BACK ABOVE 35'





1. N. MAIN ST. / MT. DIABLO BLVD. CORNER SITE
2. LOCUST ST. - MT. DIABLO BLVD. SITE
3. PARKING GARAGE SITE
4. MT. DIABLO BLVD. - N. CALIFORNIA BLVD. SITE
5. CYPRESS ST. - N. CALIFORNIA BLVD. SITE
6. 1373-75 LOCUST SITE

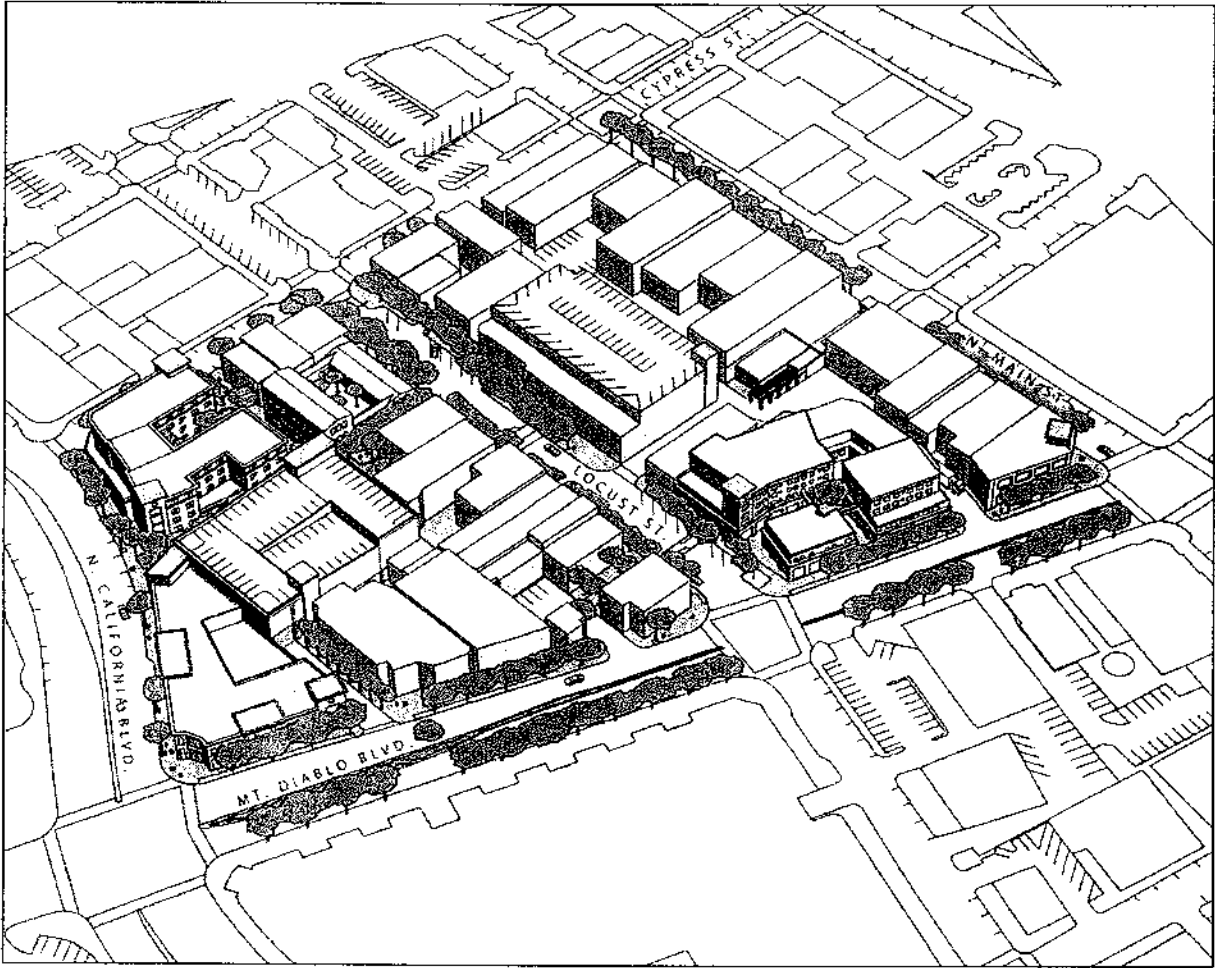
0 25 50 100 ft



SOURCE: ROMA Design Group, 2008

Locust Street/ Mt. Diablo Boulevard Specific Plan . 204164

**Figure III-5**  
 Illustrative Specific Plan Area  
 and Opportunity Sites



SOURCE: ROMA Design Group, 2008

Locust Street/ Mt. Diablo Boulevard Specific Plan . 204164

**Figure III-6**  
Illustrative Concept of Specific Plan Buildings, Looking Northeast





## **APPENDIX B**

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# Public Notice of Study Session to Comment on the Draft EIR



## NOTICE OF STUDY SESSION

**WALNUT CREEK CITY COUNCIL**  
**Draft Locust St./Mt. Diablo Blvd. Specific Plan and**  
**Draft Environmental Impact Report**  
**Work Order 703-134**

If you wish to comment on this matter, you are invited to attend the Study Session or you may contact the staff person listed below.

DAY/DATE/TIME PLACE	<b>Tuesday, February 3, 2009 7:00 p.m.</b> Council Chamber, City Hall, 1666 N. Main Street
PROJECT LOCATION	The 5.3 acre study area is bounded by Cypress St. to the north, Mt. Diablo Blvd. to the south, N. Main St. to the east and N. California Blvd. to the west.
PROJECT DESCRIPTION	<p>The City Council will hold a study session to review and discuss the Draft <i>Locust Street/Mt. Diablo Boulevard Specific Plan</i> and the Draft <i>Environmental Impact Report</i>. (DEIR) The draft specific plan provides policies and guidelines for the redevelopment of a 1-½ block area in downtown Walnut Creek. The purpose of the Specific Plan is to guide new development in a way that builds upon, enhances, and expands the existing pedestrian-oriented retail district, while preserving the character of the Traditional Downtown. The Draft Specific Plan provides design, development and land use guidance for existing and future commercial and residential development in the area.</p> <p>The Draft of the <i>Locust Street/Mt. Diablo Boulevard Specific Plan</i> and Draft <i>Environmental Impact Report</i> can be viewed on the City website located at <a href="http://www.walnut-creek.org">www.walnut-creek.org</a> at a link at the bottom of the Planning and Zoning home page. A copy of the draft plan and DEIR is available at the Planning Counter on the Second Floor of City Hall from 8:00 am – 4:30 pm weekdays or at the Walnut Creek Park Place Library located at the corner of Civic Drive and Broadway.</p>
ZONING GENERAL PLAN	Pedestrian Retail Pedestrian Retail
CEQA	Draft Environmental Impact Report available for public review
STAFF CONTACT	Victoria Walker, (925) 943-5829 walker@walnut-creek.org

Persons with disabilities requiring assistance in order to attend and/or participate in this meeting, please contact the City Clerk at (925) 943-5819 at least 24 hours prior to the meeting.

If you challenge the above-described action in court, you may be limited to raising only those issues you or someone else raised at the Public Hearing described in this Notice, or in written correspondence delivered to the City of Walnut Creek at, or prior to, the public hearing.

/s/ Victoria Walker, Interim Planning Manager

O:\CDD\PLANNING\VW (Victoria Walker)\Precise Area Plan - Locust, Mt. Diablo\PH Notice CC Study Session 02.03.09(Legal Notice).doc

