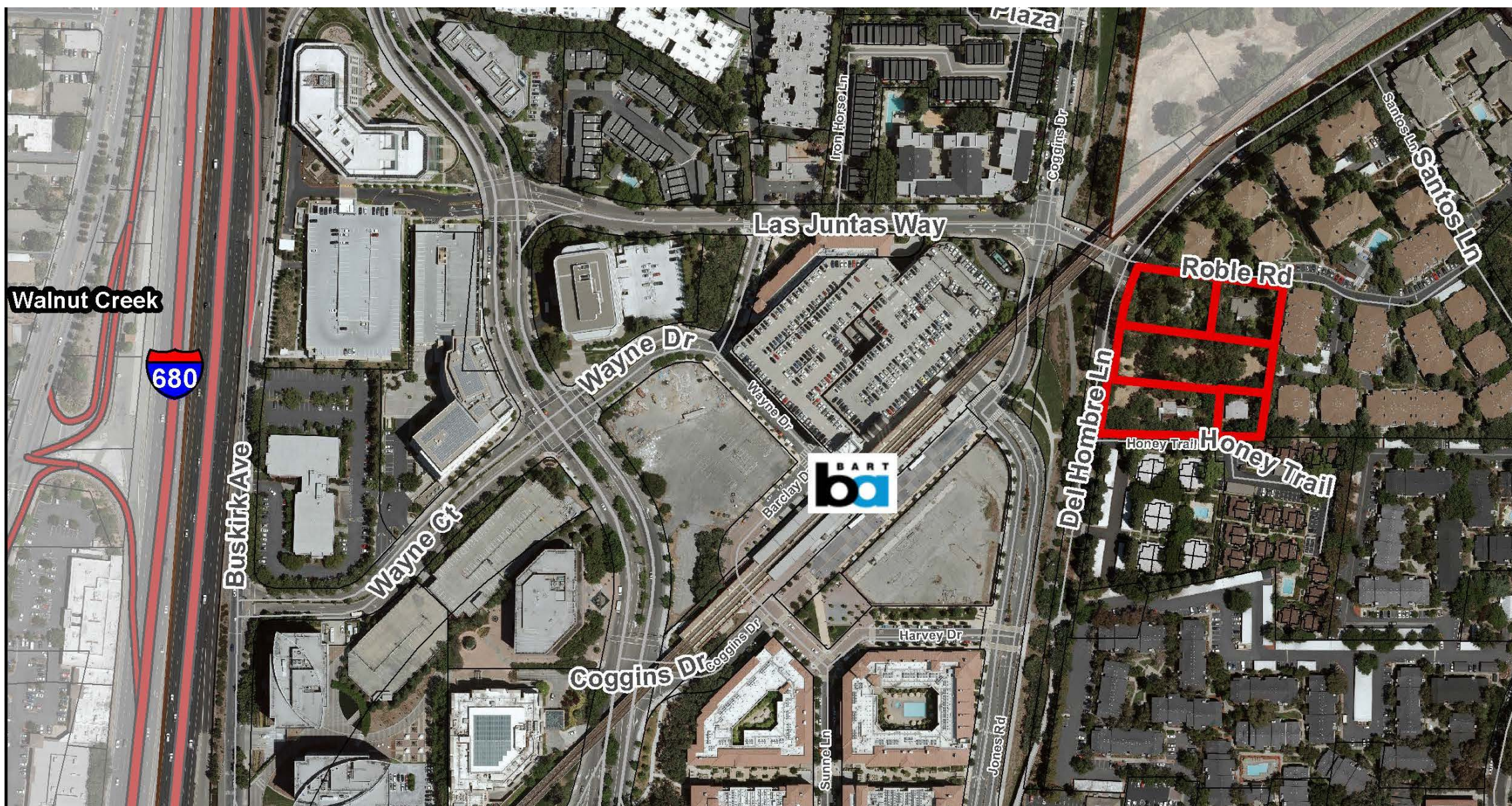
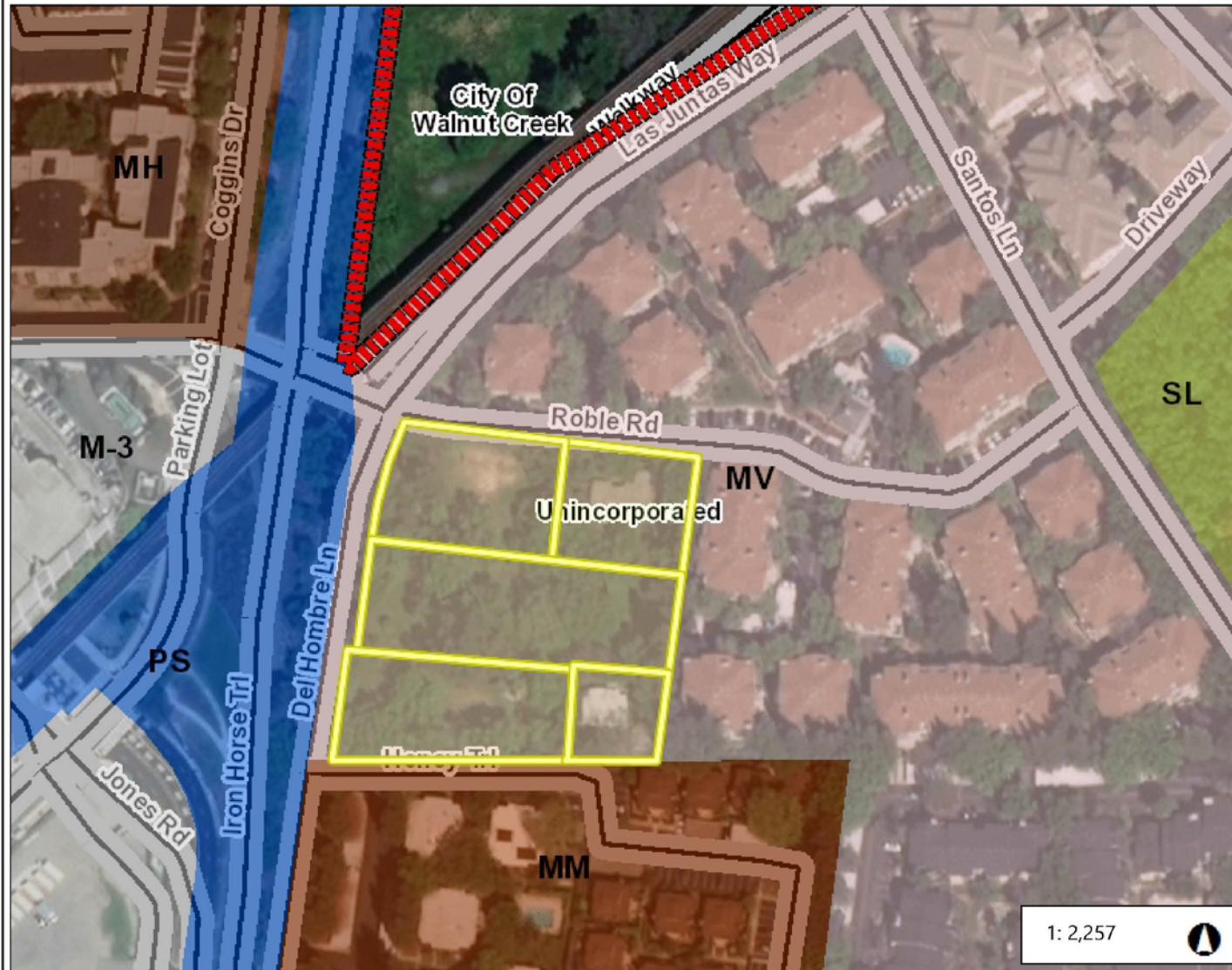




# Del Hombre Apartment Project



# General Plan: Multiple-Family Residential-Very High (MV)



## Legend



City Limits

Unincorporated

General Plan

- SV (Single Family Residential - Very High Density)
- SL (Single Family Residential - Low Density)
- SM (Single Family Residential - Medium Density)
- SH (Single Family Residential - High Density)
- ML (Multiple Family Residential - Low Density)
- MM (Multiple Family Residential - Medium Density)
- MH (Multiple Family Residential - High Density)
- MV (Multiple Family Residential - Very High Density)
- MS (Multiple Family Residential - Very High Density)
- CC (Congregate Care/Senior Housing)
- MO (Mobile Home)
- M-1 (Parker Avenue Mixed Use)
- M-2 (Downtown/Waterfront Rodeo Island)
- M-3 (Pleasant Hill BART Mixed Use)
- M-4 (Willow Pass Road Mixed Use)
- M-5 (Willow Pass Road Commercial)
- M-6 (Bay Point Residential Mixed Use)
- M-7 (Pittsburg/Bay Point BART Station)
- M-8 (Dougherty Valley Village Center)
- M-9 (Montalvin Manor Mixed Use)
- M-10 (Willow Pass Business Park)
- M-11 (Appian Way Mixed Use)
- M-12 (Triangle Area Mixed Use)

1: 2,257



0.1 0 0.04 0.1 Miles

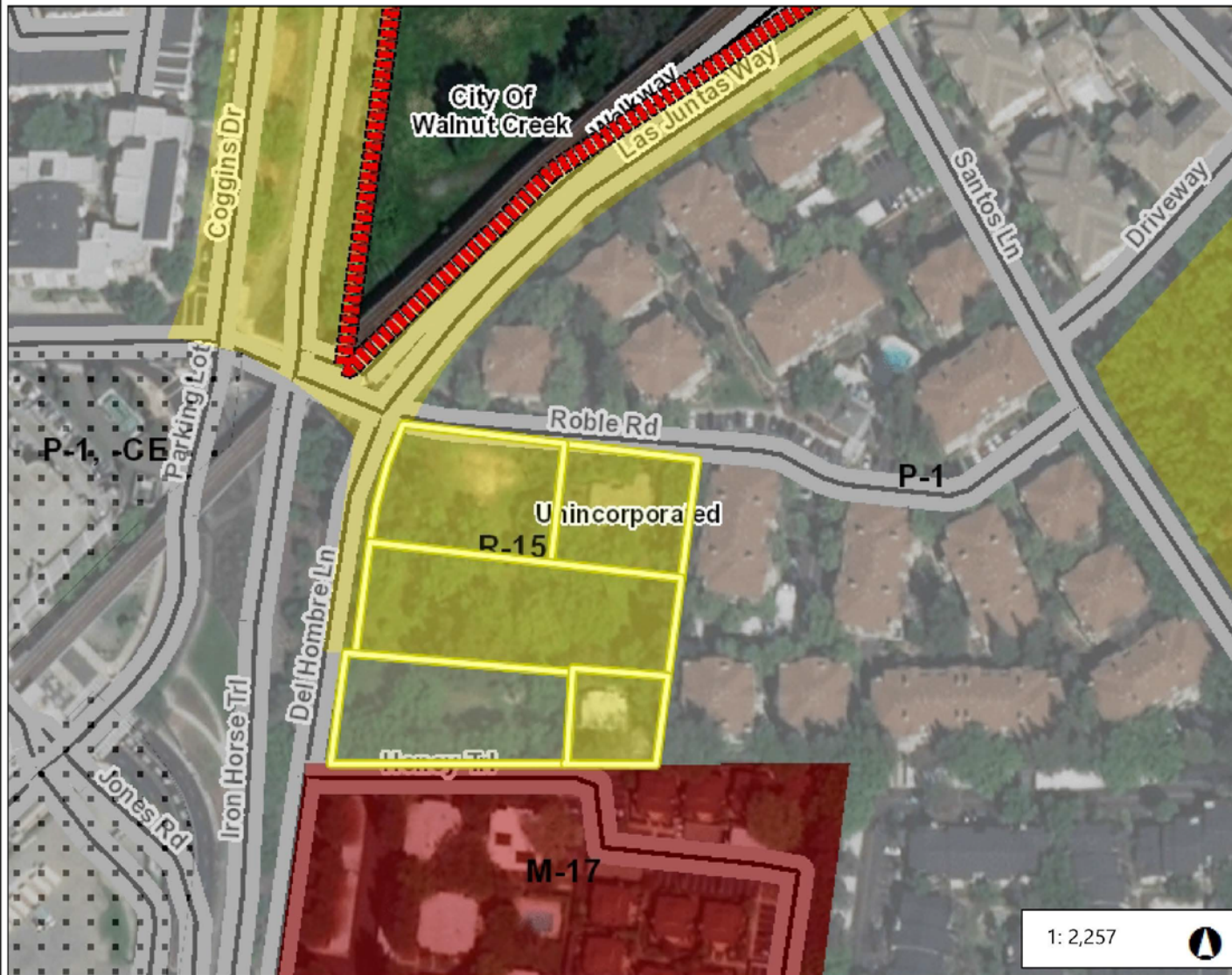
WGS\_1984\_Web\_Mercator\_Auxiliary\_Sphere

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

THIS MAP IS NOT TO BE USED FOR NAVIGATION

## Notes

# Zoning: Single-Family Residential (R-15) and Planned Unit District (P-1)



## Legend

City Limits

Unincorporated

Zoning

- R-6 (Single Family Residential)
- R-6, -FH -UE (Single Family Resid Urban Farm Animal Exclusion Com
- R-6 -SD-1 (Single Family Resident Hillside Development Combining Di
- R-6 -TOV -K (Single Family Reside View Ordinance and Kensington Cc
- R-6, -UE (Single Family Residential Exclusion Combining District)
- R-6 -X (Single Family Residential - Combining District)
- R-7 (Single Family Residential)
- R-7 -X (Single Family Residential - Combining District)
- R-10 (Single Family Residential)
- R-10, -UE (Single Family Resident Exclusion Combining District)
- R-12 (Single Family Residential)
- R-15 (Single Family Residential)
- R-20 (Single Family Residential)
- R-20, -UE (Single Family Resident Exclusion Combining District)
- R-40 (Single Family Residential)
- R-40, -FH -UE (Single Family Resic Urban Farm Animal Exclusion Com
- R-40, -UE (Single Family Resident Exclusion Combining District)
- R-65 (Single Family Residential)
- R-100 (Single Family Residential)

## Notes

0.1 0 0.04 0.1 Miles  
WGS\_1984\_Web\_Mercator\_Auxiliary\_Sphere

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# Elements of Project

- ▶ General Plan Amendment from Multiple-Family Residential-Very High (MV) to Multiple-Family Residential-Very High Special (MS).
- ▶ Rezone the project site from Single-Family Residential (R-15) and Planned Unit District (P-1) to a new Planned Unit District.
- ▶ Minor subdivision to merge 5 parcels into one, which involves a vesting tentative map for the Project, exception from Title 9 offsite collect and convey diversion requirements.
- ▶ Final Development Plan for the development of a 284-unit apartment building, includes the removal of approximately 161 trees and work within the drip line of approximately 27 additional trees.
- ▶ Improvements to roads, demolition of the existing residential buildings, and grading of approximately 29,000 cubic yards for construction of the underground parking for the building.
- ▶ Designation of 15% units as income-restricted affordable housing, request for a 20% density bonus, including concessions to allow 24 units be affordable to moderate-income households, and request for a reduction development standard to allow a driveway parking aisle width of 24 feet.
- ▶ The proposed six-story podium apartment building will consist of:
  - ▶ 21 studios, 174 one-bedroom units, and 89 two-bedroom units.
- ▶ Indoor and outdoor amenities/recreational areas will be provided.

# Environmental Impacts

- ▶ Aesthetics
- ▶ Air Quality
- ▶ Biological Resources
- ▶ Cultural Resources
- ▶ Geology and Soils
- ▶ Greenhouse Gas Emissions
- ▶ Hazards and Hazardous Materials
- ▶ Hydrology and Water Quality
- ▶ Noise
- ▶ Recreation
- ▶ Transportation
- ▶ Implementation of 20 Mitigation Measures would reduce impact to less than significant

# Environmental Impacts

- ▶ Significant and unavoidable impacts identified the following:
  - ▶ Impact Trans-1: Operation impact related to unacceptable Level of Service (LOS) at Coggins Drive at Las Juntas Way intersection under Opening Year with Project
  - ▶ Cumulative Impact Traffic: Operational impact related to unacceptable LOS at Coggins Drive at Las Juntas Way intersection under Cumulative Year with Project
- ▶ Statement of Overriding Considerations prepared

# Public Comments During County Planning Commission

- ▶ Traffic Congestion
- ▶ Emergency Access
- ▶ Density
- ▶ Parking
- ▶ Setbacks and Building Heights
- ▶ Consistency with the neighborhood
- ▶ Greenhouse gas emission and air quality

# Appeal Points

- ▶ #1 - Variance Findings to Rezone Property to P-1 cannot be supported
  - ▶ The Housing Element in the General Plan proposes removal of the 5-acre minimum requirement and a number of properties in the area that are less than the 5-acre minimum have been rezoned to P-1.
- ▶ #2 - Project is not consistent with General Plan Policies;
  - ▶ The Project is consistent with general plan policies that promote infill development on underutilized parcels near transit.
- ▶ #3 - Not in the public interest to amend general plan;
  - ▶ The Project is an infill development near transit that includes affordable housing.
- ▶ #4 - General Plan Amendment is not appropriate;
  - ▶ The Project is an infill development near transit, commercial uses, and employment. This Project is a textbook example of a transit-oriented development.
- ▶ #5 - Traffic concerns due to the maximum capacity of Del Hombre Lane;
  - ▶ Traffic volumes on Del Hombre Lane were analyzed and it will operate with minimal delay.

# Appeal Points

- ▶ #6 - Project will cause vehicle conflicts;
  - ▶ The DEIR evaluated pedestrian and bicyclist facilities and determined that the project would not conflict with adopted policies. Pedestrian facility improvements are also included in the project; however, the proposed crosswalk design does not align with the existing curb ramp to Del Hombre Lane and Iron Horse Trail represents a potential significant impact. Mitigation measures would reduce the impact to a less than significant level and are included as conditions of approval.
- ▶ #7 - Project is not consistent with CEQA Guidelines regarding vehicle miles travelled (VMT), which were not analyzed;
  - ▶ VMT analysis was conducted and determined that the project would generate 11.4 VMT per capita per day, which is below the 15% OPR threshold.
- ▶ #8 - Density bonus should not be granted because of unmitigated impacts;
  - ▶ The Project includes a density bonus where findings to support the density bonus were made. All impacts are mitigated to a less than significant level, except for the impact to the Las Juntas Way and Coggins Drive intersection which required a mitigation measure for a left-turn pocket lane. However, this mitigation measure would increase pedestrian and bicycle conflicts, which conflicts with policies that prioritize safety over vehicle capacity.

# Appeal Points

- ▶ #9 - Project is under parked;
  - ▶ The Project meets the parking space requirement pursuant to Government Code Section 65915(p)(1).
- ▶ #10 - Concerned with location of passenger loading and unloading zone; and
  - ▶ The DEIR analyzed the loading and unloading zone locations and determined that the project would not conflict with a roadway geometric design as explained in DEIR 3.15-61.
- ▶ #11 - Lack of appropriate setbacks
  - ▶ The building will have an articulated façade that is staggered ranging in 4-6 stories. The building will be located on the northern side (Roble Road), 30 feet on the eastern side (Avalon Walnut Ridge Apartments), and 20 feet on the southern side (Honey Trail).

# Appeal Points

- ▶ #1 - EIR uses incorrect and unsupported greenhouse gas (GHG) thresholds.
  - ▶ Bay Area Air Quality Management District (BAAQMD) has not adopted recommended GHG emissions thresholds post-2020; 2030 threshold is based on current State directives to require an additional 40% reduction in GHG emissions.
- ▶ #2 - Final EIR relies on BAAQMD significance threshold of 4.6 MT CO<sub>2</sub>e/service population to evaluate 2022 GHG emissions.
  - ▶ BAAQMD recommends CEQA documents address post-2020 GHG reduction targets for projects developed and operational post-2020. The project is not expected to become fully operational until 2022. Modeling emissions for 2022 is more appropriate than modeling for 2020. Use of the 4.6 MT CO<sub>2</sub>e/SP/year threshold for the year 2022 is determined to be appropriate because it's the current threshold.

# Appeal Points

- ▶ #3 - Draft EIR fails to note removal of on-site vegetation would reduce potential carbon sequestration.
  - ▶ Carbon sequestration does not need to be included in either the baseline or when considering the project's generation of GHG emissions based on BAAQMD's guidance.
- ▶ #4 - EIR does not address the increase in GHG emissions from tree removal and loss of sequestration on site.
  - ▶ Carbon sequestration does not need to be included in either the baseline or when considering the project's generation of GHG emissions on BAAQMD's guidance.
- ▶ #5 - Draft and Final EIR contained different and conflicting estimates of water demand.
  - ▶ The GHG section 3.7 in the DEIR assumed water consumption based on CalEEMod default factors while the Utilities and Service System Section 3.17 is based on historical data from the Contra Costa County 2015 Urban Water Management Plan.
- ▶ #6 - Final EIR did not identify how Green Building Code Standards leads to reduction of water consumption.
  - ▶ The project will include water conservation features required by the Green Building Code Standards such as low flow plumbing fixtures, insulated hot water, Energy Star appliances, and high efficiency water heaters. The project landscaping will provide drought-tolerant, native species, utilizing weather based smart irrigation controllers, and installing efficient drip watering systems.

# Appeal Points

- ▶ #7 -No basis for increase to unmitigated mobile source emissions nor decrease from 2022 to 2030.
  - ▶ No change to the metric tons on vehicle miles travelled. The only change was to rate applied to Sunday trips due to a comment received during public comment review of DEIR.
- ▶ #8 - Draft and Final EIR fail to disclose the GHG emission factors assumed for mobile sources in 2022 and 2030.
  - ▶ No change to GHG emissions factors used to estimate GHG emissions from mobile-source emissions in Draft and Final EIR. 2020 and 2030 scenarios were both disclosed and supported in the Draft and Final EIR.
- ▶ #9 - No support for the assumption that 74% reduction in waste by recycling and composting would reduce GHG emissions by 74%.
  - ▶ The project will be required to comply with Assembly Bill (AB) 341, which mandates 75% reduction rate.

# Appeal Points

- ▶ #10 - EIR assumes a service population in the analysis that underestimates GHGs.
  - ▶ The service population used is based on the California Department of Finance, which is a more accurate estimation and used throughout the entire document.
- ▶ #11 - Availability of Tier IV Equipment; likelihood of mitigation measure being achieved is extremely low.
  - ▶ The applicant is required to comply with the mitigation measure and the availability of TIER IV equipment is steadily increased since it first became available.
- ▶ #12 - County failed to analyze and mitigate traffic queue exceedances.
  - ▶ The Draft EIR assessed vehicle queues at signalized intersections for the Existing within Project condition and for the Opening Year with project condition. In both scenarios, the Draft EIR determined that the addition of the project traffic is not expected to cause vehicle queue to increase by more than 50 feet.

# Staff RECOMMENDS the Board of Supervisors:

- ▶ DENY appeal on the minor subdivision application and uphold the CPC's decision to approve MS18-0010;
- ▶ CERTIFY the environmental impact report and ADOPT the mitigation monitoring and reporting program, and
- ▶ APPROVE the remaining components of the project (e.g., General Plan Amendment, Rezoning, and Final Development Plan).