
2. EXECUTIVE SUMMARY

2

EXECUTIVE SUMMARY

INTRODUCTION

The Summary chapter provides an overview of the Brentwood Downtown Specific Plan (described in detail in Chapter 3 – Project Description), and summarizes the conclusions of the environmental analysis provided in detail in Chapter 4. This chapter also reviews the alternatives to the proposed project that are described in Chapter 5 (Alternatives Analysis), and identifies the Environmentally Superior Alternative. Table 2-1 at the end of this chapter provides a summary of the environmental effects of the proposed project identified in each technical issue section of Chapter 4. The table contains the environmental impacts, the significance of the impacts for the proposed project, the proposed mitigation measures, and the significance of the impacts after the mitigation measures are implemented.

PROJECT DESCRIPTION AND LOCATION

The proposed Downtown Specific Plan involves the projected developments in Downtown Brentwood that would be included as part of the Downtown Specific Plan EIR analysis. These planned developments are primarily residential and mixed-use transitional land uses (office and retail), with a multi-plex movie theater, multi-level parking garage, and an eBART station. The Downtown Specific Plan was supplemented by the Downtown eBART Station Location A Plan (FTB, 2005), which includes relocating the existing Park-and-Ride Bus Terminal adjacent to a new eBART station and parking garage.

The proposed project is located within Downtown Brentwood in Contra Costa County, California. The project site consists of approximately 205 acres around the City’s historic center at the intersection of Oak Street and the Union Pacific Railway. In general, the project site is located in the central portion of the City along State Route 4 to the west, Balfour Road to the south, and Brentwood Boulevard to the north.

ENVIRONMENTAL IMPACTS AND MITIGATION

Under CEQA, a significant effect on the environment is defined as a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, mineral, flora, fauna, ambient noise, and objects of historic or aesthetic significance. Implementation of the proposed project could result in significant impacts on those resource areas listed below.

This Draft EIR discusses mitigation measures that could be implemented by the City to reduce potential adverse impacts to a level that is considered less-than-significant. Such mitigation measures are noted in this Draft EIR and are found in the Transportation and

Circulation and Air Quality sections. If an impact is determined to be significant or potentially significant, applicable mitigation measures are identified as appropriate. These mitigation measures are also summarized in Table 2-1 below. The mitigation measures presented in the Draft EIR will form the basis of the Mitigation Monitoring Plan. An impact that remains significant after including mitigation measures is considered an unavoidable adverse impact.

Land Use

The Land Use chapter evaluates the consistency of the proposed project with the City of Brentwood's adopted plans and policies, as well as summarizes the status of the existing resources in project area and the vicinity around the project area. The evaluation is based upon a thorough review of the City's General Plan and Zoning Ordinance, as well as any other appropriate documents, to address consistency issues.

The Land Use chapter assesses the compatibility of the proposed project with the surrounding land uses, both existing and proposed, and determines that because the Downtown Specific Plan would include uses compatible with the existing land use designations and includes policies consistent with those of the General Plan, a less-than-significant impact is expected to occur. The Land Use analysis also notes that the General Plan includes a specific policy promoting the maintenance of the Downtown area as the dominant commercial, civic, and cultural center of the Brentwood area. Existing retail structures would be rehabilitated, redeveloped and/or converted to include more viable uses under the Downtown Specific Plan. Therefore, because the Downtown Specific Plan includes uses compatible with the existing land use designations and policies, a less-than-significant impact is expected to occur.

Other land uses identified as posing a less-than-significant impact include residential infill within Planned Development and Residential zones, as well as office and commercial uses within the Central Business zone. Conflicts between land uses within the planning area and adjacent uses are not anticipated and a less-than-significant impact is expected. The proposed Downtown Specific Plan would change the intensity of land uses in the City's Planning Area by contributing to development. However, the project is consistent with the General Plan designations and vision related to the "economic vitality" of the downtown, and the proposed uses consist entirely of infill development and reuse of developed sites. Furthermore, the General Plan EIR has cumulatively considered this and other developments in the City and has anticipated a less-than-significant impact on future development.

Transportation and Circulation

The Transportation and Circulation chapter of the Draft EIR is based on a parking study and traffic study prepared for the Downtown area. The parking portion of this chapter describes existing parking supply and demand, as well as parking concerns and enforcement strategies; the parking section also analyzes future development with regard to changes in parking supply and demand. The traffic portion of the Transportation and

Circulation chapter describes existing traffic conditions, summarizes the existing and planned regional and local transportation network, and describes the traffic load and capacity of street systems, including level of service standards for critical street segments and intersections. The Transportation and Circulation chapter also includes an analysis of the Existing Plus Project scenario and a Cumulative Without and With Project traffic scenario. Other issues addressed in this chapter include traffic hazards due to design features, emergency access, and transit and bicycle facilities.

The parking analysis finds that project-related impacts to parking supply and demand under project conditions would be potentially significant and identifies mitigation measures to reduce impacts to a less-than-significant level. The parking analysis also finds that the Downtown Specific Plan could have potentially significant impacts related to the following: parking stall design, vehicular access, pedestrian facilities, bicycle facilities, transit site access, and impacts to traffic flow from construction traffic associated with grading and development of the large-scale projects. However, all of these impacts are mitigated to a less-than-significant degree. Construction-related impacts associated with construction vehicle traffic, grading, and development of the small-scale projects would be less-than-significant. In addition, the Transportation and Circulation analysis finds that project-related impacts to study intersections would be less-than-significant under both the near-term and cumulative scenarios.

Air Quality

The Air Quality chapter is based on an air quality assessment prepared for the Downtown area and summarizes the regional air quality setting, including climate and topography, ambient air quality, and regulatory setting. The chapter utilizes the URBEMIS-2002 program to evaluate anticipated airborne pollutant emissions from the Downtown Specific Plan from direct sources (project vehicle emissions). The chapter also utilizes the CALINE-4 program to predict pollutant concentrations for receptors located within 150 meters of the roadway. The calculated emissions are compared to the thresholds of significance recommended by the Bay Area Air Quality Management District. The Air Quality chapter also addresses impacts associated with project construction activities, carbon monoxide impacts, and cumulative air quality impacts.

The Air Quality analysis identifies less-than-significant impacts related to construction, increased carbon monoxide concentrations at project-area intersections, and project trip-generated air pollutant emissions. Under long-term cumulative conditions, air quality impacts are found to be less-than-significant as well.

Aesthetics

The Aesthetics chapter of the EIR summarizes existing regional and project area aesthetics, including a description of the existing visual character or quality of the site. This chapter also describes any scenic vistas, scenic highways, or scenic resources, such as trees and/or historic resources, that exist within the project area. Creation of new sources of light and glare by the project and their effects upon the surrounding vicinity are also evaluated in the Aesthetics chapter.

The Aesthetics analysis concludes that impacts relating to the generation of light and glare from the proposed Downtown Specific Plan would be less-than-significant under the proposed project. All other impacts, including impacts to scenic vistas and visual resources, historical and other characteristic features of the Downtown area, and cumulative changes to the visual character of the region, are identified as less-than-significant in the Aesthetics chapter.

SUMMARY OF PROJECT ALTERNATIVES

The following summary provides brief descriptions of the three alternatives to the proposed project that are evaluated in this Draft EIR. For a more thorough discussion of project alternatives, please refer to Chapter 5, Alternatives Analysis.

No Project Alternative

Under the No Project Alternative, the project site would be built out under the current General Plan and Zoning Code.

No Theater Alternative

The No Theater Alternative would result in development of the project area in accordance with the Downtown Specific Plan, with the exception of the multi-screen movie theater and its associated parking garage. The movie theater site proposed under the Downtown Specific Plan is designated as a Central Business zone under the current Zoning Code, allowing for the development of a movie theater, but not necessarily encouraging or promoting this specific development. Under the No Theater Alternative, then, the current uses on the proposed movie theater site would continue to exist.

No Residential Development Alternative

The No Residential Development Alternative would result in the development of the project site in accordance with the Downtown Specific Plan, with the exception of all the residential development proposed, which primarily occurs in the western half of the project area. The areas without residential uses under this Alternative would be built out as Industrial/Commercial, Commercial Office/Business, Planned Development, and Commercial Office/Residential as their current zoning designations specify, but would not have any residential uses even if permitted under their designations.

Environmentally Superior Alternative

CEQA requires that an environmentally superior alternative be designated; however, other environmental, social and fiscal considerations may also be taken into account. For this project, the No Theater Alternative would be considered the environmentally superior alternative. The No Theater alternative would result in the same buildout as the proposed project, with the exception of the multi-plex theater and associated parking structure. The No Theater Alternative would reduce the number of vehicle trips due to the absence of the multi-plex theater. A reduction in the number of vehicle trips would subsequently reduce operational air quality impacts in the project area. In addition, this Alternative would reduce temporary construction-related impacts to air quality, traffic, and circulation because the movie theater and parking garage, which are large-scale projects, would not be built out under this Alternative.

The multi-plex theater and parking structure sites would continue in their existing land uses under the No Theater Alternative. Under both the proposed project and the No Theater Alternative, the movie theater and parking sites would be compatible with the Central Business zoning designation for the sites, so Land Use impacts would remain roughly equivalent under this Alternative. In addition, due to the existing urban character of the project area, the No Theater Alternative would have similar Aesthetic impacts as the proposed project.

SUMMARY OF IMPACTS AND MITIGATION MEASURES

The following table (Table 2-1) summarizes the impacts identified in the environmental section of this Draft EIR. The proposed project impacts are identified for each environmental analysis section (Sections 4.1 – 4.12) in the Draft EIR in Table 2-1 below. The level of significance of each impact, any mitigation measures required for each impact, and the resulting level of significance after mitigation are also given below.

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

<i>Impact</i>	<i>Level of Significance prior to Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance after Mitigation</i>
4.1 Land Use			
4.1-1 Compatibility with surrounding land uses.	LS	4.1-1 None required.	N/A
4.1-2 Consistency with the General Plan.	LS	4.1-2 None required.	N/A
4.1-3 Consistency with existing zoning.	LS	4.1-3 None required.	N/A
4.1-4 Increases in the intensity of land uses in the region due to the proposed project and all other projects in the Brentwood area.	LS	4.1-4 None required.	N/A
4.1 Aesthetics			
4.2-1 Impacts related to light and glare.	LS	4.2-1 None required.	N/A
4.2-2 Impacts related to scenic vistas and visual resources.	LS	4.2-2 None required,	N/A
4.2-3 Impacts related to historical and other characteristic architectural features in the Downtown planning area.	LS	4.2-3 None required.	N/A
4.2-4 Long-term impacts to the	LS	4.2-4 None required.	N/A

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

<i>Impact</i>	<i>Level of Significance prior to Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance after Mitigation</i>
visual character of the region from the proposed project in combination with existing and future developments in the Brentwood area.			
4.3 Transportation and Circulation			
4.3-1 Impacts to parking supply and demand under project conditions.	LS	4.3-1 <i>None required.</i>	N/A
4.3-2 Impacts to vehicular access.	PS	<p>4.3-2a <i>Prior to adoption of the Brentwood Downtown Specific Plan, the City of Brentwood Community Development Department shall amend the Downtown Specific Plan to include the following: truck routes shall be posted to provide efficient movement of goods and restrict trucks from entering the downtown via neighborhood streets (as defined in the Downtown Brentwood Specific Plan, Goal 1 under Transportation and Circulation).</i></p> <p>4.3-2b <i>The site plan for the proposed theater shall be reviewed by the Community Development Department prior to approval of grading plans to ensure that sufficient areas for patron drop-off and pick-up exist, thereby ensuring orderly circulation of</i></p>	LS

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

<i>Impact</i>	<i>Level of Significance prior to Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance after Mitigation</i>
		<i>vehicles around the theater.</i>	
4.3-3 Impacts to pedestrian facilities.	LS	4.3-3 <i>None required.</i>	N/A
4.3-4 Impacts to bicycle facilities.	PS	4.3-4 <i>Prior to adoption of the Final Downtown Specific Plan, the City of Brentwood Community Development Department shall include language within the Downtown Specific Plan stating the following:</i> <ul style="list-style-type: none"> • <i>Signs shall be posted throughout the downtown to direct bicyclists to the striped bike lane on Second Street between Brentwood Boulevard and Oak Street.</i> • <i>Signs shall be posted throughout the Downtown area to alert drivers that they will be sharing the road with bicyclists.</i> 	LS
4.3-5 Impacts related to transit site access.	PS	4.3-5 <i>Prior to adoption of the Final Downtown Specific Plan, the City of Brentwood Community Development Department shall include language within the Downtown Specific Plan stating that a double-sided platform shall be constructed to provide pedestrian access to trains in both directions.</i>	LS
4.3-6 Impacts to traffic flow from construction traffic associated with grading and development of the small-scale projects.	LS	4.3-6 <i>None required.</i>	N/A

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

<i>Impact</i>	<i>Level of Significance prior to Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance after Mitigation</i>
<p>4.3-7 Impacts to traffic flow from construction traffic associated with grading and development of the large-scale projects.</p>	<p>PS</p>	<p>4.3-7 <i>Prior to any construction taking place on any of the three major proposed projects, which include the movie theater, the parking garage, and the eBART station, the City of Brentwood shall prepare a Construction Traffic Management Plan for review and approval by the City Engineer. The plan should include but not be limited to the following:</i></p> <ul style="list-style-type: none"> • <i>A map documenting material and equipment staging and storage locations for all phases of construction</i> • <i>A map documenting working parking locations for all phases of construction</i> • <i>Signage plans relating to any temporary road closures on public streets with a particular focus on Brentwood Boulevard, Oak Street, and Second Street</i> • <i>Notification procedures for adjacent businesses, residents, and public safety personnel for all major deliveries, detours, and street closures that will affect traffic in the vicinity of the development</i> • <i>Provisions for monitoring surface streets designated as truck routes so that any damage and debris attributed to the trucks can be identified and corrected</i> 	<p>LS</p>

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

<i>Impact</i>	<i>Level of Significance prior to Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance after Mitigation</i>
		<ul style="list-style-type: none"> • Signage plans documenting any detours for bicycle and pedestrian traffic with a particular focus on Brentwood Boulevard, Oak Street, and Second Street. • Developers will develop a construction management plan prior to any construction activities on-site. The plans will be subject to review and approval by the City of Brentwood. 	
4.3-8 Impacts to study intersections under project conditions.	LS	4.3-8 None required.	N/A
4.3-9 Cumulative impacts to study intersections.	LS	4.3-9 None required.	N/A
4.4 Air Quality			
4.4-1 Short-term construction-related air quality impacts.	LS	4.4-1 None required.	N/A
4.4-2 Impacts to local air quality due to project trip generation.	LS	4.4-2 None required.	N/A
4.4-3 Impacts to regional air quality due to project trip generation.	LS	4.4-3 None required.	N/A
4.4-4 Cumulative impacts to regional air quality.	LS	4.4-4 None required.	N/A