City of Pittsburg
Planning Commission Agenda

09/10/2024

City Hall Council Chamber
65 Civic Avenue, Pittsburg, CA 94565

Regular Meeting
7:00 P.M.

Planning Commission Members

Arlene Kobata, Chair
Sarah Foster, Vice-Chair
Donna Smith, Commissioner
Elissa Robinson, Commissioner
Frank Gordon, Commissioner
Deandra Stokes, Commissioner
Ivelina Popova, Commissioner

Any member of the public who wishes to address the Commission should complete a Speaker's Card, available on the public counter below the dais. Please note on the card the agenda item number, or, for items not listed on this agenda, a brief description of the issue on which you would like to address the Commission. Give the completed form to the Minutes Clerk or a staff member, who will give the card to the Commission Chair. The Chair will invite the speaker(s) to the podium at the appropriate time during the meeting. Each individual will be given three minutes to address the Commission, unless additional time is allowed as provided for spokespersons. Prior to speaking, each speaker is requested to state his or her name and business and city of residence in a clear and audible tone of voice. For items listed under the "Public Hearings" or "Commission Consideration" portions of this agenda, the public hearing or public comment period will follow a brief presentation on the item by Planning Department staff and/or the project applicant.

A decision by the Planning Commission is not final until the appeal period expires 10 calendar days after the date the decision occurred. The applicant, City Council member(s), City Manager, or any affected person may appeal the denial, approval, recommendation, or any condition of approval of an item within the 10-day appeal period. A completed appeal form and the applicable filing fee must be filed with the City Planner, 65 Civic Avenue, Pittsburg. The appeal form must include the name and address of the appellant and state the reasons for the appeal. The appeal will be set for City Council consideration and appropriate public notification given.

The Commission requests that you refrain from disruptive conduct during the meeting and that you observe the order and decorum of the Council Chamber. Please turn off or set to vibrate all cellular phones, and refrain from making personal, impertinent or slanderous remarks. Boisterous or disruptive behavior while the Commission is in session, and the display of signs in a manner that violates the rights of others or prevents others from watching or fully participating in the Planning Commission meeting is considered counterproductive and will not be tolerated, and the Commission Chair can order any person who engages in such conduct to leave the Council Chamber.

This agenda was posted in City Hall on Friday, September 6, 2024

CALL TO ORDER

ROLL CALL

PLEDGE OF ALLEGIANCE

DELETIONS, WITHDRAWALS OR CONTINUANCES

COMMENTS FROM THE AUDIENCE

CONSENT

1. **Minutes**
   Minutes of August 27, 2024

COMMISSION CONSIDERATIONS

2. **Recommendation on Adoption of the Five-Year Capital Improvement Program (CIP) – General Plan Consistency Determination**
   This is a request for the Planning Commission to determine whether the projects in the proposed Five-Year CIP are consistent with the City's 2040 General Plan.

PUBLIC HEARINGS

3. **Pittsburg Technology Park Specific Plan, AP-24-0028 (PD, SUBD, EIR)**
   This is a public hearing on a request for a recommendation for City Council adoption of the Pittsburg Technology Park Specific Plan and approval of the Vesting Tentative Map for a 12-lot Major Subdivision on an approximately 76.38-acre site located on the eastern half of the former Delta View Golf Course, south of West Leland Road, located at 2222 Golf Club Road. Assessor Parcel Numbers (APNs): 095-160-001, 095-160-002 and 094-080-046. The requested recommendation also includes City Council certification of the Final Program Environmental Impact Report and adoption of CEQA Findings of Fact and a Mitigation Monitoring and Reporting Program (MMRP) for the Pittsburg Technology Park Specific Plan Project.

   Environmental Review:

   The City of Pittsburg, as lead agency, determined that the proposed Specific Plan is a "project" within the meaning of CEQA. CEQA requires the preparation of an EIR prior to approving any project that may have a significant impact on the environment. CEQA Guidelines identify several types of EIRs, each applicable to different project circumstances. Given the conceptual nature of future build out of the

Plan Area described in the proposed Specific Plan, the EIR prepared for the proposed project is a Program EIR ("PEIR"), pursuant to the definition of Program EIR in CEQA Guidelines Section 15168. The City prepared a Draft PEIR and Final PEIR for this project in compliance with Public Resources Code section 21000 et seq. Further discussion on the PEIR and the environmental impacts associated with the proposed project are discussed under the Environmental Review heading of this staff report beginning on page 19.

STAFF COMMUNICATIONS

COMMITTEE REPORTS

ADJOURNMENT OF PLANNING COMMISSION MEETING

NOTICE TO PUBLIC

NOTICE TO THE DISABLED AND VISUALLY OR HEARING IMPAIRED

In compliance with the Americans with Disabilities Act, the city of Pittsburg will provide special assistance for disabled citizens. Upon request, an agenda for any meeting shall be made available in appropriate alternative formats. The Council Chamber is equipped with sound amplifier units for use by the hearing impaired. The units operate in conjunction with the Chamber's sound system. You may request the sound amplifier from the City Clerk for personal use during Commission meetings. If you need special assistance to participate in this meeting, or are requesting a specially formatted agenda, please contact the City Clerk at 925-252-4850. Notification 48 hours prior to the meeting will enable the city to make reasonable arrangements to ensure accessibility to this meeting or provide the requested agenda format. (28 CFR 35.102-35.104 ADA Title II)

GENERAL INFORMATION

Copies of the open session agenda packets that are distributed to the Planning Commission are on file in the office of the Planning Department, 65 Civic Avenue, Pittsburg, California, and are available for public inspection, beginning no fewer than 72 hours in advance of the meeting, during normal business hours (8:00 a.m. – 5:00 p.m., Monday through Friday, except city holidays). Additionally, if any reports or documents that are public records are distributed to the Planning Commission fewer than 72 hours before the meeting, those reports and documents will also be available for public inspection in the city's Planning Department and at the Commission meeting. The Pittsburg Library is also provided a full agenda packet for your convenience. As a courtesy, the agenda is also located on the city's website at www.ci.pittsburg.ca.us.

MINUTES
OF A REGULAR MEETING
OF THE
PITTSBURG PLANNING COMMISSION

August 13, 2024

A regular meeting of the Pittsburg Planning Commission was called to order by Chair Kobata at 7:00 p.m. on Tuesday, August 13, 2024, in the Council Chambers at City Hall, 65 Civic Avenue, Pittsburg, California.

ROLL CALL

Present: Chair Kobata, Commissioners Gordon, Popova, Robinson, Stokes

Absent: Vice-Chair Foster

Staff: Assistant Director of Community and Economic Development John Funderburg, Associate Planner Alison Spells, Assistant Planner Ariana Ruiz, Administrative Analyst I Candace Hatch

PLEDGE OF ALLEGIANCE

Commissioner Robinson led the Pledge of Allegiance.

DELETIONS / WITHDRAWALS / CONTINUANCES

1. Railroad Commons, AP-22-0105 (SUBD, DR, TRP)

Staff will be requesting a continuance on this item to a date to be determined. Once a date has been determined, staff will re-notice the item for the Planning Commissions consideration and prepare a staff report.

COMMENTS FROM THE AUDIENCE

There were no comments from the audience.

Secretary Funderburg updated the Commissioners on the arrival of Vice-Chair Foster at 7:05 pm.

CONSENT

1. Minutes
   Minutes of July 23, 2024

On motion by Commissioner Gordon, to approve the consent item(s), seconded by Commissioner Stokes.

AYES:	Foster, Gordon, Kobata, Popova, Robinson, Stokes
NAYES:	None
ABSTAIN:	None
ABSENT:	Smith

COMMISSION CONSIDERATION

2. Consideration of a Resolution approving Bancroft Gardens II Residential Subdivision Design Review, AP-16-1170 (DR).

A presentation was made to the Planning Commission by Assistant Planner Ariana Ruiz requesting for an approval of Design Review of floor plans and architectural plans, and conceptual landscape plans of 28 new single-family residential homes within Subdivision 8805, "Bancroft Gardens II Subdivision". There are a total of four floor plans (2 single-story and 2 two-story), each with three architectural types proposed to be used throughout Subdivision 8805 (Mission, French Country, and Prairie). Proposed single-family homes consist of single-story and two-story plans ranging from 1,977 square-feet to 2,569 square-feet. The project site is located at the terminus of Birchwood Drive and is whin the RS-6 (Single-Family Residential, minimum 6,000 square-foot lot) Zoning District. (APN's 095-046-001 through -028).

Applicant Mike Dupont spoke on behalf of the project.
Chair Kobata opened the consideration item, there being no one to speak further on this time, Chair Kobata closed consideration.

On a motion by Commissioner Robinson, to adopt a Resolution approving Design Review approval of floor plans and architectural plans, and conceptual landscape plans of 28 new single-family residential homes within Subdivision 8805, "Bancroft Gardens II Subdivision" (APN's 095-046-001 through -028) AP-16-1170 (DR), seconded by Commissioner Stokes:

AYES:	Foster, Gordon, Kobata, Popova, Robinson, Smith, Stokes
NAYES:	None
ABSTAIN:	None
ABSENT:	None

3. New FirstNet/AT&T Wireless Facility, AP-22-0123 (DR, VA).

A presentation was made to the Planning Commission by Associate Planner Alison Spells approval of a Design Review for installation of new of a new, 80-foot-tall faux 'Water Tank' Telecommunications Facility, and a Variance from the required maximum height standards. The project site is located on a leased portion of the1.89-acre property located at 14165 Simpson Court. The site is located within with 'Community Commercial' (CC) Zoning District. Assessor's Parcel No. 088-570-013. The purpose of the proposed project is to enhance wireless broadband connectivity and capacity for emergency service uses, as well as enhancing services to AT&T Wireless users.

Applicant Michael McLaughlin spoke on behalf of the project.
Chair Kobata opened the consideration item, there being no one to speak further on this time, Chair Kobata closed consideration.

On a motion by Commissioner Robinson, approving a Design Review for installation of new of a new, 80-foot-tall faux 'Water Tank' Telecommunications Facility, and a Variance from the required maximum height standards. The project site is located on a leased portion of the e1.89-acre property located at 14165 Simpson Court. The site is located within with 'Community Commercial' (CC) Zoning District. Assessor's Parcel No. 088-570-013, seconded by Commissioner Stokes:

AYES:	Foster, Gordon, Kobata, Popova, Robinson, Smith, Stokes
NAYES:	None
ABSTAIN:	None
ABSENT:	None

ZONING ADMINISTRATOR REPROTS

The Zoning Administrator submitted one notice of intent to exercise delegated design review authority and one notice of intent to approve a use permit:

1) 1062 Beacon Street – Fence Height Exception (FHE) – to construct an eight-foot fence.

2) 2585 East Leland Road – Use Permit (UP) and Design Review (DR) – to establish a commercial seafood store and processing operations.

STAFF COMMUNICATIONS

Secretary Funderburg discussed the tentative schedule for upcoming meetings.

One (1) item tentatively being presented at the August 27, 2024, meeting;

1. AP-16-0026 - Design Review approval for installation of a new, 40-foot-tall 'Mono-Eucalyptus' Telecommunications Facility on an existing AT&T Unmanned Telecommunication Facility (facility expansion) located on APN: 094-030-004 along Delta Vista Lane, also a request for approval a Variance application is included in the proposed project to exceed the maximum allowable height in the RS-6 Zoning District from 28' to 40'.

One (1) item tentatively being presented at the September 10, 2024, meeting;

1. AP-24-0028 - Pittsburg Technology Park Specific Plan (Specific Plan) and EIR. The proposed Specific Plan is based on a concept for development of the Plan Area in three phases. Phase I would include the development of a data center and corresponding substation on the 22.05-acre portion of the Plan Area north of the Contra Costa Canal. Phase I development would allow up to 347,740 square feet of estimated development. Future Phases II and III, on the 54.33-acre portion of the Plan Area south of the canal, would be designed to accommodate up to 761,118 square feet of development.

There were no further staff communications.

COMMITTEE REPORTS

There were no committee reports.

ADJOURNMENT

The meeting was adjourned at 8:33 p.m. to August 27, 2024.

Respectfully Submitted,

_____

John Funderburg, Secretary

CITY OF PITTSBURG
PLANNING COMMISSION
STAFF REPORT
September 10, 2024

ITEM: Recommendation on Adoption of the Five-Year Capital Improvement Program (CIP) – General Plan Consistency Determination

ORIGINATED BY:

City of Pittsburg Engineering Division, 65 Civic Avenue, Pittsburg, CA 94565

SUBJECT:

This is a request for the Planning Commission to determine whether the projects in the proposed Five-Year CIP are consistent with the City's 2040 General Plan.

RECOMMENDATION:

Staff recommends the Planning Commission adopt the attached resolution affirming that the proposed Five-Year CIP for fiscal years 2024/25 through 2028/29 is consistent with the City's General Plan.

BACKGROUND:

The Engineering Division has prepared a draft of the CIP for fiscal years 2024/25 through 2028/29. The CIP categorizes projects into ten categories: Street, Signal, Water, Sewer, Storm, Building, Park, General, Power, and Marina Projects. The projects included in the CIP categorically range in cost. Minor projects would be considered up to $500,000 and major projects would be considered above $500,000.

The 5-Year CIP for Fiscal Year (FY) 2024/25 through FY 2028/29 includes 64 current projects with a total estimated cost of $565,481,232 for the benefit of the residents of Pittsburg which includes projects proposed by Pittsburg Power Company at the Island Energy facility on Mare Island in Vallejo.

The CIP aims to enhance the quality of life in the City by making improvements to the structures, systems, facilities, and utilities that serve the community. The assets that are installed, replaced, and rehabilitated are designed within a useful life to be used for decades.

New projects that have been added to the CIP for fiscal years 2024/25 through 2028/29 are highlighted in yellow on Attachment 2 of this report.

The Commission will receive a presentation on the CIP from Mariana Mena, Senior Engineer, under the 'Commission Considerations' portion of the meeting.

PROJECT DESCRIPTION:

Staff reviewed each proposed CIP project and cross-referenced it with the goals and policies of the General Plan as shown on Attachment 3. In reviewing the document, staff found that most CIP projects are directly supported by a General Plan goal or policy. Where no goal or policy was found for a project, further research was conducted to determine if the project would be inconsistent with the General Plan. None of the proposed CIP projects were found to be inconsistent with the General Plan.

GENERAL PLAN/CODE COMPLIANCE:

Government Code: California Government Code Sections 65103(c) and 65403(c) requires that the City's CIP conform to the City's adopted General Plan and authorizes the Planning Commission as the body responsible for making that determination. The Planning Commission must make a determination that the General Plan is consistent with the CIP before the City Council agrees of adoption of the CIP. The last CIP evaluated was presented to the Planning Commission on May 23, 2023, and was determined by the Planning Commission to be consistent with the General Plan. Staff recommends the Commission make the required finding that the current draft of the Five-Year CIP for fiscal years 2024/25 through 2028/29 is consistent with the adopted General Plan.

Environmental: The determination of consistency between the CIP and the General Plan is not considered a project under the California Environmental Quality Act (CEQA) and is, therefore, not subject to CEQA. Individual CIP projects would be subject to further CEQA analysis before the City Council authorizes construction for individual projects.

ANALYSIS:

As stated above, staff believes the Commission can make the required finding that the current draft Five-Year CIP for fiscal years 2024/25 through 2028/29 is consistent with the adopted General Plan.

ACTION REQUIRED:

Move to adopt a Planning Commission Resolution, affirming that the Five-Year CIP for fiscal years 2024/25 through 2028/29 is consistent with the General Plan.

ATTACHMENTS:

1. Proposed Resolution
2. CIP Project Consistency Tables
3. Applicable General Plan Goals and Policies (for reference)
4. Draft Five-Year CIP for FY 2024/25-2028/29

Prepared by: John Funderburg, Assistant Director of Community and Economic Development

Attachment No. 1

BEFORE THE PLANNING COMMISSION OF THE CITY OF PITTSBURG

In the Matter of:

Affirming Conformance of the Five Year Capital Improvement Program with the City of Pittsburg General Plan) Resolution No.

The Planning Commission DOES RESOLVE as follows:

Section 1. Background

A. The City of Pittsburg's Engineering Division has released a draft city-wide Five-Year Capital Improvement Program (CIP) for fiscal years 2024/25 through 2028/29, to be considered for adoption by the City Council.

B. Pursuant to California Government Code sections 65103(c) and 65403(c), the proposed CIP must be consistent with the city's adopted General Plan, and the Planning Commission is the body designated to make that determination.

C. The determination of consistency between the CIP and the General Plan is not considered a project under the California Environmental Quality Act (CEQA); therefore, it is not subject to CEQA review. However, individual CIP projects would be subject to CEQA review prior to City Council authorization for construction on respective projects.

D. On September 10, 2024, the Planning Commission held a meeting to review the proposed Five-Year CIP for fiscal years 2024/25 through 2028/29 and to consider whether the CIP is consistent with the General Plan, at which time oral and/or written testimony was considered.

Section 2. Findings

A. Based on the Planning Commission Staff Report entitled, "Recommendation on Adoption of Five-Year Capital Improvement Program – General Plan Consistency Determination," dated September 10, 2024, and based on all the information contained in the Planning Division files on the CIP, incorporated herein by reference and available for review in the Planning Division located at 65 Civic Avenue in Pittsburg, and based on all written and oral testimony presented at the September 10, 2024, meeting, the Planning Commission finds that:

1. All recitals above are true and correct and are incorporated herein by reference.

2. All projects included in the proposed Five-Year CIP for fiscal years 2024/25 through 2028/29 are consistent with the city's adopted General Plan.

Section 4. Effective Date

This resolution shall take effect immediately upon its adoption.

On motion by Commissioner _____, seconded by Commissioner _____, the foregoing resolution was passed and adopted the 10th day of September, 2024, by the Planning Commission of the City of Pittsburg, California by the following vote:

AYES:

NAYES:

ABSTAIN:

ABSENT:

I hereby certify that the above Resolution No. _____was adopted by the Planning Commission of the City of Pittsburg on September 10, 2024.

_____
JOHN FUNDERBURG, SECRETARY
PITTSBURG PLANNING COMMISSION

Public Works Department
CIP Section

STREET PROJECTS
STREET PROJECTS
Project Summary
Project Summary

5 Year CIP 2024/25 - 2028/29

Legend:

New CIP Projects

Completed CIP Projects

Item No.	Project Number	Project Name	Supporting General Plan Policies
1	2033	Loveridge Road Maintenance	None - not inconsistent
2	2050	Safe Routes to School	7-G-15
3	2241	E Leland Road Pavement Maintenance	None - not inconsistent
4	4066	CDBG ADA Curb Ramp Installation	7-G-13, 7-P-36
5	4097	2023/24 CDBG ADA Curb Ramp Installation	7-G-13, 7-P-36
6	4077	2024/25 CDBG ADA Curb Ramp Installation	2-P-1, 4-P-3, 5-A-1, 7-P-1, 9-A-1
7	TBD	Zone 4 Pavement Management	7-A-1
8	TBD	Pavement Management Program	7-A-1
9	TBD	Loveridge Road Frontage Improvements	2-P-1
10	2019	BART Pedestrian & Bicycle Connectivity	None - not inconsistent
11	2028	(HSIP 10) Crestview Drive Safety Improvements	7-G-15, 7-P-38
12	2038	(HSIP 10) Citywide Roadway Improvements	None - not inconsistent
13	2040	2023/24 Pavement Management	7-P-53
14	2042	Annual Citywide Traffic Calming Program	4-P-84, 7-P-22, 7-P-23
15	2051	Marina Blvd Buffered Bicycle Lanes	7-G-11, 7-P-8, 7-P-43, 7-P-46, 7-P-53
16	2052	Delta De Anza Multimodal Trail Safety Improvements	7-G-15
17	2133	Trail Crossing Improvements (TDA)	7-P-8, 7-P-38, 7-P-46
18	2228	Citywide Arterial Median Conversion	7-G-14
19	2231	OBAG II Pavement Improvement Project	7-P-53
20	2242	Annual Citywide Striping & Signage	7-P-53
21	2244	Citywide Sidewalk Repair	None - not inconsistent
22	2608	Kirker Pass Road Rehabilitation	None - not inconsistent
23	3015	James Donlon Boulevard Extension	7-P-8, 7-P-12, 7-P-46, 7-P-52, FIG. 7-1, 7-2, 7-3, 7-4
24	3038	W. Leland Road Extension Phase II	7-P-1
25	3332	Annual Citywide Fence/Soundwall Repairs	None - not inconsistent
26	4079	Linscheid Drive Traffic Calming	4-P-84, 7-P-22, 7-P-23

Applicable 2040 General Plan Goals & Policies Implemented by the 5 Year CIP

Land Use	
2-P-1.1	To maintain balanced growth and to manage the City's investment in infrastructure, facilities, and services for growth areas, encourage infill development, redevelopment, and rehabilitation projects within the City, prioritizing investments in underserved neighborhoods, and growth that is contiguous with existing development and/or the boundary of the City.
2-A-3.a.	Create and maintain an inventory of desired community amenities, develop incentives for the establishment of community amenities, require construction of amenities at a time that is in balance with the needs of the development and developers to include major amenities:
2-A-3.a.	(i) Residential: Recreation/community centers, swimming pools, lighted sports fields, and/or large group picnic areas in new regional parks, half-court basketball courts, tennis courts, skateboard play areas, zero depth water play areas, and/or handball, volleyball or tether ball courts in new neighborhood parks
2-A-3.a.	(ii) Commercial: Entertainment and recreational amenities within regional commercial development.
Growth Management	
3-A-1.a.	Maintain and regularly update a five-year Capital Improvement Program (CIP) that describes City-sponsored capital projects necessary to maintain and improve operations for traffic, transit, pedestrians and bicyclists within the City. Proposed funding sources, agency responsibility, and project phasing should be identified in the CIP.
3-P-1.4	Coordinate circulation system plans with other jurisdictions' and agencies' plans, including but not limited to Antioch and Concord, the Contra Costa Transportation Authority, and Caltrans
Urban Design	
4-P-1.1	Establish gateway and landmark features at key entries and focal points in the City, ensuring that gateways and landmarks incorporate urban design principles and contribute to the City's identity. Important gateways include: State Route 4, Railroad Avenue/Kirker Pass Road and Nortonville Road, Willow Pass Road, West Leland Road, Pittsburg-Antioch Highway, and Buchanan Road.
4-A-1.b.	Utilize the City's Capital Improvement Program to design and install entry features at key entrances to the City and landmark features at key focal points and community gathering areas throughout the community, to design and install streetscape improvements, and to establish and implement underground utility districts (where feasible).
4-P-3.1	Prioritize complete streets in all mixed use areas and neighborhoods that promote alternative transportation modes (i.e., walking, bicycling, transit) and connectivity to provide a safe, attractive, and viable mix of commercial and residential activities within an environment.

Downtown	
5-P-1.1	Emphasize Downtown, including Old Town, as Pittsburg's historic center, providing an identity and a sense of place for the entire city by establishing a focused revitalization strategy that integrates the initiatives of the Economic Development Strategy.
5-A-1.a.	Work with redevelopment projects to enhance and expand the City's existing walkable grid street network.

Economic Development	
6-P-1.1	Pursue strategies that support the attraction and retention of diverse industries, a diverse workforce, and a diversity of municipal revenue sources.
6-P-1.7	Build the City's capital improvement and business assistance funds in order to be in a position to leverage, borrow, and fund key projects.
6-P-2.8	Emphasize Downtown as Pittsburg's historic center, providing an identity and a sense of place for the entire city by continuing to implement a focused revitalization strategy that integrates the initiatives of the Economic Development Strategy.
Transportation	
7-P-1.1	Ensure that the City's circulation network is a well-connected system of streets, roads, highways, sidewalks, trails, and paths that effectively and safely accommodate all users in a manner that considers the context of surrounding land uses, the needs of all roadway users, and is maintained and improved over time to support buildout of the General Plan.
7-P-1.3	Promote development of a future roadway system as shown in the Circulation Diagram, Figure 7-1, with streets designed in accordance with the City's standard plans to provide multiple, direct, and convenient routes for all modes and to provide high-volume, multi-lane facilities with access controls, as needed, to preserve the through traffic carrying capacity of the facility.
7-P-1.6	Design streets to operate with vehicle speeds that are safer for all users, especially pedestrian and bicyclists, while providing adequate access for emergency vehicles. Speed reductions strategies should include reduced lane widths and application of traffic calming measures on local and collector streets and especially near parks, schools, trails, and in the Downtown core.
7-A-1.a.	Provide regular maintenance, including programming maintenance projects in the Capital Improvement Program, for to maintain high-quality transportation facilities including streets, sidewalks, and bicycle facilities
Environmental Justice	
Goal-8-1	Consider and respond to environmental justice issues as they relate to City plans, policies, and projects to ensure disadvantaged and vulnerable communities are engaged and represented in the decision-making process, to protect disadvantaged and vulnerable communities from environmental hazards, and to ensure that such communities have access to recreation, transportation, education, community amenities, healthy foods, and safe and decent housing.
8-P-1.10	Promote broad and balanced public participation in City decision-making efforts in order to ensure that all residents have the opportunity to participate in the decision-making process. This includes City decisions that affect community health and well-being such as planning, roadway, parks, infrastructure, jobs access, and utility projects and participation in City planning efforts, including the Sustainability Plan, Pittsburg Moves Action Transportation Plan, and Economic Development Strategy.

Recreation Youth	
9-P-1.1	Maintain park and recreation facility standards for new development to serve both residents and employees, attainable through, in order of priority: 1) provision of fully developed parks, 2) dedication of parkland, or 3) payment of in-lieu fees dedicated to the provision of new park sites or enhancing existing facilities.

9-A-1.a.	Implement the policies and actions in the Circulation Element that facilitate and promote safe, increased walkability, bicycle use, and connectivity between parks and trail systems, with a focus on areas currently not well connected or lacking basic infrastructure.

Safety	
Goal-11-1	Protect the safety of life and property throughout the community by planning and preparing for effective disaster and emergency response.
Goal-11-2	Minimize risk to life, property, the economy, and the environment through climate adaptation strategies that enhance and promote community resiliency.

Community Facilities	
12-P-1.1	Ensure adequate water supply, storage, and distribution capacity is available proportionally with development patterns and water usage trends.
12-P-1.3	Implement, as needed, replacements and/or expansions to the existing system of water mains through the City's Capital Improvement Program.
Goal-12-8	Ensure the development of public infrastructure for energy, telecommunications, and other utilities meets the long-term needs of the community and ensure infrastructure is available at the time such facilities are needed.

City of Pittsburg
California

FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM

2024/25 - 2028/29

65 CIVIC AVENUE

PITTSBURG, CA 94565

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September 16, 2024

FY 2024/25 - FY 2028/29

FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM

Dear Mayor, Members of the City Council, and Citizens of Pittsburg:

We are pleased to submit the 2024/25 – 2028/29 Capital Improvement Program (CIP) outlining the City of Pittsburg's five-year infrastructure and capital planning needs. This document is prepared separately from the City's Operating Budget to provide a more thorough and detailed description of the capital improvement projects contained within. The CIP projects have been carefully evaluated to ensure: 1) the City's capital improvement needs are met, both now and in the future and 2) they support the City's Mission Statement and General Plan.

_____

John Samuelson, Public Works Director/City Engineer

CITY OF PITTSBURG
FY 2024/25 - FY 2028/29
FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM

City Council

Juan Antonio Banales ..... MAYOR
Jelani Killings ..... VICE MAYOR
Angelica Lopez ..... COUNCIL MEMBER
Dionne Adams ..... COUNCIL MEMBER
Shanelle Scales-Preston ..... COUNCIL MEMBER

Executive Team

Garrett Evans ..... CITY MANAGER
Maria Aliotti ..... ASSISTANT CITY MANAGER
John Samuelson ..... PUBLIC WORKS DIRECTOR/CITY ENGINEER

PREPARED BY

Public Works Department Staff

September 16, 2024

Contributors

Dayne Johnson..... ASSISTANT CITY ENGINEER
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Lydia Blakely ..... ADMINISTRATIVE SPECIALIST – PUBLIC WORKS/ENGINEERING
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Gabriel Piña ..... ASSOCIATE ENGINEER – CIP
Khristin Labao ..... ASSOCIATE ENGINEER - CIP
Nhat Phan ..... ASSOCIATE ENGINEER - CIP
Savon Reese..... ASSOCIATE ENGINEER – CIP
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Sara Bellafronte ..... ASSISTANT TO THE CITY MANAGER
Douglas Buchanan ..... POWER COMPANY MANAGER – PITTSBURG POWER
Jordan Davis..... DIRECTOR OF COMMUNITY AND ECONOMIC DEVELOPMENT
Hilario Mata ..... ASSISTANT DIRECTOR OF PUBLIC WORKS
Bobby Joaquin ..... LEAD SUPERINTENDENT- PUBLIC WORKS
Jorge Esparza ..... SUPERINTENDENT - WATER/WASTEWATER
Jason Moser ..... SUPERINTENDENT - WATER TREATMENT PLANT
Paul Rodriguez ..... DIRECTOR OF FINANCE
Andy Wang ..... ASSISTANT FINANCE DIRECTOR
Kolette Simonton..... DIRECTOR OF RECREATION
Vanessa Xie ..... ADMINISTRATIVE OFFICER – PITTSBURG POWER

OVERVIEW

The City of Pittsburg's (City) 5-Year Capital Improvement Program (CIP) is a multi-year planning instrument for all individual capital improvement projects and funding sources, such as construction of new facilities and infrastructure. CIP also oversees the expansion, rehabilitation, or replacement of existing City-owned assets. The 5-Year CIP is developed by City Staff and is adopted by the City Council as a guide for prioritization of various projects to accomplish goals for our community. The CIP is updated regularly to reflect changing priorities, funding availability, and to remove completed projects.

The CIP aims to enhance the quality of life in the City by making improvements to the structures, systems, facilities, and utilities that serve the community. The assets that are installed, replaced, and rehabilitated are designed within a useful life to be used for decades.

The 5-Year CIP for Fiscal Year (FY) 2024/25 through FY 2028/29 includes **64** current or new projects with a total estimated cost of **$565,481,232** for the benefit of the residents of Pittsburg which includes projects proposed by Pittsburg Power Company at the Island Energy facility on Mare Island in Vallejo.

Each of the proposed projects meets one or more of the following criteria:

- Elimination of potentially hazardous or unsafe conditions and potential liability
- Replacement of high-maintenance, inefficient or ineffective infrastructure
- Improvement to and/or creation of new services to the public
- Compliance with regulatory requirements and mandates
- Stimulation of the local economy and elimination of blighted conditions
- Compliance with the City of Pittsburg General Plan
- Preservation of existing assets

The schedule and prioritization of CIP projects are based on available funding, benefit to the public, and funding restrictions. The staff has solicited comments from department management and other City staff to evaluate projects proposed for inclusion in the CIP. Every project on the list has been objectively evaluated and ranked to allow decision-makers, stakeholders, and City staff to make the best use of available funding resources.

Capital Improvement Program (CIP) Prioritization Policy and Descriptors

For an effective CIP, factors are used to guide the City Council to prioritize the needs of the community. These factors are vetted by internal staff (TEAM) that will continuously review and adjust existing and proposed CIP projects. The TEAM consists primarily of the City Manager's Office, Community and Economic Development, Community Services, Environmental Services, Finance, Public Works, and Recreation Departments. The TEAM will provide guidelines and procedures to maintain consistency across all departments responsible for managing the assets of the City of Pittsburg.

The City Council will use this prioritization policy as a guide, based on the list of existing and potential CITY projects, to accomplish community goals. Factors analyzed consist of, but is not limited to, the following:

- Federal, State and Local regulations.
- Demands due to increased population and development.
- Potential for increased efficiencies in infrastructure.
- Maintenance of existing service level and Quality of Service.

- Risk to Health, Safety and Environment and Regulatory or Mandated Requirements.
- Funding Availability.
- Community Investment and Economic Prosperity.
- Sustainability and Conservation.
- Multiple Cross Relationship Opportunities.

The prioritization of CIP projects will be included in a five-year program planning period that will have priority levels assigned to each project. Prioritization will be based upon the descriptors within each asset category, and have been grouped into the following:

- **Priority Level 1: Essential (High)–** Projects in the Level 1 category are the highest priority projects. These projects are current in status and prioritized to protect the health, safety, and welfare of the general public.
    - **Priority Level 1 Descriptors:**
        - 1A. Ongoing Projects – Currently under construction.
        - 1B. Legal/Regulatory Obligations – Required by Federal, State, County or other municipal requirements.
        - 1C. Safety/Emergency Obligations – Ensure the safety of the citizens, mitigate emergencies, and reduce liability to the City.
        - 1D. Development – Required due to development projects.
        - 1E. Consensus Priority – Identified as a consensus goal by City Council.

- **Priority Level 2: Required (Medium)–** Projects in the Level 2 category are medium priority. These projects should replace facilities that are past the service life according to industry standard practice or to make a determination that a retrofit of the existing facilities is cost effective and/or efficient.
    - **Priority Level 2 Descriptors:**
        - 2F. Development – Funded entirely with Development Impact Fee funds.
        - 2G. Agency Assisted – Relying on outside agencies for funding, including grants, which may have funding expenditure deadlines.
        - 2H. Service Increase/Maintenance – Increase the efficiency or maintain the existing service levels of City systems.

- **Priority Level 3: Goals (Low)** – Projects in the Level 3 category are low priority which are “desirable and optional” projects if appropriate funding avenues exist.
    - **Priority Level 3 Descriptors:**
        - 3I. Aesthetic Improvements – Enhances the appearance of City facilities.
        - 3J. Any project which does not meet any of the above criteria.

Proposed funding for the listed projects is according to their priority ranking or available funding. The staff obtain funding projections and available funding for current and future projects from the City’s Finance Department and apply them to the CIP accordingly. These projects will receive further evaluation in the next 5-Year CIP update beginning in FY 2025/26.

ACCOMPLISHMENTS FROM FY 2023/24

On June 19, 2023, the City Council adopted Resolution 22-14318 approving the Five-Year Capital Improvement Program (CIP) for FY 2023/24 - 2027/28 allocating funds to various projects. Since the approval of the previous 5-year CIP, staff made progress moving new projects forward to completion and act towards completing existing projects. Below is a summary of accomplishments since the City Council's approval of the last 5-Year CIP update:

1. COMPLETED CIP PROJECTS

Since adoption of the previous 5-year CIP there are **13** completed CIP projects which are those projects that have completed the entire scope and accomplished the stated goals or are in close-out phase.

These projects include the following:

Completed (13 Projects)	
Project No.	**Project Name**
1802	Police Department Electric Vehicle Chargers
2033	Loveridge Road Pavement Maintenance
2039	Citywide Traffic Calming-Manville Avenue Speed Humps
2050	Safe Routes to School
2234	22/23 Traffic Signal Modification
2241	East Leland Road Pavement Maintenance
3021	City Park Tree Safety Maintenance
3119	Police Department Evidence and Intake Room Improvements
4066	22/23 ADA Curb Ramp Installation
4097	23/24 ADA Curb Ramp Installation
5080	HDPE Water Main Reducer Emergency Repair
5515	Basin 3 Dredge
6240	Residential Channel Dredge

2. ACTIVE CIP PROJECTS

There are **64** active projects which are those projects that Staff is currently planning, are being designed or have been designed, are out for contractors to bid on, or are under construction.

These projects include the following:

Streets (21 Projects)		
Page No.	**Project No.**	**Project Name**
33	2019	BART Pedestrian/Bicycle Connectivity
34	2028	HSIP 10-Crestview Drive Safety Improvements
35	2038	HSIP 10- Citywide Roadway Improvements
36	2040	2023/24 Pavement Management
37	2042	Annual Citywide Traffic Calming
38	2051	Marina Blvd Buffered Bicycle Lanes
39	2052	Delta De Anza Multimodal Trail Safety Improvements
40	2133	Trail Crossing Improvements (TDA)
41	2228	Citywide Arterial Median Conversion
42	2231	OBAG II Pavement Improvement
43	2242	Annual Citywide Striping & Signage
44	2244	Citywide Sidewalk Repair
45	2608	Kirker Pass Road Rehabilitation
46	3015	James Donlon Boulevard Extension
47	3038	West Leland Road Extension Phase II
48	3332	Annual Citywide Fence/Soundwall Repairs
49	4077	2024/25 CDBG ADA Curb Ramp Installation
50	4079	Linscheid Drive Traffic Calming
51	TBD	Zone 4 Pavement Management
52	TBD	Pavement Management Program
53	TBD	Loveridge Road Frontage Improvements

Signal (3 Projects)		
Page No.	**Project No.**	**Project Name**
55	2227	HSIP 9 Citywide Traffic Signal Improvements
56	2243	Countywide Smart Signals
57	2314	Pittsburg Center Smart City Pilot

Water (8 Projects)		
Page No.	**Project No.**	**Project Name**
59	5006	Water System Reliability (Cabrillo Place Waterline)
60	5007	Highlands Ranch Tank Improvements
61	5009	Water Treatment Plant Reservoir Control Panel & PLC Replacement
62	5065	Water Treatment Plant Capital Repairs and Improvements
63	5067	Water Treatment Plant Filtration Improvement & Hypochlorite Conversion
64	5070	Annual Filter Media Replacement
65	5071	20" Water Main W. Leland (WTP to SW Hills)
66	TBD	Bella Vista/Riverview Park Water Consolidation Project

Sewer (2 Projects)		
Page No.	**Project No.**	**Project Name**
68	5003	West Santa Fe Ave. Sewer Water Rehabilitation
69	TBD	Central Addition Water and Sewer Rehabilitation (Phase 1)

Storm (5 Projects)		
Page No.	**Project No.**	**Project Name**
71	1801	Frontage Road Living Green Trail
72	3023	Willow Pass Storm Drain Repair
73	8336	Americana Park Bypass Channel
74	TBD	California Avenue Full Trash Capture Device
75	TBD	Storm Drain Master Plan

Building (6 Projects)		
Page No.	**Project No.**	**Project Name**
77	1650	Marina Community Center Improvements
78	3026	60 Civic Building Repair
79	3118	Corporation Yard Fueling System Replacement
80	3333	California Theater Marquee & Below Stage Modification
81	3334	City Council Chambers Upgrade
82	TBD	Corporation Yard Fueling Underground Monitoring

Parks (3 Projects)		
Page No.	**Project No.**	**Project Name**
83	1754	City Park Restroom Facility
84	3040	Buchanan Park Pond Loop Replacement
85	3080	Pittsburg Premier Fields

General (8 Projects)		
Page No.	**Project No.**	**Project Name**
87	1703	CHARGE Fleet EV Infrastructure
88	1755	City Entrance Features
89	1756	Landscape Master Plan
90	2987	E. 3rd Street Remediation
91	3018	Police Department Security Fence
92	3019	Reviving the Heart of Pittsburg Pride
93	3024	Buchanan Road Slope Repair
94	TBD	ADA Transition Plan

Marina (3 Projects)		
Page No.	**Project No.**	**Project Name**
96	3022	Riverview Park Fishing Pier
97	5704	Central Harbor Park (CHP) & Boat Launch Facilities (BLF)
98	TBD	Sheds A-D Upgrades

Power (6 Projects)		
Page No.	**Project No.**	**Project Name**
100	5816	Duct Bank and Vault Replacements
101	5820	Waterfront Area Reliability
102	5821	Outage Recovery
103	5826	RA Replacement
104	5827	Electrical Substation Battery Replacement
105	TBD	Water Treatment Plant Alternative Fuel Conversion

PROJECT CATEGORIES/POTENTIAL FUNDING SOURCES

The projects included in the FY 2024/25 – FY 2028/29 CIP have been divided into ten categories. Projects included in the 5-year CIP are those that are a high priority and are fully funded, partially funded, or unfunded. Below is a description of the categories, funding requirements, as well as potential funding restrictions that may be affecting a particular project category.

These categories include the following:

Street Projects

This section includes street rehabilitation and reconstruction as well as medians, striping, curb & gutter, street lighting, and traffic calming.

Funding Sources:
Measure J, Measure M, Measure M Surplus, Developers, HUTA Gas Tax, RMRA Gas Tax, LTMF, are the primary sources of funding for street projects. Additional funding comes from various grants that are available through agencies on the federal, state, and local level.

The current 5-year CIP identifies **21** street projects totaling **$417.2 million** that are included as current or proposed projects. This category is made up of a combination of new roadways and pavement rehabilitation/maintenance projects.

Funding Restrictions:
Developments fees are included as funding sources for new roadways but only when the development is proposed and moving forward.

Pavement rehabilitation/maintenance of existing streets are ranked according to the Pavement Condition Index (PCI) on a scale of 1 to 100. The higher the PCI correlates to better pavement conditions. The PCI will increase when pavement rehabilitation/maintenance projects are performed. According to the current Pavement Management Technical Assistance Program (P-TAP) report and data from the City's pavement management software, Streetsaver, the current average PCI number for the City's streets is **57**. To maintain the City's current average PCI number requires approximately **$4.1 million** per year for new pavement rehabilitation/maintenance projects. To increase the PCI by 5 points the City will need to allocate approximately **$7.5 million** per year for new pavement rehabilitation/maintenance projects.

Signal Projects:

This section includes projects at intersections that currently warrant a traffic signal, will warrant a signal soon, or need upgrades to the existing signals or signal timing.

Funding Sources:
The primary funding sources for signal projects are Measure J, Developers, HUTA Gas Tax, RMRA Gas Tax, LTMF. Additional funding can be provided by grants from outside agencies.

The current 5-year CIP identifies **3** signal projects totaling **$3.8 million** that are included as current or proposed projects.

Funding Restrictions:
The installation of traffic signals is usually funded by Transportation Mitigation Funds, developers, or a combination of the two. For those signal projects not eligible for these funds, various grants, HUTA, RMRA, and Measure J funds are also available. However, use of HUTA, RMRA, and Measure J funds for this purpose reduces funding availability

for street rehabilitation and maintenance projects. Signal equipment, upgrades, and maintenance compete for funding along with other pavement and O&M CIP projects.

Water Projects:
This section includes water system improvements that have been identified as a maintenance problem or are included in the Water System Master Plan as requiring installation or upgrade.

The current 5-year CIP identifies **8** water projects totaling nearly **$75.0 million** that are included as current or proposed projects.

Funding Sources:
The primary funding sources for this category are Water Operations Fund, Water Facility Reserve Fund, and Developers.

Funding Restrictions:
The City's Water Operations Fund, which is comprised of customer service payments, is the usual source of funds for the rehabilitation, maintenance, and upgrade of the City's water system. Projects that provide for system expansion are funded by new development through the Water Facility Reserve fund, which is derived from connection fees from new development.

Sewer Projects:
This section includes sewer system improvements that have been identified as a maintenance problem or are included in the Wastewater Collection System Master Plan as requiring installation or upgrade.

The current 5-year CIP identifies **2** sewer projects totaling **$22.6 million** that are included as current or proposed projects.

Funding Sources:
The primary funding sources for this category are Sewer Operations Fund, Sewer Facility Reserve and Developers.

Funding Restrictions:
Rehabilitation, upgrade, and maintenance of the City's sanitary sewer system is usually funded by the City's Sewer Operation Fund, which is derived from customer service charges. Projects for system expansion are funded by new development connection facility reserve charges. Currently there are sufficient funds to finance new projects in the immediate future.

Storm Drain Projects:
This section includes storm drainage improvements identified as a flood hazard, maintenance problem or included in the Stormwater Management Plan as requiring installation or upgrade.

The current 5-year CIP identifies **5** storm drain projects totaling **$6.9 million** that are included as current or proposed projects.

Funding Sources:
The primary funding sources for this category are NPDES Fund (very limited and restricted), Developers, and Kirker Creek Drainage Fund

Funding Restrictions:

Installation, upgrade, and maintenance of the City's storm drain system have been typically funded by NPDES funds or grants. An additional source of funding for certain eligible projects is the Kirker Creek Drainage Fund, a restricted funding source. The amount available from each of these funding sources is very limited.

Building Projects:
This section includes improvements, rehabilitation, or new construction of City-owned buildings.

The current 5-year CIP identifies **5** building projects totaling **$4.5 million** that are included as current or proposed projects.

Funding Sources:
The primary funding sources for this category of projects includes General Fund.

Funding Restrictions:
Construction of new and improvements to existing City owned buildings were previously funded by the RDA. Other funding sources are grants. These funds do not contribute to the additional maintenance costs incurred once the new City owned facilities are in service. The City's Building Maintenance Fund covers ongoing maintenance of City-owned buildings.

Park Projects:
This section includes improvements, rehabilitation, or new construction of parks and recreational facilities throughout the City.

The current 5-year CIP identifies **3** park projects totaling **$18.0 million** that are included as current or proposed projects.

Funding Sources:
The primary funding sources for this category are General Fund Surplus, Park Dedication Fund (PDF), and grants from outside agencies.

Funding Restrictions:
Construction of new parks and improvements to existing City parks are usually funded by the City's Park Dedication Fund (PDF). Other sources of funding have been through the grant procurement process.

Park construction grants and other funds typically are for construction of new improvements or rehabilitation of existing facilities, and do not provide for maintenance. Expenditure of these funds usually results in an increase in the Parks and Maintenance Services' operational and maintenance costs. However, these funding sources may be used for improvements that may reduce maintenance costs, such as artificial turf or centralized irrigation. Due to the relative unavailability of operation and maintenance (O&M) funding, staff evaluate new park proposals carefully to consider future cost impacts and to identify funding for operational and maintenance costs. Construction of new parks or improvements may be postponed to a later date when additional funding is available. New parks will need to account for potential droughts. Alternative sources of irrigation water or plant material will need to be evaluated as funding for new facilities becomes available. Another source of funding needs to be identified to fund the O&M for new facilities and improvements, or new construction will need to be reduced or eliminated to ensure proper maintenance of existing facilities. One possible source of additional O&M funding for parks is an increase in the landscape and lighting district assessments.

General Projects:
This section includes projects that do not fall into any of the other categories but are included in the 5-Year CIP.

The current 5-year CIP identifies **8** general projects totaling **$8.6 million** that are included as current or proposed projects.

Funding Sources:
The primary funding sources for this category of projects include ARPA, General Fund Surplus, and Federal/State Funding.

Funding Restrictions:
Projects listed in the General Projects section of the CIP are funded by various sources.

Marina Projects:
This section includes projects that are in the 5-Year CIP related to the City owned and maintained marinas.

The current 5-year CIP identifies **3** Marina projects totaling **$4.6 million** that are included as current or proposed projects.

Funding Sources:
The primary funding sources for this category of projects are the Marina Enterprise Fund, Waterfront Grants, and Waterfront Operations.

Funding Restrictions:
Projects listed in the Marina Projects section of the CIP are generally funded by grants and the revenue collected at the marina from gasoline sales and boat slip rentals. Waterfront funds from City-managed tidelands leases also subsidize marina projects.

Pittsburg Power Projects:
This section includes projects that are included in the 5-Year CIP for construction by Pittsburg Power (PP) or Island Energy (IE).

The current 5-year CIP identifies **6** Pittsburg Power Company projects totaling **$4.2 million** that are included as current or proposed projects.

Funding Sources:
The primary funding sources for this category are the Pittsburg Power and Island Energy funds.

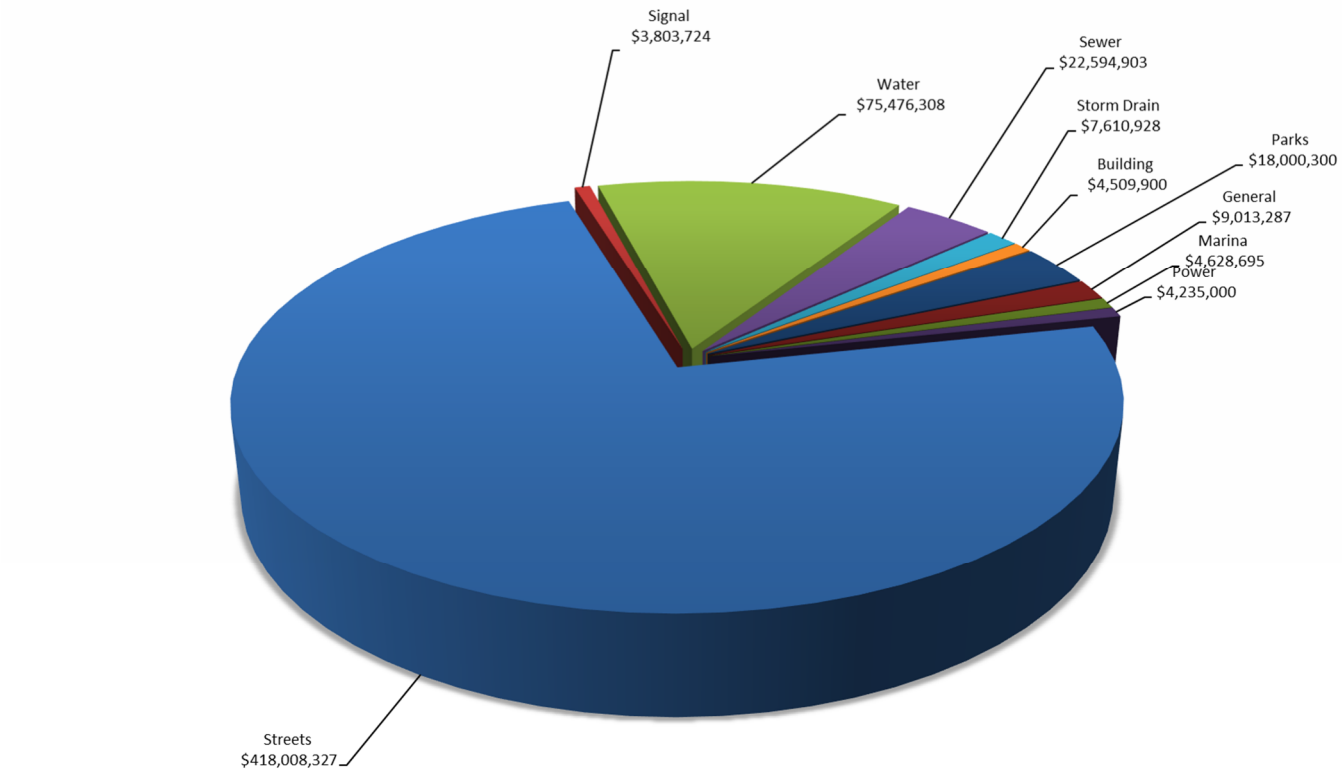
Funding Restrictions:
Projects listed in the Pittsburg Power Projects section of the CIP are funded by revenues collected by Island Energy (IE) and Pittsburg Power. These funds have occasionally been used to fund programs and projects within the City of Pittsburg. Projects currently included in the CIP as funded by Pittsburg Power or Island Energy are for power related projects at the Island Energy facility on Mare Island in Vallejo.

CAPITAL IMPROVEMENT PROGRAM SUMMARY

The following table summarizes the total estimated project expenditures planned, by category, for the projects included in the 5-Year CIP FY 2024/25 through 2028/29. The table also indicates the projected year those funds are anticipated to be expended. At this time, new funding will be requested only for projects planned to begin planning, design, and/or construction in FY 2024/25. The remaining projects are projections based on estimates for the project costs and funds available. This table includes projects that are anticipated to be funded during the 5-year period. Amounts in the Prior Funding column have previously been allocated by the City Council through other actions.

Capital Improvement Program Expenditures by Category

Category	Prior ($)	FY 2024-25 ($)	FY 2024-25 ($)	FY 2025-26 ($)	FY 2026-27 ($)	FY 2027-28 ($)	Total Per Category
Streets	$ 30,696,881	$ 9,646,528	$ 4,121,765	$ 5,677,000	$ 38,113,000	$ 329,753,153	$ 418,008,327
Signal	$ 3,803,724	$ -	$ -	$ -	$ -	$ -	$ 3,803,724
Water	$ 54,111,188	$ 12,487,204	$ 3,577,916	$ 125,000	$ 125,000	$ 5,050,000	$ 75,476,308
Sewer	$ 7,802,530	$ 1,000,000	$ 9,842,373	$ -	$ 520,000	$ 3,430,000	$ 22,594,903
Storm Drain	$ 4,520,928	$ -	$ 650,000	$ 2,440,000	$ -	$ -	$ 7,610,928
Building	$ 4,509,900	$ -	$ -	$ -	$ -	$ -	$ 4,509,900
Parks	$ 1,837,300	$ 5,794,272	$ -	$ -	$ -	$ 10,368,728	$ 18,000,300
General	$ 8,209,287	$ 44,000	$ 660,000	$ -	$ 100,000	$ -	$ 9,013,287
Marina	$ 3,719,395	$ 909,300	$ -	$ -	$ -	$ -	$ 4,628,695
Power	$ 1,300,000	$ 300,000	$ 1,134,752	$ 1,300,248	$ 100,000	$ 100,000	$ 4,235,000
Total Per Fiscal Year	$ 120,511,133	$30,181,304	$19,986,806	$9,542,248	$38,958,000	$348,701,881	$567,881,372

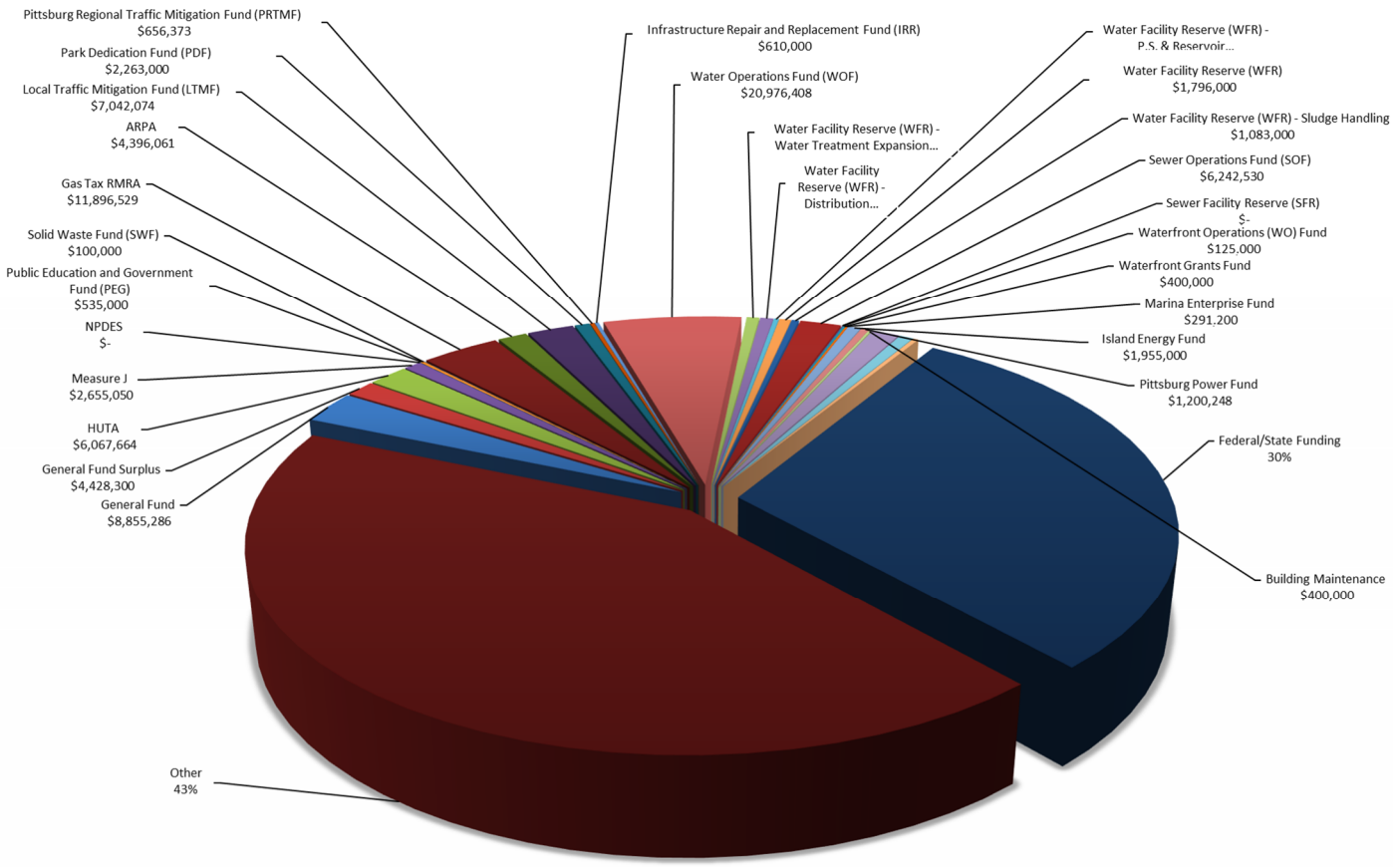


Capital Improvement Program Funding by Source

Category	Fund Number	Current ($)	FY 2024-25 ($)	FY 2025-26 ($)	FY 2026-27 ($)	FY 2027-28 ($)	FY 2028-29 ($)	Total Per Funding Source
General Fund	110	$ 6,272,880	$ 582,406	$ 500,000	$ 500,000	$ 500,000	$ 500,000	$ 8,855,286
General Fund Surplus	-	$ 4,428,300	$ -	$ -	$ -	$ -	$ -	$ 4,428,300
HUTA	203	$ 1,356,664	$ 1,011,000	$ 925,000	$ 925,000	$ 925,000	$ 925,000	$ 6,067,664
Measure J	204	$ 955,050	$ -	$ 425,000	$ 425,000	$ 425,000	$ 425,000	$ 2,655,050
NPDES	207	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Public Education and Government Fund (PEG)	208	$ 535,000	$ -	$ -	$ -	$ -	$ -	$ 535,000
Solid Waste Fund (SWF)	210	$ 100,000	$ -	$ -	$ -	$ -	$ -	$ 100,000
Gas Tax RMRA	228	$ 2,832,580	$ 1,900,000	$ 1,463,949	$ 1,567,000	$ 2,233,000	$ 1,900,000	$ 11,896,529
ARPA	298	$ 2,553,250	$ 1,842,811	$ -	$ -	$ -	$ -	$ 4,396,061
Local Traffic Mitigation Fund (LTMF)	303	$ 5,154,074	$ -	$ -	$ -	$ -	$ 1,888,000	$ 7,042,074
Park Dedication Fund (PDF)	304	$ -	$ 2,263,000	$ -	$ -	$ -	$ -	$ 2,263,000
Pittsburg Regional Traffic Mitigation Fund (PRTMF)	307	$ 656,373	$ -	$ -	$ -	$ -	$ -	$ 656,373
Infrastructure Repair and Replacement Fund (IRR)	310	$ 610,000	$ -	$ -	$ -	$ -	$ -	$ 610,000
Water Operations Fund (WOF)	501	$ 16,273,288	$ 2,428,120	$ 125,000	$ 1,900,000	$ 125,000	$ 125,000	$ 20,976,408
Water Facility Reserve (WFR) - Water Treatment Expansion	502	$ 1,910,000	$ -	$ -	$ -	$ -	$ -	$ 1,910,000
Water Facility Reserve (WFR) - Distribution	503	$ 1,988,000	$ -	$ -	$ -	$ -	$ -	$ 1,988,000
Water Facility Reserve (WFR) - P.S. & Reservoir	506	$ 745,000	$ -	$ -	$ -	$ -	$ -	$ 745,000
Water Facility Reserve (WFR)	507	$ 1,796,000	$ -	$ -	$ -	$ -	$ -	$ 1,796,000
Water Facility Reserve (WFR) - Sludge Handling	509	$ 1,083,000	$ -	$ -	$ -	$ -	$ -	$ 1,083,000
Sewer Operations Fund (SOF)	521	$ 4,467,530	$ -	$ -	$ 1,775,000	$ -	$ -	$ 6,242,530
Sewer Facility Reserve (SFR)	523	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Waterfront Operations (WO) Fund	540	$ 25,000	$ 100,000	$ -	$ -	$ -	$ -	$ 125,000
Waterfront Grants Fund	541	$ -	$ 400,000	$ -	$ -	$ -	$ -	$ 400,000
Marina Enterprise Fund	550	$ -	$ 291,200	$ -	$ -	$ -	$ -	$ 291,200
Island Energy Fund	580	$ 1,280,000	$ 280,000	$ 155,000	$ 80,000	$ 80,000	$ 80,000	$ 1,955,000
Pittsburg Power Fund	590	$ -	$ -	$ -	$ 1,200,248	$ -	$ -	$ 1,200,248
Building Maintenance	621	$ 400,000	$ -	$ -	$ -	$ -	$ -	$ 400,000
Measure M	-	$ 923,829	$ 650,000	$ 650,000	$ 650,000	$ 650,000	$ 650,000	$ 4,173,829
Measure M Surplus	-	$ 920,800	$ 1,038,461	$ 100,000	$ -	$ -	$ -	$ 2,059,261
CDBG	-	$ 318,174	$ 476,122	$ -	$ -	$ -	$ -	$ 794,296
Federal/State Funding	-	$ 28,166,371	$ 4,533,800	$ 959,752	$ 2,040,000	$ -	$ 68,000,000	$ 103,699,923
Other	-	$ 52,237,999	$ 62,100	$ -	$ 1,310,000	$ 82,320,000	$ 14,220,000	$ 150,150,099
Total Per Fiscal Year		$ 137,989,162	$ 17,859,020	$ 5,303,701	$ 12,372,248	$ 87,258,000	$ 88,713,000	$349,495,131

Category	Fund Number	Current ($)	FY 2023-24 ($)	FY 2024-25 ($)	FY 2025-26 ($)	FY 2026-27 ($)	FY 2027-28 ($)	Unfunded Total
Unfunded	-	$ -	$ 561,200	$ 13,410,189	$ 300,000	$ 33,900,000	$ 263,675,153	$ 311,846,542
Total Per Fiscal Year		$ -	$ 561,200	$ 13,410,189	$ 300,000	$ 33,900,000	$ 263,675,153	$ 311,846,542

TOTAL + UNFUNDED	$ 661,341,673


Pittsburg Regional Traffic Mitigation Fund (PRTMF)
$656,373
Park Dedication Fund (PDF)
$2,263,000
Local Traffic Mitigation Fund (LTMF)
$7,042,074
ARPA
$4,396,061
Gas Tax RMRA
$11,896,529
Solid Waste Fund (SWF)
$100,000
Public Education and Government Fund (PEG)
$535,000
NPDES
$-
Measure J
$2,655,050
HUTA
$6,067,664
General Fund Surplus
$4,428,300
General Fund
$8,855,286
Infrastructure Repair and Replacement Fund (IRR)
$610,000
Water Operations Fund (WOF)
$20,976,408
Water Facility Reserve (WFR) - Water Treatment Expansion...
Water Facility Reserve (WFR) - Distribution...
Water Facility Reserve (WFR) - P.S. & Reservoir...
Water Facility Reserve (WFR)
$1,796,000
Water Facility Reserve (WFR) - Sludge Handling
$1,083,000
Sewer Operations Fund (SOF)
$6,242,530
Sewer Facility Reserve (SFR)
$-
Waterfront Operations (WO) Fund
$125,000
Waterfront Grants Fund
$400,000
Marina Enterprise Fund
$291,200
Island Energy Fund
$1,955,000
Pittsburg Power Fund
$1,200,248
Federal/State Funding
30%
Building Maintenance
$400,000
Other
43%

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City of Pittsburg
California

CAPITAL IMPROVEMENT PROGRAM
FUNDING SOURCES

2024/25 - 2028/29

The following section discusses the major funding sources available to fund CIP projects. Funding amounts included in the "Current" column are previous allocations from the corresponding fund. Funding amounts in the "FY 2024/25" column are funds that are available for use on CIP projects in fiscal year 2024/25 as of the date this document was prepared. Funding amounts listed for the remaining fiscal years are estimated net funds available for use as a funding source for CIP projects. New funding is requested only for projects planned for FY 2024/25. The remaining projects for FY 2025/26 through FY 2028/29 are projections based on anticipated funding availability. Enterprise funds are budgeted to maintain a reserve equal to 30% of their operating expenses.

Restricted vs. Unrestricted Funding Sources

Funding sources for CIP projects include those considered restricted funds that can finance only specific types of projects. Examples of restricted funds are Water, Sewer, Park Dedication, HUTA, RMRA, Measure J, Infrastructure Repair and Replacement Fund, Waterfront, and Traffic Mitigation. These funds vary in their project restrictions.

Other funding sources included in the CIP are unrestricted funds that can be used on any type of project. An example of an unrestricted fund would be the City's General Fund and the Pittsburg Power Company Fund.

Fund Balances and Projected Funding Availability

The major sources of funding (and their abbreviations) for projects included in the current 5-Year CIP are as follows (fund balances estimated as of June 2024):

General Fund (GF)

The General Fund's major revenue sources include property and sales taxes, franchise taxes, other taxes, and intergovernmental revenue, permits, licenses and fees.

Current and Projected General Fund Availability: Fund 110

Category	Description	Project Number	CURRENT ($)	FY 2024-25 ($)	FY 2025-26 ($)	FY 2026-27 ($)	FY 2027-28 ($)	FY 2028-29 ($)
Streets	Kirker Pass Road Rehabilitation	2608	$ 248,829					
	2023/24 Pavement Management	2040	$ 1,200,000					
	Delta De Anza Multimodal Trail Safety Improvements	2052		$ 582,406				
	Zone 4 Pavement Management	TBD	$ 463,051					
	Pavement Management Program	TBD			$ 500,000	$ 500,000	$ 500,000	$ 500,000
Signal	(HSIP 9) Traffic Signal Improvements Project	2227	$ 161,000					
Storm	Willow Pass Storm Drain Permanent Repair	3023	$ 800,000					
Building	60 Civic Building Repair	3026	$ 800,000					
General	Police Department Security Fence	3018	$ 350,000					
	City Entrance Feautures	1755	$ 250,000					
	Buchanan Road Slope Repair	3024	$ 2,000,000					
	CIP Expenditures		$ 6,272,880	$ 582,406	$ 500,000	$ 500,000	$ 500,000	$ 500,000

General Fund Surplus

A General Fund surplus is the amount of revenue available for new spending commitments after paying for the costs of programs under current law.

Current and Projected General Fund Surplus Availability

Category	Description:	Project Number	CURRENT ($)	FY 2024-25 ($)	FY 2025-26 ($)	FY 2026-27 ($)	FY 2027-28 ($)	FY 2028-29 ($)
Streets	2023/24 Pavement Management	2040	$ 1,251,300					
Park	Pittsburg Premier Fields	3080	$ 1,615,000					
General	Reviving the Heart of Pittsburg Pride	3019	$ 62,000					
	Landscape Master Plan	1756	$ 1,500,000					
	CIP Expenditures		$ 4,428,300	$ -	$ -	$ -	$ -	$ -

Highway User Tax Account Gas Tax Fund (HUTA)

The gas tax referred to as HUTA may be used to fund pavement rehabilitation projects. In FY 2024/25, Pittsburg is expected to receive a total of $1,011,000 in HUTA funds. Of this amount, $200,000 is allocated to pay maintenance expenses and $811,000 for pavement rehabilitation. The combination of HUTA and Measure J funds received by the City varies per year for street and pavement projects after O&M costs are deducted. If these funds were dedicated entirely to capital projects for maintaining pavement, the total would still be insufficient to maintain the current PCI. The Gas Tax is comprised of State and Local taxes on the sale of gasoline. Revenues for this fund are dependent on the overall economy and gasoline usage. This can vary according to economic conditions and the increasing number of fuel efficient and electric vehicles on the road. This tax is administered by the State Board of Equalization in accordance with California Local Motor Vehicle Fuel Taxation Law. These funds can be used for maintenance of existing roads, construction of new roads, streetlights, traffic signals, and street medians.

Current and Projected HUTA Funding Availability: Fund 203

Category	Description:	Project Number	CURRENT ($)	FY 2024-25 ($)	FY 2025-26 ($)	FY 2026-27 ($)	FY 2027-28 ($)	FY 2028-29 ($)
Streets	(HSIP 10) Crestview Drive Safety Improvements	2028	$ 151,700					
	Delta De Anza Multimodal Trail Safety Improvements	2052						
	Trail Crossings Improvements	2133		$ 11,000				
	Kirker Pass Road Rehabilitation	2608	$ 128,171					
	Annual Citywide Traffic Calming	2042		$ 75,000				
	Annual Citywide Striping & Signage	2242	$ 197,159	$ 50,000	$ 50,000	$ 50,000	$ 50,000	$ 50,000
	Annual Citywide Fence/Soundwall Repair	3332	$ 125,000	$ 75,000	$ 75,000	$ 75,000	$ 75,000	$ 75,000
	2023/24 Pavement Management	2040	$ 500,000					
	Zone 4 Pavement Management	TBD		$ 800,000				
	Pavement Management Program	TBD			$ 800,000	$ 800,000	$ 800,000	$ 800,000
Signal	Countywide Smart Signals	2243	$ 152,834					
Storm	Americana Park Bypass Channel	8336	$ 101,800					
	CIP Expenditures		$ 1,356,664	$ 1,011,000	$ 925,000	$ 925,000	$ 925,000	$ 925,000

Measure J (MJ)

In 2004, Contra Costa County voters approved Measure J, which continued the ½ cent sales tax that funds transportation projects in the county through March 31, 2034. Pittsburg's Measure J funds are used for street pavement projects as funding is available. However, using this fund only for street pavement projects reduces funds available for other eligible projects, such as traffic signals. In addition, the City currently uses Measure J Funds to help fund the Public Works Department's Street Operations and Maintenance (O&M) to off-set General Fund revenues. Redirecting Measure J funds to daily O&M reduces the amount of street resurfacing projects the City can implement to below the minimum level of investment in capital projects that is needed to maintain the current pavement condition.

Current and Projected Measure J (MJ) Funding Availability: Fund 204

Category	Description:	Project Number	CURRENT ($)	FY 2024-25 ($)	FY 2025-26 ($)	FY 2026-27 ($)	FY 2027-28 ($)	FY 2028-29 ($)
Streets	BART Pedestrian/Bicycle Connectivity	2019	$ 515,050	$ -				
	Trail Crossing Improvements (TDA)	2133	$ 30,000					
	Citywide Arterial Median Conversion	2228	$ 180,000		$ 50,000	$ 50,000	$ 50,000	$ 50,000
	Annual Citywide Fence/Soundwall Repairs	3332	$ 155,000					
	Annual Citywide Traffic Calming	2042	$ 75,000		$ 75,000	$ 75,000	$ 75,000	$ 75,000
	Pavement Management Program	TBD			$ 300,000	$ 300,000	$ 300,000	$ 300,000
	CIP Expenditures		$ 955,050	$ -	$ 425,000	$ 425,000	$ 425,000	$ 425,000

There are no Capital Projects planned for the Measure J (MJ) Fund for FY 24/25.

National Pollutant Discharge Elimination System (NPDES)

The NPDES Program is a federal program which has been delegated to the State of California for implementation through the State Water Resources Control Board (State Water Board) and the nine Regional Water Quality Control Boards (Regional Water Boards), collectively Water Boards. In California, NPDES permits are also referred to as waste discharge requirements (WDRs) that regulate discharges to waters of the United States.

There are no Capital Projects planned for the NPDES Fund for FY 24/25-28/29

Public Education and Government Fund (PEG)

The Public Education and Government is a special revenue fund in which the City is given authority from California Public Utilities Code to levy State Franchise Holder. The revenue of this fund supports Public Education and Government channel facilities.

Current and Projected PEG Funding Availability: Fund 208

Category	Description:	Project Number	CURRENT ($)	FY 2024-25 ($)	FY 2025-26 ($)	FY 2026-27 ($)	FY 2027-28 ($)	FY 2028-29 ($)
Building	City Council Chambers Upgrade Project	3334	$ 535,000					
	CIP Expenditures		$ 535,000	$ -	$ -	$ -	$ -	$ -

There are no Capital Projects planned for the (PEG Fund for FY 24/25.

Solid Waste Fund

Under the Recycling Center and Transfer Stations (RCTS) operating agreement with the Contra Costa Waste Service, Inc. (CCWS), the City receives a Recycling and Inspection Fee of a flat rate ($1.91/ton effective October 2018) plus annual CPI adjustment on all solid waste and recycled material accepted at the transfer station. Solid Waste Management creates and implements programs and services for schools, City offices, businesses, and the community by promoting waste prevention, reuse, and recycling to meet the state mandated, AB 939 (50 percent waste diversion requirements.

Current and Projected Solid Waste Funding Availability: Fund 210

Category	Description:	Project Number	CURRENT ($)	FY 2024-25 ($)	FY 2025-26 ($)	FY 2026-27 ($)	FY 2027-28 ($)	FY 2028-29 ($)
Marina	Central Harbor Park & Boat Launch Facilities	5704	**$ 100,000**					
	CIP Expenditures		$ 100,000	$ -	$ -	$ -	$ -	$ -

There are no Capital Projects planned for the Project Solid Waste Fund for FY 24/25-28/29

Road Maintenance and Rehabilitation Account Gas Tax Fund (RMRA)

Senate Bill 1, the Road Repair and Accountability Act of 2017, was signed into law on April 28, 2017. SB 1 increased the per gallon fuel excise taxes; increased the diesel fuel sales taxes and vehicle registration fees; and provides for inflationary adjustments to tax rates in future years. This legislative package invests $54 billion over the next decade to fix roads, freeways, and bridges in communities across California and puts more dollars toward transit and safety. These funds are split equally between state and local investments.

Beginning November 1, 2017, the State Controller (Controller) deposited various portions of this new funding into the newly created RMRA. A percentage of this new RMRA funding will be apportioned by formula to eligible cities and counties. The RMRA funding that the City is estimated to receive in FY 2024/25 is $1,900,000.

Prior to the City receiving its apportionment of RMRA funds in a fiscal year, the City must submit a list of eligible projects proposed to be funded with the RMRA funds. The proposed projects to receive RMRA funds must also be included in the adopted City budget or as part of the Capital Improvement Program. The list must include project description, location, schedule, and estimated useful life of the improvement.

Each fiscal year, the City must submit documentation that includes similar information to the above for the projects completed.

Below is the list for reporting proposed projects planned for potential expenditure of RMRA funds in FY 2024/25:

SB 1 Fiscal Year 2024/25 RMRA Project List					
Title	**Description**	**Location**	**Completion Date**	**Usesful Life**	**Amount**
Zone 4 Pavement Management	The project will use pavement overlay, pavement reconstrcution, pavement inlay, slurry seal, patch paving, base failure repairs, and crack sealing as appropriate to extend the usesful life of the roadway.	Zone 4 of the 10 pavement zones	June 2026	10-20 Years	$ 1,900,000

Current and Projected RMRA Funding Availability: Fund 228

Category	Description:	Project Number	CURRENT ($)	FY 2024-25 ($)	FY 2025-26 ($)	FY 2026-27 ($)	FY 2027-28 ($)	FY 2028-29 ($)
Streets	(HSIP 10) Crestview Drive Safety Improvements	2028	$ 41,180					
	2023/24 Pavement Management	2040	$ 807,000					
	(OBAG II) Pavement Maintenance	2231	$ 1,940,000					
	Zone 4 Pavement Management	TBD		$ 1,900,000	$ 603,949			
	Pavement Management Program	TBD			$ 860,000	$ 1,567,000	$ 2,233,000	$ 1,900,000
Signal	(HSIP 9) Citywide Traffic Signal Improvements	2227	$ 44,400					
	CIP Expenditures		$ 2,832,580	$ 1,900,000	$ 1,463,949	$ 1,567,000	$ 2,233,000	$ 1,900,000

American Rescue Plan Act (ARPA)

This bill provides additional relief to address the continued impact of COVID-19 (i.e., coronavirus disease 2019) on the economy, public health, state and local governments, individuals, and businesses.

Current and Projected ARPA Funding Availability: Fund 298

Category	Description:	Project Number	CURRENT ($)	FY 2024-25 ($)	FY 2025-26 ($)	FY 2026-27 ($)	FY 2027-28 ($)	FY 2028-29 ($)
Storm	Frontage Road Living Green Trail	1801	$ 812,250					
	Americana Park Bypass Channel	8336	$ 103,000					
Park	City Park Restroom Facility	1754	$ 1,250,000					
	Pittsburg Premier Fields	3080		$ 1,842,811				
General	Reviving the Heart of Pittsburg Pride	3019	$ 388,000					
	CIP Expenditures		$ 2,553,250	$ 1,842,811	$ -	$ -	$ -	$ -

Kirker Creek Drainage Fund (KCDF)

The Kirker Creek Drainage Fund was established to provide for improvements to the drainage area due to impacts from new development. This fee is charged only for new development within the Kirker Creek watershed. Currently the fee is $1.14/sf of impervious area for the development. This fund can be used for construction of drainage improvements within the Kirker Creek watershed.

Current and Projected KCDF Funding Availability: Fund 302

There are no Capital Projects planned for the KCDF Fund (302) for FY 24/25-28/29.

Local Traffic Mitigation Fund (LTMF)

These fees are collected from developers to pay for the developer's share of impacts to streets and traffic flow within the city. The current fee per housing unit is approximately $10,418.56 for the Pittsburg LTMF. These funds are restricted to projects that are included in the current traffic mitigation study.

Current and Projected LTMF Funding Availability: Fund 303

Category	Description:	Project Number	CURRENT ($)	FY 2024-25 ($)	FY 2025-26 ($)	FY 2026-27 ($)	FY 2027-28 ($)	FY 2028-29 ($)
Streets	BART Pedestrian/Bicycle Connectivity	2019	$ 3,225,000					
	James Donlon Boulevard Mitigation Fund	3015	$ 1,929,074					$ 1,888,000
	CIP Expenditures		$ 5,154,074	$ -	$ -	$ -	$ -	$ 1,888,000

There are no Capital Projects planned for the LTMF Fund for FY 24/25

Park Dedication Fees (PDF)

Park Dedication Fees are collected from developers to provide for construction of new parks and recreation facilities. Fees are collected based on the market value of the property, size of development, and number of units. The current average fee per residential lot is $12,542. These funds are restricted to new park construction and expansion and rehabilitation of existing parks.

Current and Projected PDF Funding Availability: Fund 304

Category	Description:	Project Number	CURRENT ($)	FY 2024-25 ($)	FY 2025-26 ($)	FY 2026-27 ($)	FY 2027-28 ($)	FY 2028-29 ($)
Park	Pittsburg Premier Fields	3080		$ 2,263,000				
	CIP Expenditures		$ -	$ 2,263,000	$ -	$ -	$ -	$ -

Pittsburg Regional Traffic Mitigation Fund (PRTMF)

These fees are collected from developers to pay for developer's share of regional projects to mitigate impacts to streets and traffic flow. The current fee per housing unit is $22,703.79 for the Pittsburg Regional Transportation Mitigation Fee. These funds are restricted to projects that are included in the current regional fee program.

Current and Projected PRTMF Funding Availability: Fund 307

Category	Description:	Project Number	CURRENT ($)	FY 2024-25 ($)	FY 2025-26 ($)	FY 2026-27 ($)	FY 2027-28 ($)	FY 2028-29 ($)
Streets	James Donlon Boulevard Mitigation Fund	3015	$ 656,373					
	CIP Expenditures		$ 656,373	$ -	$ -	$ -	$ -	$ -

There are no Capital Projects planned for the IRRF Fund (310) for FY 24/25-28/29.

Infrastructure Repair and Replacement Fund (IRRF)

On January 22, 2013, the City Council adopted Ordinance 12-1363, also known as the Fiscal Sustainability Ordinance. This ordinance established minimum balances for financial reserves used to stabilize the City's budget and created an Infrastructure Repair and Replacement Fund that receives a portion of funds that exceed the required reserve amount. This fund may be used for repairs and capital improvements projects related to the City's infrastructure including streets, roads, parking lots, and storm drains.

Current and Projected IRRF Funding Availability: Fund 310

Category	Description:	Project Number	CURRENT ($)	FY 2024-25 ($)	FY 2025-26 ($)	FY 2026-27 ($)	FY 2027-28 ($)	FY 2028-29 ($)
Storm	Americana Park Bypass Channel	8336	$ 610,000					
	CIP Expenditures		$ 610,000	$ -	$ -	$ -	$ -	$ -

There are no Capital Projects planned for the IRRF Fund (310) for FY 24/25-28/29.

Water Operations Fund (WOF)

The Water Fund is maintained by a service charge that is collected in water service bills. Fees collected vary by size of water meter and water use and range from $29.60/mo for a ¾ inch meter to $3,360/mo for a 10-inch meter. These funds are used for installing, upgrading, and maintaining the City's water system. Per Ordinance 12-1363 a minimum of 30% of annual operating costs shall be maintained in reserve.

Current and Projected Water Operations Fund Funding Availability: Fund 501

Category	Description:	Project Number	CURRENT ($)	FY 2024-25 ($)	FY 2025-26 ($)	FY 2026-27 ($)	FY 2027-28 ($)	FY 2028-29 ($)
Water	Water System Reliablity (Cabrillo Place Waterline)	5006	$ 800,000	$ 1,252,916				
	Highlands Ranch Tank Improvements	5007	$ 705,000					
	Water Treatment Plant Reservoir Control Panel & PLC Replacement	5009	$ 450,000					
	WTP Capital Repairs and Improvements	5065	$ 225,000	$ 75,000	$ 75,000	$ 75,000	$ 75,000	$ 75,000
	Water Treatment Plant Filtration Improvements & Hypochlorite Conversion	5067	$ 8,041,188					
	Annual Filter Media Replacemenent	5070	$ 200,000	$ 100,204	$ 50,000	$ 50,000	$ 50,000	$ 50,000
	20 Inch Water Main West Leland Road (WTP to SW Hills)	5071	$ 754,000					
Storm	Americana Park Bypass Channel	8336	$ 245,000					
Sewer	West Santa Fe Ave. Sewer Water Rehabilitation	5003	$ 4,094,000	$ 1,000,000				
	Central Addition Water and Sewer Rehabilitation (Phase I)	TBD				$ 1,775,000		
Building	Corporation Yard Fueling System Replacement	3118	$ 759,100					
	CIP Expenditures		$16,273,288	$ 2,428,120	$ 125,000	$ 1,900,000	$ 125,000	$ 125,000

Water Facility Reserve Fund (WFR) Treatment and Distribution

The Water Facility Reserve is funded by a onetime charge per residential unit paid by developers. The amount of the fee varies according to the location of the development and is calculated according to a formula described in the fee schedule approved by the City Council (Resolution 05-1029 and as amended by Resolution 12-11778). The average fee for per new residential unit is $5,807. This fund is used for expansion and upgrade of the water distribution system or treatment plant to account for increased use with new development.

Current and Projected WFR Treatment Plant Funding Availability: Fund 502

Category	Description:	Project Number	CURRENT ($)	FY 2024-25 ($)	FY 2025-26 ($)	FY 2026-27 ($)	FY 2027-28 ($)	FY 2028-29 ($)
Water	Water Treatment Plant Filtration Improvements & Hypochlorite Conversion	5067	$ 1,910,000					
	CIP Expenditures		$ 1,910,000	$ -	$ -	$ -	$ -	$ -

There are no Capital Projects planned for the WFR Fund (502) for FY 24/25-28/29.

Current and Projected Funding Availability Various WFR Accounts:

Water Facility Reserves (WFR) - Distribution (503)								
Category	Description:	Project Number	CURRENT ($)	FY 2024-25 ($)	FY 2025-26 ($)	FY 2026-27 ($)	FY 2027-28 ($)	FY 2028-29 ($)
Water	Water Treatment Plant Filtration Improvements & Hypochlorite Conversion	5067	$ 1,988,000					
	CIP Expenditures		$ 1,988,000	$ -	$ -	$ -	$ -	$ -

Water Facility Reserves (WFR) - P.S. & Reservoir (506)								
Category	Description:	Project Number	CURRENT ($)	FY 2024-25 ($)	FY 2025-26 ($)	FY 2026-27 ($)	FY 2027-28 ($)	FY 2028-29 ($)
Water	Water Treatment Plant Filtration Improvements & Hypochlorite Conversion	5067	$ 745,000					
	CIP Expenditures		$ 745,000	$ -	$ -	$ -	$ -	$ -

Water Facility Reserves (WFR) - (507)								
Category	Description:	Project Number	CURRENT ($)	FY 2024-25 ($)	FY 2025-26 ($)	FY 2026-27 ($)	FY 2027-28 ($)	FY 2028-29 ($)
Water	20 Inch Water Main W. Leland Rd. (WTP to SW Hills)	5071	$ 1,796,000					
	CIP Expenditures		$ 1,796,000	$ -	$ -	$ -	$ -	$ -

Water Facility Reserves (WFR) - Sludge Handling (509)								
Category	Description:	Project Number	CURRENT ($)	FY 2024-25 ($)	FY 2025-26 ($)	FY 2026-27 ($)	FY 2027-28 ($)	FY 2028-29 ($)
Water	Water Treatment Plant Filtration Improvements & Hypochlorite Conversion	5067	$ 1,083,000					
	CIP Expenditures		$ 1,083,000	$ -	$ -	$ -	$ -	$ -

Sewer Operations Fund (SOF)

The Sewer Fund is maintained by a service charge that is collected in water service bills. Fees collected vary by property use. For example, a residential property is charged a flat rate of $15.79/month and non-residential is charged $1.61 per CCF, or one hundred cubic feet (748 gallons), of water usage/month. These funds are used for installing, upgrading, and maintaining the City's sewer system. Per Ordinance 12-1363 a minimum of 30% of annual operating costs shall be maintained in reserve.

Current and Projected Sewer Operations Fund Funding Availability: Fund 521

Category	Description:	Project Number	CURRENT ($)	FY 2024-25 ($)	FY 2025-26 ($)	FY 2026-27 ($)	FY 2027-28 ($)	FY 2028-29 ($)
Sewer	West Santa Fe Ave. Sewer and Water Rehabilitation	5003	$ 3,708,530					
	Central Addition Water and Sewer Rehabilitation (Phase I)	TBD				$ 1,775,000		
Building	Corporation Yard Fueling System Replacement	3118	$ 759,000					
		CIP Expenditures	$ 4,467,530	$ -	$ -	$ 1,775,000	$ -	$ -

Sewer Facility Reserve Fund (SFR) Collection System Capacity Buy In

The Sewer Facility Reserve is funded by a one-time charge per residential unit paid by developers. The amount of the fee varies according to the location of the development and is calculated according to a formula described in the fee schedule approved by the City Council (Resolution No. 05-10291 and as amended by 05-10372). The average fee for a new residential unit is $3,753. This fund is used for expansion and upgrade of the sewer system to account for increased usage with new development.

Current and Projected Sewer Facility Reserve Funding Availability: Fund 522

There are no Capital Projects planned for the SFR Fund (522) for FY 24/25-28/29

Waterfront Operations (WO)

On January 1, 2012, California's SB 551 took effect, granting certain tidelands and submerged land to the City of Pittsburg. These lands were previously managed by the State Lands Commission, which leased certain portions for waterfront commercial and industrial development. The leases will convert to agreements with the City, generating revenue on an annual basis, to be used to facilitate development of the waterfront for commercial, industrial, and recreational use. Per Ordinance 12-1363 a minimum of 30% of annual operating costs shall be maintained in the fund reserve.

Current and Projected Waterfront Operations Funding Availability: Fund 540

Category	Description:	Project Number	CURRENT ($)	FY 2024-25 ($)	FY 2025-26 ($)	FY 2026-27 ($)	FY 2027-28 ($)	FY 2028-29 ($)
Marina	Riverview Park Fishing Pier	3022	$ 25,000					
	Central Harbor Park and Boat Launch Facilities	5704		$ 100,000				
		CIP Expenditures	$ 25,000	$ 100,000	$ -	$ -	$ -	$ -

Waterfront Grant Funds

The Waterfront Grant Fund is comprised of various grants obtained by City staff for waterfront projects.

Current and Projected Waterfront Grant Funds Funding Availability: Fund 541

There are no Capital Projects planned for the Waterfront Grant Fund (541) for FY 24/25-28/29

Marina Enterprise Fund (ME)

The Marina Enterprise Fund is composed of funds collected at the Pittsburg Marina from boat slip rentals and gasoline sales. These funds are used to maintain and improve the various marina facilities. Per Ordinance 12-1363 a minimum of 30% of annual operating costs shall be maintained in reserve.

Current and Projected Marina Enterprise Fund Funding Availability: Fund 550

Category	Description:	Project Number	CURRENT ($)	FY 2024-25 ($)	FY 2025-26 ($)	FY 2026-27 ($)	FY 2027-28 ($)	FY 2028-29 ($)
Marina	Sheds A - D Upgrades	TBD		$ 291,200				
	CIP Expenditures		$ -	$ 291,200	$ -	$ -	$ -	$ -

Island Energy (IE)

The U.S. Navy awarded Pittsburg Power a franchise service agreement to provide electric and natural gas retail services on Mare Island in Vallejo. In a special arrangement, Pittsburg Power Company established and does business as "Island Energy" on Mare Island. Island Energy has been providing Mare Island customers with dependable electric and gas services at competitive pricing since 1997. Island Energy is a potential revenue source for Capital Improvement Projects.

Current and Projected Island Energy Funding Availability: Fund 580

Category	Description:	Project Number	CURRENT ($)	FY 2024-25 ($)	FY 2025-26 ($)	FY 2026-27 ($)	FY 2027-28 ($)	FY 2028-29 ($)
Power	Duct Bank/Vault Replacements	5816	$ 550,000	$ 75,000				
	Waterfront Area Reliability	5820	$ 500,000	$ 125,000	$ 75,000			
	Outage Recovery	5821	$ 200,000	$ 50,000	$ 50,000	$ 50,000	$ 50,000	$ 50,000
	RA Replacement	5826	$ 30,000	$ 30,000	$ 30,000	$ 30,000	$ 30,000	$ 30,000
	CIP Expenditures		$ 1,280,000	$ 280,000	$ 155,000	$ 80,000	$ 80,000	$ 80,000

Pittsburg Power Fund

The Pittsburg Power Company (PPC) is a municipal utility formed under the California Constitution. The PPC does business in the City of Pittsburg and as Island Energy (IE) on Mare Island located in Vallejo, California. PPC develops revenue streams for the City of Pittsburg while retaining existing businesses and attracting new business. Island Energy distributes natural gas and electricity to the industries, schools, businesses, and residents on Mare Island. Island Energy's focus is to build capital asset value and income for the City of Pittsburg as Mare Island is redeveloped over time.

Current and Projected Pittsburg Power Funding Availability: Fund 590

Category	Description:	Project Number	CURRENT ($)	FY 2024-25 ($)	FY 2025-26 ($)	FY 2026-27 ($)	FY 2027-28 ($)	FY 2028-29 ($)
Power	Water Treatment Plant Alternative Fuel Conversion	TBD				$ 1,200,248		
	CIP Expenditures		$ -	$ -	$ -	$ 1,200,248	$ -	$ -

Building Maintenance Fund (BMF)

The City's Building Maintenance Fund covers ongoing maintenance of City-owned buildings.

Current and Projected Building Maintenance Funding Availability: Fund 621

Category	Description:	Project Number	CURRENT ($)	FY 2024-25 ($)	FY 2025-26 ($)	FY 2026-27 ($)	FY 2027-28 ($)	FY 2028-29 ($)
Building	Corporation Yard Fueling System Replacement	3118	$ 400,000					
	CIP Expenditures		$ 400,000	$ -	$ -	$ -	$ -	$ -

Measure M (MM)

In 2012, 73 percent of Pittsburg voters approved an increase to the local sales tax for 10 years to fund local Pittsburg services. Known as Measure P, it added a half-cent sales tax for five years to local purchases, amounting to an extra fifty cents on a $100 purchase. The sales tax was planned to decrease to one-quarter-cent sales tax in 2017, and then expire in 2022. The sales tax revenue is a guaranteed funding source for essential city services, including public safety, code enforcement, the Senior Center and support for job programs that benefit residents. Measure M will extend the current half-cent sales tax to 2035 and continue to support these programs, plus youth services, road repairs and services for victims of domestic violence. The measure continues an existing tax at its current level.

Current and Projected Measure M Funding Availability

Category	Description:	Project Number	CURRENT ($)	FY 2024-25 ($)	FY 2025-26 ($)	FY 2026-27 ($)	FY 2027-28 ($)	FY 2028-29 ($)
Streets	BART Pedestrian/Bicycle Connectivity	2019	$ 25,000					
	Kirker Pass Road Rehabilitation	2608	$ 248,829					
	2023/24 Pavement Management	2040	$ 650,000					
	Zone 4 Pavement Management	TBD		$ 650,000				
	Pavement Management Program	TBD			$ 650,000	$ 650,000	$ 650,000	$ 650,000
	CIP Expenditures		$ 923,829	$ 650,000	$ 650,000	$ 650,000	$ 650,000	$ 650,000

Measure M Surplus

Measure M surplus is the amount of revenue available for new spending commitments after paying for the costs of existing programs.

Current and Projected Measure M Surplus Funding Availability

Category	Description:	Project Number	CURRENT ($)	FY 2024-25 ($)	FY 2025-26 ($)	FY 2026-27 ($)	FY 2027-28 ($)	FY 2028-29 ($)
Streets	Citywide Sidewalk Repairs	2244	$ 170,800	$ 100,000	$ 100,000			
	Zone 4 Pavement Management	TBD		$ 500,000				
Building	Marina Community Center Improvements Project	1650	$ 750,000					
Parks	Pittsburg Premier Fields	3080		$ 438,461				
	CIP Expenditures		$ 920,800	$ 1,038,461	$ 100,000	$ -	$ -	$ -

Community Development Block Grant (CDBG)

The Community Development Block Grant (CDBG) Program supports community development activities to build stronger and more resilient communities. To support community development, activities are identified through an ongoing process. Activities may address needs such as infrastructure, economic development projects, public facilities installation, community centers, housing rehabilitation, public services, clearance/acquisition, microenterprise assistance, code enforcement, homeowner assistance, etc.

Current and Projected Community Development Block Grant Funding Availability

Category	Description:	Project Number	CURRENT ($)	FY 2024-25 ($)	FY 2025-26 ($)	FY 2026-27 ($)	FY 2027-28 ($)	FY 2028-29 ($)
Streets	(HSIP 10) Crestview Drive Safety Improvements	2028	$ 262,374					
	Trail Crossing Improvements	2133	$ 55,800					
	2024/25 CDBG ADA Curb Ramp Installation	4077		$ 273,938				
	Linscheid Drive Traffic Calming	4079		$ 202,184				
	CIP Expenditures		$ 318,174	$ 476,122	$ -	$ -	$ -	$ -

Federal/State Funding

Federal grants help state and local governments finance many public services. But agencies must ensure effective management and oversight of these grants. The federal government awards hundreds of billions of dollars in grants to state and local governments each year. These grants help finance a broad range of services, including health care, education, social services, infrastructure, and public safety. Some of the grants that the city has obtained for infrastructure improvement or development include:

- Highway Safety Improvements Program (HSIP)
- TDA Grant
- OBAG 2/3
- CalRecycle
- Hazard Mitigation Grant Program (HMGP)
- PASS Grant
- Metropolitan Transportation Commission (MTC)
- FEMA
- Pedestrian, Bicycle, and Trail Facilities (PBTF)

Current and Projected Federal/State Grant Funding Availability:

Category	Description:	Project Number	CURRENT ($)	FY 2024-25 ($)	FY 2025-26 ($)	FY 2026-27 ($)	FY 2027-28 ($)	FY 2028-29 ($)
Streets	BART Pedestrian/Bicycle Connectivity	2019	$ 5,228,000					
	(HSIP 10) Crestview Drive Safety Improvements	2028	$ 378,220					
	(HSIP 10) Citywide Roadway Improvements	2038	$ 2,965,700					
	2023/24 Pavement Management	2040	$ 250,000					
	Marina Boulevard Buffered Bicycle Lanes	2051	$ 56,100					
	Delta De Anza Multimodal Trail Safety Improvements	2052		$ 4,427,000				
	Trail Crossing Improvements (TDA)	2133	$ 120,000					
	(OBAG II) Pavement Improvement Project	2231	$ 2,410,000					
	James Boulevard Extension	3015	$ 4,000,000					$ 68,000,000
Signal	(HSIP 9) Traffic Signal Improvements Project	2227	$ 1,065,600					
	Pittsburg Center Smart City Pilot	2314	$ 1,200,000					
	Countywide Smart Signal	2243	$ 1,179,890					
Storm	Frontage Road Living Green Trail	1801	$ 1,354,000					
	Americana Park Bypass Channel	8336	$ 374,879					
	California Avenue Full Trash Capture Devices	TBD				$ 2,040,000		
Building	California Theater Marquee & Below Stage Modification	3333	$ 506,800					
Park	Buchanan Park Pond Loop Replacement	3040	$ 222,300					
General	Reviving the Heart of Pittsburg Pride	3019	$ 2,891,961					
	East 3rd Street Remediation	2987	$ 525,326					
Marina	Central Harbor Park and Boat Launch Facilities	5704	$ 3,544,395					
Power	Water Treatment Plant Alternative Fuel Conversion	TBD			$ 959,752			
	CIP Expenditures		$28,273,171	$ 4,427,000	$ 959,752	$ 2,040,000	$ -	$ 68,000,000

Other Potential Funding Sources

Occasionally the City receives funding from a unique source that does not occur very often. These specific funding sources do not have a designated fund but are still utilized to fund projects. Some of these unique funding sources for our current projects include:

- Developer Funding (direct developer contributions)
- ECCRFAA
- CCTA Funds
- MCE Rebates
- MPA Reimbursement
- Water Bond (2022A)/Water Bond Proceeds

Current and Projected Other Funding Availability:

Category	Description:	Project Number	CURRENT ($)	FY 2024-25 ($)	FY 2025-26 ($)	FY 2026-27 ($)	FY 2027-28 ($)	FY 2028-29 ($)
Street	James Boulevard Extension	3015	$ 4,000,000				$82,220,000	$ 14,220,000
	Loveridge Road Frontage Improvements	TBD				$ 1,310,000		
Water	Water Treatment Plant Filter Gallery Replacement	5067	$47,726,000					
Storm	Americana Park Bypass	8336	$ 119,999					
General	Charge! Fleet EV Infrastructure	1703	$ 242,000	$ 44,000				
	City Entrance Features	1755					$ 100,000	
Marina	Riverview Park Fishing Pier	3022	$ 150,000	$ 18,100				
	CIP Expenditures		$52,237,999	$ 62,100	$ -	$ 1,310,000	$82,320,000	$ 14,220,000

City of Pittsburg
California

CAPITAL IMPROVEMENT PROGRAM
PROJECT SUMMARY BY PRIORITY

2024/25 - 2028/29

Project Summary by Priority						
Page #	**Project #**	**Priority**	**Project**	**Total Cost**	**Funding Status**	**Category**
			Level 1A Essential - Ongoing Projects			
33	2019	1A	BART Pedestrian/Bicycle Connectivity	$ 8,993,050	FF	Street
36	2040	1A	2023/24 Pavement Management	$ 4,658,300	FF	Street
38	2051	1A	Marina Blvd Buffered Bicycle Lanes	$ 56,100	FF	Street
45	2608	1A	Kirker Pass Road Rehabilitation	$ 610,000	FF	Street
55	2227	1A	HSIP 9 Citywide Traffic Signal Improvement	$ 1,271,000	FF	Signal
61	5009	1A	Water Treatment Plant Reservoir Control Panel / PLC Repl	$ 320,300	FF	Water
63	5067	1A	Water Treatment Plant Filtration Improvements & Hypochlorite Conversion	$ 61,493,188	FF	Water
71	1801	1A	Frontage Road Living Green Trail	$ 2,166,250	FF	Storm
73	8336	1A	Americana Park Bypass Channel	$ 1,554,678	FF	Storm
79	3118	1A	Corporation Yard Fueling System Replacement	$ 1,918,100	FF	Building
81	3334	1A	City Council Chambers Upgrade	$ 535,000	FF	Building
90	2987	1A	East 3rd Street Remediation	$ 518,500	FF	General
92	3019	1A	Reviving the Heart of Pittsburg Pride	$ 3,341,961	FF	General
101	5820	1A	Waterfront Area Reliability	$ 700,000	FF	Power
			Level 1B Essential - Legal / Regulatory Obligations			
94	TBD	1B	ADA Transition Plan Update	$ 260,000	UF	General
			Level 1C Essential - Safey / Emergency Obligations			
40	2133	1C	Trail Crossing Improvements (TDA)	$ 216,500	FF	Street
42	2231	1C	OBAG II Pavement Improvement Project	$ 4,350,000	FF	Street
49	4077	1C	2024/25 CDBG ADA Curb Ramp Installation Project	$ 273,938	UF	Street
72	3023	1C	Willow Pass Storm Drain Permanent Repair	$ 475,207	UF	Storm
77	1650	1C	Marina Community Center Improvements	$ 75,000	UF	Building
78	3026	1C	60 Civic Building Repair	$ 800,000	FF	Building
93	3024	1C	Buchanan Road Slope Repair	$ 1,603,200	UF	General
96	3022	1C	Riverview Park Fishing Pier	$ 193,100	FF	Marina
102	5821	1C	Outage Recovery	$ 439,453	FF	Power
			Level 1D Essential - Development			
46	3015	2G	James Donlon Boulevard Extension	$ 331,938,600	PF	Street
			Level 1E Essential - Concensus Priority			
34	2028	1E	HSIP 10-Crestview Drive Safety Improvements	$ 757,500	FF	Street
41	2228	1E	Citywide Arterial Median Conversion	$ 447,159	FF	Street
51	TBD	1E	Zone 4 Pavement Management	$ 4,886,620	FF	Street
52	TBD	1E	Pavement Management Program	$ 15,560,000	FF	Street
80	3333	1E	California Theater Marquee & Below Stage Modification	$ 506,800	FF	Building
85	3080	1E	Pittsburg Premier Fields	$ 16,528,000	PF	Park
88	1755	1E	City Limit Entrance Features	$ 350,000	FF	General
			Level 2F Required - Development			
47	3038	2F	West Leland Road Extension Phase II	$ 33,380,000	UF	Street
53	TBD	2F	Loveridge Road Maintenance	$ 1,610,000	FF	Street
65	5071	2F	20 Inch Water Main W. Leland Rd. (WTP to SW Hills)	$ 7,475,000	PF	Water

Level 2G Required - Agency Assisted							
35	2038	2G	HSIP 10- Citywide Roadway Improvements	$	2,365,500	FF	Street
39	2052	2G	Delta De Anza Multimodal Trail Safety Improvements	$	5,009,406	PF	Street
56	2243	2G	Countywide Smart Signals	$	1,332,724	FF	Signal
57	2314	2G	Pittsburg Center Smart City Pilot	$	1,200,000	FF	Signal
66	TBD	2G	Bella Vista / Riverview Water Consolidation Project	$	2,100,000	UF	Water
84	3040	2G	Buchanan Park Pond Loop Replacement	$	222,300	FF	Park
87	1703	2G	Charge! Fleet EV Infrastructure	$	286,000	FF	General
97	5704	2G	Central Harbor Park and Boat Launch Facilities	$	4,144,395	FF	Marina
Level 2H Required - Service Increase / Maintenance							
37	2042	2H	Annual Citywide Traffic Calming	$	450,000	FF	Street
43	2242	2H	Annual Citywide Striping & Signage	$	400,000	PF	Street
44	2244	2H	Citywide Sidewalk Repair	$	370,803	FF	Street
48	3332	2H	Annual Citywide Fence/Soundwall Repairs	$	655,000	FF	Street
50	4079	2H	Linscheid Drive Traffic Calming	$	260,000	PF	Street
59	5006	2H	Water System Reliablity (Cabrillo Place Waterline)	$	2,052,916	PF	Water
60	5007	2H	Highlands Ranch Tank Improvements	$	605,000	FF	Water
62	5065	2H	WTP Capital Repairs and Improvements	$	525,000	PF	Water
64	5070	2H	Annual Filter Media Replacement	$	300,204	FF	Water
68	5003	2H	West Santa Fe Ave. Sewer Water Rehabilitation	$	18,644,903	PF	Sewer
69	TBD	2H	Central Addition Water and Sewer Rehabilitation (Phase I)	$	3,950,000	UF	Sewer
74	TBD	2H	California Avenue Full Trash Capture Device	$	2,440,000	PF	Storm
83	17	2H	City Park Restroom Facility	$	1,250,000	FF	Park
89	1756	2H	Landscape Master Plan Update	$	1,500,000	FF	General
98	New	2H	Sheds A - D Upgrades	$	291,200	UF	Marina
105	TBD	2H	Water Treatment Plant Alternative Fuel Conversion	$	2,160,000	FF	Power
100	5816	2H	Duct Bank and Vault Replacements	$	625,000	FF	Power
103	5826	2H	RA Replacement Project	$	180,000	FF	Power
104	5827	2H	Electrical Substation Battery Replacement	$	120,000	FF	Power
Level 3J Goals - Any Other Project							
75	TBD	3J	Storm Drain Master Plan Update	$	250,000	PF	Storm
91	3018	3J	Police Department Security Fence	$	750,000	PF	General

Legend: UF = Unfunded; FF = Fully Funded; PF = Partially Funded

City of Pittsburg
California

CAPITAL IMPROVEMENT PROGRAM
STREET PROJECTS

2024/25 - 2028/29

Project Title: **Project #:**

BART Pedestrian & Bicycle Connectivity 2019

Project Category:	Streets
Location:	Railroad Ave, California Ave, and Bliss Ave
Project Manager:	K. Labao
Project Priority:	1A – Essential
Project Status:	Construction
Est. Completion Date:	2024/25

Description/Justification:

The Project encompasses the installation of a Class II buffered bicycle lane along Railroad Avenue from California Avenue to East 17th Street. This work will include slurry seal, and the installation of roadside signs and pavement striping and markings. Additionally, a Class I path along the west side of Railroad Ave from State Route 4 (SR-4) to the Delta De Anza Regional Trail will be installed. Along the SR-4 East-bound on-ramp from the BART parking facility to Railroad Avenue, a Class I path will be installed along the north side of the adjacent properties within Caltrans right-of-way. These improvements will enhance safety and security within the BART vicinity. During the Bid Opening phase additional improvements such as "Alternate A" – The street and trail lighting along California Avenue and "Alternate D" – Railroad Avenue path lighting have been added to the project scope.

Supplemental Information:

Caltrans has relinquished to the City of Pittsburg a portion of SR-4 consisting of Class I bikeways south of California Avenue between Railroad Avenue and Harbor Street.

Federal/State Funding Sources: One Bay Area Grant 2 (OBAG2); Pedestrian, Bicycle, and Trail Facilities (PBTF Grant); Safe Routes to Bart (SR2B); and Transportation Development Act (TDA Grant).

PROJECT FINANCING		CURRENT		PROPOSED					
PROJECT EXPENDITURES		**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
1101	**Staff Time**	$32,600	$37,000	$38,000					**$ 107,600**
2122	**Design**	$933,950	$30,000						**$ 963,950**
2281	**Construction**			$7,810,000					**$ 7,810,000**
2372	**Administrative Overhead**	$36,500	$37,000	$38,000					**$ 111,500**
TOTAL		**$ 1,003,050**	**$ 104,000**	**$ 7,886,000**					**$ 8,993,050**
PROJECT FUNDING		**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
	Federal/State Funding	$5,228,000							**$ 5,228,000**
303	**Local TMF**	$300,000	$2,925,000						**$ 3,225,000**
204	**Measure J**	$50,000	$465,050						**$ 515,050**
111	**Measure M**		$25,000						**$ 25,000**
TOTAL		**$ 5,578,000**	**$ 3,415,050**						**$ 8,993,050**

Project Title: **Project #:**

(HSIP 10) Crestview Drive Safety Improvements 2028

Project Category:	Streets
Location:	Crestview Drive from William Way to Nina Place.
Project Manager:	K. Labao
Project Priority:	1E – Essential
Project Status:	Design
Est. Completion Date:	2024/25

Description/Justification:

The project is a state-only funded California Department of Transportation (Caltrans) project. It encompasses six intersections along Crestview Drive with the primary goal of improving pedestrian safety and preventing vehicular speeding. The project locations are Crestview Lane, William Way, Atherton Ave, Kingsberry Place, Sunnyhill Way, and Nina Place. The scope of work includes, but is not limited to, upgrading pavement markings, installing raised medians, upgrading pedestrian crossings with enhanced safety features.

Supplemental Information:

Funding Source: Local Highway Safety Improvement Program (HSIP) Cycle 10 State Grant.

PROJECT FINANCING		CURRENT		PROPOSED					
PROJECT EXPENDITURES		**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
1101	**Staff Time**	$9,500	$20,500	$15,000					**$ 45,000**
2122	**Design**	$25,000	$49,500						**$ 74,500**
2281	**Construction**			$593,000					**$ 593,000**
2372	**Administrative Overhead**	$8,900	$21,100	$15,000					**$ 45,000**
TOTAL		**$ 43,400**	**$ 91,100**	**$ 623,000**					**$ 757,500**
PROJECT FUNDING		**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
	Federal/State Funding	$378,220							**$ 378,220**
228	**RMRA**	$41,180							**$ 41,180**
203	**HUTA**	$100,000	$51,700						**$ 151,700**
233	**CDBG**	$200,000	$162,374						**$ 362,374**
TOTAL		**$ 719,400**	**$ 214,074**						**$ 933,474**

Project Title: **Project #:**

(HSIP 10) Citywide Roadway Improvements 2038

Project Category:	Streets
Location:	Citywide
Project Manager:	K. Labao
Project Priority:	2G – Required
Project Status:	Design
Est. Completion Date:	2024/25

Description/Justification:

This project will consist of the installation and/or upgrade of signs with new fluorescent sheeting, completion of a Citywide roadway safety signing audit and modifications to edge-line and centerline striping. Project improvement locations are focused on various arterial roads such as Railroad Avenue, Willow Pass Road, Bailey Road, Pittsburg-Antioch Highway, East Leland Road, Loveridge Road, Buchanan Road, West 10th Street, Harbor Street, North Parkside Drive, California Avenue, Century Boulevard and East 14th Street.

Supplemental Information:

Funding Sources Include: Local Highway Safety Improvement Program (HSIP) Cycle 10 State Grant.

PROJECT FINANCING	CURRENT		PROPOSED					
PROJECT EXPENDITURES	**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
1101 **Staff Time**	$ 6,300	$ 25,000	$ 50,000					**$ 81,300**
2122 **Design**		$ 185,000						**$ 185,000**
2281 **Construction**			$ 2,020,000					**$ 2,020,000**
2372 **Administrative Overhead**	$ 4,200	$ 25,000	$ 50,000					**$ 79,200**
TOTAL	**$ 10,500**	**$ 235,000**	**$ 2,120,000**					**$ 2,365,500**
PROJECT FUNDING	**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
Federal/State Funding	$ 2,965,700							**$ 2,965,700**
TOTAL	**$ 2,965,700**							**$ 2,965,700**

Project Title: **Project #:**

2023/24 Pavement Management — 2040

Project Category:	Streets
Location:	Maintenance Zone 3
Project Manager:	S. Reese
Project Priority:	1A - Essential
Project Status:	Construction
Est. Completion Date:	2024/25

Description/Justification:

The City of Pittsburg has divided its pavement management plan into 10 zones. The project will use a variety of pavement management techniques such as pavement overlay, reconstruction, inlay, slurry seal, patch paving, base failure repairs, and crack sealing.

Supplemental Information:

On June 6, 2022, the city allocated $600,000 from the General Fund to the pavement slurry project which was in "suspense" mode. Once the 2023/24 Pavement Management Project was established the 2022/23 FY project funding re-activated.

PROJECT FINANCING		CURRENT		PROPOSED					
PROJECT EXPENDITURES		Prior	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	TOTAL
1101	Staff Time		$ 30,000	$ 80,600					$ 110,600
2281	Construction		$ 1,000,000	$ 3,437,100					$ 4,437,100
2372	Administrative Overhead		$ 30,000	$ 80,600					$ 110,600
TOTAL			$ 1,060,000	$ 3,598,300					$ 4,658,300
PROJECT FUNDING		Prior	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	TOTAL
110	General Fund	$ 600,000	$ 600,000						$ 1,200,000
110	General Fund Surplus		$ 1,251,300						$ 1,251,300
	CalRecycle		$ 250,000						$ 250,000
111	Measure M		$ 650,000						$ 650,000
203	HUTA		$ 500,000						$ 500,000
228	RMRA		$ 807,000						$ 807,000
TOTAL		$ 600,000	$ 4,058,300						$ 4,658,300

Project Title: **Project #:**

Annual Citywide Traffic Calming 2042

Project Category:	Streets
Location:	Citywide
Project Manager:	N. Phan
Project Priority:	2H – Required
Project Status:	Ongoing
Est. Completion Date:	Continuous

Description/Justification:

This project will provide funding to improve and maintain the current infrastructure to enhance safety for pedestrians and bicyclists. Traffic calming measures include, but are not limited to, the installation of bulb-out, round-about, hawk signs, speed humps, and other improvements throughout the City. Locations are to be determined by the Public Works and Engineering Departments.

Supplemental Information:

This is an ongoing project.

PROJECT FINANCING		CURRENT		PROPOSED					
PROJECT EXPENDITURES	**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
1101 **Staff Time**			$ 14,500	$ 4,500	$ 4,500	$ 4,500	$ 4,500	**$ 32,500**
2122 **Design**		$ 1,238	$ 10,000	$ 10,000	$ 10,000	$ 10,000	$ 10,000	**$ 51,238**
2281 **Construction**			$ 109,762	$ 56,000	$ 56,000	$ 56,000	$ 56,000	**$ 333,762**
2372 **Administrative Overhead**			$ 14,500	$ 4,500	$ 4,500	$ 4,500	$ 4,500	**$ 32,500**
TOTAL		**$ 1,238**	**$ 148,762**	**$ 75,000**	**$ 75,000**	**$ 75,000**	**$ 75,000**	**$ 450,000**
PROJECT FUNDING	**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
204 **Measure J**		$ 75,000		$ 75,000	$ 75,000	$ 75,000	$ 75,000	**$ 375,000**
203 **HUTA**			$ 75,000					**$ 75,000**
TOTAL		**$ 75,000**	**$ 75,000**	**$ 75,000**	**$ 75,000**	**$ 75,000**	**$ 75,000**	**$ 450,000**

Project Title: **Project #:**

Marina Boulevard Buffered Bicycle Lanes 2051

Project Category:	Streets
Location:	Marina Blvd from Herb White Way to E. 5th Street
Project Manager:	S. Reese
Project Priority:	1A – Essential
Project Status:	Construction
Est. Completion Date:	2024/25

Description/Justification:

This project is located on Marina Boulevard from Herb White Way to East 5th Street. This project involves thermoplastic striping on Marina Boulevard. Buffered bike lanes will be added to improve safety for cyclists.

Supplemental Information:

This project received a TDA grant for $56,100. The construction of this project was added under the contract and construction of the 2023/24 Pavement Management Project due to proximity of projects.

PROJECT FINANCING	CURRENT		PROPOSED					
PROJECT EXPENDITURES	**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
1101 **Staff Time**		$ 2,000	$ 3,000					**$ 5,000**
2281 **Construction**			$ 46,100					**$ 46,100**
2372 **Administrative Overhead**		$ 2,000	$ 3,000					**$ 5,000**
TOTAL		**$ 4,000**	**$ 52,100**					**$ 56,100**
PROJECT FUNDING	**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
Federal/State Funding	$ 56,100							**$ 56,100**
TOTAL	**$ 56,100**							**$ 56,100**

Project Title: **Project #:**

Delta De Anza Multimodal Trail Safety Improvements 2052

Project Category:	Streets
Location:	Delta De Anza Trail from Bay Point to Antioch
Project Manager:	S. Reese
Project Priority:	2G – Required
Project Status:	Design
Est. Completion Date:	2025/26

Description/Justification:

The project proposes a series of critical safety and operational enhancements to the Delta De Anza Trail (Class I). These improvements include wayfinding signage, protected green bike lanes, rectangular rapid flashing beacons, raised/high visibility crosswalks, bulb-outs, pedestrian lighting, and upgrades to the trail's existing pavement.

Improvements to the Delta De Anza Trail will help create a well-connected and attractive transportation network that will increase travel by walking or bicycling. The trail is parallel to several important commute routes and serves as an alternative to automobile travel for commutes to work, school, and recreational activities.

Supplemental Information:

All right-of-way required for the project is currently owned and/or operated by the following parties: Contra Costa County, City of Pittsburg, EBMUD, and EBRPD. This project will be scaled to remain within the project budget. Contra Costa County will cover the match requirement for improvements in their jurisdiction. Other funding is from the East Bay Regional Park District.

Funding sources include: One Bay Area Grant (OBAG 3) for Federal funding and Other funding is from the East Bay Regional Park District.

PROJECT FINANCING	CURRENT		PROPOSED					
PROJECT EXPENDITURES	**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
1101 **Staff Time**			$ 20,000	$ 45,000				**$ 65,000**
2122 **Design**			$ 402,650					**$ 402,650**
2281 **Construction**				$ 4,476,756				**$ 4,476,756**
2372 **Administrative Overhead**			$ 20,000	$ 45,000				**$ 65,000**
TOTAL			**$ 442,650**	**$ 4,566,756**				**$ 5,009,406**
PROJECT FUNDING	**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
Federal/State Funding			$ 4,427,000					**$ 4,427,000**
Other			$ 582,406					**$ 582,406**
TOTAL			**$ 5,009,406**					**$ 5,009,406**

Project Title: **Project #:**

Trail Crossing Improvements (TDA) 2133

Project Category:	Streets
Location:	Atherton Ave, Crestview Dr, Gladstone Dr, and Presidio Ln crossings of Delta De Anza Trail
Project Manager:	S. Reese
Project Priority:	1C – Essential
Project Status:	Design
Est. Completion Date:	2024/25

Description/Justification:

This project is located at the Atherton Avenue, Crestview Drive, Gladstone Drive, and Presidio Lane crossings of Delta De Anza Trail. This project will install Rectangular Rapid Flashing Beacons (RRFBs) at Delta De Anza Trail Crossings in Pittsburg. The sidewalk at the Crestview Drive crossing will be widened. The crosswalks are all uncontrolled at this time, and the RRFBs will improve the safety of pedestrians using the trail.

Supplemental Information:

The TDA grant for $120,000 has been extended until June 2025.

PROJECT FINANCING		CURRENT		PROPOSED					
PROJECT EXPENDITURES		**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
1101	**Staff Time**	$ 500	$ 8,500	$ 2,000					**$ 11,000**
2281	**Construction**	$ 34,000	$ 34,500	$ 126,000					**$ 194,500**
2372	**Administrative Overhead**	$ 500	$ 8,500	$ 2,000					**$ 11,000**
TOTAL		**$ 35,000**	**$ 51,500**	**$ 130,000**					**$ 216,500**
PROJECT FUNDING		**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
	Federal/State Funding	$ 120,000							**$ 120,000**
204	**Measure J**	$ 30,000							**$ 30,000**
233	**CDBG**		$ 55,800						**$ 55,800**
203	**HUTA**			$ 11,000					**$ 11,000**
TOTAL		**$ 150,000**	**$ 55,800**	**$ 11,000**					**$ 216,800**

Project Title: **Project #:**

Citywide Arterial Median Conversion 2228

Project Category:	Streets
Location:	Railroad Ave and W. Leland Rd (From Woodhill Dr to San Marco Blvd)
Project Manager:	H. Mata
Project Priority:	2H – Required
Project Status:	Ongoing
Est. Completion Date:	Continuous

Description/Justification:

This project will focus on median conversions on arterial streets. The locations and priorities are determined by staff to ensure adequate work areas are provided for maintenance staff working within the medians. The project scope includes adding longer necks to medians, converting grass medians to landscaping that requires less water, and converting some medians to red stamped concrete. Some potential locations for this project are sections along the entire length of Railroad Avenue as well as West Leland Road from Woodhill Drive to San Marco Boulevard. These two locations are the most important, but other locations throughout the project may be later identified based on bid prices and project funding.

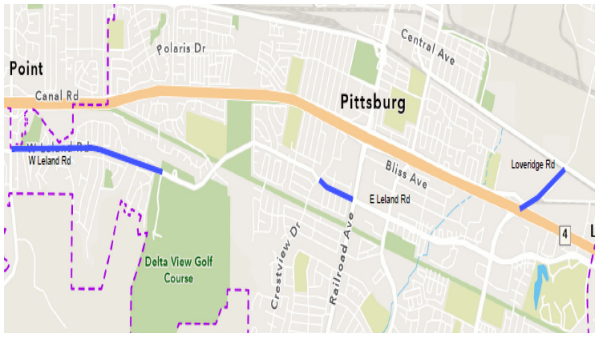
Supplemental Information:

This project will impact O&M and requires coordination with maintenance staff. Project funding is tentative pending Measure J funds availability.

PROJECT FINANCING		CURRENT		PROPOSED					
PROJECT EXPENDITURES		**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
1101	**Staff Time**		$ 15,000			$ 7,000		$ 7,000	**$ 29,000**
2122	**Design**		$ 40,688						**$ 40,688**
2281	**Construction**	$ 2,320	$ 106,992			$ 86,000		$ 86,000	**$ 281,312**
2372	**Administrative Overhead**		$ 15,000			$ 7,000		$ 7,000	**$ 29,000**
TOTAL		**$ 2,320**	**$ 177,680**			**$ 100,000**		**$ 100,000**	**$ 380,000**
PROJECT FUNDING		**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
204	**Measure J**	$ 130,000	$ 50,000	$ -	$ 50,000	$ 50,000	$ 50,000	$ 50,000	**$ 380,000**
TOTAL		**$ 130,000**	**$ 50,000**		**$ 50,000**	**$ 50,000**	**$ 50,000**	**$ 50,000**	**$ 380,000**

Project Title: **Project #:**

(OBAG II) Pavement Improvement 2231



Project Category:	Streets
Location:	W. Leland Rd and Loveridge Rd
Project Manager:	G. Piña
Project Priority:	1C – Essential
Project Status:	Construction
Est. Completion Date:	2024/25

Description/Justification:

The limits of work include Loveridge Road from California Avenue to Pittsburg-Antioch Highway, West Leland Road from Broadway Avenue to Serrano Way, West Leland Road from Crestview Drive to Railroad Avenue, and West Leland Road from Bailey Road to John Henry Johnson Parkway. This project will use a variety of pavement management techniques as appropriate to extend the useful life of the roadway as well as concrete work to upgrade ramps to current ADA standard regulations.

Supplemental Information:

In September 2021, the City was awarded OBAG II grant funding for this project in the amount of $2,410,000.

PROJECT FINANCING		CURRENT		PROPOSED					
PROJECT EXPENDITURES		**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
1101	**Staff Time**	$ 10,000	$ 35,000	$ 30,000					**$ 75,000**
2122	**Design**	$ 442,500	$ 2,500						**$ 445,000**
2281	**Construction**		$ 1,894,650	$ 1,860,350					**$ 3,755,000**
2372	**Administrative Overhead**	$ 10,000	$ 35,000	$ 30,000					**$ 75,000**
TOTAL		**$ 462,500**	**$ 1,967,150**	**$ 1,920,350**					**$ 4,350,000**
PROJECT FUNDING		**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
	Federal/State Funding	$2,410,000							**$ 2,410,000**
328	**RMRA**	$1,940,000							**$ 1,940,000**
TOTAL		$4,350,000							**$ 4,350,000**

Project Title: **Project #:**

Annual Citywide Striping and Signage 2242

Project Category:	Streets
Location:	Citywide
Project Manager:	N. Phan
Project Priority:	1E – Essential
Project Status:	On-going
Est. Completion Date:	Continuous

Description/Justification:

This project will provide funding to complete new installation or provide upgrades to signing and striping improvements or removal and replacement of existing signing and striping at locations Citywide. Priority for locations will be determined by the Public Works and Engineering Departments.

Supplemental Information:

The funds from FY 2023/24 will be utilized to implement the installation, removal, and replacement of signing and striping improvements at fourteen (14) schools in the City. All schools are to be updated to the current California Manual on Traffic Control Devices (MUTCD) standards.

See below for project locations:

PROJECT FINANCING	CURRENT		PROPOSED					
PROJECT EXPENDITURES	**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
1101 **Staff Time**		$ 17,000	$ 18,000	$ 5,000	$ 5,000	$ 5,000	$ 5,000	**$ 55,000**
2281 **Construction**			$ 157,159	$ 45,000	$ 45,000	$ 45,000	$ 45,000	**$ 337,159**
2372 **Administrative Overhead**		$ 17,000	$ 18,000	$ 5,000	$ 5,000	$ 5,000	$ 5,000	**$ 55,000**
TOTAL		**$ 34,000**	**$ 193,159**	**$ 55,000**	**$ 55,000**	**$ 55,000**	**$ 55,000**	**$ 447,159**
PROJECT FUNDING	**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
203 **HUTA**	$ 147,159	$ 50,000	$ 50,000	$ 50,000	$ 50,000	$ 50,000	$ 50,000	**$ 447,159**
TOTAL	**$ 147,159**	**$ 50,000**	**$ 50,000**	**$ 50,000**	**$ 50,000**	**$ 50,000**	**$ 50,000**	**$ 447,159**

Project Title: **Project #:**

Citywide Sidewalk Repair 2244

Project Category:	Streets
Location:	Citywide
Project Manager:	S. Reese
Project Priority:	2H – Required
Project Status:	Preliminary
Est. Completion Date:	2026/27

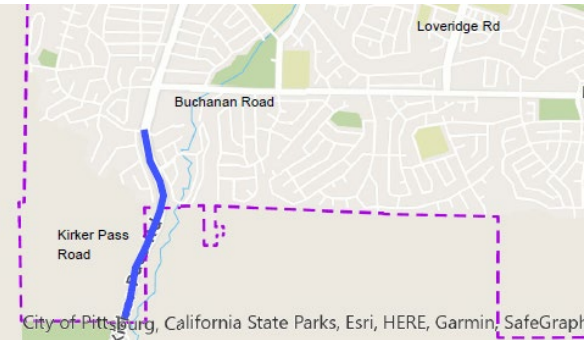
Description/Justification:
This project will repair damaged sidewalks at multiple locations throughout the city of Pittsburg. Priority of locations will be determined by the Public Works and Engineering Departments.

Supplemental Information:
None

PROJECT FINANCING	CURRENT		PROPOSED					
PROJECT EXPENDITURES	**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
1101 **Staff Time**			$ 15,000	$ 10,000	$ 10,000			**$ 35,000**
2281 **Construction**			$ 115,500	$ 100,000	$ 85,300			**$ 300,800**
2372 **Administrative Overhead**			$ 15,000	$ 10,000	$ 10,000			**$ 35,000**
TOTAL			**$ 145,500**	**$ 120,000**	**$ 105,300**			**$ 370,800**
PROJECT FUNDING	**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
Measure M Surplus		$ 170,800	$ 100,000	$ 100,000				**$ 370,800**
TOTAL		**$170,800**	**$ 100,000**	**$ 100,000**				**$ 370,800**

Project Title: **Project #:**

Kirker Pass Road Rehabilitation 2608



Project Category:	Streets
Location:	Kirker Pass Rd
Project Manager:	D. Johnson
Project Priority:	1A – Essential
Project Status:	Construction
Est. Completion Date:	2024/25

Description/Justification:

This project is located on Kirker Pass Road between Buchannan Road and Nortonville Road. The project scope will include the City and County portions of Kirker Pass Road. This project will apply resurfacing to Kirker Pass Road to extend the useful life of the street. Existing roadway striping will be replaced as is.

Supplemental Information:

An agreement between the City of Pittsburg and Contra Costa County was approved and authorized for the Kirker Pass Surface Treatment Project.

PROJECT FINANCING	CURRENT		PROPOSED					
PROJECT EXPENDITURES	**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
1101 **Staff Time**		$ 5,000	$ 10,000					**$ 15,000**
2281 **Construction**		$ 78,000	$ 502,000					**$ 580,000**
2372 **Administrative Overhead**		$ 5,000	$ 10,000					**$ 15,000**
TOTAL		**$ 88,000**	**$ 522,000**					**$ 610,000**
PROJECT FUNDING	**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
110 **General Fund**	$ 233,000							**$ 233,000**
203 **HUTA**	$ 92,000	$ 36,171						**$ 128,171**
111 **Measure M**	$ 248,829							**$ 248,829**
TOTAL	**$ 573,829**	**$ 36,171**						**$ 610,000**

Project Title: **Project #:**

James Donlon Boulevard Extension 3015

Project Category:	Street
Location:	James Donlon Blvd from the future terminus in Sky Ranch to Kirker Pass Rd
Project Manager:	J. Samuelson
Project Priority:	2G - Required
Project Status:	Design
Est. Completion Date:	2028/29

Description/Justification:

This project will cover design and construction of an additional east-west connection between East and Central County by extending James Donlon Boulevard from its future terminus in Sky Ranch to Kirker Pass Road. The new roadway, formerly known as the Buchanan Road Bypass, will relieve congestion and other future travel demand on Buchanan Road.

Supplemental Information:

This project has been identified as a priority project for East Contra Costa Regional Fee and Financing Authority (ECCRFFA) up to 68% of the total project costs. This project is located outside of the current Pittsburg city limits.

PROJECT FINANCING		CURRENT		PROPOSED					
PROJECT EXPENDITURES		**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
1101	**Staff Time**	$ 59,000						$ 180,000	**$ 239,000**
2122		$ 2,650,600						$ 11,810,000	**$ 14,460,600**
2281	**Construction**							$ 317,000,000	**$ 317,000,000**
2372	**Administrative Overhead**	$ 59,000						$ 180,000	**$ 239,000**
TOTAL		**$ 2,768,600**						**$ 329,170,000**	**$ 331,938,600**
PROJECT FUNDING		**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
303	**LTMF**	$ 1,929,074						$ 1,888,000	**$ 3,817,074**
307	**PRTMF**	$ 656,373							**$ 656,373**
	ECCRFFA	$ 4,000,000						$ 68,000,000	**$ 72,000,000**
	Development							$ 14,220,000	**$ 14,220,000**
	Unfunded							$ 241,245,153	**$ 241,245,153**
TOTAL		**$ 6,585,447**						**$ 325,353,153**	**$ 331,938,600**

Project Title: **Project #:**

West Leland Road Extension Phase II — 3038

Project Category:	Streets
Location:	W. Leland Rd
Project Manager:	M. Mena
Project Priority:	2F – Required
Project Status:	Preliminary
Est. Completion Date:	2028/29

Description/Justification:

This project will extend West Leland Road from Santa Teresa Drive to Avila Road. The new road will be 4 lanes with a raised median and sidewalks. The project will accommodate bicycle facilities where appropriate.

Supplemental Information:

None

PROJECT FINANCING	CURRENT		PROPOSED					
PROJECT EXPENDITURES	**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
1101 **Staff Time**							$ 1,530,000	**$ 1,530,000**
2122 **Design**							$ 2,760,000	**$ 2,760,000**
2281 **Construction**							$ 27,560,000	**$ 27,560,000**
2372 **Administrative Overhead**							$ 1,530,000	**$ 1,530,000**
TOTAL							**$ 33,380,000**	**$ 33,380,000**
PROJECT FUNDING	**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
Unfunded						$ 33,380,000		**$ 33,380,000**
TOTAL						**$ 33,380,000**		**$ 33,380,000**

Project Title: **Project #:**

Annual Citywide Fence/Soundwall Repairs 3332

Project Category:	Streets
Location:	Citywide
Project Manager:	M. Mena
Project Priority:	2H – Required
Project Status:	Ongoing
Est. Completion Date:	Continuous

Description/Justification:

This project will be determined based on Staff input. The project will maintain ongoing City-owned fences and soundwalls repairs and replacements.

Supplemental Information:

None

PROJECT FINANCING		CURRENT		PROPOSED					
PROJECT EXPENDITURES		**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
1101	**Staff Time**	$300		$5,000	$5,000	$5,000	$5,000	$5,000	**$ 25,300**
2281	**Construction**	$53,800	$47,600	$245,000	$65,000	$65,000	$65,000	$63,000	**$ 604,400**
2372	**Administrative Overhead**	$300		$5,000	$5,000	$5,000	$5,000	$5,000	**$ 25,300**
TOTAL		**$ 54,400**	**$ 47,600**	**$ 255,000**	**$ 75,000**	**$ 75,000**	**$ 75,000**	**$ 73,000**	**$ 655,000**
PROJECT FUNDING		**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
203	**HUTA**	$50,000	$75,000	$75,000	$75,000	$75,000	$75,000	$75,000	**$ 500,000**
204	**Measure J**	$155,000							**$ 155,000**
TOTAL		**$ 205,000**	**$ 75,000**	**$ 75,000**	**$ 75,000**	**$ 75,000**	**$ 75,000**	**$ 75,000**	**$ 655,000**

Project Title: **Project #:**

2024/25 CDBG ADA Curb Ramp Installation Project 4077

Project Category:	Streets
Location:	Various locations around the City
Project Manager:	S. Reese
Project Priority:	1C – Essential
Project Status:	New
Est. Completion Date:	2024/25

Description/Justification:

This project is for the construction of multiple curb ramps where there were none or out of ADA compliance ramps in various neighborhoods.

Supplemental Information:

Funding Source: HUD CDBG Grant.

PROJECT FINANCING	CURRENT		PROPOSED					
PROJECT EXPENDITURES	**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
1101 **Staff Time**			$ 15,000					**$ 15,000**
2281 **Construction**			$ 243,938					**$ 243,938**
2372 **Administrative Overhead**			$ 15,000					**$ 15,000**
TOTAL			**$ 273,938**					**$ 273,938**
PROJECT FUNDING	**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
233 **CDBG**			$ 273,938					**$ 273,938**
TOTAL			**$ 273,938**					**$ 273,938**

Project Title: **Project #:**

Linscheid Drive Traffic Calming 4079

Project Category:	Streets
Location:	Intersection of Linscheid Dr, Ramona St, Madoline St
Project Manager:	K. Labao
Project Priority:	2G – Required
Project Status:	Preliminary
Est. Completion Date:	2025/26

Description/Justification:

The project limits include the intersection of Linscheid Drive, Ramona Street, and Madoline Street, and its approaches. The existing intersection is too wide to properly channel traffic and invites motorists to drive on the wrong side of the road when cutting corners to make a turn. The project will include the installation of two roundabouts at Linscheid Drive/Ramona Street and Linscheid Drive/Madoline Street and provide.

Supplemental Information:

The city will pursue grant funding from CDBG for FY 2025/26 to complete construction.

PROJECT FINANCING		CURRENT		PROPOSED					
PROJECT EXPENDITURES		**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
1101	**Staff Time**			$ 20,000	$ 2,000				**$ 22,000**
2122	**Design**			$ 46,000					**$ 46,000**
2281	**Construction**			$ 116,184	$ 53,816				**$ 170,000**
2372	**Administrative Overhead**			$ 20,000	$ 2,000				**$ 22,000**
TOTAL				**$ 202,184**	**$ 57,816**				**$ 260,000**
PROJECT FUNDING		**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
233	**CDBG**			$ 202,184					**$ 202,184**
	Unfunded				$ 57,816				**$ 57,816**
TOTAL				**$ 202,184**	**$ 57,816**				**$ 260,000**

Project Title: **Project #:**

Zone 4 Pavement Management — TBD

Project Category:	Streets
Location:	Maintenance Zone 4
Project Manager:	S. Reese
Project Priority:	1E - Essential
Project Status:	New
Est. Completion Date:	2025/26

Description/Justification:

The City of Pittsburg has divided its pavement management plan into 10 zones. The project will use a variety of pavement management techniques such as pavement overlay, reconstruction, micro-surfacing, cape seal, patch paving, base failure repairs, and crack sealing.

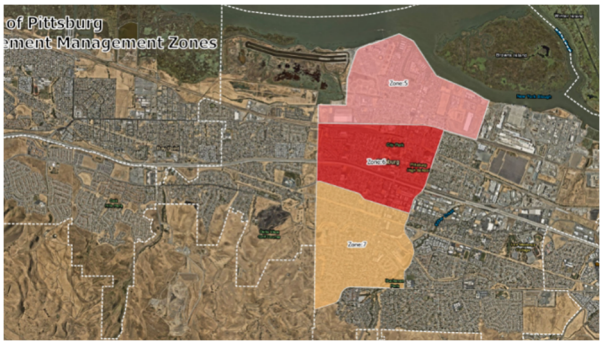
Supplemental Information:

Due to lack of funding, rehabilitation of maintenance Zone 4 will take more than 1 year. General Funds from project 3122 will be allocated to this project due to the construction cost.

PROJECT FINANCING		CURRENT		PROPOSED					
PROJECT EXPENDITURES		**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
1101	**Staff Time**			$ 40,000	$ 20,000				**$ 60,000**
2281	**Construction**			$ 3,770,000	$ 1,000,000				**$ 4,770,000**
2372	**Administrative Overhead**			$ 40,000	$ 20,000				**$ 60,000**
TOTAL				**$ 3,850,000**	**$ 1,040,000**				**$ 4,890,000**
PROJECT FUNDING		**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
110	**General Fund**		$ 436,051						**$ 436,051**
	Measure M Surplus			$ 500,000					**$ 500,000**
111	**Measure M**			$ 650,000					**$ 650,000**
203	**HUTA**			$ 800,000					**$ 800,000**
228	**RMRA**			$ 1,900,000	$ 603,949				**$ 2,503,949**
TOTAL			**$ 436,051**	**$ 3,850,000**	**$ 603,949**				**$ 4,890,000**

Project Title: **Project #:**

Pavement Management Program — TBD



Project Category:	Streets
Location:	Maintenance Zone 7, 6, and 5
Project Manager:	S. Reese
Project Priority:	1E - Essential
Project Status:	New
Est. Completion Date:	2028/29

Description/Justification:

The City of Pittsburg has divided its pavement management plan into 10 zones. The project will use a variety of pavement management techniques such as pavement overlay, reconstruction, micro-surfacing, cape seal, patch paving, base failure repairs, and crack sealing.

Supplemental Information:

Zone 7 will be broken in two Phases. Phase 1 is expected to take place in Summer 2026 and Phase 2 summer 2027. Zone 6 will be implemented in Summer 2028, and Zone 5 will be summer 2029.

PROJECT FINANCING		CURRENT		PROPOSED					
PROJECT EXPENDITURES		**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
1101	**Staff Time**				$ 60,000	$ 60,000	$ 60,000	$ 60,000	**$ 240,000**
2281	**Construction**				$ 2,990,000	$ 3,697,000	$ 4,363,000	$ 4,030,000	**$ 15,080,000**
2372	**Administrative Overhead**				$ 60,000	$ 60,000	$ 60,000	$ 60,000	**$ 240,000**
TOTAL					**$ 3,110,000**	**$ 3,817,000**	**$ 4,483,000**	**$ 4,150,000**	**$ 15,560,000**
PROJECT FUNDING		**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
110	**General Fund**				$ 500,000	$ 500,000	$ 500,000	$ 500,000	**$ 2,000,000**
204	**Measure J**				$ 300,000	$ 300,000	$ 300,000	$ 300,000	**$ 1,200,000**
111	**Measure M**				$ 650,000	$ 650,000	$ 650,000	$ 650,000	**$ 2,600,000**
203	**HUTA**				$ 800,000	$ 800,000	$ 800,000	$ 800,000	**$ 3,200,000**
228	**RMRA**				$ 860,000	$ 1,567,000	$ 2,233,000	$ 1,900,000	**$ 6,560,000**
TOTAL					**$ 3,110,000**	**$ 3,817,000**	**$ 4,483,000**	**$ 4,150,000**	**$ 13,560,000**

Project Title: **Project #:**

Loveridge Road Frontage Improvements — TBD

Project Category:	Streets
Location:	West Side of Loveridge Road From Pittsburg-Antioch Highway to BNSF railroad tracks
Project Manager:	J. Longway
Project Priority:	2F - Required
Project Status:	New
Est. Completion Date:	2026/27

Description/Justification:

The Project includes the installation of frontage improvements along the west side of Loveridge Road from Pittsburg-Antioch Highway, northward to the BNSF railroad tracks. Frontage improvements include sidewalk, curb, gutter, landscaping, and green stormwater infrastructure features such as bioretention planters.

Supplemental Information:

A portion of the frontage improvements are obligated to be constructed by development project adjacent to the right of way. Additional frontage enhancements will help meet the City's stormwater obligation to mitigate PCBs deposited from old industrial uses.

Funding Sources:

Developer obligation to finance frontage improvements. Stormwater enhancements to be financed with EPA Water Quality Improvement Fund (WQIF) grant funds.

PROJECT FINANCING	CURRENT		PROPOSED					
PROJECT EXPENDITURES	**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
1101 **Staff Time**					$ 145,000			**$ 145,000**
2122 **Design**					$ 20,000			**$ 20,000**
2281 **Construction**					$ 1,300,000			**$ 1,300,000**
2372 **Administrative Overhead**					$ 145,000			**$ 145,000**
TOTAL					**$ 1,610,000**			**$ 1,610,000**
PROJECT FUNDING	**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
Unfunded					$ 300,000			**$ 300,000**
Development					$ 1,310,000			**$ 1,310,000**
TOTAL					**$ 1,610,000**			**$ 1,610,000**

City of Pittsburg
California

CAPITAL IMPROVEMENT PROGRAM
SIGNAL PROJECTS

2024/25 - 2028/29

Project Title: **Project #:**

(HSIP 9) Citywide Traffic Signal Improvements 2227

Project Category:	Signal
Location:	Citywide
Project Manager:	K. Labao
Project Priority:	1A – Essential
Project Status:	Construction
Est. Completion Date:	2024/25

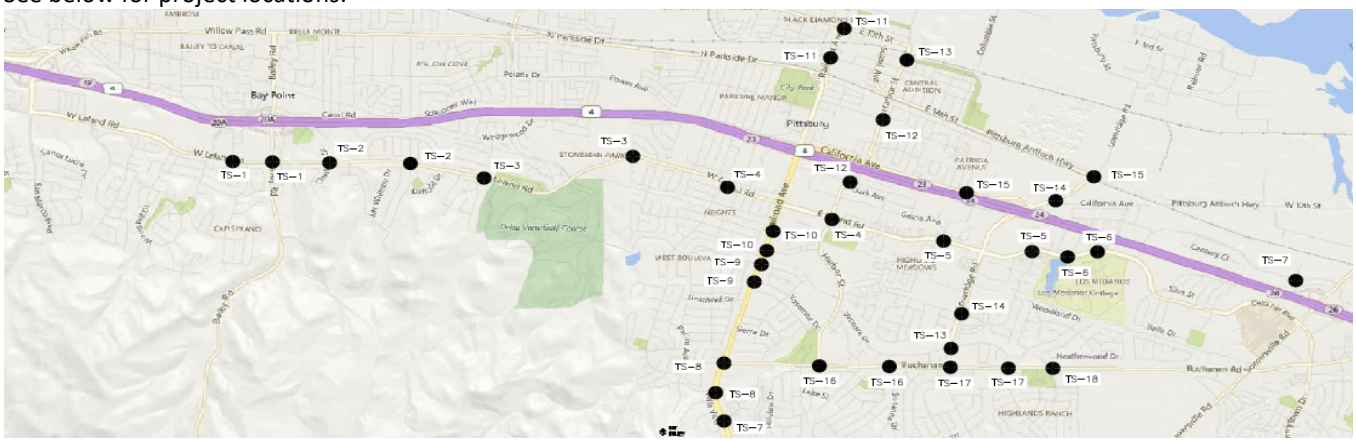
Description/Justification:

This project will improve the traffic signal hardware at 35 signalized intersections citywide. Improvements include, but is not limited to, the replacement and/or installation of signal heads, lenses, pedestrian heads, push buttons, visors, backplates, retroreflective borders, controllers, cabinets, battery backup systems, and modems as well as minor improvements to signal timing.

Supplemental Information:

Funding Sources: Local Highway Safety Improvement Program (HSIP) Cycle 9 Federal Funds.

See below for project locations:



PROJECT FINANCING		CURRENT		PROPOSED					
PROJECT EXPENDITURES		**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
1101	**Staff Time**	$ 32,100	$ 12,000	$ 6,160					**$ 50,260**
2122	**Design**	$ 126,600							**$ 126,600**
2281	**Construction**	$ 118,400	$ 662,740	$ 262,740					**$ 1,043,880**
2372	**Administrative Overhead**	$ 32,100	$ 12,000	$ 6,160					**$ 50,260**
TOTAL		**$ 309,200**	**$ 686,740**	**$ 275,060**					**$ 1,271,000**

PROJECT FUNDING		**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
110	**General Fund**	$ 161,000							**$ 161,000**
	Federal/State Funding	$ 1,065,600							**$ 1,065,600**
228	**RMRA**	$ 44,400							**$ 44,400**
TOTAL		**$ 1,271,000**							**$ 1,271,000**

Project Title: **Project #:**

Countywide Smart Signals 2243

Project Category:	Signal
Location:	Approx. 30 intersections total – Buchanan, W. Leland Rd & Railroad Ave
Project Manager:	N. Phan
Project Priority:	2G – Required
Project Status:	Preliminary
Est. Completion Date:	2025/26

Description/Justification:

This project is expected to result in innovative upgrades to traffic signals and intersections on the regional routes of significance within the City of Pittsburg. Many of the City's existing traffic signals lack communication technology, which makes traffic signal synchronization and coordination between signals along local roads challenging. Thirty (30) signals have been identified to be part of the project. The Smart Signals will enable the City of Pittsburg's signals to be upgraded to a smart signal system that will enable the implementation of improvements such as signal interconnect and synchronization to optimize traffic flow and reduce congestion; prioritize transit & emergency vehicles; use video detection and analytics to proactively identify 'near miss" situations and report those back to traffic management center.

Supplemental Information:

CCTA is the recipient of Metropolitan Transportation Commission (MTC's) One Bay Area Cycle 3 funds for the design, construction, and deployment of the project.

PROJECT FINANCING		CURRENT		PROPOSED					
PROJECT EXPENDITURES	**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
1101 **Staff Time**			$ 10,000	$ 10,000				**$ 20,000**
2122 **Design**		$ 1,320						
2281 **Construction**				$ 1,312,724				**$ 1,312,724**
2372 **Administrative Overhead**			$ 10,000	$ 10,000				**$ 20,000**
TOTAL		**$ 1,320**	**$ 20,000**	**$ 1,322,724**				**$ 1,332,724**
PROJECT FUNDING	**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
Federal/State Funding		$ 1,179,890						**$ 1,179,890**
203 **HUTA**		$ 152,834						**$ 152,834**
TOTAL		**$ 1,332,724**						**$ 1,332,724**

Project Title: **Project #:**

Pittsburg Center Smart City Pilot 2314

Project Category:	Signal
Location:	¼ Mile radius surrounding the Pittsburg Center Bart Station
Project Manager:	N. Phan
Project Priority:	2G – Required
Project Status:	Preliminary
Est. Completion Date:	2026/27

Description/Justification:

This project consists of implementing smart city technologies ¼ mile transportation grid surrounding the Pittsburg Center BART station with connected technologies such as adaptive streetlights, connected traffic signals, and digital and static wayfinding signage. These upgrades will help encourage transit use, encourage walking and bicycling by creating safer and more complete streets, alleviate traffic, and attract local businesses.

Supplemental Information:

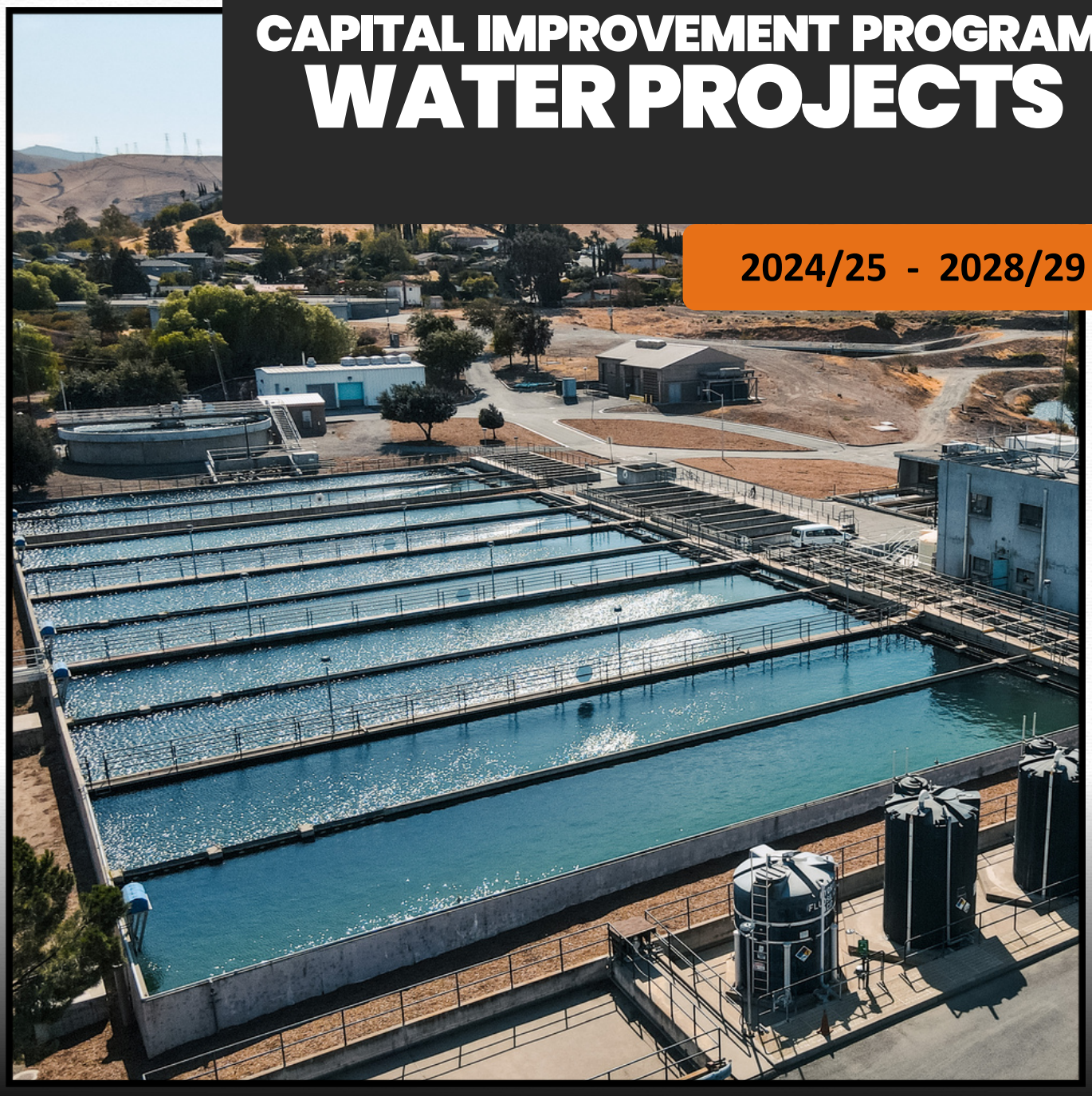
Federal/State Funding – Community Project Funding /Congressionally Directed Spending (CPFCDS – Earmark) Cycle 1 (2022).

PROJECT FINANCING		CURRENT		PROPOSED					
PROJECT EXPENDITURES	**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
1101 **Staff Time**			$ 10,000	$ 15,000	$ 27,500			**$ 52,500**
2122 **Design**				$ 144,000				**$ 144,000**
2281 **Construction**				$ 500,000	$ 451,000			**$ 951,000**
2372 **Administrative Overhead**			$ 10,000	$ 15,000	$ 27,500			**$ 52,500**
TOTAL			**$ 20,000**	**$ 674,000**	**$ 506,000**			**$ 1,200,000**
PROJECT FUNDING	**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
Federal/State Funding		$ 1,200,000						**$ 1,200,000**
TOTAL		**$ 1,200,000**						**$ 1,200,000**

City of Pittsburg
California

CAPITAL IMPROVEMENT PROGRAM
WATER PROJECTS

2024/25 - 2028/29



Project Title: **Project #:**

Water System Reliability (Cabrillo Place Waterline) 5006

Project Category:	Water
Location:	Crestview Ave to Stoneman Reservoir
Project Manager:	A. Ruiz
Project Priority:	2H – Required
Project Status:	Design
Est. Completion Date:	2025/26

Description/Justification:

This project will improve system reliability for Zone 2 and Zone 3 customers by looping systems (Buchanan Pump Station & Brookside Drive) or based on an urgent need/chronic problem identified by Public Works.

Supplemental Information:

The Cabrillo Place Waterline project, Phase 1B of the Water System Reliability Project, is the final stage of this initiative. The project involves several critical components aimed at enhancing the water infrastructure in the area.
This includes the installation of a new water main, fire hydrants, and services along Alta Vista Circle and Sunnyhill Way. In addition, this project will include the abandonment of the plagued water main running between residential homes in the Top of the Woodlands and Woodland Hills Unit 3 Subdivisions. This final phase is crucial for ensuring a reliable and efficient water system, addressing both current needs and future demands of the community.

PROJECT FINANCING	CURRENT		PROPOSED					
PROJECT EXPENDITURES	**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
1101 **Staff Time**	$ 31,926	$ 10,906	$ 20,000	$ 5,000				**$ 67,832**
2122 **Design**	$ 133,707	$ 93,513	$ 60,780					**$ 288,000**
2281 **Construction**	$ 114,510		$ 1,200,000	$ 324,937				**$ 1,639,447**
2372 **Administrative Overhead**	$ 21,732	$ 10,906	$ 20,000	$ 5,000				**$ 57,638**
TOTAL	**$ 301,875**	**$ 115,325**	**$ 1,300,780**	**$ 334,937**				**$ 2,052,916**
PROJECT FUNDING	**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
501 **Water Operations Fund**	$ 800,000		$ 1,252,916					**$ 2,052,916**
TOTAL	**$ 800,000**		**$ 1,252,916**					**$ 2,052,916**

Project Title: **Project #:**

Highlands Ranch Tank Improvements 5007

Project Category:	Water
Location:	Highlands Ranch at the end of Ventura Drive
Project Manager:	A. Ruiz
Project Priority:	2H – Required
Project Status:	Design
Est. Completion Date:	2024/25

Description/Justification:

Highlands Ranch Tank is a 1MG Steel On-Grade tank and has been operated and maintained by the City of Pittsburg since 1999. Based on a recent assessment made in October 2021, it is recommended that several improvements should be made to prevent further erosion/damage to the tank. The scope includes but is not limited to installing a new cathodic protection system, new interior coating system, and the installation of new 12-inch vents. JDH Corrosion Consultants conducted a coating condition assessment on August 25, 2022.

Supplemental Information:

It is recommended that exterior surface of the tank be reinspected and reevaluated for any needed remedial repairs in five (5) years and that the City cleans the tank every three (3) years in accordance with American Water Works Association M42.

PROJECT FINANCING		CURRENT		PROPOSED					
PROJECT EXPENDITURES		**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
1101	**Staff Time**	$ 4,783	$ 691	$ 10,000					**$ 15,474**
2122	**Design**	$ 32,622							**$ 32,622**
2281	**Construction**			$ 542,485					**$ 542,485**
2372	**Administrative Overhead**	$ 4,419		$ 10,000					**$ 14,419**
TOTAL		**$ 41,824**	**$ 691**	**$ 562,485**					**$ 605,000**
PROJECT FUNDING		**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
501	**Water Operations Fund**	$ 450,000	$ 155,000						**$ 605,000**
TOTAL		**$ 450,000**	**$ 155,000**						**$ 605,000**

Project Title: **Project #:**

Water Treatment Plant Reservoir Control Panel & PLC Replacement 5009

Project Category:	Water
Location:	Water Treatment Plant
Project Manager:	D. Johnson
Project Priority:	1A – Essential
Project Status:	Construction
Est. Completion Date:	2024/25

Description/Justification:

This project will replace the outdated programmable logic controllers (PLC), modules and communication network to the raw water and light-level pump stations, treated water reservoirs, electrical room, and the filter control consoles. Most of the existing control system that is installed at the City's Water Treatment Plant (WTP) is obsolete and is no longer supported.

Supplemental Information:

None

PROJECT FINANCING	CURRENT		PROPOSED					
PROJECT EXPENDITURES	**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
1101 **Staff Time**		$ 12,000	$ 2,500					**$ 14,500**
2122 **Design**	$ 96,000							**$ 96,000**
2281 **Construction**	$ 67,300		$ 128,000					**$ 195,300**
2372 **Administrative Overhead**		$ 12,000	$ 2,500					**$ 14,500**
TOTAL	**$ 163,300**	**$ 24,000**	**$ 133,000**					**$ 320,300**
PROJECT FUNDING	**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
501 **Water Operations Fund**	$ 450,000							**$ 450,000**
TOTAL	**$ 450,000**							**$ 450,000**

Project Title: **Project #:**

Water Treatment Plant Capital Repairs and Improvements 5065

Project Category:	Water
Location:	Water Treatment Plant
Project Manager:	J. Moser
Project Priority:	2H - Required
Project Status:	Ongoing
Est. Completion Date:	Continuous

Description/Justification:

The project will provide upgrades and repairs at the Water Treatment Plant (WTP) and other water distribution facilities as identified by the WTP staff annually.

Supplemental Information:

For FY 2024/25, this project will replace two aging pumps at the Water Treatment Plant. The raw water and clear well pumps are 70 and 53 years old, respectively. These pumps are no longer cost effective to operate and have reached the end of their useful life.

PROJECT FINANCING	CURRENT		PROPOSED					
PROJECT EXPENDITURES	**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
1101 **Staff Time**	$ 1,967		$ 5,800		$ 5,000		$ 5,000	**$ 17,767**
2281 **Construction**	$ 18,852		$ 189,916		$ 140,000		$ 140,000	**$ 488,768**
2372 **Administrative Overhead**	$ 2,665		$ 5,800		$ 5,000		$ 5,000	**$ 18,465**
TOTAL	**$ 23,484**		**$ 201,516**		**$ 150,000**		**$ 150,000**	**$ 525,000**
PROJECT FUNDING	**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
501 **Water Operations Fund**	$ 150,000	$ 75,000	$ 75,000	$ 75,000	$ 75,000	$ 75,000	$ 75,000	**$ 600,000**
TOTAL	**$ 150,000**	**$ 75,000**	**$ 75,000**	**$ 75,000**	**$ 75,000**	**$ 75,000**	**$ 75,000**	**$ 600,000**

Project Title: **Project #:**

Water Treatment Plant Filtration Improvements & Hypochlorite Conversion 5067

Project Category:	Water
Location:	Water Treatment Plant
Project Manager:	D. Johnson
Project Priority:	1A – Essential
Project Status:	Construction
Est. Completion Date:	2027/28

Description/Justification:

The City of Pittsburg's (City) Water Treatment Plant (WTP) was originally constructed in the 1950's. Upgrades to the facilities were conducted in the 1970s with major upgrades in the 1980's. To produce potable water, the facility uses pre-oxidation with chlorine dioxide, disinfection (with chlorine gas as the primary disinfectant), coagulation, flocculation, dual media filtration, post-filtration chemical conditioning, treated water pumping to onsite storage, and transfer to customer demands either by gravity from two treated water reservoirs or further pumping to higher pressure zones. However, over the last five years, City staff, with consultant assistance, determined that the WTP filtration system had deteriorated significantly and that reconstruction in place was neither cost effective nor prudent. Thus, the City concluded, with expert consultant assistance, to provide further upgrades to the aging WTP infrastructure.

The Project will improve the water quality and continue to serve the demands of the City of Pittsburg's residential, commercial, or industrial customers. It includes installation of six new water filters, conversion of an existing gaseous chlorine system to liquid hypochlorite (bleach) and upgrades to filter effluent pumping and buried WTP infrastructure.

Supplemental Information:

Water revenue bonds were sold in 2022 of a not to exceed funding allocation of $50,000,000 to finance improvements covered by this project.

PROJECT FINANCING		CURRENT		PROPOSED					
PROJECT EXPENDITURES		**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
1101	**Staff Time**	$ 5,000	$ 47,000	$ 18,000	$ 22,000	$ 22,000	$ 15,000		**$ 129,000**
2122	**Design**	$ 1,000,000	$ 2,170,000	$ 442,000					**$ 3,612,000**
2281	**Construction**			$ 13,540,000	$ 19,250,000	$ 15,250,000	$ 9,583,188		**$ 57,623,188**
2372	**Administrative Overhead**	$ 5,000	$ 47,000	$ 18,000	$ 22,000	$ 22,000	$ 15,000		**$ 129,000**
TOTAL		**$ 1,010,000**	**$ 2,264,000**	**$ 14,018,000**	**$ 19,294,000**	**$ 15,294,000**	**$ 9,613,188**		**$ 61,493,188**
PROJECT FUNDING		**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
	Water Revenue Bond (2022A)	$ 45,800,000							**$ 45,800,000**
500	**Water Revenue Bond Proceeds**		$ 1,926,000						**$ 1,926,000**
501	**Water Operations Fund**	$ 2,481,188	$ 5,560,000						**$ 8,041,188**
502	**WFR - WTP Expansion**	$ 900,000	$ 1,010,000						**$ 1,910,000**
503	**WFR - Distribution**		$ 1,988,000						**$ 1,988,000**
506	**WFR - P.S. & Reservoir**		$ 745,000						**$ 745,000**
509	**WFR - Sludge Handling**		$ 1,083,000						**$ 1,083,000**
TOTAL		**$ 49,181,188**	**$ 12,312,000**						**$ 61,493,188**

Project Title: **Project #:**

Annual Filter Media Replacement 5070

Project Category:	Water
Location:	Water Treatment Plant
Project Manager:	J. Moser
Project Priority:	2H – Required
Project Status:	Ongoing
Est. Completion Date:	Continuous

Description/Justification:

This project will perform periodic replacement of the filter media for the existing eight water filters at the City's Water Treatment Plant. Media replacement includes the removal and disposal of spent filter media and replacement with new granulated activated carbon (GAC) or anthracite, sand, and gravel.

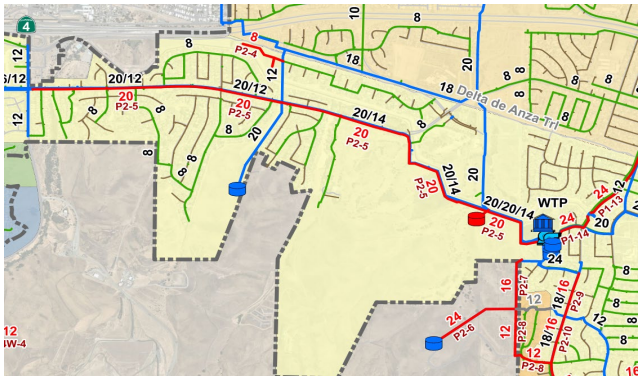
Supplemental Information:

Filter media replacement is needed every four (4) years. With the new installation of 6 new filters funding is required for operations and maintenance in subsequent years. Thus, in FY 2024/25 this project will replace (2-3) existing filters in anticipation of the new filters. The project should allocate $50,000 a year to provide for enough budget for the new filter replacement cost.

PROJECT FINANCING	CURRENT		PROPOSED					
PROJECT EXPENDITURES	**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
1101 **Staff Time**		$ 204	$ 5,000					**$ 5,204**
2281 **Construction**			$ 290,000					**$ 290,000**
2372 **Administrative Overhead**			$ 5,000					**$ 5,000**
TOTAL		**$ 204**	**$ 300,000**					**$ 300,204**
PROJECT FUNDING	**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
501 **Water Operations Fund**	$ 100,000	$ 100,000	$ 100,204	$ 50,000	$ 50,000	$ 50,000	$ 50,000	**$ 500,204**
TOTAL	**$ 100,000**	**$ 100,000**	**$ 100,204**	**$ 50,000**	**$ 50,000**	**$ 50,000**	**$ 50,000**	**$ 500,204**

Project Title: **Project #:**

20” Water Main W. Leland (WTP to SW Hills) 5071



Project Category:	Water
Location:	Between the Water Treatment Plant and Bailey Rd
Project Manager:	M. Mena
Project Priority:	2F – Required
Project Status:	Preliminary
Est. Completion Date:	2028/29

Description/Justification:

The project will provide for the installation of a new 20-inch water transmission line along West Leland Road from the Water Treatment Plant to Bailey Road. The approximately 12,370-foot waterline will serve the new developments at Southwest Hills (Draft 2022 Water System Master Plan Segment P2-5).

Supplemental Information:

None

PROJECT FINANCING	CURRENT		PROPOSED					
PROJECT EXPENDITURES	**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
1101 **Staff Time**						$ 15,000	$ 37,500	**$ 52,500**
2122 **Design**						$ 370,000		**$ 370,000**
2281 **Construction**							$ 7,000,000	**$ 7,000,000**
2372 **Administrative Overhead**						$ 15,000	$ 37,500	**$ 52,500**
TOTAL						**$ 400,000**	**$ 7,075,000**	**$ 7,475,000**
PROJECT FUNDING	**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
501 **Water Operations Fund**	$ 754,000							**$ 754,000**
507 **Water Facility Reserve Fund**	$ 1,796,000							**$ 1,796,000**
Unfunded							$ 4,925,000	**$ 4,925,000**
TOTAL	**$ 2,550,000**						**$ 4,925,000**	**$ 7,475,000**

Project Title: **Project #:**

Bella Vista / Riverview Water Consolidation Project — TBD

Project Category:	Water
Location:	Willow Pass Road
Project Manager:	J. Longway
Project Priority:	2G - Required
Project Status:	New
Est. Completion Date:	2025/26

Description/Justification:

The Bella Vista and Riverview Mobile Home parks located on Willow Pass Road will be abandoning their existing well system and construct improvements to connect to the City's potable water system.

Supplemental Information:

The State Water Resources Control Board through its Safe and Affordable Fund for Equity and Resilience ("SAFER") program will finance the design and construction of the Water Consolidation Project. The City will manage the procurement of the contractor and oversee the construction of the project as required by the SAFER program.

PROJECT FINANCING	CURRENT		PROPOSED					
PROJECT EXPENDITURES	**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
1101 **Staff Time**				$ 100,000				**$ 100,000**
2122 **Design**				$ 500,000				**$ 500,000**
2281 **Construction**				$ 1,500,000				**$ 1,500,000**
2372 **Administrative Overhead**				$ 100,000				**$ 100,000**
TOTAL				**$ 2,200,000**				**$ 2,200,000**
PROJECT FUNDING	**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
Unfunded				$ 2,200,000				**$ 2,200,000**
TOTAL				**$ 2,200,000**				**$ 2,200,000**

City of Pittsburg
California

CAPITAL IMPROVEMENT PROGRAM
SEWER PROJECTS

2024/25 - 2028/29

Project Title: **Project #:**

West Santa Fe Avenue Sewer Water Rehabilitation 5003

Project Category:	Sewer
Location:	W. 11th St. neighborhood, E. 12th St., E. 4th St, and E 5th St
Project Manager:	G. Piña
Project Priority:	2H – Required
Project Status:	Design
Est. Completion Date:	2025/26

Description/Justification:

This project will replace approximately 15,500 linear feet of water main pipe and approximately 12,000 linear feet of sewer main pipe. This project targets areas where the water and sewer systems have reached the end of their useful life and have become maintenance problems and/or do not produce adequate flow.

Supplemental Information:

None

PROJECT FINANCING	CURRENT		PROPOSED					
PROJECT EXPENDITURES	**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
1101 **Staff Time**	$ 4,315	$ 2,823	$ 62,863	$ 129,013				**$ 199,013**
2122 **Design**	$ 119,171	$ 286,406	$ 298,300					**$ 703,877**
2281 **Construction**	$ 15,933		$ 8,000,000	$ 9,527,067				**$ 17,543,000**
2372 **Administrative Overhead**	$ 3,525		$ 66,474	$ 129,013				**$ 199,012**
TOTAL	**$ 142,944**	**$ 289,229**	**$ 8,427,637**	**$ 9,785,093**				**$ 18,644,903**
PROJECT FUNDING	**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
501 **Water Operations Fund**	$ 3,400,000	$ 694,000	$ 1,000,000					**$ 5,094,000**
521 **Sewer Operations Fund**	$ 2,996,451	$ 712,079						**$ 3,708,530**
Unfunded				$ 9,842,373				**$ 9,842,373**
TOTAL	**$ 6,396,451**	**$ 1,406,079**	**$ 1,000,000**	**$ 9,842,373**				**$ 18,644,903**

Project Title: **Project #:**

Central Addition Water and Sewer Rehabilitation (Phase I) — TBD

Project Category:	Sewer
Location:	Central Addition Neighborhood
Project Manager:	M. Mena
Project Priority:	2H – Required
Project Status:	Preliminary
Est. Completion Date:	2028/29

Description/Justification:

This project will replace sewer main lines within the Central Addition neighborhood. Many of these main lines run through the backyards of the houses making them a maintenance issue.

Supplemental Information:

None

PROJECT FINANCING	CURRENT		PROPOSED					
PROJECT EXPENDITURES	**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
1101 **Staff Time**						10,000	$ 15,000	**$ 25,000**
2122 **Design**						567,000		**$ 567,000**
2281 **Construction**							$ 3,333,000	**$ 3,333,000**
2372 **Administrative Overhead**						10,000	$ 15,000	**$ 25,000**
TOTAL						**$ 587,000**	**$ 3,363,000**	**$ 3,950,000**
PROJECT FUNDING	**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
Unfunded						$ 520,000	$ 3,430,000	**$ 3,950,000**
TOTAL						**$ 520,000**	**$ 3,430,000**	**$ 3,950,000**

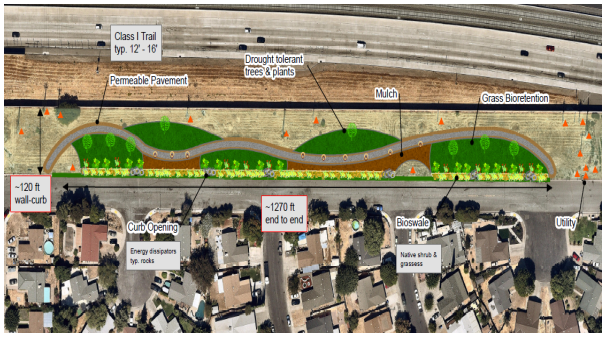
City of Pittsburg
California

CAPITAL IMPROVEMENT PROGRAM
STORM PROJECTS

2024/25 - 2028/29

Project Title: **Project #:**

Frontage Road Living Green Trail 1801



Project Category:	Storm
Location:	Frontage Road, east of Dover Way
Project Manager:	A. Peters
Project Priority:	1A – Essential
Project Status:	Construction
Est. Completion Date:	2024/25

Description/Justification:

This project will construct a Class I trail on Frontage Road from Dover Way to the end of the existing pedestrian trail at Chelsea Way. The project will also include the installation of pathway swales and bioretention features.

Supplemental Information:

Funding Sources Include: Clean California Local Grant, ARPA

PROJECT FINANCING		CURRENT		PROPOSED					
PROJECT EXPENDITURES		**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
1101	**Staff Time**	$ 5,475		$ 15,000					**$ 20,475**
2122	**Design**	$ 155,148	$ 136,925						**$ 292,073**
2281	**Construction**		$ 985,205	$ 804,873					**$ 1,790,078**
2372	**Administrative Overhead**	$ 6,620	$ 42,004	$ 15,000					**$ 63,624**
TOTAL		**$ 167,242**	**$ 1,164,135**	**$ 834,873**					$ 2,166,250
PROJECT FUNDING		**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
	Federal/State	$ 1,354,000							**$ 1,354,000**
298	**ARPA**	$ 812,250							**$ 812,250**
TOTAL		**$ 2,166,250**							$ 2,166,250

Project Title: **Project #:**

Willow Pass Storm Drain Permanent Repair 3023

Project Category:	Storm
Location:	Willow Pass Road
Project Manager:	S. Reese
Project Priority:	1C – Essential
Project Status:	Design
Est. Completion Date:	2024/25

Description/Justification:

The location of work is the north shoulder of Willow Pass Road between 701 Willow Pass Road and Nantucket Drive. During the heavy winter storms of 2023, two 60-inch reinforced concrete pipes separated at the joints at the top, causing exfiltration upwards and damaging the roadway along Willow Pass Road. An emergency temporary repair was completed to minimize damage. A permanent solution is necessary to complete the repair.

Supplemental Information:

Resolution 23-14326 allocated General Fund Reserve to Emergency Repair Projects because of the 2022/23 Winter Storm Season.

PROJECT FINANCING	CURRENT		PROPOSED					
PROJECT EXPENDITURES	**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
1101 **Staff Time**		$ 500	$ 19,500					**$ 20,000**
2122 **Design**		$ 12,470	$ 4,030					**$ 16,500**
2281 **Construction**		$ 5,437	$ 413,270					**$ 418,707**
2372 **Administrative Overhead**		$ 500	$ 19,500					**$ 20,000**
TOTAL		**$ 18,907**	**$ 456,300**					**$ 475,207**
PROJECT FUNDING	**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
110 **General Fund**		$ 800,000						**$ 800,000**
TOTAL		**$ 800,000**						**$ 800,000**

Project Title: **Project #:**

Americana Park Bypass Channel — 8336

Project Category:	Storm
Location:	East of Americana Park and south of N. Parkside Drive
Project Manager:	A. Ruiz
Project Priority:	1A – Essential
Project Status:	Construction
Est. Completion Date:	2024/25

Description/Justification:

The purpose of this project is to reduce flood hazards and mitigate stormwater overflows from the detention basin in Americana Park and North Parkside Drive.

The project includes excavating a new bypass channel from the Americana Park detention basin, south of N. Parkside Drive, eastward across the parcel of land owned by PG&E, and onto the nearby creek. Additional actions include the relocation of two waterlines (city and privately owned), replacing existing irrigation valves, and additional electrical work.

Supplemental Information:

The project will require environmental permits from USACE, SFWQCB, and CDFW. In addition, coordination will be needed with PG&E, Cal OES, and FEMA. Federal/State Funding Sources: Hazard Mitigation Grant Program (HMGP) Federal Funds.

PROJECT FINANCING		CURRENT		PROPOSED					
PROJECT EXPENDITURES		**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
1101	**Staff Time**	$ 17,200	$ 39,400	$ 8,400					**$ 65,000**
2122	**Design**	$ 294,300	$ 15,000						**$ 309,300**
2281	**Construction**	$ 81,800	$ 168,000	$ 865,578					**$ 1,115,378**
2372	**Administrative Overhead**	$ 15,000	$ 39,400	$ 10,600					**$ 65,000**
TOTAL		**$ 408,300**	**$ 261,800**	**$ 884,578**					**$ 1,554,678**
PROJECT FUNDING		**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
203	**HUTA**		$ 101,800						**$ 101,800**
298	**ARPA**		$ 103,000						**$ 103,000**
310	**IRRF**	$ 580,000	$ 30,000						**$ 610,000**
501	**Water Operations**		$ 245,000						**$ 245,000**
	Federal/State	$ 374,879							**$ 374,879**
	Other	$ 119,999							**$ 119,999**
TOTAL		**$ 1,074,878**	**$ 479,800**						**$ 1,554,678**

Project Title: **Project #:**

California Avenue Full Trash Capture Device — TBD

Project Category:	Storm
Location:	Southeastern corner of Loveridge Rd and California Ave
Project Manager:	M. Mena
Project Priority:	2H – Required
Project Status:	Preliminary
Est. Completion Date:	2026/27

Description/Justification:

This project involves the installation of a Contech CDS Unit on a 30,000 square foot parcel at the southeastern corner of Loveridge Road and California Avenue.

Supplemental Information:

This device will treat a drainage area of 819 acres of City public and private properties and 20 acres of Caltrans right of way. City will be partnering with Caltrans for their Funding Contribution Only (FCO) grant program. The initial letter of intent was submitted to Caltrans outlining the feasibility and estimated pollutant removal. The Project Initiation Report is in development with Caltrans staff. Estimated timeline: (1) Project Initiation Report to be completed and approved by Caltrans Commission in 2023, (2) Final approval for project to occur in 2024, (3) Funds to be released in 2026.

PROJECT FINANCING	CURRENT		PROPOSED					
PROJECT EXPENDITURES	**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
1101 **Staff Time**				$ 10,000	$ 15,000			**$ 25,000**
2122 **Design**				$ 350,000				**$ 350,000**
2281 **Construction**					$ 2,040,000			**$ 2,040,000**
2372 **Administrative Overhead**				$ 10,000	$ 15,000			**$ 25,000**
TOTAL				**$ 370,000**	**$ 2,070,000**			**$ 2,440,000**
PROJECT FUNDING	**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
Federal/State Funding					$ 2,040,000			**$ 2,040,000**
Unfunded				$ 400,000				**$ 400,000**
TOTAL				**$ 400,000**	**$ 2,040,000**			**$ 2,440,000**

Project Title: **Project #:**

Storm Drain Master Plan Update — TBD

Project Category:	Storm
Location:	Citywide
Project Manager:	J. Longwell
Project Priority:	3J – Goals
Project Status:	New
Est. Completion Date:	2025/26

Description/Justification:

Phase Seven of the Stormwater Management Plan was completed in July 1999. This project will update the Master Plan to ensure adequate capacity in the City's storm drainage system now and in future years as well as to meet regulatory requirements with the state relating to stormwater capture and treatment.

Supplemental Information:

The Storm Drain Master Plan is assessing the condition of the City's storm drainage system and identifying areas prone to flooding. This will create a priority project list, including cost estimates, for future capital stormwater system work.

PROJECT FINANCING	CURRENT		PROPOSED					
PROJECT EXPENDITURES	**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
1101 **Staff Time**				$ 10,000				**$ 10,000**
2122 **Design**				$ 230,000				**$ 230,000**
2372 **Administrative Overhead**				$ 10,000				**$ 10,000**
TOTAL				**$ 250,000**				**$ 250,000**
PROJECT FUNDING	**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
Unfunded				$ 250,000				**$ 250,000**
TOTAL				**$ 250,000**				**$ 250,000**

City of Pittsburg
California

CAPITAL IMPROVEMENT PROGRAM
BUILDING PROJECTS

2024/25 - 2028/29

Project Title: **Project #:**

Marina Community Center Improvements 1650

Project Category:	Building
Location:	340 Marina Blvd.
Project Manager:	K. Simonton
Project Priority:	1C – Essential
Project Status:	Ongoing
Est. Completion Date:	2024/25

Description/Justification:

This project includes the renovation of the building located at 340 Marina Boulevard into a community center.

Supplemental Information:

The Marina Community Center was closed to the public in 2002 and leased to Contra Costa County for use as a Police Training Academy for the next 20 years. Upon termination of the agreement in December 2022, at the direction of the City Council, the building is to be returned to the community to be used as a community center. Necessary improvements include, but are not limited to, the repair of the gymnasium floor, roof repair and replacement, ADA accessibility, security, furniture, technology, HVAC repair and replacement.

PROJECT FINANCING	CURRENT		PROPOSED					
PROJECT EXPENDITURES	**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
1101 **Staff Time**	$ 1,330							**$ 1,330**
2281 **Construction**	$ 505,149	$ 151,413	$ 90,803					**$ 747,365**
2372 **Administrative Overhead**	$ 1,305							**$ 1,305**
TOTAL	**$ 507,784**	**$ 151,413**	**$ 90,803**					**$ 750,000**
PROJECT FUNDING	**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
Measure M Surplus	$ 750,000							**$ 750,000**
TOTAL	**$ 750,000**							**$ 750,000**

Project Title: **Project #:**

60 Civic Building Repair — 3026

Project Category:	Building
Location:	60 Civic Ave
Project Manager:	Hilario Mata
Project Priority:	1C – Essential
Project Status:	Design
Est. Completion Date:	2024/25

Description/Justification:

Due to drought damage throughout the years, the trees along Civic Drive have experienced deterioration, causing falling of trees and branches. Due to high winds during a storm event, a 60-foot tree fell onto the Neighborhood Center at 60 Civic Drive. This was emergency work to remove the tree to protect the building from further damage.

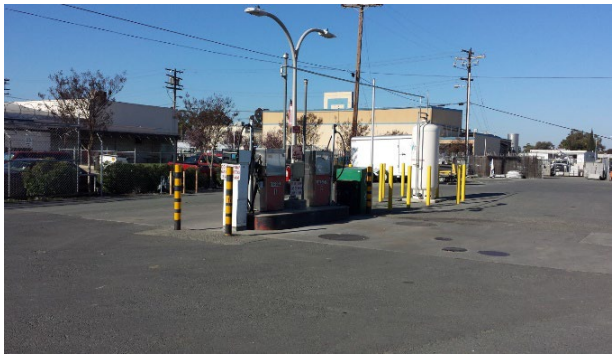
Supplemental Information:

Design of the repairs is being led by MPA.

PROJECT FINANCING	CURRENT		PROPOSED					
PROJECT EXPENDITURES	**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
1101 **Staff Time**		$ 5,000	$ 30,000					**$ 35,000**
2122 **Design**		$ 29,500						**$ 29,500**
2281 **Construction**		$ 91,000	$ 609,500					**$ 700,500**
2372 **Administrative Overhead**		$ 5,000	$ 30,000					**$ 35,000**
TOTAL		**$ 130,500**	**$ 669,500**					**$ 800,000**
PROJECT FUNDING	**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
General Fund		$ 800,000						**$ 800,000**
TOTAL		**$ 800,000**						**$ 800,000**

Project Title: **Project #:**

Corporation Yard Fueling System Replacement 3118



Project Category:	Building
Location:	Corporation Yard and Environmental Center
Project Manager:	A. Ruiz
Project Priority:	1A – Essential
Project Status:	Construction
Est. Completion Date:	2024/25

Description/Justification:

The fleet fueling system at the Corporation Yard is out of compliance per State regulatory requirements and needs major upgrades including new piping, fueling island, single wall tank replacement with above ground tanks, new dispensers, island cover and new Concrete pad. The new location of the above ground tank will be at the Environmental Center.

Supplemental Information:

None

PROJECT FINANCING	CURRENT		PROPOSED					
PROJECT EXPENDITURES	**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
1101 **Staff Time**	$ 10,845	$ 20,000	$ 22,155					**$ 53,000**
2122 **Design**	$ 291,279	$ 8,820						**$ 300,100**
2281 **Construction**	$ 104,861	$ 70,214	$ 1,336,925					**$ 1,512,000**
2372 **Administrative Overhead**	$ 10,134	$ 3,876	$ 38,990					**$ 53,000**
TOTAL	**$ 417,119**	**$ 102,911**	**$ 1,398,070**					**$ 1,918,100**
PROJECT FUNDING	**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
501 **Water Operations Fund**	$ 265,000	$ 494,100						**$ 759,100**
521 **Sewer Operations Fund**	$ 265,000	$ 494,000						**$ 759,000**
621 **Building Maintenance**	$ 400,000							**$ 400,000**
TOTAL	**$ 930,000**	**$ 988,100**						**$ 1,918,100**

Project Title: **Project #:**

California Theater Marquee & Below Stage Modification 3333

Project Category:	Building
Location:	California Theater
Project Manager:	G. Piña
Project Priority:	1E – Essential
Project Status:	Preliminary
Est. Completion Date:	2024/25

Description/Justification:

The California Theater is a historic building in Downtown Pittsburg that has undergone several needed renovations in the past few years. The project will construct a new theater marquee, dressing room, and restroom facilities at the City's California Theater.

Supplemental Information:

Funding Sources: California Natural Resources Agency Program State Grant and must be used before March 1st, 2026. Council approved Resolution 21-14033 on 12-20-21. The remaining California Natural Resources Agency Program State Grant Funds from project 3324 will be allocated to this project.

PROJECT FINANCING	CURRENT		PROPOSED					
PROJECT EXPENDITURES	**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
1101 **Staff Time**		$ 3,500	$ 16,500					**$ 20,000**
2122 **Design**		$ 4,300	$ 50,000					**$ 54,300**
2281 **Construction**		$ 144,000	$ 268,500					**$ 412,500**
2372 **Administrative Overhead**		$ 3,500	$ 16,500					**$ 20,000**
TOTAL		**$ 155,300**	**$ 351,500**					**$ 506,800**
PROJECT FUNDING	**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
Federal/State Funding	$ 400,000	$ 106,800						**$ 506,800**
TOTAL	**$ 400,000**	**$ 106,800**						**$ 506,800**

Project Title: **Project #:**

City Council Chambers Upgrade — 3334

Project Category:	Building
Location:	City Hall
Project Manager:	D. Johnson
Project Priority:	1A – Essential
Project Status:	Construction
Est. Completion Date:	2024/25

Description/Justification:

The City needs to advance its Council Chamber audiovisual broadcasting system in order to incorporate current technological standards and best practices. The upgrades will improve the in-person, remote, and hybrid meeting formats for future council and commission meetings, training sessions and other events.

Supplemental Information:

On December 21, 2021, the City Council adopted Resolution 21-14025 authorizing a total allocation of $500,000 from the Public, Education and Government (PEG) (Fund 227) for completion of the Project. This total is comprised of $245,000 from Fund 227 unallocated fund balance, an allocation of $255,000 PEG funds adopted on June 21, 2021 through Resolution 21-13942, and an allocation of $35,000 PEG funds adopted on April 3, 2023 through Resolution 23-14266.

PROJECT FINANCING		CURRENT		PROPOSED					
PROJECT EXPENDITURES		**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
1101	**Staff Time**	$ 3,720	$ 15,061	$ 3,069					**$ 21,850**
2122	**Design**	$ 25,395	$ 1,305						**$ 26,700**
2281	**Construction**	$ 1,078	$ 229,597	$ 236,675					**$ 467,350**
2372	**Administrative Overhead**	$ 965		$ 18,135					**$ 19,100**
TOTAL		**$ 31,158**	**$ 245,963**	**$ 257,879**					**$ 535,000**
PROJECT FUNDING		**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
208	**Public Education and Government**	$ 535,000							**$ 535,000**
TOTAL		**$ 535,000**							**$ 535,000**

City of Pittsburg
California

CAPITAL IMPROVEMENT PROGRAM
PARK PROJECTS

2024/25 - 2028/29

Project Title: **Project #:**

City Park Restroom Facility 1754

Project Category:	Park
Location:	City Park
Project Manager:	G. Pina
Project Priority:	1E – Priority
Project Status:	Design
Est. Completion Date:	2024/25

Description/Justification:

This project will replace the existing restrooms at City Park with two restroom facilities. The current restroom facility at City Park is outdated and could benefit from upgrading. City staff will evaluate different restroom manufactures to analyze which restroom facility includes features to best address some of the current issues being experienced at this park such as vandalism, misuse, lighting, etc.

Supplemental Information:

General Funding from Project 1753 - Buchanan Park Restroom will be allocated to this project due to the construction cost.

PROJECT FINANCING	CURRENT		PROPOSED					
PROJECT EXPENDITURES	**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
1101 **Staff Time**		$ 500	$ 47,000					**$ 47,500**
2122 **Design**		$ 5,850	$ 19,150					**$ 25,000**
2281 **Construction**			$ 1,130,000					**$ 1,130,000**
2372 **Administrative Overhead**		$ 500	$ 47,000					**$ 47,500**
TOTAL		**$ 6,850**	**$ 1,243,150**					**$ 1,250,000**
PROJECT FUNDING	**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
298 **ARPA**		$ 1,250,000						**$ 1,250,000**
TOTAL		**$ 1,250,000**						**$ 1,250,000**

Project Title: **Project #:**

Buchanan Park Pond Loop Replacement 3040

Project Category:	Parks
Location:	Buchanan Park
Project Manager:	A. Ruiz
Project Priority:	2G – Required
Project Status:	Design
Est. Completion Date:	2024/25

Description/Justification:

Buchanan Park is one of the most widely used parks in the City and features several recreational facilities. The existing path that loops around the pond has since deteriorated, with significant damage from tree roots and the nearby pond. The project will replace portions of the existing walkway around the pond, install slope protection, clear and grub, and remove the cattails in the pond.

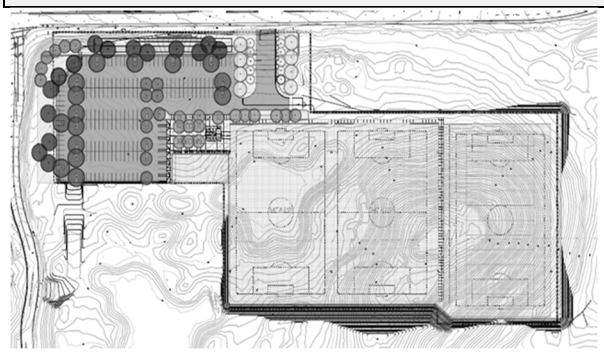
Supplemental Information:

Funding sources: Per Capita Grant Program Funds

PROJECT FINANCING	CURRENT		PROPOSED					
PROJECT EXPENDITURES	**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
1101 **Staff Time**		$ 2,000	$ 5,000					**$ 7,000**
2281 **Construction**		$ 9,000	$ 199,300					**$ 208,300**
2372 **Administrative Overhead**		$ 2,000	$ 5,000					**$ 7,000**
TOTAL		**$ 13,000**	**$ 209,300**					**$ 222,300**
PROJECT FUNDING	**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
Federal/State Funded	$ 222,300							**$ 222,300**
TOTAL	**$ 222,300**							**$ 222,300**

Project Title: **Project #:**

Pittsburg Premier Fields — 3080



Project Category:	Parks
Location:	Old Delta View Golf Course
Project Manager:	M. Mena
Project Priority:	1E – Essential
Project Status:	Design
Est. Completion Date:	2028/29

Description/Justification:

The project will feature three multi-purpose fields to serve as a regional draw for the economic benefit of residents. The design will also include sport field lighting, landscaping and irrigation, various site furnishings, a restroom building, and tree plantings. In addition, a parking lot, paved and unpaved walkways and trails circling the proposed facility, a pick-up and drop off area for passengers, landscaping and other amenities will be included within the project limits.

Supplemental Information:

PROJECT FINANCING		CURRENT		PROPOSED					
PROJECT EXPENDITURES		**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
1101	**Staff Time**		$ 49,000	$ 300,000				$ 550,000	**$ 899,000**
2122	**Design**	$ 29,200	$ 584,800	$ 30,000					**$ 644,000**
2281	**Construction**			$ 5,608,000				$ 8,527,000	**$ 14,135,000**
2372	**Administrative Overhead**			$ 300,000				$ 550,000	**$ 850,000**
TOTAL		**$ 23,344**	**$ 633,800**	**$ 6,238,000**				**$ 9,627,000**	**$ 16,528,000**
PROJECT FUNDING		**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
298	**ARPA**			$ 1,842,811					**$ 1,842,811**
110	**General Fund Surplus**		$ 1,615,000						**$ 1,615,000**
304	**Park Dedication Fund**			$ 2,263,000					**$ 2,263,000**
111	**Measure M Surplus**			$ 438,461					**$ 438,461**
	Unfunded							$ 10,368,728	**$ 10,368,728**
TOTAL			**$ 1,615,000**	**$ 4,544,272**				**$ 10,368,728**	**$ 16,528,000**

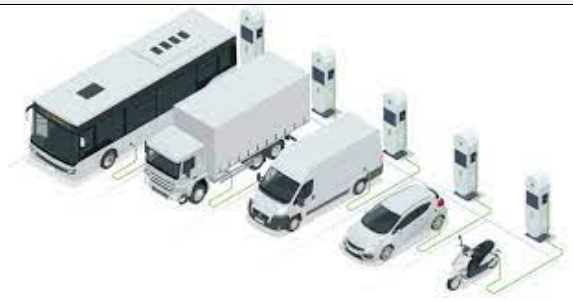
City of Pittsburg
California

CAPITAL IMPROVEMENT PROGRAM
GENERAL PROJECTS

2024/25 - 2028/29

Project Title: **Project #:**

Charge! Fleet EV Infrastructure 1703



Project Category:	General
Location:	Various: 65 Civic Ave, 357 E 12th St, 2581 Harbor St, and 300 Olympia Dr.
Project Manager:	G. Pina
Project Priority:	2G-Required
Project Status:	Design
Est. Completion Date:	2024/25

Description/Justification:

The BAAQMD's *Charge!* Program provides grant funding to offset a portion of the cost to purchase and install new publicly accessible (multi-family housing located projects are not subject to public accessibility requirements) chargers for light-duty electric vehicles, or EVs, along transportation corridors, at multi-family housing facilities, destinations, transit parking locations, and workplaces across the Bay Area. The goal of the *Charge!* Program is to rapidly expand access to EV charging stations to help achieve the Bay Area's EV-adoption goals of 90 percent of the overall vehicle fleet by 2050.

Supplemental Information:

In November 2023 the City received a $121,000 grant for installation of EV chargers to support its fleet at the Corporation Yard, City Hall, Environmental Center, and Water Treatment Plant. Staff has executed a grant agreement/. The current performance period for grant funding ends on December 31, 2024.

The City has also secured $44,000 in CCTA funds and $77,000 in MCE rebates to support the project.

PROJECT FINANCING	CURRENT		PROPOSED					
PROJECT EXPENDITURES	**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
1101 **Staff Time**			$ 10,000					**$ 10,000**
2122 **Design**			$ 38,000					**$ 38,000**
2281 **Construction**			$ 228,000					**$ 228,000**
2372 **Administrative Overhead**			$ 10,000					**$ 10,000**
TOTAL			**$ 286,000**					**$ 286,000**
PROJECT FUNDING	**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
Regional Grant Funding		$ 165,000						**$ 165,000**
MCE Grant Funding		$ 77,000	$ 44,000					**$ 121,000**
TOTAL		**$ 242,000**	**$ 44,000**					**$ 286,000**

Project Title: **Project #:**

City Entrance Features 1755

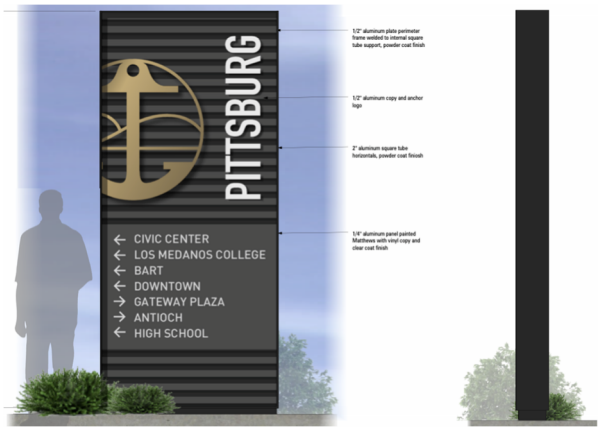


**Image for illustration purposes only. Actual design(s) may vary.*

Project Category:	General
Location:	City Entrance Points
Project Manager:	J. Samuelson
Project Priority:	1E – Essential
Project Status:	Preliminary
Est. Completion Date:	2027/28

Description/Justification:

This project includes construction of City entryway signage at various locations around the perimeter of the City, as well as at highly-utilized freeway off-ramps. Potential locations include but are not limited to: 1) Eastbound State Route (SR) 4, between Willow Pass Road and San Marco Blvd.; 2) Westbound Railroad Ave./Harbor Street off-ramp; Century Blvd.; Kirker Pass Road at City limits; and 5) Eastbound Loveridge Road off-ramp.

Supplemental Information:

Staff anticipates an additional $100,000 in funding resulting from developer contributions memorialized within a development agreement.

PROJECT FINANCING		CURRENT		PROPOSED					
PROJECT EXPENDITURES		**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
1101	**Staff Time**			$ 5,000			$ 5,000		**$ 10,000**
2122	**Design**			$ 50,000					**$ 50,000**
2281	**Construction**			$ 140,000			$ 140,000		**$ 280,000**
2372	**Administrative Overhead**			$ 5,000			$ 5,000		**$ 10,000**
TOTAL				**$ 200,000**			**$ 150,000**		**$ 350,000**
PROJECT FUNDING		**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
110	**General Funding**	$ 250,000							**$ 250,000**
	Developer						$ 100,000		**$ 100,000**
TOTAL							**$ 100,000**		**$ 350,000**

Project Title: **Project #:**

Landscape Master Plan Update 1756

Project Category:	General
Location:	Citywide
Project Manager:	H. Mata
Project Priority:	2H – Required
Project Status:	Ongoing
Est. Completion Date:	2028/29

Description/Justification:

The Landscape Master Plan is about the overall condition of the landscape, including everything from correct drainage, erosion issues, turf density, tree health, irrigation and lighting, and outdoor amenities.

Supplemental Information:

None

PROJECT FINANCING		CURRENT	PROPOSED					
PROJECT EXPENDITURES	**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
1101 **Staff Time**		$ 430	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	**$ 15,430**
2122 **Design**			$ 100,000					**$ 100,000**
2281 **Construction**		$ 214,819	$ 234,751	$ 230,000	$ 230,000	$ 230,000	$ 230,000	**$ 1,369,570**
2372 **Administrative Overhead**			$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 3,000	**$ 15,000**
TOTAL		**$ 215,249**	**$ 340,751**	**$ 236,000**	**$ 236,000**	**$ 236,000**	**$ 236,000**	**$ 1,500,000**
PROJECT FUNDING	**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
General Fund Surplus		$ 1,500,000						**$ 1,500,000**
TOTAL		**$ 1,500,000**						**$ 1,500,000**

Project Title: **Project #:**

East 3rd Street Remediation — 2987

Project Category:	General
Location:	495 E. 3rd Street
Project Manager:	S. Bellafronte
Project Priority:	1A - Essential
Project Status:	Construction
Est. Completion Date:	2024/25

Description/Justification:

This project includes remediation design and remediation of four City-owned parcels on 3rd Street. (APNs 073-010-005, 073-010-004, 073-010-003, 073-010-002).

Supplemental Information:

The City has been granted $1.1 million in US EPA Brownfield funding through a $300,000 Assessment Grant and an $800,000 Multipurpose Grant. In September 2022, the City expended the full Assessment Grant and closed it out. Under the Assessment Grant, the City conducted Phase II investigations of four City-owned parcels and has received approval from the EPA to move forward with remediation design on the parcels. Under the Multipurpose Grant, remediation of at least one City-owned site is required by the grant term end: September 30, 2025.

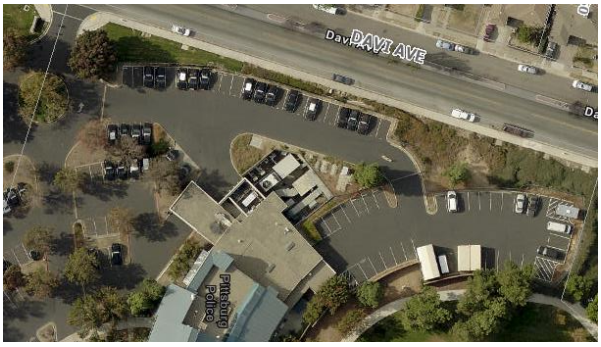
In 2022, the City applied for a DTSC ECRG grant for $544,438 to conduct the remediation, and was selected for funding in April 2023. The City has accepted the funding and executed a Grant Agreement.

In August 2021, the City Council approved a $374,000 contract with TRC for services including but not limited to Cleanup Preparation Services and Corrective Action Plans, and on November 6th an Amendment to the contract to include bid and construction support. About $50,000 of this contract can be attributed to activities at this site.

PROJECT FINANCING	CURRENT		PROPOSED					
PROJECT EXPENDITURES	**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
1101 **Staff Time**			$ 20,000					**$ 20,000**
2122 **Design**		$ 82,500						**$ 82,500**
2281 **Construction**			$ 396,000					**$ 396,000**
2372 **Administrative Overhead**			$ 20,000					**$ 20,000**
TOTAL		**$ 82,500**	**$ 436,000**					**$ 518,500**
PROJECT FUNDING	**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
5147 **Department of Toxic Substance Control (DTSC)**	$ 525,326							**$ 525,326**
TOTAL	**$ 525,326**							**$ 525,326**

Project Title: **Project #:**

Police Department Security Fence 3018



Project Category:	General
Location:	City Hall
Project Manager:	M. Mena
Project Priority:	3J – Goals
Project Status:	Design
Est. Completion Date:	2025/26

Description/Justification:

The project will include the installation of a security fence around the police vehicle parking and storage area west of City Hall due to increasing security concerns of police personnel, vehicles, and equipment.

Supplemental Information:

None

PROJECT FINANCING		CURRENT		PROPOSED					
PROJECT EXPENDITURES		**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
1101	**Staff Time**	$ 2,087		$ 2,000	$ 11,750				**$ 15,837**
2122	**Design**	$ 44,020		$ 50,000					**$ 94,020**
2281	**Construction**				$ 625,000				**$ 625,000**
2372	**Administrative Overhead**	$ 1,393		$ 2,000	$ 11,750				**$ 15,143**
TOTAL		**$ 47,500**		**$ 54,000**	**$ 648,500**				**$ 750,000**
PROJECT FUNDING		**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
110	**General Fund**	$ 350,000							**$ 350,000**
	Unfunded				$ 400,000				**$ 400,000**
TOTAL					**$ 400,000**				**$ 750,000**

Project Title: **Project #:**

Reviving the Heart of Pittsburg Pride 3019

Project Category:	General
Location:	Railroad Ave
Project Manager:	G. Pina
Project Priority:	1A – Essential
Project Status:	Construction
Est. Completion Date:	2024/25

Description/Justification:

Building on the 2009 Railroad Avenue Specific Plan, the Reviving the Heart of Pittsburg Pride is a project that aims to beautify the Railroad Avenue corridor from Civic Avenue to 8th Street through landscaping, art installation, and park development.

Supplemental Information:

Funding Sources: Clean California Local Grant with 12.5% matching from coming from American Rescue Plan Act (ARPA) funding. This project has received a 6-month grant extension and must now be completed by December 30, 2024.

PROJECT FINANCING		CURRENT		PROPOSED					
PROJECT EXPENDITURES		**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
1101	**Staff Time**	$ 1,552	$ 25,445	$ 10,000					**$ 36,997**
2122	**Design**	$ 275,209	$ 88,139	$ 21,652					**$ 385,000**
2281	**Construction**		$ 1,898,513	$ 986,006					**$ 2,884,519**
2372	**Administrative Overhead**		$ 25,445	$ 10,000					**$ 35,445**
TOTAL		**$ 276,761**	**$ 2,037,542**	**$ 1,027,658**					**$ 3,341,961**
PROJECT FUNDING		**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
	Federal/State Funding	$ 2,891,961							**$ 2,891,961**
	General Fund Surplus		$ 62,000						**$ 62,000**
298	**ARPA**		$ 388,000						**$ 388,000**
TOTAL		**$ 2,891,961**	**$ 450,000**						**$ 3,341,961**

Project Title: **Project #:**

Buchanan Road Slope Repair 3024

Project Category:	General
Location:	Buchanan Road at Quercus Lane across from Buchanan Park
Project Manager:	A. Ruiz
Project Priority:	1C – Essential
Project Status:	Design
Est. Completion Date:	2024/25

Description/Justification:

The Buchanan Road slope was damaged and significantly eroded during the unusual atmospheric river storm events of January 2023. The failure is within the City's right-of-way, but it could threaten the stability of several houses above the slope. The work to repair and re-establish the slope will include removal of unsuitable soil and rebuilding and strengthening the terraces with suitable imported material, geotechnical fabrics, and other methods as needed and to be specified during design.

Supplemental Information:

This project qualifies for the Emergency Relief Program managed by Caltrans. The City has put in an application for the emergency repairs under the U.S. Department of Transportation Federal Highway Administration Maintenance program in June 2024 and is waiting on funding obligation to be awarded in September 2024.

PROJECT FINANCING	CURRENT		PROPOSED					
PROJECT EXPENDITURES	**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
1101 **Staff Time**		$ 12,200	$ 35,000					**$ 47,200**
2122 **Design**		$ 137,800	$ 51,000					**$ 188,800**
2281 **Construction**			$ 1,320,000					**$ 1,320,000**
2372 **Administrative Overhead**		$ 12,200	$ 35,000					**$ 47,200**
TOTAL		**$ 162,200**	**$ 1,441,000**					**$ 1,603,200**
PROJECT FUNDING	**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
110 **General Fund**	$ 2,000,000							**$ 2,000,000**
TOTAL	**$ 2,000,000**							**$ 2,000,000**

Project Title: **Project #:**

ADA Transition Plan Update — TBD

Project Category:	General
Location:	Citywide
Project Manager:	D. Johnson
Project Priority:	1B – Essential
Project Status:	New
Est. Completion Date:	2025/26

Description/Justification:

The Americans with Disabilities Act (ADA) states that a public entity must reasonably modify its policies, practices, or procedures to avoid discrimination against people with disabilities. This report will assist the City of Pittsburg, its City Council and staff in identifying policy, programmatic, and physical barriers to accessibility and in developing barrier removal solutions that will facilitate the opportunity of access to all individuals. This includes, but is not limited to, sidewalks, curb ramps, buildings and other city owned facilities.

Supplemental Information:

This Project is applying for Federal funding through Safe Streets for All (SS4A) Grant funding opportunity in August 2024.

PROJECT FINANCING	CURRENT		PROPOSED					
PROJECT EXPENDITURES	**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
1101 **Staff Time**				$ 5,000				**$ 5,000**
2122 **Design**				$ 250,000				**$ 250,000**
2372 **Administrative Overhead**				$ 5,000				**$ 5,000**
TOTAL				**$ 260,000**				**$ 260,000**
PROJECT FUNDING	**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
Unfunded				$ 260,000				**$ 260,000**
TOTAL				**$ 260,000**				**$ 260,000**

City of Pittsburg
California

CAPITAL IMPROVEMENT PROGRAM
MARINA PROJECTS

2024/25 - 2028/29

Project Title: **Project #:**

Riverview Park Fishing Pier — 3022

Project Category:	Marina
Location:	Riverview Park
Project Manager:	S. Bellafronte
Project Priority:	1C - Essential
Project Status:	Design
Est. Completion Date:	2024/25

Description/Justification:
In 2022 the public fishing pier at Riverview Park experienced fire damage. This project is to conduct in kind repairs, including permitting, design and construction.

Supplemental Information:
The City engaged its Municipal Pooling Authority (MPA), a Joint Powers Authority established in 1978 for the purpose of providing liability insurance to municipal agencies in Northern California and is conducting all work via contractor in order to recuperate as close to 100% of the project cost as possible. The City's Waterfront fund already paid the $25,000 project deductible.

The Other funding is from MPA Reimbursement. MPA has provided a $150,000 check for costs and will provide additional reimbursement upon selection of a contractor.

PROJECT FINANCING		CURRENT		PROPOSED					
PROJECT EXPENDITURES		**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
1101	**Staff Time**			$ 2,000					**$ 2,000**
2122	**Design**	$ 34,500	$ 57,600						**$ 92,100**
2281	**Construction**		$ 10,000	$ 62,000					**$ 72,000**
2372	**Administrative Overhead**	$ 25,000		$ 2,000					**$ 27,000**
TOTAL		**$ 59,500**	**$ 67,600**	**$ 66,000**					**$ 193,100**
PROJECT FUNDING		**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
	Other		$ 150,000	$ 18,100					**$ 168,100**
540	**Waterfront Operation Fund**	$ 25,000							**$ 25,000**
TOTAL		**$ 25,000**	**$ 150,000**	**$ 18,100**					**$ 193,100**

Project Title: **Project #:**

Central Harbor Park (CHP) and Boat Launch Facilities (BLF) 5704

Project Category:	Marina
Location:	Central Harbor Park
Project Manager:	S. Bellafronte
Project Priority:	2G – Required
Project Status:	Bidding
Est. Completion Date:	2024/25

Description/Justification:

The project includes upgrades to Central Harbor Park (CHP) and the public boat launch facilities (BLF). Project activities include improved ADA paths, restroom replacements (Exeloo), parking lot striping, sealing, and securing, crime deterrents, a fish cleaning station, upgraded shade structure, public fire pits, and picnic tables. The project is located north of Marina Boulevard, west of the Pittsburg Marina and east of the Pittsburg Yacht Club.

Supplemental Information:

In 2022, staff completed the design of the project under a Delta Conservancy Prop 68 grant. In April 2023, staff applied for Delta Conservancy CAR 22 funding to implement the project and were awarded a grant for $3,544,395 on May 25, 2023. As part of the grant, staff committed to in-kind and cash match contributions from Funds 540 and 210.

Staff will also apply for BAAQMD grants for bicycle racks totaling up to $8,798 and has $12,765 in CalRecycle funds available for purchase of recycling receptacles at the park.

PROJECT FINANCING		CURRENT		PROPOSED					
PROJECT EXPENDITURES	**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
1101 **Staff Time**		$ 3,000	$ 40,000					**$ 43,000**
2122 **Design**		$ 45,000						**$ 45,000**
2281 **Construction**		$ 546,300	$ 3,470,095					**$ 4,016,395**
2372 **Administrative Overhead**			$ 40,000					**$ 40,000**
TOTAL		**$ 594,300**	**$ 3,550,095**					**$ 4,144,395**
PROJECT FUNDING	**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
Federal/State Funding		$ 3,544,395						**$ 3,544,395**
210 **Solid Waste Fund**			$ 100,000					**$ 100,000**
540 **Waterfront Fund**			$ 100,000					**$ 100,000**
541 **Waterfront Grant**			$ 400,000					**$ 400,000**
TOTAL		**$ 3,544,395**	**$ 600,000**					**$ 4,144,395**

Project Title: **Project #:**

Sheds A – D Upgrades — TBD

Project Category:	Marina
Location:	Main Harbor
Project Manager:	O. Ortega
Project Priority:	2H – Required
Project Status:	New
Est. Completion Date:	2024/25

Description/Justification:
This project is to repair the existing galvanized rain gutters that have corroded.

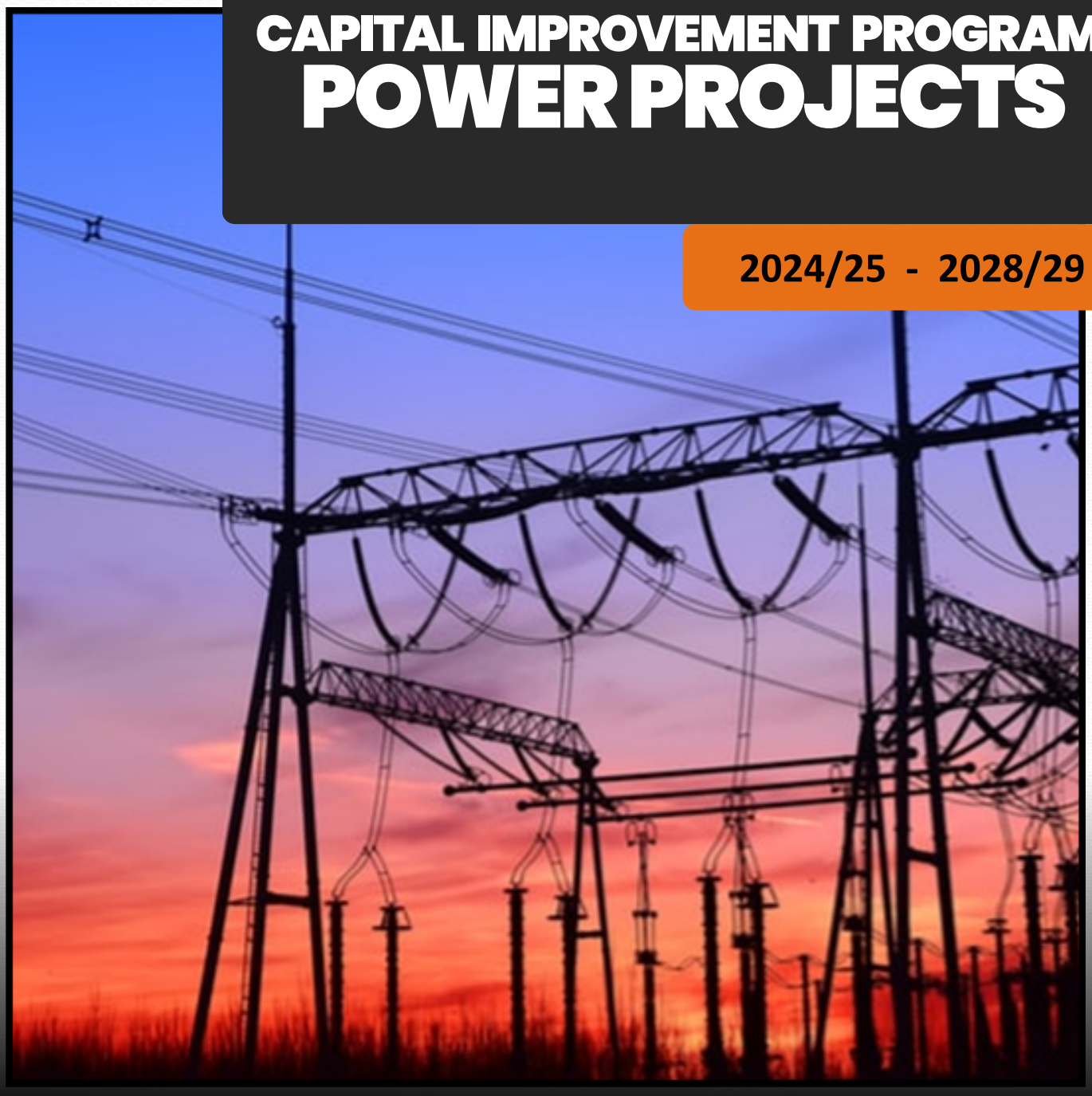
Supplemental Information:
None.

PROJECT FINANCING	CURRENT		PROPOSED					
PROJECT EXPENDITURES	**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
1101 **Staff Time**			$ 22,000					**$ 22,000**
2281 **Construction**			$ 247,200					**$ 247,200**
2372 **Administrative Overhead**			$ 22,000					**$ 22,000**
TOTAL			**$ 291,200**					**$ 291,200**
PROJECT FUNDING	**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
550 **Marina Enterprises Fund**			$ 291,200					**$ 291,200**
TOTAL			**$ 291,200**					**$ 291,200**

City of Pittsburg
California

CAPITAL IMPROVEMENT PROGRAM
POWER PROJECTS

2024/25 - 2028/29



Project Title: **Project #:**

Duct Bank and Vault Replacements — 5816

Project Category:	Power
Location:	Mare Island
Project Manager:	D. Buchanan
Project Priority:	1A — Essential
Project Status:	Ongoing Construction
Est. Completion Date:	2024/25

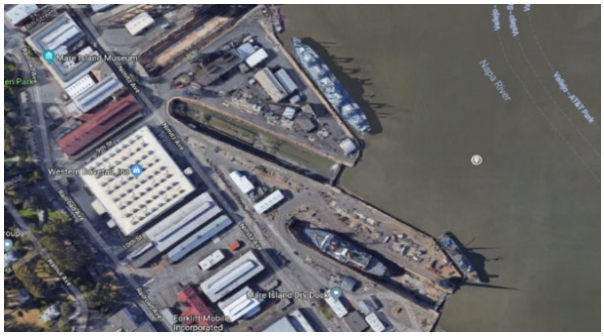
Description/Justification:
Specific sections of the island energy system have been identified for duct bank and vault replacement as being critical for "North End," which includes existing ALCO and EPS customers, and the anticipated City of Vallejo master development north of G Street.

Supplemental Information:
Adopted Budget FY18/19 RES18-13499 $400,000 IE

PROJECT FINANCING	CURRENT		PROPOSED					
PROJECT EXPENDITURES	**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
1101 **Staff Time**	$ 16,400							**$ 16,400**
2122 **Design**	$ 205,100							**$ 205,100**
2281 **Construction**	$ 104,500	$ 224,000	$ 75,000					**$ 403,500**
TOTAL	**$ 326,000**	**$ 224,000**	**$ 75,000**					**$ 625,000**
PROJECT FUNDING	**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
580 **Island Energy**	$ 450,000	$ 100,000	$ 75,000					**$ 625,000**
TOTAL	**$ 450,000**	**$ 100,000**	**$ 75,000**					**$ 625,000**

Project Title: **Project #:**

Waterfront Area Reliability 5820



Project Category:	Power
Location:	Berth 12-18 Mare Island
Project Manager:	D. Buchanan
Project Priority:	1A — Essential
Project Status:	Construction
Est. Completion Date:	2025/26

Description/Justification:

The Waterfront Area Reliability Project ("WARP") will upgrade up to eight (8) utility electrical substations serving the Mare Island waterfront area. The waterfront hosts Pittsburg Power Company (PPC) Utility's single largest commercial electrical customer, "Mare Island Dry Docks" (MIDD).

The waterfront area is prone to Utility equipment failures ("outages") often during critical periods of operation. Existing utility facilities include underground lead cable, transformers and breaker sets that are over 40 years old. The dry docks serve demanding US Navy ship repair contracts and exceptionally high electrical loads. Electrical reliability is key to the viability of the MIDD business, which primarily serves the US Navy.

Supplemental Information:

Phase 1 Project scope includes engineering assessments, work scoping, cost estimating and the procurement of critical reliability equipment plus performing intermediate fixes/repairs. Phase 2 Project scope addresses procurement and replacement of and adding redundant underground primary voltage circuits along with breakers and transformer equipment.

PROJECT FINANCING	CURRENT		PROPOSED					
PROJECT EXPENDITURES	**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
1101 **Staff Time**								
2122 **Design**								
2281 **Construction**	$ 140,554	$ 107,847	$ 226,599	$ 225,000				**$ 700,000**
2372 **Administrative Overhead**								
TOTAL	**$ 140,554**	**$ 107,847**	**$ 226,599**	**$ 225,000**				**$ 700,000**
PROJECT FUNDING	**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
580 **Island Energy**	$ 500,000		$ 125,000	$ 75,000				**$ 700,000**
TOTAL	**$ 500,000**		**$ 125,000**	**$ 75,000**				**$ 700,000**

Project Title:	*Multi-Year*	Project #:
Outage Recovery		**5821**

Project Category:	Power
Location:	Mare Island PPC Utility Service Territory
Project Manager:	D. Buchanan
Project Priority:	1C – Essential
Project Status:	Ongoing
Est. Completion Date:	Continuous

Description/Justification:

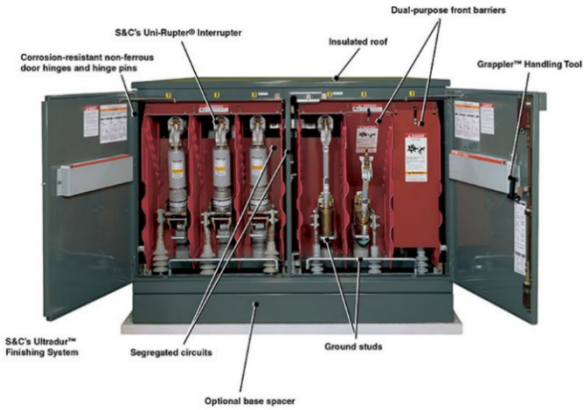
This project is used to provide immediate response to Pittsburg Power Company (PPC) during electrical outages, natural gas outages, and emergency situations. The project scope includes procurement of "Emergency" 3rd party resources, heavy equipment rental, general material procurement and the procurement of repair or replacement facility equipment. Each outage is unique, and demands will vary.

Supplemental Information:

"Outages" are characterized as the unpredicted failure of utility equipment, including but not limited to, underground electrical cable faults, breaker failures, transformer failures, gas main line and regulator breaches and other related utility equipment. Outages can affect small groups of customers, or all the Mare Island service territory. The funds cover all costs above, plus Island Energy labor and 3rd party emergency response.

PROJECT FINANCING	CURRENT		PROPOSED					
PROJECT EXPENDITURES	**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
1101 **Staff Time**	$ 123	$ 1,333						**$ 1,456**
2122 **Design**	$ 36,300							**$ 36,300**
2281 **Construction**	$ 143,564	$ 6,800	$ 50,000	$ 50,000	$ 50,000	$ 50,000	$ 50,000	**$ 400,364**
2372 **Administrative Overhead**		$ 1,333						**$ 1,333**
TOTAL	**$ 179,987**	**$ 9,466**	**$ 50,000**	**$ 50,000**	**$ 50,000**	**$ 50,000**	**$ 50,000**	**$ 439,453**
PROJECT FUNDING	**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
580 **Island Energy**	$ 160,000	$ 40,000	$ 50,000	$ 50,000	$ 50,000	$ 50,000	$ 50,000	**$ 450,000**
TOTAL	**$ 160,000**	**$ 40,000**	**$ 50,000**	**$ 50,000**	**$ 50,000**	**$ 50,000**	**$ 50,000**	**$ 450,000**

Project Title:	*Multi-Year*	Project #:
RA Replacement		**5826**



Project Category:	Power
Location:	Mare Island
Project Manager:	D. Buchanan
Project Priority:	2H — Required
Project Status:	Ongoing
Est. Completion Date:	Continuous

Description/Justification:

This project aims to replace two (2) Rocker-Arm breakers assemblies with new PME devices per year. The Rocker-Arm breakers need to be placed with Pad Mounted Electric Load Breaking equipment. To replace up to 10 Rocker-Arm breakers on Mare Island.

Supplemental Information:

None

PROJECT FINANCING	CURRENT		PROPOSED					
PROJECT EXPENDITURES	**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
2281 **Construction**			$ 60,000	$ 30,000	$ 30,000	$ 30,000	$ 30,000	**$ 180,000**
2372 **Administrative Overhead**								
TOTAL			**$ 60,000**	**$ 30,000**	**$ 30,000**	**$ 30,000**	**$ 30,000**	**$ 180,000**
PROJECT FUNDING	**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
580 **Island Energy**		$ 30,000	$ 30,000	$ 30,000	$ 30,000	$ 30,000	$ 30,000	**$ 180,000**
TOTAL		**$ 30,000**	**$ 30,000**	**$ 30,000**	**$ 30,000**	**$ 30,000**	**$ 30,000**	**$ 180,000**

Project Title: ***Multi-Year*** **Project #:**

Electrical Substation Battery Replacement 5827

Project Category:	Power
Location:	Island Energy Electrical Stations
Project Manager:	D. Buchanan
Project Priority:	2H — Required
Project Status:	Ongoing
Est. Completion Date:	Continuous

Description/Justification:
The existing substation batteries used at Island Energy's electrical stations are deemed outdated and inefficient. Island Energy plans to systematically replace existing station batteries to secure a power source for electrical system control and monitoring. Island Energy will perform the battery replacement in-house as part of the Preventive Maintain and Repair plan. The funding will be used mostly for purchase and of new station battery banks.

Supplemental Information:
None

PROJECT FINANCING	CURRENT		PROPOSED					
PROJECT EXPENDITURES	**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
2281 **Construction**			$ 40,000	$ 20,000	$ 20,000	$ 20,000	$ 20,000	**$ 120,000**
2372 **Administrative Overhead**								
TOTAL			**$ 40,000**	**$ 20,000**	**$ 20,000**	**$ 20,000**	**$ 20,000**	**$ 120,000**
PROJECT FUNDING	**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
580 **Island Energy**		$ 20,000	$ 20,000	$ 20,000	$ 20,000	$ 20,000	$ 20,000	**$ 120,000**
TOTAL		**$ 20,000**	**$ 20,000**	**$ 20,000**	**$ 20,000**	**$ 20,000**	**$ 20,000**	**$ 120,000**

Project Title: **Project #:**

Water Treatment Plant Alternative Fuel Conversion — TBD

Project Category:	Power
Location:	Water Treatment Plant
Project Manager:	D. Buchanan
Project Priority:	2H – Required
Project Status:	Preliminary
Est. Completion Date:	2027/28

Description/Justification:

This project includes installation of one or more fuel cells, supplemented by solar photovoltaic panels, to power the City's water treatment plant. Power service would be provided by the Pittsburg Power Company (PPC) operating as a municipal utility.

Supplemental Information:

The Pittsburg Power Company is the beneficiary of $959,752 through a congressional earmark grant application submitted to Congressman Garamendi's office. The grant is included in the House of Representatives Appropriation Bill# 4366 and was signed into law by President Biden on March 8, 2024. PPC will provide supplemental funs to build, own and operate the fuel cell unit(s) and solar photovoltaic system to provide sustainable/alternative power to the City's water treatment plant.

PROJECT FINANCING	CURRENT		PROPOSED					
PROJECT EXPENDITURES	**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
1101 **Staff Time**				$ 20,000	$ 20,000	$ 5,000		**$ 45,000**
2122 **Design**				$ 120,000				**$ 120,000**
2281 **Construction**					$ 1,700,000	$ 250,000		**$ 1,950,000**
2372 **Administrative Overhead**				$ 20,000	$ 20,000	$ 5,000		**$ 45,000**
TOTAL				**$ 160,000**	**$ 1,740,000**	**$ 260,000**		**$ 2,160,000**
PROJECT FUNDING	**Prior**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**TOTAL**
Federal/State Funding				$ 959,752				**$ 959,752**
590 **Pittsburg Power**					$ 1,200,248			**$ 1,200,248**
TOTAL				**$ 959,752**	**$ 1,200,248**			**$ 2,160,000**

City of Pittsburg
California

CAPITAL IMPROVEMENT PROGRAM
FUTURE PROJECTS

2024/25 - 2028/29

The future improvements section includes any potential improvements that are planned, but currently unfunded.

STREETS

Corporation Yard Pavement Rehabilitation

Project Manager: D. Johnson
Location: 357 E. 12th Street
Description/Justification:
The project will analyze the existing condition of the pavement at the Corp Yard and determine pavement areas that require patch paving, base failure repairs, pavement reconstruction and slurry seal to help extend the useful life of the Corporation Yard Parking Lot. The current cost estimate for this project is $1,060,000.

Marina Boulevard Improvements (Marina Master Plan Phase III)

Project Manager: D. Johnson
Location: Marina Blvd. from 3rd to end of Marina Blvd.
Description/Justification:
Reconfiguration of Marina Boulevard to reduce the number of travel lanes from 4 to 2 and add diagonal parking and green streets improvements to treat surface stormwater runoff. Proposed limits are from 3rd Street North to the end of Marina Boulevard. The current cost estimate for this project is $1,625,000.

SIGNALS

Signal at Harbor Street/Central Ave

Project Manager: D. Johnson
Location: Harbor Street/ Central Avenue
Description/Justification:
This project will design and construct a fully actuated traffic signal at the intersection of Harbor Street and Central Ave. The project will replace existing all-way stop controls at this intersection. The current cost estimate for this project is $1,000,000.

Traffic Signal Interconnect Expansion Project

Project Manager: D. Johnson
Location: Citywide
Description/Justification:
This project will consist of signal interconnect cables, ethernet switches and wireless antennas for cellular service at traffic signal intersections. This will allow communication and transfer of operational data between traffic signal cabinets with City traffic network. From an operational perspective, this allows City and transportation staff the ability to monitor and maintain the traffic network and to allow full integration of new intelligent Transportation Systems (ITS) technologies. Since monitoring and changes can be performed from a remote traffic management location, this will ultimately reduce staff costs by not having to deploy signal technician staff to the site to perform operational changes. The current cost estimate for this project is $1,100,000.

WATER

Water Main Pressure Increase Upgrades Zones 1-2
Project Manager: D. Johnson
Location: Citywide
Description/Justification:
As recommended from the Draft 2022 Water System Master Plan domestic water system improvements are necessary to mitigate existing capacity deficiencies. This project includes the improvements within Pressure Zones 1-2 for distribution main transmission lines with existing head loss deficiencies or velocity deficiencies. The current cost estimate for this project is $2,550,000.

Water Main Pressure Increase Upgrades Zones 3
Project Manager: D. Johnson
Location: Citywide
Description/Justification:
As recommended from the Draft 2022 Water System Master Plan domestic water system improvements are necessary to mitigate existing capacity deficiencies. This project includes the improvements within Pressure Zone 3 for distribution main transmission lines with existing head loss deficiencies or velocity deficiencies. The current cost estimate for this project is $725,000.

Water Main Fire Flow UP Upgrades-Pressure Zone 1
Project Manager: D. Johnson
Location: Citywide
Description/Justification:
As recommended from the Draft 2022 Water System Master Plan domestic water system improvements are necessary to mitigate severe fire flow deficiencies. This project includes the improvements within Pressure Zone 1 for distribution main transmission lines and fire hydrants. The current cost estimate for this project is $9,830,000.

Water Main Fire Flow UP Upgrades-Pressure Zone 2
Project Manager: D. Johnson
Location: Citywide
Description/Justification:
As recommended from the Draft 2022 Water System Master Plan domestic water system improvements are necessary to mitigate severe fire flow deficiencies. This project includes the improvements within Pressure Zone 2 for distribution main transmission lines and fire hydrants. The current cost estimate for this project is $2,200,000.

Water Main Fire Flow UP Upgrades-Pressure Zone 3
Project Manager: D. Johnson
Location: Citywide
Description/Justification:
As recommended from the Draft 2022 Water System Master Plan domestic water system improvements are necessary to mitigate severe fire flow deficiencies. This project includes the improvements within Pressure Zone 3 for distribution main transmission lines and fire hydrants. The current cost estimate for this project is $1,915,000.

Hillview Reservoir Coating (Exterior)
Project Manager: D. Johnson
Location: Hillview Reservoir
Description/Justification:
The project will include recoating the outside of Hillview Reservoir. Failure to address coating maintenance requirements in a timely manner will lead to accelerated corrosion and more costly repairs. The current cost estimate for this project is $845,000.

Riverview Drive/Alturas Avenue 12" Canal Crossing
Project Manager: D. Johnson
Location: Crossing Contra Costa Canal from Alturas Avenue/Riverview Drive and crossing Robinson Ave
Description/Justification:
The project will include the removal and replacement of the existing 12" waterline. The project will also include the replacement of the canal crossing and the execution of a license agreement for future maintenance with Contra Costa Water District. The current cost estimate for this project is $187,500.

Zone 1/ Zone 2 Boundary Adjustments
Project Manager: D. Johnson
Location: Leland Road corridor, bounded by Crestview Drive to the west, EBMUD right-of-way to the south, Freed Wat to the east, and Garcia Avenue to the north.
Description/Justification:
The project will construct improvements to the water distribution system to facilities and modifications of the pressure zone boundaries in the problem areas of pressure Zone 2. This current cost estimate for this project is $1,416,400.

Water Main Buchanan Road (Phase 2)
Project Manager: D. Johnson
Location: Between the Water Treatment Plant to Railroad Avenue and Loveridge Road/Ventura Avenue
Description/Justification:
This project will provide a new water transmission line to meet domestic and fire flow requirements for existing development and new development in the southeast hills and infill development in Zone 2. The cost estimate for this project is $1,902,500.

12" Water Main Stoneman Avenue
Project Manager: D. Johnson
Location: Stoneman Avenue from Harbor Street to Loveridge Road
Description/Justification:
This project will include the installation of approximately 3,300-feet of 12-inch transmission main and will provide an additional system loop to enhance fire protection capabilities in Zone 2. The current cost estimate for this project is $1,000,000.

Convert Backyard Water Services in Central Addition to Street Services
Project Manager: D. Johnson
Location: Central Addition Neighborhood
Description/Justification:
This project will provide for the conversion of existing backyard water services to street side service. The project will also provide for all the work necessary to convert from private property to street service and improve system reliability and reduce maintenance costs. The current cost estimate for this project is $10,000,000.

Pittsburg-Antioch Highway Water Line Improvements (Eastern Loop)
Project Manager: D. Johnson
Location: Pittsburg-Antioch Highway from Loveridge Road to Century Boulevard
Description/Justification:
This project will provide 5,540 feet of 18-inch water line to initiate water service to business along Pittsburg-Antioch Highway, east of Loveridge. It will run from the east end of California Avenue and continue east on the highway to approximately 500 feet west of the City's eastern limits and tie into Century Blvd to provide a looped system. The current cost estimate for this project is $1,500,000.

Highlands Ranch Zone 2 Reservoir
Project Manager: D. Johnson
Location: Zone 2, Highlands Ranch Subdivision
Description/Justification:
The project is located southeast of the City, serving Zone 2 on the Highlands Ranch Subdivision. The project will include the construction of a 1.0-million-gallon reservoir in the area and will be located at an elevation of about 360 feet above the mean sea level. The current cost estimate for this project is $6,157,600.

Water Treatment Plant Filter Backwash Management- 1.5 MGD Package Treatment Unit (Phase1)
Project Manager: D. Johnson
Location: Water Treatment Plant
Description/Justification:
The project will construct a 1.5 million gallons per day (MGD) packaged treatment system for treating water filter backwash for recycling. A second treatment unit will be required in the future as the WTP gets closer to the design capacity of 32 MGD. The current cost estimate for this project is $1,875,000.

Water Treatment Plant Filter Backwash Management- 1.5 MGD Package Treatment Unit (Phase 2)
Project Manager: D. Johnson
Location: Water Treatment Plant
Description/Justification:
The project will construct a second 1.5 million gallons per day (MGD) packaged treatment system for treating water filter backwash for recycling. The second package system will allow the Water Treatment Plant to treat the maximum allowed recycled backwash water of 10% of the design capacity of 32 MGD. The current cost estimate for this project is $937,700.

Water Treatment Plant 0.5 MG Filter Backwash Basin
Project Manager: D. Johnson
Location: Water Treatment Plant
Description/Justification:
This project will construct a 0.5-million-gallon (MG) backwash recycle basin with mixers to prevent settling prior to pumping the water to the backwash water package treatment units to be constructed with earlier projects. The current cost estimate for this project is $3,610,000.

Water Main Installation/ Replacement Program
Project Manager: D. Johnson
Location: Black Diamond Road and West 10th Street to West Santa Fe (excluding Scudero Circle)
Description/Justification:
The project will identify and replace water mains, services, and valves that have reached the end of their useful life and have become maintenance problems, and/or install mains to improve fire flow in localized areas. The current cost estimate for this project is $4,070,000.

1.3 MG Zone 1 Water Tank
Project Manager: D. Johnson
Location: Near Delta View Golf Course
Description/Justification:
The project will provide additional water storage to meet domestic and fire flow requirements for the new infill development in Pressure Zone 1. The current cost estimate for this project is $6,245,000.

Water Main Installation Replacement Program
Project Manager: D. Johnson
Location: Citywide
Description/Justification:
This project will identify and replace water mains, services, and valves that have reached the end of their useful life and have become maintenance problems, and/or install mains to improve fire flows in localized areas. The current cost estimate for this project is $3,600,000.

Water Treatment Plant Mechanical Sludge Dewatering
Project Manager: D. Johnson
Location: Water Treatment Plant
Description/Justification:
This project will construct a mechanical sludge dewatering system for use once WTP operations reach 15 million gallons per day (MGD). The current system of dewatering by natural evaporation is adequate for flows up to the 15 MGD threshold. The current cost estimate for this project is $11,920,780.

SEWER

Bart Specific Plan Sewer Main
Project Manager: D. Johnson
Location: 1600 West Leland Road
Description/Justification:
This project is contingent on development north of West Leland Road, west of Bailey Road. This project will construct a parallel 8" pipe parallel to State Route 4 on the south side and will be approximately 1000' long to improve capacity for future development. The current cost estimate for this project is $340,800.

Highway 4 Trunk Line Relief (Segment B)
Project Manager: D. Johnson
Location: Along Highway 4 from Lislin Court to Bodega Court
Description/Justification:
This project is the western segment (2,500 ft.) of the State Route 4 sewer trunk line that runs from Bailey Road to the PG&E easement, a total of 9,500 ft. This will be an increase from 12-inch pipe to 15-inch to accommodate new development. The current cost estimate for this project is $4,084,800.

Pittsburg/ Antioch (PA) Highway Sewer Line Improvements
Project Manager: D. Johnson
Location: PA Highway
Description/Justification:
This project will provide for the installation of approximately 3200 linear feet of 10" sewer line and laterals to connect to Delta Diablo manhole. The current cost estimate for this project is $726,000.

STORM

Buchanan Park Parking Lot Retrofit
Project Manager: D. Johnson
Location: Buchanan Park Parking Lot
Description/Justification:
The project is located at the parking lot in Buchanan Park on Buchanan Road and Harbor Street. The project will divert the surface stormwater runoff from the parking lot area into vegetated swales and bioretention pockets throughout the parking lot area. The current cost estimate for this project is $1,040,000.

Praxiar Storm Water Diversion for Kirker Creek East of Loveridge Road
Project Manager: D. Johnson
Location: From the intersection of East California Ave and Loveridge Rd. to Kirker Creek Channel along Pittsburg Antioch Highway
Description/Justification:
This project will construct an overflow storm drain line to accept additional storm water capacity in a line that was constructed with Highway 4 widening from an existing 25 year storm to a 50 year storm. The current cost estimate for this project is $1,365,000.

Americana Park Basin Retrofit
Project Manager: J. Longway
Location: North Parkside Drive
Description/Justification:
To alleviate chronic flooding on North Parkside Drive, the retention pond located in Americana Park will include improvements to provide additional storage capacity for stormwater flows, and installation of a rate controlled outlet structure to provide stormwater treatment. In addition the drainage channel adjacent to the roadway will be retrofitted with soil and vegetation that will improve the quality of stormwater runoff discharged from the retention pond. The current cost estimate for this project is $1,650,300.

West Leland Road Storm Drain Improvements (Crestview Drive to Burton Avenue)
Project Manager: D. Johnson
Location: Southwest Corner of Crestview Dr. and West Leland Rd. to Burton Ave.
Description/Justification:
This project includes construction of a new storm drain pipeline with inlets to prevent street flooding. The pipeline will begin with inlets located at the southwest corner of Crestview Drive and West Leland Road. The current cost estimate for this project is $800,000.

Kirker Creek Improvements (Loveridge Rd to DOW Channel)
Project Manager: D. Johnson
Location: Kirker Creek East of Loveridge Rd.
Description/Justification:
Construction of improvements to prevent flooding along Kirker Creek north of the Pittsburg Antioch Hwy. This project includes improving the underside pipes, culverts, and channels along Kirker Creek from Loveridge Road to Dow channel. The current cost estimate for this project is $1,330,000.

Kirker Creek Watershed (State Route 4 to Garcia Ave)
Project Manager: D. Johnson
Location: Kirker Creek from Hwy. 4 to Garcia Avenue
Description/Justification:
This project will improve all the undersized pipes, and channels from Hwy 4 to Garcia Avenue. These improvements were identified in the July 1999, Stormwater Management Plan as conduits 8043, 8045, 8047, 8048, and 8049. This project includes 955' of channel restoration to promote stormwater infiltration improvements and 260' of pipe improvements. The current cost estimate for this project is $1,875,000.

Kirker Creek Watershed (E Leland Rd to CC Canal)
Project Manager: D. Johnson
Location: Kirker Creek from East Leland Rd to south of Stoneman Avenue
Description/Justification:
This project will improve all the undersized pipes and culverts from East Leland Road to the Contra Costa Canal. These improvements were identified in the July 1999, Stormwater Management Plan as conduits 8053, 8057, 8061, and 8067. This project includes 147' of culvert improvements and 478' of pipe improvements. The current cost estimate for this project is $345,000.

Kirker Creek Watershed (CC Canal to Buchanan Rd)
Project Manager: D. Johnson
Location: Kirker Creek from Contra Costa Canal to Buchanan Road
Description/Justification:
This project will improve all the undersized pipes and culverts from the Contra Costa Canal to Buchanan Road. These improvements were identified in the July 1999, Stormwater Management Plan as conduits 8071 and 8075. This project includes 425' of culvert improvements and 114' of pipe improvements. The current cost estimate for this project is $520,000.

Kirker Creek Watershed (Buchanan Rd to Kingswood)
Project Manager: D. Johnson
Location: Kirker Creek Watershed from Contra Costa Canal to Kingswood Dr.
Description/Justification:
This project will improve all the undersized pipes, and channels from Buchanan Road to Kingswood. These improvements were identified in the July 1999, Stormwater Management Plan as conduits 8077, 8083, 8085, and 8093. This project includes 412' of channel improvements and 2,794' of pipe improvements. The current cost estimate for this project is $2,180,000.

Kirker Creek Watershed (Ventura Area)
Project Manager: D. Johnson
Location: Kirker Creek near Ventura Drive, Piedmont Way and Loveridge Road
Description/Justification:
This project will improve the undersized pipes near Ventura Drive, Piedmont Way and Loveridge Road. These improvements were identified in the July 1999, Stormwater Management Plan as conduits 8161, 8189, and 8227. This project includes 212' of pipe improvements. The current cost estimate for this project is $205,000.

Kirker Creek Watershed (Stoneman Ave/ Contra Costa Canal)
Project Manager: D. Johnson
Location: Kirker Creek Watershed near Stoneman Avenue and the Contra Costa Canal.
Description/Justification:
This project will improve all the undersized pipes and culverts in the area of Stoneman Avenue and the Contra Costa Canal. These improvements were identified in the July 1999, Stormwater Management Plan as conduits 8179, 8183, 8240, and 8243. This project includes 265' of culvert improvements and 1350' of pipe improvements. The current cost estimate for this project is $1,110,000.

Kirker Creek Watershed (Los Medanos College Area)
Project Manager: D. Johnson
Location: Kirker Creek Watershed in the vicinity of Los Medanos College
Description/Justification:
This project will improve all the undersized pipes, in the vicinity of Los Medanos College and south of the Contra Costa Canal. These improvements were identified in the July 1999, Stormwater Management Plan as conduits 8271, 8280, and 8289. This project includes 1010' of pipe improvements. The current cost estimate for this project is $685,000.

Lawlor Creek Watershed (State Route 4 to Leland Road)
Project Manager: D. Johnson
Location: Lawlor Creek Watershed from Hwy. 4 to West Leland Road.
Description/Justification:
This project will improve all the undersized pipes in the Lawlor Creek Watershed from Hwy 4 to West Leland Road. These improvements were identified in the July 1999, Stormwater Management Plan as conduits 3039 and 3041. This project includes 986' of pipe improvements. The current cost estimate for this project is $540,000.

Lawlor Creek Watershed (Contra Costa Canal to Santa Maria Drive)
Project Manager: D. Johnson
Location: Lawlor Creek Watershed from Contra Costa Canal to Santa Maria Drive
Description/Justification:
This project will improve all the undersized pipes in the Lawlor Creek Watershed from Contra Costa Canal to Santa Maria Drive. These improvements were identified in the July 1999, Stormwater Management Plan as conduits 3083 and 3091. This project includes 363' of pipe improvements. The current cost estimate for this project is $200,000.

Lawlor Creek Watershed (West Leland Rd to Oak Hills Circle)
Project Manager: D. Johnson
Location: Lawlor Creek Watershed from Contra Costa Canal to Oak Hills Cr.
Description/Justification:
This project will improve all the undersized pipes in the Lawlor Creek Watershed from West Leland Road to Oak Hills Circle. These improvements were identified in the July 1999, Stormwater Management Plan as conduits 3137 and 3138. This project includes 1058' of pipe improvements. The current cost estimate for this project is $520,000.

Watershed 4 (Willow Pass Road to Contra Costa Canal)
Project Manager: D. Johnson
Location: Watershed 4: Willow Pass Road to Contra Costa Canal
Description/Justification:
Watershed 4 is drained via natural swales and channels to the storm drainage system in developed areas north and south of Highway 4. This project will improve all the undersized pipes in Watershed 4 from Willow Pass Road to Contra Costa Canal. These improvements were identified in the July 1999, Stormwater Management Plan as conduits 4017 and 4039. This project includes 392' of pipe improvements. The current cost estimate for this project is $155,000.

Watershed 4 (Leland Road to Sugartree Drive)
Project Manager: D. Johnson
Location: Watershed 4: West Leland Road to Sugartree Drive
Description/Justification:
Watershed 4 is drained via natural swales and channels to the storm drainage system in developed areas north and south of Highway 4. This project will improve all the undersized pipes in Watershed 4 from West Leland Road to Sugartree Drive. These improvements were identified in the July 1999, Stormwater Management Plan as conduit 4051. This project includes 802' of pipe improvements. The current cost estimate for this project is $260,000.

Watershed 4 (Rock Ridge Way to end of Jacqueline Drive)
Project Manager: D. Johnson
Location: Rock Ridge Way to Jacqueline Drive
Description/Justification:
Watershed 4 is drained via natural swales and channels to the storm drainage system in developed areas north and south of Highway 4. This project will improve all the undersized pipes in Watershed 4 from Rock Ridge Way to Jacqueline Drive Terminus. These improvements were identified in the July 1999, Stormwater Management Plan as conduits 4071 and 4073. This project includes 2,864' of pipe improvements. The current cost estimate for this project is $695,000.

Watershed 5 (Highway 4 to Paige Court)
Project Manager: D. Johnson
Location: Watershed 5: Hwy4 to Paige Ct
Description/Justification:
Watershed 5 drains entirely residential developments north and south of Highway 4 via storm drains. This project will improve the 24" pipe in Watershed 5 from Highway 4 to Paige Court. This is the only deficiency identified in Watershed 5. These improvements were identified in the July 1999, Stormwater Management Plan as conduit 5053. This project includes 212' of pipe improvements. The current cost estimate for this project is $60,000.

Watershed 6 (City Park Storm Drain)
Project Manager: D. Johnson
Location: Watershed 6: City Park
Description/Justification:
Watershed 6 encompasses downtown Pittsburg and includes two areas, downtown Pittsburg and just south of Hwy 4. This project will improve undersized pipes in Watershed 6 in City Park. These improvements were identified in the July 1999, Stormwater Management Plan as conduits 6313, 6315, and 6317. This project includes 1,926' of pipe improvements. The current cost estimate for this project is $710,000.

Watershed 6 (Dover Way Storm Drain)
Project Manager: D. Johnson
Location: Watershed 6: Dover Way
Description/Justification:
Watershed 6 encompasses areas in downtown Pittsburg and just south of Highway 4. This project will improve undersized pipes in Watershed 6 on Dover Way and Crestview. These improvements were identified in the July 1999, Stormwater Management Plan as conduits 6481, 6491, 6493, 6503, 6505, 6507, and 6509. This project includes 3,426' of pipe improvements. The current cost estimate for this project is $1,135,000.

Watershed 6 (CC Canal/Crestview Drive to Ramona Drive/Linscheid Drive)
Project Manager: D. Johnson
Location: Alturas Avenue to Linscheid Drive
Description/Justification:
Watershed 6 encompasses downtown Pittsburg and an area just south of State Route 4. This project will improve undersized pipes in Watershed 6 along the Contra Costa Canal, north of Alturas Avenue, to Ramona Drive/Linscheid Drive. These improvements were identified in the July 1999, Stormwater Management Plan as conduits 6561, 6563, 6564, 6565, and 6567. This project includes 4,139' of pipe improvements. The current cost estimate for this project is $1,390,000.

Watershed 6 (Harbor Street/River Outfall to Harbor Street/School Street)
Project Manager: D. Johnson
Location: Watershed 6 on Harbor Street from the River Outfall to School Street
Description/Justification:
Watershed 6 encompasses downtown Pittsburg and an area just south of State Route 4. This project will improve undersized pipes in Watershed 6 on Harbor Street from the river outfall to School Street. These improvements were identified in the July 1999, Stormwater Management Plan as conduits 6003, 6005, 6007, 6011, 6013, 6015, 6019, 6023, and 6043. This project includes 4,992' of pipe improvements. The current cost estimate for this project is $1,330,000.

Watershed 6 (Harbour Drive/Morro Drive to Brighton Drive)
Project Manager: D. Johnson
Location: Watershed 6: Stone Harbour Drive from Morrow Drive to Brighton Drive
Description/Justification:
Watershed 6 encompasses downtown Pittsburg and an area just south of State Route 4. This project will improve undersized pipes in Watershed 6 on Stone Harbour Drive from Morro Drive to Brighton Drive. These improvements were identified in the July 1999, Stormwater Management Plan as conduits 6054, 6055, and 6057. This project includes 1,793' of pipe improvements. The current cost estimate for this project is $460,000.

Watershed 6 (Cumberland Drive/3rd Street to Railroad Ave/ 7th Street)
Project Manager: D. Johnson
Location:
Watershed 6: Downtown area
Description/Justification:
Watershed 6 encompasses downtown Pittsburg and an area just south of State Route 4. This project will improve undersized pipes in Watershed 6 in the downtown area. These improvements were identified in the July 1999, Stormwater Management Plan as conduits 6109, 6111, 6113, and 6115. This project includes 2,061' of pipe improvements. The current cost estimate for this project is $565,000.

Watershed 6 (Marina Blvd and Bayside Drive)
Project Manager: D. Johnson
Location:
Watershed 6: Marina Blvd and Bayside Drive
Description/Justification:
Watershed 6 encompasses downtown Pittsburg and an area just south of State Route 4. This project will improve undersized pipes in Watershed 6 on Marina Blvd and Bayside Drive. These improvements were identified in the July 1999, Stormwater Management Plan as conduits 6165 and 6207. This project includes 593' of pipe improvements. The current cost estimate for this project is $182,000.

Watershed 6 (8th St/Railroad Ave to 8th Street Outfall at Montezuma Slough)
Project Manager: D. Johnson
Location: Watershed 6: 8th Street from Herb White Way/Montezuma Street to Railroad Avenue
Description/Justification:
This project will improve undersized pipes in Watershed 6 along West Eighth Street and Herb White Way. These improvements were identified in the July 1999, Stormwater Management Plan as conduits 6257, 6258, 6260, and 6263. This project includes 2,154' of pipe improvements. This project will also include stormwater controls to redirect surface stormwater runoff to vegetated areas to filter and manage stormwater flow. The current cost estimate for this project is $1,105,000.

Environmental Center Parking Area Improvements
Project Manager: D. Johnson
Location: Environmental Center in Pittsburg
Description/Justification:
This project will construct improvements to divert surface stormwater runoff to vegetated bioretention areas. The current cost estimate for this project is $845,000.

Marina Parking Lot Modifications
Project Manager: D. Johnson
Location: Marina Parking Lot
Description/Justification:
This project aims to construct improvements to the Marina parking lot landscaped areas to receive surface stormwater runoff for treatment. The current cost estimate for this project is $705,000.

Railroad Avenue Bulb Out Retrofit
Project Manager: D. Johnson
Location: Railroad Avenue from 10th Street to 3rd Street
Description/Justification:
This project aims to retrofit the existing bulb outs at the intersections on Railroad Avenue from 10th street to 3rd street, to receive the surface stormwater runoff from the concrete valley gutters and divert through vegetated treatment areas. The current cost estimate for this project is $1,110,000.

Range Road-Roadway Bioretention
Project Manager: D. Johnson
Location: End of Range Road, south of State Route 4
Description/Justification:
This project aims to construct roadway bioretention improvements at the end of Range Road to receive roadway stormwater runoff for treatment, and neighborhood greenway feature. The current cost estimate of this project is $560,000.

Willow Pass Road Roadway Bioretention
Project Manager: D. Johnson
Location: Willow Pass Road
Description/Justification:
This project will construct 3,000 linear feet of bioswales on the north and south sides of Willow Pass Road to treat surface stormwater runoff from the adjacent roadway. The current cost estimate for this project is $620,000.

Stoneman Ave Storm Drain Replacement/Repair
Project Manager: D. Johnson
Location: Stoneman Avenue between Meadowbrook Circle and Briarcliff
Description/Justification:
This project will replace/repair the collapsed 24" storm drain line and inlets on Stoneman Avenue between Meadowbrook Circle and Briarcliff Drive. The estimated cost estimate for this project is $1,155,000.

Kirker Creek Bank Stabilization
Project Manager: D. Johnson
Location: Kirker Creek at Pittsburg/Antioch Highway
Description/Justification:
This project will construct two segments of soldier pile walls to stabilize the southern creek bank along Pittsburg-Antioch Highway. The current cost estimate for this project is $200,000.

City Parking Lot Retrofit at Pittsburg-Antioch Highway
Project Manager: D. Johnson
Location: Harbor Street and Pittsburg-Antioch Highway
Description/Justification:
This project will retrofit the existing surrounding landscaped areas within the existing parking lot and divert surface stormwater runoff into bioretention or vegetated areas. The current cost estimate for this project is $945,000.

Lois Avenue Backyard Storm Drain Swale Repair
Project Manager: D. Johnson
Location: Lois Avenue
Description/Justification:
The existing City storm drainage swale behind the homes located on Lois Avenue, Encina Place, and Gold Crest Court needs to be reconstructed. Approximately 930 feet of existing swale from Pacini Avenue to Ramona Street, has retaining wall damage and overgrown trees which have impacted the continuous flow of stormwater. Repairs may consist of replacement of concrete swale and installation of storm drain-pipe. The current cost estimate for this project is $230,000.

Riverview Park Green Infrastructure
Project Manager: D. Johnson
Location: Riverview Park
Description/Justification:
The project will incorporate vegetated swales and bioretention areas to receive surface stormwater runoff from adjacent roadways and parking areas. The current cost estimate for this project is $945,000.

Storm Drain Repairs on Buchanan Road/ West Leland Road
Project Manager: D. Johnson
Location: Buchanan Road/ West Leland Road
Description/Justification:
Significant settlement is occurring at Buchanan Road east of Harbor Street and at W Leland Road near John Henry Johnson Drive where existing storm drainpipes cross the road. CCTV had identified deficiencies in the storm drainpipe at the Buchanan Road location and the exact cause of the settlement at W Leland is unknown at this time. Work will include investigation, design, and construction for the replacement and/or in-place repair of existing storm drain piping and repair to the roadway surface to correct the settled areas and prevent future settlement. The current cost estimate for this project is $335,000.

Linscheid Drive Sewer Rehab
Project Manager: D. Johnson
Location: Linscheid Drive
Description/Justification:
Approximately 700 LF of sewer pipe to be removed. The sewer line in question was supposed to be abandoned in sewer rehab projects 2008-26 / 2009-10. There are no active utilities for city of Pittsburg to maintain within the Sewer Easement. The easement is hindering homeowners' ability to build in their backyards due to regulations against building structures over easements. To release the easement, we will need to finish the abandonment of the sewer line first.

BUILDING

Police Evidence Storage Building

Project Manager: D. Johnson
Location: City Hall
Description/Justification:
This project will involve the design and construction of evidence storage building, including plumbing, electrical, ventilation and security components for the processing and storage of evidence for the Pittsburg Police Department. Building components must comply with various codes, regulations and best practices for law enforcement investigation and safety. The current cost estimate for this project is $645,000.

Purchase Corp Yard Annex

Project Manager: D. Johnson
Location: 369 East 12th Street
Description/Justification:
The City of Pittsburg currently leases the maintenance shop just east of the Corporation Yard. This project will purchase that land and make it an addition to the City's Corporation yard. The current cost estimate for this project is $1,650,000.

Civic Center Parking Structure

Project Manager: D. Johnson
Location: City Hall
Description/Justification:
This project will construct a parking structure near City Hall and the Courthouse for use by both facilities. The current cost estimate for this project is 2,280,000.

Downtown Parking Structure

Project Manager: D. Johnson
Location: Downtown Pittsburg
Description/Justification:
This project will construct a new parking lot at East 5th Street to increase available parking for the downtown area. In addition, bioretention treatment areas will be constructed to treat surface stormwater runoff. The current cost estimate for this project is $5,280,000.

Civic Center Repair

Project Manager: D. Johnson
Location: Civic Center
Description/Justification:
This project will complete major repair projects for the Civic Center that come up including HVAC repair, roof repair, and carpet. The current cost estimate for this project is $250,000.

Civic Center/ Senior Center EOC Upgrades

Project Manager: D. Johnson
Location: Civic Center & Senior Center
Description/Justification:
This project will complete the required upgrades needed for the City's Emergency Center at both the Civic Center and Senior Center. The current cost estimate for this project is $85,000.

PARKS

All Abilities Playground
Project Manager: D. Johnson
Location: Citywide
Description/Justification:
This project aims to design and construct an All-Abilities Playground within a city park with amenities accessible and appropriate for use by children of all abilities. The current cost estimate for this project is $2,238,000.

Buchanan Park Renovations
Project Manager: D. Johnson
Location: Buchanan Park
Description/Justification:
The project would add the following new amenities to the existing Buchanan Park: basketball court, splash pad, public art, and will replace the existing community center with a larger LEED certified center, replace deteriorated pedestrian walkways with pervious pathways and expand and resurface parking areas. The community center is proposed to be an expansion to 8,000 sf from the current 3,000 sf facility. The outdoor space designated for outdoor recreation and open space at the park comprised more than half of the area of the 16-acre park. The current cost estimate for this project is $9,140,000.

Buchanan Park School Age Playground
Project Manager: D. Johnson
Location: Buchanan Park
Description/Justification:
This project will install a school age playground to the north of the Buchanan Center building to benefit those families using the facility and the group picnic area. The current cost estimate for this project is $345,000.

Buchanan Swim Center Improvements/ Solar Heating
Project Manager: D. Johnson
Location: Buchanan Swim Center
Description/Justification:
This project will install a solar system to supplement the heating and improve the parking lot. The current cost estimate for this project is $330,000.

Buchanan Park Restrooms
Project Manager: D. Johnson
Location: Buchanan Park
Description/Justification:
This project will install a new restroom facility at Buchanan Park. City staff will evaluate different restroom manufactures to analyze which restroom facility includes features to best address some of the current issues being experienced at this park such as vandalism, misuse, lighting, etc.

CASP Accessibility Improvements in Parks
Project Manager: D. Johnson
Location: Citywide Park System
Description/Justification:
This project aims to install, repair, or construct improvements at City owned parks as recommended by Certified Access Specialist Program (CASP) – ADA survey of facilities and prioritized by Public Works staff. The current cost estimate for this project is $255,000.

Outdoor Fitness Area
Project Manager: K. Simonton
Location: Marina Boulevard
Description/Justification:
This project includes the construction of an all-abilities outdoor fitness area. Access to health and wellness is a vital part of a thriving community. An outdoor fitness area ensures that all members of Pittsburg have access to overcome their obstacles in becoming healthier. The court includes 10 units that may serve up to 27 people at one time and includes accessible equipment and access. The current cost estimate for this project is $200,000.

DeAnza Park Walkway Rehabilitation and Basketball Court
Project Manager: D. Johnson
Location: Delta DeAnza Park
Description/Justification:
This project aims to rehabilitate/repair/reconstruct deteriorated walkways and to design and construct a basketball court at De Anza Park. It will also include the installation of bioretention treatment areas to treat surface stormwater runoff. The current cost estimate for this project is $560,000.

Dredge Buchanan Park Pond
Project Manager: D. Johnson
Location: Buchanan Park
Description/Justification:
This project will dredge the 1-acre pond at Buchanan Park to its original design depth of four feet. The current cost estimate for this project is $260,000.

GENERAL

East 8th Street Underground Utilities (Railroad Ave to Harbor St)
Project Manager: D. Johnson
Location: East 8th Street
Description/Justification:
This project will remove overhead utilities and place them underground along East Eighth Street and the linear park from Railroad Avenue to Harbor Street. The current cost estimate for this project is $985,000.

PG&E Street Light Facilities Acquisition
Project Manager: D. Johnson
Location: Citywide
Description/Justification:
This will provide funding to buy out streetlights from PG&E so they can be City owned and maintained, instead of the City paying PG&E for maintenance. There are approximately 3,671 PG&E-owned streetlights in the City. The City currently owns approximately 32%, or 1,163 of the 4,834 streetlights in the City. This project will not only save the City annual operating funds but will allow the Public Works Department to provide improved and more responsive service to street light complaints. The current cost estimate for this project is $1,050,000.

MARINA

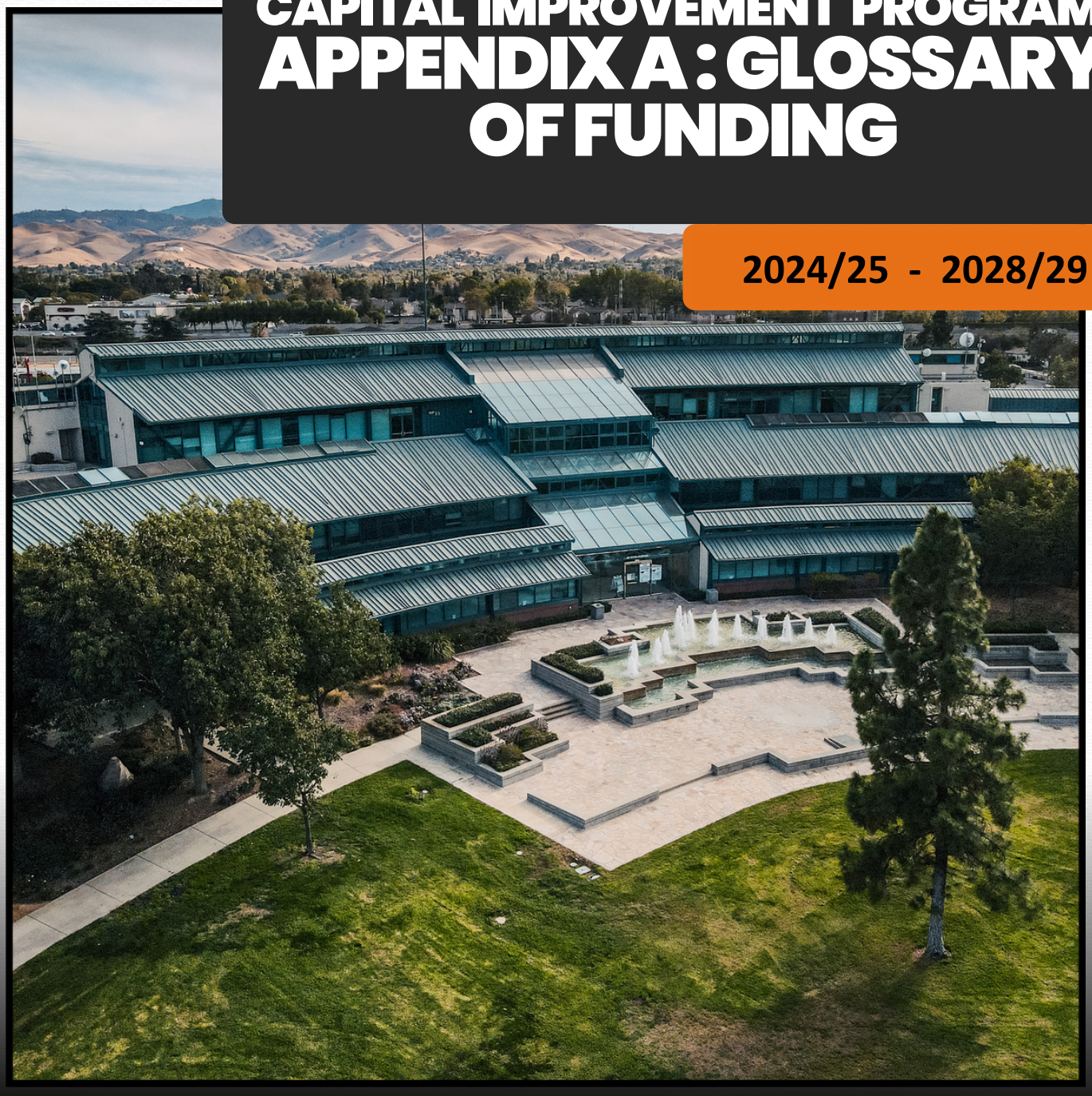
Marina Trail Construction
Project Manager: S. Bellafronte
Location: Sea Point Way
Description/Justification:
This project will remove existing concrete and convert the existing walkway to a trail made of recycled aggregate base. The project limits are on the shoreside of the Mean High Water Line and will not impact the water.
Supplemental Information:
The walkway is in disrepair due to diminishing riprap along the eastern border of Lowy Basin. In association with the Waterfront Breakwater Maintenance Project, this project aims to convert the walkway into a trail and manage the large scenic tree at the northernmost end of the walkway. Options for managing the tree to provide public safety include trimming or removal. In 2022, project costs were estimated at $195,000. This project was not included in the Waterfront or Marina budgets for FY 24.

Marina Security Cameras
Project Manager: S. Bellafronte
Location: Marina
Description/Justification:
The Pittsburg Marina has foregone maintenance on existing security cameras resulting in a nonfunctioning camera system. The Marina also experiences crime and incidents that could be mitigated or solved through additional surveillance throughout the facility. This project includes repair of existing cameras and an expansion of the network throughout the cameras.
Supplemental Information:
The City has executed a contract for $15,000 to fix the broken existing cameras system and is in the process of obtaining three quotes for the expansion project. On May 9, 2022, the City Council earmarked $750,000 Measure M Surplus funds over three years to upgrading security camera systems throughout the City. $200,000 of this amount was earmarked for the Marina expansion using FY 23 Measure M surplus dollars. These FY 23 Measure M surplus dollars were not utilized, so they were relinquished and FY 24 Measure M surplus dollars have been earmarked for this expenditure in FY 25.

City of Pittsburg
California

CAPITAL IMPROVEMENT PROGRAM
APPENDIX A: GLOSSARY OF FUNDING

2024/25 - 2028/29



This document includes various funds, their names, descriptions, what type of projects they are used for and the sources of these funds.

American Rescue Plan Act (ARPA) (298)
This bill provides additional relief to address the continued impact of COVID-19 (i.e., coronavirus disease 2019) on the economy, public health, state and local governments, individuals, and businesses.

BAAQMD's Charge (XXX)
This is a grant that helps offset a portion of the cost of purchasing and installing new publicly available charging stations at qualifying facilities and private charging stations to serve fleets and multi-family housing locations within BAAQMD's jurisdiction. Under the Charge! Program, Pittsburg is considered a disadvantaged and low-income community based on the California Climate Investments Priority Populations 2022 CES 4.0.
The City will install 11 dual port Level 2 EV chargers at workplaces for the City Fleet. This qualifies Pittsburg for a higher tier of program funding, and this funding can be layered with other outside funding sources and incentive programs, making this an impactful opportunity for the City's progress toward reducing city-wide transportation emissions and maintaining a balanced budget.

Building Maintenance Fund (BMF) (621)
The City's Building Maintenance Fund covers ongoing maintenance of City-owned buildings.

Community Development Block Grant (CDBG)
The Community Development Block Grant (CDBG) Program supports community development activities to build stronger and more resilient communities. To support community development, activities are identified through an ongoing process. Activities may address needs such as infrastructure, economic development projects, public facilities installation, community centers, housing rehabilitation, public services, clearance/acquisition, microenterprise assistance, code enforcement, homeowner assistance, etc.

Gas Tax Road Maintenance and Rehabilitation Account (RMRA) (228)
Senate Bill 1, the Road Repair and Accountability Act of 2017, was signed into law on April 28, 2017. SB 1 increased the per gallon fuel excise taxes; increased the diesel fuel sales taxes and vehicle registration fees; and provides for inflationary adjustments to tax rates in future years. This legislative package invests $54 billion over the next decade to fix roads, freeways, and bridges in communities across California and puts more dollars toward transit and safety. These funds are split equally between state and local investments.

General Fund (110)
The General Fund's major revenue sources include property and sales taxes, franchise taxes, other taxes, and intergovernmental revenue, permits, licenses and fees.

General Fund Surplus
A General Fund surplus is the amount of revenue available for new spending commitments after paying for the costs of programs under current law.

Highway Safety Improvement Program (HSIP)
The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance.

Highway User Tax Account Gas Tax Fund (HUTA) (203)
The state of California imposes per-gallon excise taxes on gasoline and diesel fuel, sales taxes on gasoline and diesel fuel and registration taxes on motor vehicles with allocations dedicated to transportation purposes.

Infrastructure Repair and Replacement Fund (IRRF)
On January 22, 2013, the City Council adopted Ordinance 12-1363, also known as the Fiscal Sustainability Ordinance. This ordinance established minimum balances for financial reserves used to stabilize the City's budget and created an Infrastructure Repair and Replacement Fund that receives a portion of funds that exceed the required reserve amount. This fund may be used for repairs and capital improvements projects related to the City's infrastructure including streets, roads, parking lots, and storm drains.

Island Energy Funds (IE) and 590 Pittsburg Power (PPC) (580)
The Pittsburg Power Company (PPC) is a municipal utility formed under the California Constitution. The PPC does business in the City of Pittsburg and as Island Energy (IE) on Mare Island located in Vallejo, California. PPC develops revenue streams for the City of Pittsburg while retaining existing businesses and attracting new business. Island Energy distributes natural gas and electricity to the industries, schools, businesses, and residents on Mare Island. Island Energy's focus is to build capital asset value and income for the City of Pittsburg as Mare Island is redeveloped over time.

Kirker Creek Drainage Fund (KCDF)
The Kirker Creek Drainage Fund was established to provide for improvements to the drainage area due to impacts from new development. This fee is charged only for new development within the Kirker Creek watershed. Currently the fee is $1.14/sf of impervious area for the development. This fund can be used for construction of drainage improvements within the Kirker Creek watershed.

Local Traffic Mitigation Fund (LTMF)
In order to implement the goals of the circulation element of the city's general plan and, more specifically, the transportation improvements contained in the capital improvement program, and to mitigate the transportation impacts caused by new development in the city, certain public road improvements must be or had to be constructed. The city council has determined that a transportation mitigation fee is needed to finance these public improvements and to pay for new development's fair share of the construction costs of these improvements.

Marina Enterprise Fund (ME) (550)
The Marina Enterprise Fund is composed of funds collected at the Pittsburg Marina from boat slip rentals and gasoline sales. These funds are used to maintain and improve the various marina facilities. Per Ordinance 12-1363 a minimum of 30% of annual operating costs shall be maintained in reserve.

Measure J (MJ)
In 2004, Contra Costa County voters approved Measure J, which continued the ½ cent sales tax that funds transportation projects in the county through March 31, 2034. Pittsburg's Measure J funds are used for street pavement projects as funding is available. However, using this fund only for street pavement projects reduces funds available for other eligible projects, such as traffic signals. In addition, the City currently uses Measure J Funds to help fund the Public Works Department's Street operations and maintenance (O&M) to off-set General Fund revenues.

Measure M (MM)
In 2012, 73 percent of Pittsburg voters approved an increase to the local sales tax for 10 years to fund local Pittsburg services. Known as Measure P, it added a half-cent sales tax for five years to local purchases, amounting to an extra 50 cents on a $100 purchase. The sales tax was planned to decrease to one-quarter-cent sales tax in 2017, and then expire in 2022. The sales tax revenue is a guaranteed funding source for essential city services, including public safety, code enforcement, the Senior Center and support for job programs that benefit local residents. Measure M will extend the current half-cent sales tax to 2035 and continue to support these programs, plus youth services, road repairs and services for victims of domestic violence. The measure continues an existing tax at its current level.

Measure M Surplus
Measure M surplus is the amount of revenue available for new spending commitments after paying for the costs of programs.

National Pollutant Discharge Elimination System (NPDES) (207)
The NPDES Program is a federal program which has been delegated to the State of California for implementation through the State Water Resources Control Board (State Water Board) and the nine Regional Water Quality Control Boards (Regional Water Boards), collectively Water Boards. In California, NPDES permits are also referred to as waste discharge requirements (WDRs) that regulate discharges to waters of the United States.

One Bay Area Grant (OBAG)
The One Bay Area Grant, now in its third iteration, guides how MTC distributes federal transportation funding from the Federal Highway Administration to projects and programs that improve safety, spur economic development, and help the Bay Area meet climate change and air quality improvement goals.

Park Dedication Fees (PDF) (304)
Park Dedication Fees are collected from developers to provide for construction of new parks and recreation facilities. Fees are collected based on the market value of the property, size of development, and number of units.

PG&E Rule 20A & 20B (Credits)

- Rule 20A projects are 100 percent ratepayer-funded but must meet public interest criteria. The utilities annually allocate Rule 20A work credits (or “work credits”) to cities and unincorporated counties (hereafter, “communities”) to redeem for their undergrounding project costs. Under Rule 20A Section 2, 50 percent of the work credit allocation is based on the ratio of overhead meters in a community relative to the total utility overhead meters. The other 50 percent is based on the ratio of total meters (both overhead and underground-served meters) relative to the utility total system meters. Rule 20A work credit allocations are established through the electric utilities’ General Rate Cases. A community may “borrow” up to five years of future work credits to fund an undergrounding project.

- Rule 20B projects may be for any undergrounding purpose but must consist of a minimum of 600 feet. Ratepayers fund around 20 to 40 percent of the costs of these projects. The applicant bears the balance of the project cost. Local government applicants may request the utility initially fund their Rule 20B project's engineering and design costs and reimburse the utility later provided that the project goes forward.

Pittsburg Regional Traffic Mitigation Fund (PRTMF)
These fees are collected from developers to pay for developer’s share of regional projects to mitigate impacts to streets and traffic flow. These funds are restricted to projects that are included in the current regional fee program.

Pittsburg Regional Transportation Development Impact Mitigation Fee (PRTDIM)
The cities of Antioch, Brentwood, Pittsburg, and Oakley together with the county of Contra Costa, entered into an agreement pursuant to California Government Code Section 6500 et seq., entitled "East Contra Costa Regional Fee and Financing Authority Joint Exercise of Powers Agreement" (the "agreement"), which provides for the creation of a separate joint powers agency ("ECCRFFA"), to assist in the establishment of a uniform regional development fee program and the funding and implementation of transportation improvement projects in the east county area. The four cities listed above, and the county are the "member agencies" of ECCRFFA.

Public Education and Government Fund (PEG)
The Public Education and Government is a special revenue fund in which the City is given authority from California Public Utilities Code to levy State Franchise Holder. The revenue of this fund supports Public Education and Government channel facilities.

Safe Routes to BART Grant (SR2B)
Safe Routes to BART (SR2B) is a grant program sponsored by BART using voter-approved Measure RR capital funds. SR2B is designed to help local agencies improve access for BART customers traveling to BART stations by walking and biking. Grants to local jurisdictions in Alameda, Contra Costa and San Francisco Counties using Measure RR capital funds will help our partner agencies deliver capital projects for the streets, sidewalks, trails, and plazas that serve riders on their way to and from BART.

Safe Routs to School Grant (SR2S)
The Safe Routes to School (SR2S) Needs Assessment is a comprehensive assessment of existing SR2S projects and programs occurring throughout Contra Costa County. The purpose was to understand SR2S activities throughout Contra Costa County, estimate funding needed to support future SR2S capital improvements and programs, provide resources to local communities as they plan, design, and implement improvements, and offer technical assistance to school sites.

Sewer Facility Reserve Fund (SFR) The
Sewer Facility Reserve is funded by a one-time charge per residential unit paid by developers. The amount of the fee varies according to the location of the development and is calculated according to a formula described in the fee schedule approved by the City Council (Resolution No. 05-10291 and as amended by 05-10372). The average fee for a new residential unit is $3,753. This fund is used for expansion and upgrade of the sewer system to account for increased usage with new development.

Sewer Operations Fund (SOF) (521)
The Sewer Fund is maintained by a service charge that is collected in water service bills. Fees collected vary by property use. For example, a residential property is charged a flat rate of $15.79/month and non-residential is charged $1.61 per CCF, or 100 cubic feet (748 gallons), of water usage/month. These funds are used for installing, upgrading, and maintaining the City's sewer system. Per Ordinance 12-1363 a minimum of 30% of annual operating costs shall be maintained in reserve.

Solid Waste (210)
Under the Recycling Center and Transfer Stations (RCTS) operating agreement with the Contra Costa Waste Service, Inc. (CCWS), the City receives a Recycling and Inspection Fee of a flat rate ($1.91/ton effective October 2018) plus annual CPI adjustment on all solid waste and recycled material accepted at the transfer station. Solid Waste Management creates and implements programs and services for schools, City offices, businesses, and the community by promoting waste prevention, reuse, and recycling to meet the state mandated, AB 939 (50 percent waste diversion requirements

Transportation Development Act (TDA)
Transportation Development Act (TDA) of 1971, this law provides funding to be allocated to transit and non-transit related purposes that comply with regional transportation plans. TDA established two funding sources; the Local Transportation Fund (LTF), and the State Transit Assistance (STA) fund.

Water Facility Reserve Fund (WFR)
The Water Facility Reserve is funded by a onetime charge per residential unit paid by developers. The amount of the fee varies according to the location of the development and is calculated according to a formula described in the fee schedule approved by the City Council (Resolution 05-1029 and as amended by Resolution 12-11778). The average fee for per new residential unit is $5,807. This fund is used for expansion and upgrade of the water distribution system or treatment plant to account for increased use with new development.

Waterfront Grants Fund (541)
This fund is the landing place for grants that the Waterfront Division gets. It is important that the grant funding be in a separate fund for reporting and tracking pour poses. The Waterfront Fund, 540 is also subject to 30% reserves which would fluctuate inappropriately if grant funding were to mingle with operating funds.

Waterfront Operations Fund (WO) (540)
City's Waterfront Fund: revenues come from industrial Tidelands leases managed by the City. California Senate Bill 551 of 2011 enacted a grant of sovereign tidelands and submerged lands ("Tidelands") within City boundaries to the City of Pittsburg. Prior to 2011, the State Lands Commission had entered into long term leases of Tidelands parcels within City boundaries. With the passage of SB 551, by operation of law, the City became lessor in place of the State of California for all existing leases of Tidelands.

Water Operations Fund (WOF) (501)
The Water Fund is maintained by a service charge that is collected in water service bills. Fees collected vary by size of water meter and water use and range from $29.60/mo for a ¾" meter to $3,360/mo for a 10" meter. These funds are used for installing, upgrading, and maintaining the City's water system. Per Ordinance 12-1363 a minimum of 30% of annual operating costs shall be maintained in reserve.

City of Pittsburg
California

CAPITAL IMPROVEMENT PROGRAM
APPENDIX B: ACRONYMS

2024/25 - 2028/29

ACRONYMS

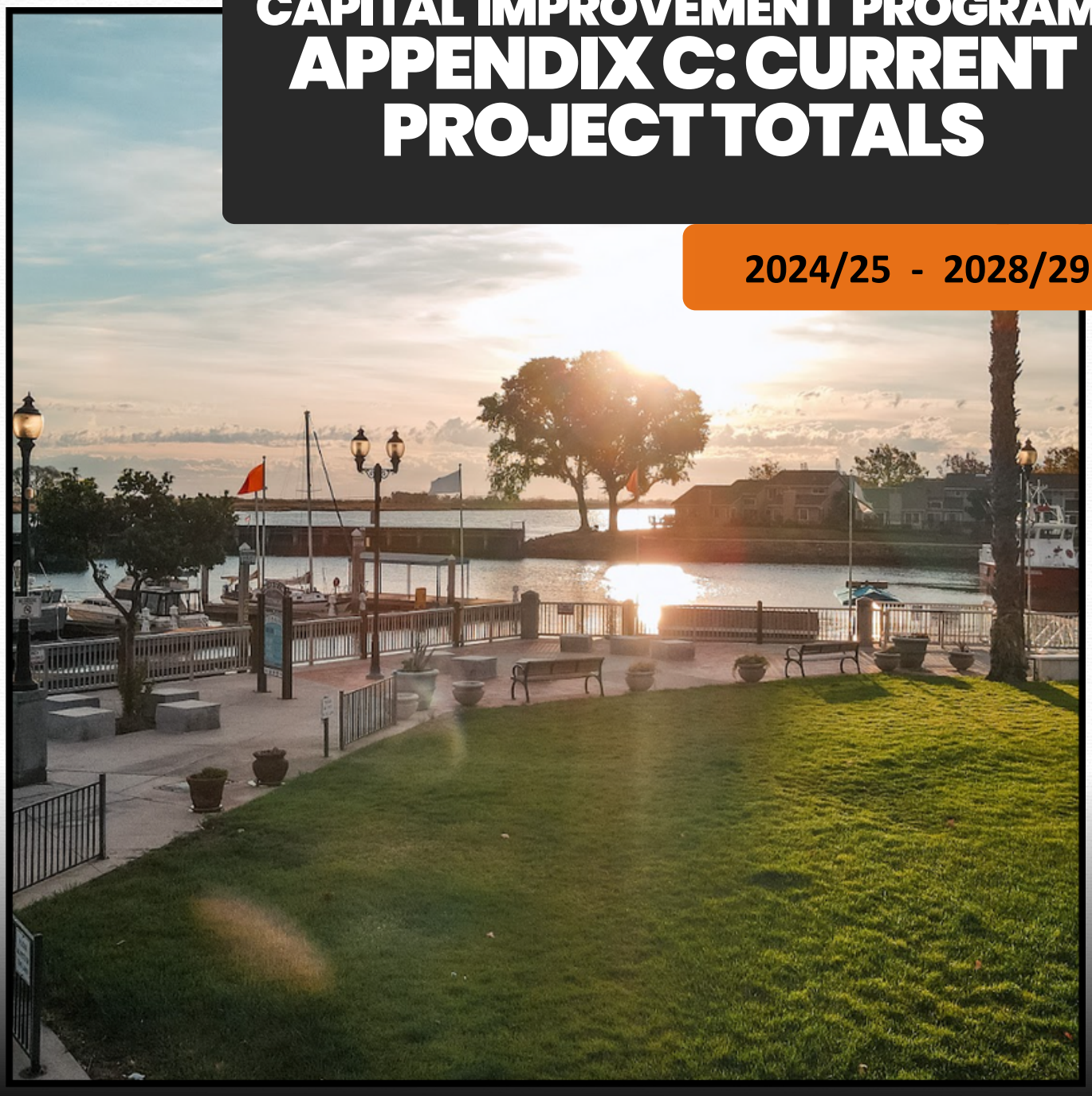
This document includes numerous abbreviations and acronyms in need of explanation. Thus, a list of acronyms is provided to aid the reader when the context does not define the meaning.

ADA – Americans with Disabilities Act
AMR – Automatic Meter Reading
ARPA – American Rescue Plan Act
BART – Bay Area Rapid Transit
BMF – Building Maintenance Fund
CALTRANS – California Department of Transportation
CCC – Contra Costa County
CCWD – Contra Costa Water District
CCTA – Contra Costa Transportation Authority
CCTV – Closed-Circuit Television
CDBG – Community Development Block Grant
CFD – Community Facilities District
CIP – Capital Improvement Program
DD – Delta Diablo
ECCRFFA – East Contra Costa Regional Fee and Financing Authority
FY – Fiscal Year
GAAP – Generally Accepted Accounting Principles
GASB – Governmental Accounting Standards Board
GFOA – Government Finance Officers Association
HSIP – Highway Safety Improvement Program
HUTA – Highway User Tax Account Gas Tax Fund
IE – Island Energy
IRRF – Infrastructure Repair and Replacement Fund
KCDF – Kirker Creek Drainage Fund
LED – Light-Emitting Diode
LF – Linear Foot/Feet
LLDA – Landscape and Lighting District Assessment
LTMF – Local Traffic Mitigation Fund
ME – Marina Operations Fund
MG – Millions of Gallons
MGD – Millions of Gallons Per Day
MJ – Measure J
MM – Measure M
MTC – Metropolitan Transportation Commission
NPDES – National Pollution Discharge Elimination System
OBAG – One Bay Area Grant
O&M – Operating and Maintenance
PDF – Park Dedication Fees
PCI – Pavement Condition Index
PG&E – Pacific Gas & Electric
PMP – Pavement Management Program
PPC – Pittsburg Power Company
PRTDIM – Pittsburg Regional Transportation Development Impact Mitigation Fee
PRTMF – Pittsburg Regional Traffic Mitigation Fund
RMRA – Road Maintenance and Rehabilitation Account
ROW – Right-of-Way
S&P – Standard and Poor's Rating Service
SB – Senate Bill
SCADA – Supervisory Control and Data Acquisition
SR2B – Safe Routes to BART Grant
SR2S – Safe Routs to School Grant
SRF – State Water Resources Control Board Revolving Fund
SFR – Sewer Facility Reserve Fund
SOF – Sewer Operations Fund
SS – Sewer
ST – Streets
TDA – Transportation Development Act
VFD – Variable Frequency Drive
WF – Waterfront Fund
WFR – Water Facility Reserve Fund
WOF – Water Operations Fund
WTP – Water Treatment Plant

City of Pittsburg
California

CAPITAL IMPROVEMENT PROGRAM
APPENDIX C: CURRENT PROJECT TOTALS

2024/25 - 2028/29



CIP Current Projects Totals

Streets (21 Projects)

Page Number	Project No.	Project Name	Total Cost
33	2019	BART Pedestrian/Bicycle Connectivity	$ 8,993,050
34	2028	HSIP 10-Crestview Drive Safety Improvements	$ 757,500
35	2038	HSIP 10- Citywide Roadway Improvements	$ 2,365,500
36	2040	2023/24 Pavement Management	$ 4,658,300
37	2042	Annual Citywide Traffic Calming	$ 450,000
38	2051	Marina Blvd Buffered Bicycle Lanes	$ 56,100
39	2052	Delta De Anza Multimodal Trail Safety Improvements	$ 5,009,406
40	2133	Trail Crossing Improvements (TDA)	$ 216,500
41	2228	Citywide Arterial Median Conversion	$ 380,000
42	2231	OBAG II Pavement Improvement	$ 4,350,000
43	2242	Annual Citywide Striping & Signage	$ 447,159
44	2244	Citywide Sidewalk Repair	$ 370,800
45	2608	Kirker Pass Road Rehabilitation	$ 610,000
46	3015	James Donlon Boulevard Extension	$ 331,938,600
47	3038	West Leland Road Extension Phase II	$ 33,380,000
48	3332	Annual Citywide Fence/Soundwall Repairs	$ 655,000
49	4077	2024/25 CDBG ADA Curb Ramp Installation	$ 273,938
50	4079	Linscheid Drive Traffic Calming	$ 260,000
51	TBD	Zone 4 Pavement Management	$ 4,890,000
52	TBD	Pavement Management Program	$ 15,560,000
53	TBD	Loveridge Road Frontage Improvements	$ 1,610,000
		TOTAL COST	**$ 417,231,853**

Signal (3 Projects)

Page Number	Project No.	Project Name	Total Cost
55	2227	HSIP 9 Citywide Traffic Signal Improvement	$ 1,271,000
56	2243	Countywide Smart Signals	$ 1,332,724
57	2314	Pittsburg Center Smart City Pilot	$ 1,200,000
		TOTAL COST	**$ 3,803,724**

Water (8 Projects)

Page Number	Project No.	Project Name	Total Cost
59	5006	Water System Reliability (Cabrillo Place Waterline)	$ 2,052,916
60	5007	Highlands Ranch Tank Improvements	$ 605,000
61	5009	Water Treatment Plant Reservoir Control Panel & PLC Replacement	$ 320,300
62	5065	Water Treatment Plant Capital Repairs and Improvements	$ 525,000

63	5067	Water Treatment Plant Filter Gallery Replacement	$	61,493,188
64	5070	Annual Filter Media Replacement	$	300,204
65	5071	W-61 Main W. Leland (WTP to SW Hills)	$	7,475,000
66	TBD	Bella Vista/Riverview Park Water Consolidation Project	$	2,100,000
		TOTAL COST	**$**	**74,971,608**

Sewer (2 Projects)

Page Number	Project No.	Project Name		Total Cost
68	5003	West Santa Fe Ave. Sewer Water Rehabilitation	$	18,644,903
69	TBD	Central Addition Water and Sewer Rehabilitation (Phase 1)	$	3,950,000
		TOTAL COST	**$**	**22,614,903**

Storm (5 Projects)

Page Number	Project No.	Project Name		Total Cost
71	1801	Frontage Road Living Green Trail	$	2,166,250
72	3023	Willow Pass Storm Drain Repair	$	475,207
73	8336	Americana Park Bypass Channel	$	1,554,678
74	TBD	California Avenue Full Trash Capture Device	$	2,440,000
75	TBD	Storm Drain Master Plan	$	250,000
		TOTAL COST	**$**	**6,886,135**

Building (5 Projects)

Page Number	Project No.	Project Name		Total Cost
77	1650	Marina Community Center Improvements	$	750,000
78	3026	60 Civic Building Repair	$	800,000
79	3118	Corporation Yard Fueling System Replacement	$	1,918,100
80	3333	California Theater Marquee & Below Stage Modification	$	506,800
81	3334	City Council Chambers Upgrade	$	535,000
		TOTAL COST	**$**	**4,509,900**

Parks (3 Projects)

Page Number	Project No.	Project Name		Total Cost
83	1754	City Park Restroom Facility	$	1,250,000
84	3040	Buchanan Park Pond Loop Replacement	$	222,300
85	3080	Pittsburg Premier Fields	$	16,528,000
		TOTAL COST	**$**	**18,000,300**

General (8 Projects)

Page Number	Project No.	Project Name	Total Cost
87	1703	CHARGE Fleet EV Infrastructure	$ 286,000
88	1755	City Limit Entrance Features	$ 350,000
89	1756	Landscape Master Plan	$ 1,500,000
90	2987	E. 3rd Street Remediation	$ 518,500
91	3018	Police Department Security Fence	$ 750,000
92	3019	Reviving the Heart of Pittsburg Pride	$ 3,341,961
93	3024	Buchanan Road Slope Repair	$ 1,603,200
94	TBD	ADA Transition Plan	$ 260,000
		TOTAL COST	**$ 8,609,661**

Marina (3 Projects)

Page Number	Project No.	Project Name	Total Cost
96	3022	Riverview Park Fishing Pier	$ 193,100
97	5704	Central Harbor Park (CHP) & Boat Launch Facilities (BLF)	$ 4,144,395
98	TBD	Sheds A-D Upgrades	$ 291,200
		TOTAL COST	**$ 4,628,695**

Power (6 Projects)

Page Number	Project No.	Project Name	Total Cost
100	5816	Duct Bank and Vault Replacements	$ 625,000
101	5820	Waterfront Area Reliability	$ 700,000
102	5821	Outage Recovery	$ 439,453
103	5826	RA Replacement	$ 180,000
104	5827	Electrical Substation Battery Replacement	$ 120,000
105	TBD	Water Treatment Plant Alternative Fuel Conversion	$ 2,160,000
		TOTAL COST	**$ 4,224,453**

City of Pittsburg
California

CAPITAL IMPROVEMENT PROGRAM
APPENDIX D: PROJECT SUMMARY

2023/24 – 2027/28

STREETS PROJECTS
Project Summary

Item No.	Finance No.	Project Name	Estimated Project Cost ($)	Funding ($) Identified Funding Available Existing Allocation = (E) New Allocation = (N) Future Allocation = (F)	Current Project Funding ($)	FY 204-25 ($)	FY 2025-26 ($)	FY 2026-27 ($)	FY 2027-28 ($)	FY 2028-29 ($)	Total Funding
1	2019	BART Pedestrian/Bicycle Connectivity	$8,993,050	$3,870,000 OBAG-2 (E) $600,000 PBTF (E) $50,000 Measure J (E) **$465,050 Measure J (N)** **$25,000 Meausre M Surplus (N)** $58,000 TDA Grant (E) $300,000 LTMF (E) **$2,925,000 LTMF (N)** $700,000 SR2BART (E)	$8,993,050	$0					$8,993,050
2	2028	HSIP 10-Crestview Drive Safety Improvements	$757,500	$378,200 HSIP (E) $41,200 RMRA (E) $100,000 HUTA (E) $200,000 CDBG (E) **$51,700 HUTA (N)** **$162,374 CDBG (N)**	$933,474	$0					$933,474
3	2038	HSIP 10- Citywide Roadway Improvements	$2,365,500	$2,965,700 HSIP (E)	$2,965,700						$2,965,700
4	2040	2023/24 Pavement Management	$4,658,300	**$600,000 GF (N)** **$1,251,300 GF Surplus (N)** **$250,000 CalRecycle (N)** **$650,000 Measure M (N)** **$500,000 HUTA (N)** **$807,000 RMRA (N)**	$4,658,300						$4,658,300
5	2042	Annual Citywide Traffic Calming Program	$450,000	$75,000 MJ (E) **$75,000 HUTA (N)** $300,000 MJ (F)	$75,000	$75,000	$75,000	$75,000	$75,000	$75,000	$450,000
6	2051	Marina Blvd Buffered Bicycle Lanes	$56,100	56,100 TDA (E)	$56,100						$56,100
7	2052	Delta De Anza Multimodal Trail Safety Improvements	$5,009,406	**$4,427,000 OBAG-3 (N)** $582,406 EBRP (F)		$5,009,406					$5,009,406
8	2133	Trail Crossing Improvements (TDA)	$216,500	$120,000 TDA (E) $30,000 Measure J (E) **$55,800 CDBG (N)** $11,000 HUTA (F)	$205,800	$11,000					$216,800
9	2228	Citywide Arterial Median Conversion	$380,000	$130,000 MJ (E) **$50,000 MJ (N)** $200,000 MJ (F)	$180,000		$50,000	$50,000	$50,000	$50,000	$380,000
10	2231	(OBAG II) Pavement Improvement Project	$4,350,000	$1,940,000 RMRA (E) $2,410,000 OBAG2/STP (E)	$4,350,000						$4,350,000
11	2242	Annual Citywide Striping & Signage	$447,159	$147,159 HUTA (E) **$50,000 HUTA (N)** $200,000 HUTA (F)	$197,159	$50,000	$50,000	$50,000	$50,000	$50,000	$447,159
12	2244	Citywide Sidewalk Repair	$370,800	**$100,800 Measure M Surplus (N)** $200,000 Measure M Surplus (F)	$170,800	$100,000	$100,000				$370,800
13	2608	Kirker Pass Road Rehabilitation	$610,000	$248,829 Measure M (E) $92,000 HUTA (E) $233,000 General Fund (E) **$36,171 HUTA (N)**	$610,000						$610,000

Item No.	Finance No.	Project Name	Estimated Project Cost ($)	Funding ($) Identified Funding Available Existing Allocation = (E) New Allocation = (N) Future Allocation = (F)	Current Project Funding ($)	FY 204-25 ($)	FY 2025-26 ($)	FY 2026-27 ($)	FY 2027-28 ($)	FY 2028-29 ($)	Total Funding
14	3015	James Donlon Boulevard Extension	$331,938,600	$1,929,074 LTMF (E) $656,373 RTMF (E) $4,000,000 ECCRFFA (E) $1,888,000 LTMF (F) $68,000,000 ECCRFFA (F) $14,220,000 Dev. (F) $241,245,153 UNFUNDED (F)	$6,585,447					$325,353,153	$331,938,600
15	3038	West Leland Road Extention Phase II	$33,380,000	$33,380,000 UNFUNDED (F)	$0				$33,380,000		$33,380,000
16	3332	Annual Citywide Fence/Soundwall Repairs	$655,000	$50,000 HUTA (E) $155,000 MJ (E) **$75,000 HUTA (N)** $300,000 HUTA (F)	$280,000	$75,000	$75,000	$75,000	$75,000	$75,000	$655,000
17	4077	2024/25 CDBG ADA Curb Ramp Installation	$273,938	**$273,938 CDBG (N)**	$0	$273,938					$273,938
18	4079	Linscheid Drive Traffic Calming	$260,000	**$202,184 CDBG (N)** **$57,816 UNFUNDED (F)**	$0	$202,184	$57,816				$260,000
19	TBD	Zone 4 Pavement Management	$4,890,000	$436,051 General Fund (E) **$500,000 Measure M Surplus (N)** **$800,000 HUTA (N)** **$650,000 Measure M (N)** **$1,900,000 RMRA (N)** $603,949 RMRA (F)	$436,051	$3,850,000	$603,949				$4,890,000
20	TBD	Pavement Management Program	$15,560,000	$1,200,000 Measure J (F) $2,000,000 General Fund (F) $2,600,000 Measure M (F) $3,200,000 HUTA (F) $6,560,000 RMRA (F)	$0		$3,110,000	$3,817,000	$4,483,000	$4,150,000	$15,560,000
21	TBD	Loveridge Road Frontage Improvements	$1,610,000	$300,000 EPA WQIF (F) $1,300,000 Dev (F)	$0			$1,610,000			$1,610,000
TOTALS			**$417,231,853**		**$30,696,881**	**$9,646,528**	**$4,121,765**	**$5,677,000**	**$38,113,000**	**$329,753,153**	**$418,008,327**
					Current	New	Future				Total Funding

SIGNAL PROJECTS
Project Summary

Item No.	Finance No.	Project Name	Estimated Project Cost ($)	Funding ($) Identified Funding Available Existing Allocation = (E) New Allocation = (N) Future Allocation = (F)	Current Project Funding ($)	FY 2024-25 ($)	FY 2025-26 ($)2	FY 2026-27 ($)	FY 2027-28 ($)	FY 2028-29 ($)	Total Funding
1	2227	(HSIP 9) Citywide Traffic Signal Improvement	$1,271,000	$1,065,600 HSIP (E) $44,400 RMRA (E) $161,000 General Fund (E)	$1,271,000						$1,271,000
2	2243	Countywide Smart Signal	$1,332,724	$1,179,890 Fed/State Grant (E) $152,834 HUTA (E)	$1,332,724						$1,332,724
3	2314	Pittsburg Center Smart City Pilot	$1,200,000	$1,200,000 Grant (E)	$1,200,000						$1,200,000
TOTALS			**$3,803,724**		**$3,803,724**	**$0**	**$0**	**$0**	**$0**	**$0**	**$3,803,724**
					Current	New	Future				Total Funding

WATER PROJECTS
Project Summary

Item No.	Finance No.	Project Name	Estimated Project Cost ($)	Funding ($) Identified Funding Available Existing Allocation = (E) New Allocation = (N) Future Allocation = (F)	Current Project Funding ($)	FY 2024-25 ($)	FY 2025-26 ($)	FY 2026-27 ($)	FY 2028-29 ($)2	FY 2028-29 ($)	Total Funding
1	5006	Water System Reliablity (Cabrillo Place Waterline)	$2,052,916	$800,000 WOF (E) $1,252,916 WOF (F)	$800,000		$1,252,916				$2,052,916
2	5007	Highlands Ranch Tank Improvements	$605,000	$705,000 WOF (E)	$705,000						$705,000
3	5009	Water Treatment Plant Reservoir Control Panel & PLC Replacement	$320,300	$450,000 WOF (E)	$450,000						$450,000
4	5065	WTP Capital Repairs and Improvements	$525,000	$225,000 WOF (E) **$75,000 WOF (N)** $300,000 WOF(F)	$225,000	$75,000	$75,000	$75,000	$75,000	$75,000	$600,000
5	5067	Water Treatment Plant Filter Gallery Replacement	$61,493,188	$2,481,188 WOF (E) $900,000 WFR (E) $45,800,000 [2023-Wbond] (E) **$1,926,000 WREVBond Proceed (N)** **$5,560,000 WOF (N)** **$1,010,000 WFR-WTP Expansion (N)** **$1,988,000 WFR Distribution (N)** **$745,000 WFR P.S. & Reservoir (N)** **$1,083,000 WFR Sludge (N)**	$49,181,188	$12,312,000					$61,493,188
6	5070	Annual Filter Media Replacement	$300,204	$200,000 WOF (E) **$100,204 WOF (N)** $200,000 WOF (F)	$200,000	$100,204	$50,000	$50,000	$50,000	$50,000	$500,204
7	5071	20 Inch Water Main West Leland Road (WTP to SW Hills)	$7,475,000	$1,796,000 WFR (E) $754,000 WOF (E) $4,925,000 UNFUNDED (F)	$2,550,000					$4,925,000	$7,475,000
8	TBD	Bella Vista/Riverview Water Consolidation	$2,200,000	$2,200,000 UNFUNDED (N)	$0		$2,200,000				$2,200,000
TOTALS			**$74,971,608**		**$54,111,188**	**$12,487,204**	**$3,577,916**	**$125,000**	**$125,000**	**$5,050,000**	**$75,476,308**
					Current	New	Future				Total Funding

ENGINEERING
DIVISION
CIP Section

SEWER PROJECTS
Project Summary

5 year CIP 2024-25 / 2028-29

Item No.	Finance No.	Project Name	Estimated Project Cost ($)	Funding ($) Identified Funding Available Existing Allocation = (E) New Allocation = (N) Future Allocation = (F)	Current Project Funding ($)	FY 2024/25 ($)	FY 2025-26 ($)	FY 2026-27 ($)	FY 2027-28 ($)2	FY 2028-29 ($)	Total Funding
1	5003	West Santa Fe Ave. Sewer Water Rehabilitation	$18,664,903	$3,400,000 WOF (E) $2,996,451 SOF (E) $712,079 SOF (E) $694,000 WOF (E) **$1,000,000 WOF (N)** $9,842,373 UNFUNDED (F)	$7,802,530	$1,000,000	$9,842,373				$18,644,903
2	TBD	Central Addition Water and Sewer Rehabilitation (Phase I)	$3,950,000	$3,950,000 WOF (F)	$0				$520,000	$3,430,000	$3,950,000
TOTALS			**$22,614,903**		**$7,802,530**	**$1,000,000**	**$9,842,373**	**$0**	**$520,000**	**$3,430,000**	**$22,594,903**
					Current	New	Future				Total Funding

ENGINEERING
DIVISION
CIP Section

STORM PROJECTS
Project Summary

5 year CIP 2024-25 / 2028-29

Item No.	Finance No.	Project Name	Estimated Project Cost ($)	Funding ($) Identified Funding Available Existing Allocation = (E) New Allocation = (N) Future Allocation = (F)	Current Project Funding ($)	FY 2024-25 ($)	FY 2025-26 ($)	FY 2026-27 ($)	FY 2027-28 ($)	FY 2028-29 ($)	Total Funding
1	1801	Frontage Road Living Green Trail	$2,166,250	$812,250 ARPA (E) $1,354,000 Grant (E)	$2,166,250						$2,166,250
2	3023	Willow Pass Storm Drain Repair	$475,207	$800,000 General Fund (E)	$800,000						$800,000
3	8336	Americana Park Bypass Channel	$1,554,678	$119,999 CCIF (E) $610,000 IRRF (E) $374,900 Grant (E) $100,000 WOF (E) $101,800 HUTA (E) $103,000 ARPA (E) $245,000 WOF (E)	$1,554,678						$1,554,678
4	TBD	California Avenue Full Trash Capture Device	$2,440,000	$400,000 ARPA (F) $2,440,000 Grant (F)	$0		$400,000	$2,440,000			$2,840,000
5	TBD	Storm Drain Master Plan Update	$250,000	$250,000 UNFUNDED (F)	$0		$250,000				$250,000
TOTALS			**$6,886,135**		**$4,520,928**	**$0**	**$650,000**	**$2,440,000**	**$0**	**$0**	**$7,610,928**
					Current	New	Future				Total Funding

ENGINEERING
DIVISION
CIP Section

BUILDING PROJECTS
Project Summary

5 year CIP 2024-25 / 2028-29

Item No.	Finance No.	Project Name	Estimated Project Cost ($)	Funding ($) Identified Funding Available Existing Allocation = (E) New Allocation = (N) Future Allocation = (F)	Current Project Funding ($)	FY 2024-25 ($)	FY 2025-26 ($)	FY 2026-27 ($)	FY 2027-28 ($)2	FY 2028-29 ($)	Total Funding
1	1650	Marina Community Center Improvements	$750,000	$750,000 Measure M Surplus (E)	$750,000						$750,000
2	3026	60 Civic Building Repair	$800,000	$800,000 General Fund (E)	$800,000						$800,000
3	3118	Corporation Yard Fueling System Replacement	$1,918,100	$400,000 Building Maintenance (E) $265,000 WOF (E) $265,000 SOF (E) **$239,100 WOF (N)** **$239,000 SOF (N)**	$1,918,100						$1,918,100
4	3333	California Theater Marquee & Below Stage Modification	$506,800	$400,000 Grant (E) $106,800 Grant (F)	$506,800						$506,800
5	3334	City Council Chambers Upgrade	$535,000	$535,000 Public Education and Government (E)	$535,000						$535,000
TOTALS			**$4,509,900**		**$4,509,900**	**$0**	**$0**	**$0**	**$0**	**$0**	**$4,509,900**
					Current	New	Future				Total Funding

ENGINEERING
DIVISION
CIP Section

PARK PROJECTS
Project Summary

5 year CIP 2024-25 / 2028-29

Item No.	Finance No.	Project Name	Estimated Project Cost ($)	Funding ($) Identified Funding Available Existing Allocation = (E) New Allocation = (N) Future Allocation = (F)	Current Project Funding ($)	FY 2024-25 ($)	FY 2025-26 ($)	FY 2026-27 ($)	FY 2027-28 ($)	FY 2028-29 ($)	Total Funding
1	1754	City Park Restroom Facility	$1,250,000	$1,250,000 GF Surplus (E)	$0	$1,250,000					$1,250,000
2	3040	Buchanan Park Pond Loop Replacement	$222,300	$222,300 Grant (E)	$222,300						$222,300
3	3080	Pittsburg Premier Fields	$16,528,000	$1,615,000 General Fund Surplus (E) $1,842,811 **ARPA (N)** **$2,263,000 PDF (N)** **$438,461 Measure M Surplus (N)** $10,368,728 UNFUNDED (F)	$1,615,000	$4,544,272				$10,368,728	$16,528,000
TOTALS			**$18,000,300**		**$1,837,300**	**$5,794,272**	**$0**	**$0**	**$0**	**$10,368,728**	**$18,000,300**
					Current	New	Future				Total Funding

ENGINEERING
DIVISION
CIP Section

GENERAL PROJECTS
Project Summary

5 year CIP 2024-25 / 2028-29

Item No.	Finance No.	Project Name	Estimated Project Cost ($)	Funding ($) Identified Funding Available Existing Allocation = (E) New Allocation = (N) Future Allocation = (F)	Current Project Funding ($)	FY 2024-25 ($)	FY 2025-26 ($)	FY 2025-26 ($)	FY 2027-28 ($)	FY 2028-29 ($)	Total Funding
1	1703	Charge! Fleet EV Infrastructure	$286,000	$165,000 Regional Grant (E) $77,000 MCE Grant (E) **$44,000 MCE Grant (N)**	$242,000	$44,000					$286,000
2	1755	City Entrance Features	$350,000	$250,000 GF Surplus (E) $100,000 Developer (E)	$250,000				$100,000		$350,000
3	1756	Landscape Master Plan Update	$1,500,000	$1,500,000 GF Surplus (E)	$1,500,000						$1,500,000
4	2987	East 3rd Street Remediation	$518,500	$525,326 Grant (E)	$525,326						$525,326
5	3018	Police Department Security Fence	$750,000	$350,000 General Fund (E) $400,000 UNFUNDED (F)	$350,000		$400,000				$750,000
6	3019	Reviving the Heart of Pittsburg Pride	$3,341,961	$2,891,961 Clean CA Grant (E) $62,000 General Fund Surplus (E) $388,000 ARPA (E)	$3,341,961						$3,341,961
7	3024	Buchanan Road Slope Repair	$1,603,200	**$2,000,000 General Fund (E)**	$2,000,000						$2,000,000
8	TBD	ADA Transition Plan Update	$260,000	$250,000 GF Surplus (F)			$260,000				$260,000
TOTALS			**$8,609,661**		**$8,209,287**	**$44,000**	**$660,000**	**$0**	**$100,000**	**$0**	**$9,013,287**
					Current	New	Future				Total Funding

ENGINEERING
DIVISION
CIP Section

MARINA PROJECTS
Project Summary

5 year CIP 2024-25 / 2028-29

Finance No.	Project Name	Estimated Project Cost ($)	Funding ($) Identified Funding Available Existing Allocation = (E) New Allocation = (N) Future Allocation = (F)	Current Project Funding ($)	FY 2024-25 ($)	FY 2025-26 ($)	FY 2026-27 ($)2	FY 2027-28 ($)	FY 2028-29 ($)2	Total Funding
3022	Riverview Park Fishing Pier	$193,100	$150,000 MPA (E) $25,000 Waterfront (E) **$18,000 MPA (N)**	$175,000	$18,100					$193,100
5704	Central Harbor Park and Boat Launch Facilities	$4,144,395	$3,544,395 CAR 2022 Grant (E) **$100,000 Solid Waste Fund (N)** **$100,000 Waterfront Fund (N)** **$400,000 Waterfront Grant (N)**	$3,544,395	$600,000					$4,144,395
TBD	Sheds A - D Upgrades	$291,200	**$291,200 Marina Enterprise Fund (N)**		$291,200					$291,200
		$4,628,695		**$3,719,395**	**$909,300**	**$0**	**$0**	**$0**	**$0**	**$4,628,695**
				Current	New	Future				Total Funding

POWER PROJECTS
Project Summary

Item No.	Finance No.	Project Name	Estimated Project Cost ($)	Funding ($) Identified Funding Available Existing Allocation = (E) New Allocation = (N) Future Allocation = (F)	Current Project Funding ($)	FY 2024-25 ($)	FY 2025-26 ($)	FY 2026-27 ($)	FY 2027-28 ($)2	FY 2028-29 ($)	Total Funding
1	5816	Duct Bank and Vault Replacements	$625,000	$550,000 IE (E) **$75,000 IE (N)**	$550,000	$75,000					$625,000
2	5820	Waterfront Area Reliability	$700,000	$500,000 IE (E) **$125,000 IE (N)** $75,000 IE (F)	$500,000	$125,000	$75,000				$700,000
3	5821	Outage Recovery	$439,453	$160,000 (E) **$40,000 IE (N)** $250,000 IE (F)	$200,000	$50,000	$50,000	$50,000	$50,000	$50,000	$450,000
4	5826	RA Replacement	$180,000	$30,000 IE (E) **$30,000 IE (N)** $120,000 IE (F)	$30,000	$30,000	$30,000	$30,000	$30,000	$30,000	$180,000
5	5827	Electrical Substation Battery Replacement	$120,000	$20,000 IE (E) **$20,000 IE (N)** $80,000 IE (F)	$20,000	$20,000	$20,000	$20,000	$20,000	$20,000	$120,000
6	TBD	Water Treatment Plant Alternative Fuel Conversion	$2,160,000	$959,752 Grant (F) $1,200,248 Pittsburg Power (F)	$0	$0	$959,752	$1,200,248			$2,160,000
TOTALS			**$4,224,453**		**$1,300,000**	**$300,000**	**$1,134,752**	**$1,300,248**	**$100,000**	**$100,000**	**$4,235,000**
					Current	New	Future				Total Funding

CITY OF PITTSBURG
PLANNING COMMISSION
STAFF REPORT
September 10, 2024

ITEM: **Pittsburg Technology Park Specific Plan, AP-24-0028 (PD, SUBD, EIR)**

ORIGINATED BY: Stephanie Morgan Whitmore, WSP USA, on behalf of Pittsburg Data Hub, LLC, 619-525-8396, stephanie.whitmore@wsp.com

SUBJECT: This is a public hearing on a request for a recommendation for City Council adoption of the Pittsburg Technology Park Specific Plan and approval of the Vesting Tentative Map for a 12-lot Major Subdivision on an approximately 76.38-acre site located on the eastern half of the former Delta View Golf Course, south of West Leland Road, located at 2222 Golf Club Road. Assessor Parcel Numbers (APNs): 095-160-001, 095-160-002 and 094-080-046.

The requested recommendation also includes City Council certification of the Final Program Environmental Impact Report and adoption of CEQA Findings of Fact and a Mitigation Monitoring and Reporting Program (MMRP) for the Pittsburg Technology Park Specific Plan Project.

RECOMMENDATION:

Staff recommends that the Commission review the proposed Pittsburg Technology Park Specific Plan, accept public testimony, provide feedback, and move to adopt a resolution (Attachment 1) recommending City Council: 1) assign zoning of PD (Planned Development) District to properties located within the Pittsburg Technology Park Specific Plan Area, 2) adopt the proposed Pittsburg Technology Park Specific Plan, 3) approve the Vesting Tentative Map for a 12-lot Major Subdivision, and 3) Certify the Final Program Environmental Impact Report and adopt CEQA Findings of Fact and a Mitigation Monitoring and Reporting Program (MMRP) for the Pittsburg Technology Park Specific Plan Project, Planning Application No. 24-0028.

BACKGROUND:

On March 1, 2018, the 175-acre Delta View Golf Course ceased operations and closed.

On March 19, 2018, the City Council directed staff to explore the possible uses suggested by the public for the site, and to bring options back for further consideration.

On May 7, 2018, the City Council held a public meeting related to potential options available for reuse of the site. At the conclusion of that meeting, direction was provided to pursue both economic development and multi-purpose recreational opportunities, with the idea that economic development would help generate the funds needed to develop new diverse recreational opportunities for the community.

The City subsequently entered into an Option Agreement with a developer for a conceptual technology park development on a portion of the former Delta View Golf Course which led to informational meetings in 2019 with the Land Use Subcommittee, Planning Commission and local residents.

On March 22, 2024, Stephanie Morgan Whitmore of WSP USA, on behalf of Pittsburg Data Hub, LLC, filed Planning Application No. AP-24-0028 (PD, SUBD, EIR) for the proposed Pittsburg Technology Park Specific Plan, Vesting Tentative Map for a 12-lot Major Subdivision and associated Environmental Impact Report.

The proposed Specific Plan project area (Plan Area) would generally encompass the eastern half of the former Delta View Golf Course, south of West Leland Road, located at 2222 Golf Club Road. The Plan Area consists of three individual parcels totaling approximately 76.38 acres. Assessor Parcel Numbers (APNs): 095-160-001, 095-160-002 and 094-080-046.

PROJECT DESCRIPTION:

A Specific Plan is a planning document that effectively establishes a link between implementing policies of the General Plan and the individual development proposals in a defined area. The Specific Plan contains a customized regulatory framework made up of detailed development standards and implementation measures to which future projects located within the specified geographic area must adhere. All Specific Plan must comply with California Government Code Sections 65450-65457. These provisions require that a Specific Plan be consistent with the adopted General Plan of the jurisdiction within which it is located. Per California Government Code (Title 7, Division 1, Chapter 3, Article 8, Sections 65450 et seq.) the Specific Plan acts as a regulatory document which is required to be adopted by ordinance.

OBJECTIVES:

The intended purpose of the proposed Specific Plan is to establish a direct connection between the City of Pittsburg's 2040 General Plan (*2040 General Plan)* and opportunities for economic development. An overall goal of the proposed Specific Plan is to foster economic opportunities within the community by expanding the variety of technology-focused business park uses. The proposed Specific Plan would serve as the overarching policy document for the Plan Area and provide the necessary zoning and development standards for the development of a technology park on a portion of the former Delta View Golf Course. The following objectives have been established to achieve the purpose of the proposed project:

- Develop a comprehensive buildout plan for the Plan Area that provides for technology park uses while incorporating essential infrastructure facilities.

- Foster economic and employment opportunities within the community by expanding the variety of industrial, office, and technology park uses.

- Enable the construction of industrial or office buildings that will be attractively incorporated into the landscape, while minimizing impacts to the surrounding natural environment and sensitive resources.

- Identify and facilitate the installation and ongoing maintenance of water, sewer, drainage, and road infrastructure in connection with development projects in the Specific Plan Area.

- Establish guidelines and standards for building and site development aesthetics that create a distinctive and cohesive identity for the Plan Area.

PLAN AREA:

The Specific Plan Area is bisected by the Contra Costa Canal, which is maintained by the Contra Costa Water District and is composed of two major project areas divided by the canal. The area north of the canal is 22.05 acres. The area south of the canal is 54.33 acres. The proposed Specific Plan is based on a concept for development of the Plan Area in three phases.

Phase I, north of the Contra Costa Canal, is assumed to be developed as a data center project or other permitted use allowed by the proposed Specific Plan. The Pittsburg Data Hub (PDH) is one potential project that could be developed in Phase I. Phases II and III, covering land south of the canal, would allow for the further development of the Plan Area as a dynamic employment hub and light industrial uses.

EXISTING CONDITIONS:

The Plan Area is approximately 76.38 acres, including areas formerly developed as the Delta View Golf Club that were owned and managed by the City, as well as undeveloped grassland hill slopes to the south and southeast. The Plan Area is located along the southern edge of the City and consists of rolling hills along the lower slopes of the eastern Los Medanos Hills.

The land is vacant, and a majority of the site is undeveloped. There are some dilapidated former golf cart paths, existing structures, and a run-down parking lot from the previous Delta View Golf Course. The Contra Costa Canal crosses from the northwest to the southeast through the Plan Area. A bridge covers a portion of the canal. Elevations within the Plan Area range from approximately 68 feet to 290 feet above sea level, trending upward in elevation from the northeast to the southwest and the existing topography generally drains from the south to the north of the site (elevations ranging from 253 to 72). 3.2 percent of the land in the Plan Area is existing impervious surface.

SURROUNDING LAND USES:

The property just west of the Plan Area consists of other portions of the former golf course as well as the City of Pittsburg's Stoneman Park, while lands to the south are owned by the Keller Canyon Landfill Company, and lands to the southeast are owned by Pacific Gas and Electric (PG&E).

Land uses north of the Plan Area are primarily designated as "Low Density Residential" in addition to parcels within one-half mile of the Plan Area that are designated "Public/Institutional" where Rancho Medanos Junior High School and Los Medanos Elementary School are located. The neighborhoods north of the Plan Area are mostly built on a gridded street network but are bound by State Route 4 (SR 4) and railroad tracks. Land uses west of the Plan Area are primarily designated "Low Density Residential" and "Park". This area is primarily served by West Leland Road.

Land uses east of and neighboring the Plan Area are utilized by powerlines that interrupt and limit connectivity and are designated as a PG&E Corridor Conversion Overlay. The land use designations east of the powerlines are mostly "Low Density Residential" and "Institutional" until Railroad Avenue, which is mostly designated as "Community Commercial." The land use designations south of the Plan Area are primarily "Open Space" and unincorporated Contra Costa County.

PROPOSED PROJECT:

The proposed Specific Plan provides the framework for future development of the Plan Area and is intended to strengthen the existing economic opportunities in the City. The proposed Specific Plan does not authorize any specific development proposal; rather, it is a framework document intended to guide future development in the Plan Area in a manner that is consistent with the vision, goals, and policies of the *2040 General Plan*. Future development proposals within the Plan Area would require approvals from the City and would be reviewed for consistency with the proposed Specific Plan land uses, policies, and design guidelines.

See Attachment 2 for the proposed Pittsburg Technology Park Specific Plan.

A Draft Program Environmental Impact Report (PEIR) was prepared for the proposed project and released with the Draft Specific Plan for concurrent 45-day comment periods, that extended from July 3, 2024, to August 19, 2024. Written comments were accepted throughout the comment period and two public meetings were held on July 25, 2024. Further discussion on the PEIR and the environmental impacts associated with the proposed project are discussed under the Environmental Review heading of this staff report beginning on page 19.

Permitted Uses.

The proposed Specific Plan includes a list of Permitted Land Uses within the Plan Area for future development proposals. The permitted land uses are based on the "Employment Center Industrial (ECI)" land use designation in the *2040 General Plan* and the IL-O Zoning District Overlay for the Plan Area. There are no conditionally permitted uses. All permitted uses would be subject to development standards and design guidelines, and land use entitlement procedures and actions outlined in the proposed Specific Plan.

Permitted uses within the Plan Area include the following:

- Administrative, business, and professional offices
- Data center
- Energy
- Financial offices
- Government/public offices
- Medical offices and medical testing
- Research and development services and production
- Manufacturing (custom and limited)
- Warehouse and distribution (interior and exterior storage)

See page 9 of the proposed Specific Plan for a use type description of each permitted land use.

Phasing and Buildout.

The proposed Specific Plan is based on a concept for development of the Plan Area in three phases. Phase I is assumed to be a data center project (or other land use(s) allowed by the proposed Specific Plan) on the 22.05-acre portion of the Plan Area north of the Contra Costa Canal.

See Attachment 3 for the Phase I Site Plan Concept.

Because the list of permitted uses within the Plan Area allows for a variety of development types, and no specific projects are presumed for Phases II and III, future development assumptions were made for the purposes of future development projections and buildout, i.e., 80 percent of Phases II and III would be manufacturing/industrial development and 20 percent would be office development.

	Size (Acres)	Development Capacity (Sq. Ft.)
Phase I	22.05	347,740
Phase II	29.29	368,551
Phase III	25.04	392,567
Total	76.38	1,108,858

Projected future development and buildout assumptions are based on consistency with the *2040 General Plan* Land Use Map and policies as well as on existing conditions, flexible market demands, and site constraints.

See Attachment 1 – Exhibit B for the proposed Vesting Tentative Map.

Site Design and Development Standards.

Site design within the Plan Area is intended to help ensure well-functioning and safe circulation and establish aesthetically pleasing developments. The proposed Specific Plan encourages the following throughout the Plan Area: controlled truck site ingress and egress, services areas located at the rear of buildings or screened from public view, articulated building façades and integrated landscape treatments. The proposed Specific Plan provides the following development regulations for all future development projects within the Plan Area:

Property Development Regulations	Feet
Minimum lot area (sq. ft.)	5,000
Minimum lot width	70
Minimum yards	–
Minimum Front Setback	10
Minimum Side Setback	10
Minimum Side Setback (adjacent to an R or residential PD district)	10
Minimum Corner side Setback	10
Minimum Rear Setback	10
Minimum Rear Setback (adjacent to an R or residential PD district)	10
Maximum height* of structure(s)	99
Minimum height of structure(s)	–
Maximum lot coverage	60%
Maximum FAR**	0.5
Minimum site landscaping	7%

* Height shall be calculated from the proposed finished grade to top of roof membrane. This excludes screening and architectural facades, i.e., parapet.
** Facilities owned and operated by a public utility shall not be included in FAR calculation.

Design Guidelines.

Future development in the Plan Area would be required to demonstrate consistency with design standards outlined in the proposed Specific Plan that would consider materials, colors, textures, building size and proportions to blend into the natural

character of the area. The proposed Specific Plan ensures adequate buffers and screening would be implemented between the Plan Area and residential areas that compliment building facades to maintain the existing surrounding character. Landscape design would also be used to soften the appearance of buildings and provide a buffer with open areas and the roadway to minimize the impacts on surrounding uses and residents.

Building Form/Massing

The proposed Specific Plan requires all future development proposals within the Plan Area, with buildings visible from a public viewing area, include the following design elements:

- Articulated building facades as well as varying colors and materials to reduce the visual bulk of the building.
- Accentuated entrances through projected or recessed massing or features such as an overhang.
- Variation in roof lines or parapet heights. Note: Height shall be calculated from the proposed finished grade to top of roof membrane.
- Architectural accents such as cornices, trim around windows, grooves in walls, and accent bands can be used to create visual variation along building facades.

Materials, Colors and Textures

The proposed Specific Plan requires the materials, colors and textures of all future buildings within the Plan Area to demonstrate consistency with the following guidelines:

- Exterior building materials should include one or more of the following: smooth concrete, textured concrete, masonry block with textured or sandblasted finishes, glass and curtainwall glazing systems, natural and/or manufactured stone, or limited metal panel systems.
- Primary exterior building colors are encouraged to be light and warm tones. Darker and more intense colors should be utilized for accents and to accentuate entrances.
- Materials changes should occur at intersecting planes, preferably at the corners of wall plane changes or where architectural elements intersect. Material changes can also occur elsewhere within wall planes.
- Materials or color applications should terminate at a logical point in relation to architectural features or massing.
- Multiple buildings in a development should have complementary materials and color palettes.

- Should creating defensible space prove challenging to achieve, then structures must be constructed using fire-resistant materials (see Fire Prevention section in the proposed Specific Plan).

Functional Elements

The proposed Specific Plan allows future development projects to:

- Install 8-feet-tall (or taller in some cases) security fencing along the perimeter property line of each development project.
- Where incorporated in landscape design, install walls and fences, if designed to complement building materials and colors where feasible.
- Construct guard stations would at the entrances to private drives.

Buffering and Screening

The proposed Specific Plan requires:

- All rooftop, ground equipment, and truck docks within the Plan Area would be required to be screened from the view of adjacent residential districts.
- Screening materials would be required to demonstrate consistency with building facades and may include fencing landscaping.

Signs/Monument Signs

The proposed Specific Plan requires signage for all future development projects in the Plan Area to comply with the Sign Regulations in Pittsburg Municipal Code (PMC) Title 19.

Lighting

The proposed Specific Plan requires all future development projects within the Plan Area to comply with the following lighting guidelines:

- Using fixtures that comply with dark sky principles and minimizing light pollution by preserving natural night sky will help maintain dark sky conditions.
- All lighting used in the Plan Area is required to be directed and/or shielded to prevent the light from adversely affecting adjacent properties, and no structures or features that create adverse glare effects are permitted.
- The maximum permitted height of luminaires shall not exceed a height of 14 feet when there is no cutoff involved. If a ninety degree or greater cutoff is enacted, the maximum height shall not exceed that of 24 feet. Anything less than ninety degrees of cutoff, the maximum height of luminaire shall be 30 feet.

- All parking facilities developed shall be provided with nighttime security lighting and designed to confine emitted light to the parking areas per PMC 18.78.050(F).
- Incorporation of motion sensors or smart lighting in rest areas or areas that have more infrequent usage to optimize energy efficiency. Inclusion of emergency lighting at key points such as areas with potential hazards.

Landscape Design

Landscaping is a required component of each future development application within the Plan Area. Landscape design would be used to enhance site development and cultivate a vibrant and inviting environment throughout the Plan Area, green spaces for passive use.

The proposed Specific Plan would require landscape designs of future development projects within the Plan Area to:

- Soften the appearance of buildings and provide a buffer between open areas and the roadway.
- Blend with the natural environment.
- Include planting selection that follow City requirements and consist of predominantly drought-tolerant plants (reference City of Pittsburg Master Plant List).
- Be integrated into storm water management including any required onsite detention.
- Include ground cover that is designed to have 100 percent coverage within one year.
- Demonstrate compliance with PMC provisions related to Tree Protection and Tree Replacement.

See Attachment 4 for the Phase I Landscape Concept Design.

Fire Prevention

The proposed Specific Plan would require all future development projects (and associated landscaping) to be designed, installed, and maintained in accordance with Chapter 15.20 of PMC, an amended version of the 2022 California Fire Code (CFC). All future development within the Plan Area will be required to incorporate fire prevention measures based on fire hazard severity.

Future development projects located within a Local Responsibility Area (LRA) and classified as a High Fire Hazard Severity Zone (FHSZ) will be required to incorporate additional measures, including maintaining defensible space zones, landscaping using native, fire-resistant plants and fire-resistant materials, abating

weeds, and, where feasible, harden structures and infrastructure against fires. Should the designated defensible space distances prove challenging to achieve, then structures within the FHSZ will be required to be constructed using fire-resistant materials and practices to mitigate potential fire risks.

The proposed Specific Plan also states that future development projects may be mandated to incorporate additional fire safety measures, such as fire-resistant roof construction, secure attachments, and other precautions, as part of the project's review by the Contra Costa County Fire Protection District (CCCFPD) during future discretionary development applications and Building Permit review processes.

Refuse

The proposed Specific Plan requires all future development projects within the Plan Area to comply with the refuse collection and disposal requirements in Chapter 8.04 PMC.

Circulation and Mobility.

The Plan Area is accessible by way of vehicular travel. The north side of the Plan Area is accessible via Golf Club Road, a Local Street. The west side of the Plan Area is accessible via John Henry Johnson Parkway, a Local Street.

The north side of the Plan Area is less than 1,000 feet away from the Delta De Anza Regional Trail, a multiuse hiking, bicycling, and equestrian trail, which can be accessed at Golf Club Road.

The City of Pittsburg is serviced by local and regional transit services provided by Tri-Delta, Bay Area Rapid Transit (BART), and County Connection. The Plan Area is accessible through Routes 388 and 390 and is served by bus stops at the intersection of Leland Road and Golf Club Road serviced by Tri-Delta Transit.

The Plan Area also has access to the regional transit services provided by BART through the Yellow Line served by the Pittsburg Center station, which is approximately a mile away. Lastly, the Plan Area has access to the regional transit services provided by County Connection through the Express Route 93X bus route served by two bus stops at the intersection of Kirker Pass Road and Castlewood Drive, which is approximately one and a half miles away.

Transportation Impact Analysis

Under the City’s Transportation Impact Analysis (TIA) Guidelines, future development projects in the Plan Area may need to prepare a TIA as part of the project approval process. The purpose of the analysis is to assess the potential transportation impacts of proposed development projects, for purposes of both the CEQA and non-CEQA transportation evaluations.

Trip generation rates were prepared for the former Delta View Golf Course, and it was expected that the Golf Course produced approximately 752 average daily trips. As future specific land-uses are proposed for development on the site, a level of service (LOS) analysis shall be performed in accordance with the City's TIA Guidelines. Mitigation Measures in the Draft PEIR state that if violations of the LOS policies in the *2040 General Plan* are identified in the TIA, improvement measures shall be developed and proposed to eliminate those violations. Furthermore, maintenance of the circulation system would be supported through transportation impact development fees at rates set by the City.

Parking Standards

Parking Minimums - Phase I includes a data center with an adjacent substation and should therefore require minimal parking, as data centers require few on-site staff. There is no required minimum of parking spaces for this proposed use.

Future development projects within Phases II & III of the Plan Area would be required to provide one off-street parking space per 500 square feet of floor area. Data centers are excluded from this requirement. The Zoning Administrator or their designee may allow a reduction in the minimum number of parking spaces at their discretion.

Parking Design Standards - Future development projects within the Plan Area would be subject to PMC section 18.78.050 for parking facility design standards. Additionally, future development projects would be required to comply with the current, at the time of the application, California Building Code for certain design standards and procedures, including accessible parking space requirements and alternative parking programs. Additionally, future development projects would be required to comply with the current, at the time of application, California Green Building Standards Code "CalGreen" Tier 2 standards under the Bay Area Air Quality Management District (BAAQMD) guidelines, and any other applicable State guidelines in effect at the time of application, regarding electric vehicle charging infrastructure.

Pedestrian Circulation

Future development projects within the Plan Area would be required to construct pedestrian paths from Golf Club Road to the main entrance of at least one building in each development project. Sidewalks would be required on the west side of Golf Club Drive to improve safety and the pedestrian experience and provide additional connectivity. Sidewalks would be required to be a minimum of six-feet wide, constructed of concrete, and installed in conjunction with adjacent roadway improvements.

Bicycle Parking

Future development projects would be required to provide permanent, fixed bicycle racks or lockers on-site wherever off-street parking spaces are required for commercial and industrial use classifications pursuant to PMC section 18.78.040, at the ratios indicated in the table below. Required bicycle stalls required by this section may be covered by a shelter.

Off-Street Parking Spaces Required	Number of Stalls for Bicycles Provided in Rack or Locker
0-4	0
5-10	1
11-20	4
21-50	6
51-100	8
101-200	10
201 or more	1 per 10 required automobile parking spaces

Emergency Access

Fire protection for the City of Pittsburg is provided by the CCCFPD. Two Emergency Vehicle Access (EVA) roads are proposed for the Plan Area as shown in Attachment 3 - Phase I Site Plan Concept. The Phase I EVA would provide direct access from the proposed data center building to West Leland Road. The Phase II & III EVA would provide additional access from Golf Club Road to West Leland Road.

Fire access within the Plan Area would be required to abide by the CCCFPD's Fire Prevention Standards. The Fire Apparatus Access Road Requirements state the following:

> "Fire apparatus access roadways shall be provided for every facility, building, or portion of a building constructed or moved into or within this jurisdiction. Fire apparatus access shall extend to within 150 feet off all portions of the facility and all portions of the exterior walls of the first story of a building as measured along an approved route around the exterior of the building or facility. All newly proposed buildings, including single-family homes and accessory structures, shall be reviewed for fire apparatus access requirements by the Fire District prior to project approval."

Utilities and Infrastructure.

Domestic Water

To bring water to the Plan Area, the utility design in the proposed Specific Plan includes a proposed public water main along the proposed extension of Golf Club

Road along the eastern edge of the Plan Area. Each future building within the Plan Area would be required to have a domestic water lateral.

See Attachment 5 for the Plan Area Utility Concept Map.

Recycled Water

The City supplies its recycled water through the Delta Diablo Sanitation District's Recycled Water Facility. The recycled water is regulated by the State Water Resources Control Board, overseeing production, conveyance, quality control, and proper use of the recycled water. Recycled water lines service the Plan Area. Recycled water use at future developments within the Plan Area would reduce domestic water demand. Requirements for service for all future development projects within the Plan Area would be evaluated at the entitlements stage.

Fire Flow

Static pressures are noted in the domestic water system above. Additional fire flow tests and modeling would be required to be completed at the entitlement stage of future development projects to confirm improvements necessary to meet development needs. Subsequent projects within the Plan Area would be required to complete infrastructure studies for all new domestic and recycled water and wastewater lines. Furthermore, all subsequent development projects would be reviewed by the City for adequate flows and pressure. Site-specific analyses would confirm the adequacy of water and wastewater system infrastructure, pressure, and flows.

Sewer

No major sewage line services the Plan Area outside of the existing sewer lines servicing the former Delta View Golf Course. The existing sewer system connects to the City of Pittsburg public 8" PVC sewer main running along Golf Club Road. Future development projects within the Plan Area would be required to extend the sewer main (potentially public or private) and service laterals to each future building within the Plan Area.

Storm Drain System

The Plan Area contains stormwater infrastructure as it pertains to the Delta View Golf Course. It is likely that this infrastructure ties into the public storm water infrastructure along Golf Course Road. City records have not indicated stormwater infrastructure for the Plan Area within Phases II and III. Studies indicate the likely presence of a catch basin and storm drainpipe under the canal, transporting water to property north of the canal, where it continues and discharges to the property/utility right-of-way.

Increase in impervious area from future development projects and increase in runoff will be subject to mitigation with onsite detention to avoid downstream impact.

Future development projects are subject to the San Francisco Bay Regional Water Quality Control Board's (RWQCB) Municipal Regional Stormwater NPDES Permit (MRP). Particularly, future development projects must comply with the following NPDES Permit provisions:

- Provision C.3 – New Development and Redevelopment. Under Provision C.3 of the MRP, new and redevelopment projects that create or replace 10,000 square feet or more of impervious surface area are required to implement site design, source control, and Low Impact Development (LID)-based stormwater treatment controls to treat post-construction stormwater runoff.

- Provision C.12 – PCB Controls: Provision C.12 of the MRP requires the co-permittee agencies to implement a control program for polychlorinated biphenyls (PCBs) that reduces PCB loads by a specified amount during the term of the permit, thereby making substantial progress toward achieving the urban runoff PCBs wasteload allocation in the Basin Plan by March 2030.

Electrical

There are existing transmission lines adjacent to the eastern perimeter of the Plan Area. Phase I would include future development of a data center and corresponding PG&E and/or Pittsburg Power Company (PPC) substation. Future development projects will require the addition of electric infrastructure to be installed within the right-of-way with service lines connecting to the proposed buildings of the development. As part of the design review process, future development projects would be required to implement the following design concepts and best management practices to the extent feasible:

- Incorporate energy-efficient features through design concepts, including but not limited to, techniques for heating and cooling, building siting orientation, street and lot layout, landscape placement, and protection of solar access.

- Incorporate construction standards that promote energy conservation, including but not limited to, window placement, building eaves, and roof overhangs.

- Incorporate enhanced energy conservation measures and other methods of reducing energy usage and greenhouse gas emissions.

- Large energy consuming development projects would be required to develop and implement an energy conservation plan to meet the operation's full power demand. The energy conservation plan would be required to also include a monitoring program to ensure compliance with and effectiveness of that plan.

Natural Gas

There is no existing gas infrastructure in the Plan Area, and no future development projects will be allowed the addition of natural gas infrastructure.

Telecommunications

There is no existing telecommunications infrastructure in the Plan Area. Future development projects will require the addition of telecommunications infrastructure.

Utility Power

The assumed Phase I data center would include an emergency backup generating facility with a generation capacity of up to 92 megawatts (MW) to support the need for the data center to provide uninterruptible power supply for its tenant's servers. The Pittsburg Back-up Generating Facility (PBGF) would consist of 37, three MW diesel-fired backup generators arranged in a generation yard located on the west side of the data center. A total of 36 generators would be dedicated to replacing the electricity needs of the data center in case of a loss of utility power, and one additional generator would be used to support general office loads along with building and life safety services. An application for a Small Power Plan Exemption (SPPE) was submitted to the California Energy Commission (CEC) on February 28, 2024, for the PBGF (24-SPPE-1).

The proposed generators would be required to be fully shielded from public view and noise, use renewable diesel, and only be utilized in an emergency (if PPC and PG&E aren't available, which is unlikely to happen).

Easements

The proposed Specific Plan is accompanied by a tentative map that would subdivide the existing three parcels within the Plan Area into 12 new parcels for future phases of development. The tentative map includes easements for public utilities and emergency vehicle access.

The Contra Costa Canal is located within an easement that extends beyond its physical structure. Construction of the data center would not extend into the easement and would involve limited grading activities near the canal.

Noise.

Future applicants of development projects within the Plan Area would be required to demonstrate project level conformance with Table 3-1 (Maximum Allowable Noise Exposure from Mobile Noise Sources) in the *2040 General Plan*. A detailed construction mitigation plan accompanied by a construction noise analysis that incorporates specific mitigation techniques for site-specific noise reduction and attenuation would be required

of future applicants of development projects which exceed the noise thresholds. Examples include limiting hours of construction, locating stationary noise sources (e.g., generators, compressors) away from sensitive receptors, using shrouds or temporary barriers for louder equipment (e.g., pile drivers), and using newer machinery.

Future applicants of development projects within the Plan Area would also be required to demonstrate project level conformance with Table 3.10-8 (Operational Performance Standards for Compliance) in the Draft PEIR. A detailed operational mitigation plan accompanied by an operational noise analysis that incorporates specific mitigation techniques for site-specific noise reduction and attenuation would be required of future applicants of development projects which exceed the noise thresholds. Examples of operational noise mitigation include changes to a site layout to place noise sources further from sensitive receptors, using manufacturer-supplied or third-party noise mitigation (e.g., low-sound fan options, silencers, acoustical louvers), and installing sound barriers.

If applicants of future development projects within the Plan Area anticipate greater use of truck trips beyond what was analyzed in the Draft PEIR (15 trips per day), then applicants would be required to prepare a subsequent noise analysis to provide evidence that they conform to the noise level thresholds identified in Table 3.10-8 in the Draft PEIR. If applicants cannot demonstrate conformance with Table 3.10-8, then a detailed operational mitigation plan accompanied by an operational noise analysis that incorporates specific mitigation techniques for site-specific noise reduction and attenuation would be required.

Implementation.

The Zoning Administrator would be responsible for administering the provisions of the proposed Specific Plan and would have authority to review and approve development projects within the Plan Area that have been determined to be consistent with the objectives and provisions in the proposed Specific Plan.

The proposed Specific Plan would not require a development application for the following types of projects:

1) New development that is less than 10,000 square feet total and consistent with permitted uses; and

2) Routine maintenance, minor repair work, and replacement of existing structures.

Future applicants of development projects within the Plan Area would be required to submit a development application to the Planning Department for review and conformity with the standards and design guidelines outlined in Chapter 3 of the proposed Specific Plan. The Zoning Administrator would review the package and provide a determination for consistency. Pursuant to PMC section 18.18.050, the decision of the Zoning Administrator could be appealed to the Planning Commission.

GENERAL PLAN/CODE COMPLIANCE:

City of Pittsburg 2040 General Plan:

The Plan Area is designated as "Employment Industrial Center (ECI)" in the *2040 General Plan* adopted by the Pittsburg City Council on May 6, 2024, under Resolution No. 24-14464.

The ECI land use designation is described in the *2040 General Plan* as "*fostering vibrant, diverse, and dynamic employment hubs that accommodate technology, advanced manufacturing, logistics, and other sectors that generate substantial employment opportunities; uses may include administrative, financial, business, professional, medical and public offices, business incubators, research and development, custom and light manufacturing, limited assembly, warehousing and distribution, data centers, technology and innovation, energy, hospitals and large-scale medical facilities, services, light and heavy automobile services, and supporting commercial uses*".

The *2040 General Plan* contains several goals, policies and actions applicable to the proposed Specific Plan. The proposed Specific Plan would guide development for a diverse employment center on a vacant portion of the former Delta View Golf Course. The proposed Specific Plan serves as a policy document with guidelines to develop a technology park. The proposed Specific Plan would be consistent with the City's goal of providing a mix and distribution of uses and use an under-utilized site consistent with General Plan Land Use Goals 2-1 and 2-4, Policies 2-P-3.1 and 2-P-4.1. The proposed Specific Plan specifically fulfills policies encouraging the development and intensification of employment centers, including high quality, professional office campuses, business parks, and industrial parks, located in areas fully served by public facilities and services, located along major arterials with easy freeway access and with access from public transit, and accessible to bicyclists and pedestrians (Policy 2-P-4.2). Improvements to the City's employment base through high-quality, well-paid jobs that attract the technology sector envisioned by the *2040 General Plan* would also be implemented through the proposed Specific Plan (Policy 2-P-4.5).

Consistent with General Plan Economic Development Goal G-6-2 and Policy 6-P-2.9, allowed uses within the Plan Area would facilitate economic development and employment in an area that is surrounded by supportive uses including residential and community commercial. The proposed Specific Plan would re-purpose and revitalize the former golf course, which has been closed for over six years (Policies 6-P-2.11 and 6-P-2.14).

A comprehensive list of General Plan goals and policies supporting the development of the Specific Plan is provided in Chapter 3 of the Final PEIR.

Zoning:

Chapter 18.48 PMC sets forth procedures for amendments to the Zoning Map and requires the Planning Commission to include written findings to support any recommendation it makes to the City Council to amend the Zoning Ordinance.

The 76.38-acre Plan Area is currently within the IL-O (Limited Industrial with Limited Overlay) District. The proposed Zoning Map Amendment for the Plan Area includes a rezone to a PD (Planned Development) District. Pursuant to PMC section 18.62.010, the specific purpose of the PD District is to:

A. Establish a procedure for the development of large parcels of land in order to reduce or eliminate the rigidity, delay, and inequity that otherwise would result from application of zoning standards and procedures designed primarily for small parcels;

B. Ensure orderly and thorough planning and review procedures that will result in quality urban design;

C. Encourage variety and avoid monotony in large developments by allowing greater freedom in selecting the means to provide access, light, open space and amenity;

D. Provide for flexibility, consistent with the general plan, from the rigid land use and development regulations found in base districts in order to take advantage of unique land use or site characteristics;

E. Encourage allocation and improvement of common open space in residential areas, and provide for maintenance of the open space at the expense of those who will directly benefit from it;

F. Encourage the preservation of serviceable existing structures of historic value or artistic merit by providing the opportunity to use them imaginatively for purposes other than that for which they were originally intended;

G. Encourage the assembly of properties that might otherwise be developed in unrelated increments to the detriment of surrounding neighborhoods.

Pursuant to PMC section 18.62.060(A), adoption of a Specific Plan must be processed concurrently with a Zoning Map Amendment assigning PD District zoning to properties located within the Specific Plan Area.

See Attachment 1 – Exhibit A for the proposed Plan Area Zoning Map Amendment.

Environmental Review:

The City of Pittsburg, as lead agency, determined that the proposed Specific Plan is a "project" within the meaning of CEQA. CEQA requires the preparation of an EIR prior to approving any project that may have a significant impact on the environment.

CEQA Guidelines identify several types of EIRs, each applicable to different project circumstances. Given the conceptual nature of future build out of the Plan Area described in the proposed Specific Plan, the EIR prepared for the proposed project is a Program EIR ("PEIR"), pursuant to the definition of Program EIR in CEQA Guidelines Section 15168.

From February 28, 2024, to March 29, 2024, the City, serving as the Lead Agency, distributed a Notice of Preparation (NOP) of an EIR for the Pittsburg Technology Park Specific Plan Project (SCH #2024030184). The City held a public scoping meeting on March 14, 2024, to provide an opportunity for the public and representatives of public agencies to address the scope of the PEIR. Based on feedback received during the NOP period, the PEIR was drafted to address potentially significant impacts associated with the following 15 environmental topic areas: aesthetics, air quality, biological resources, cultural and tribal cultural resources, geology, greenhouse gas emissions and energy, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, population and housing, public services and recreation, transportation, utilities and service systems, and wildfire.

Draft PEIR

On July 3, 2024, the City circulated a Notice of Availability (NOA) of the Draft PEIR for the proposed project for a 45-day public review period beginning July 3, 2024, and ending on August 19, 2024. City staff held a public meeting on July 25, 2024, to introduce the project and accept public comment on the Draft PEIR for the proposed project. Comments were accepted during the meeting and in advance of the meeting, via voice messages and email, as well as throughout the public comment period via U.S. mail and email.

See Attachment 6 for a link to the Draft PEIR.

As identified in the Draft PEIR, significance criteria thresholds in CEQA Guidelines Appendix G were addressed for each topic area identified in the NOP distributed at the start of the EIR process. All topic areas were found to have a less than significant environmental impact, seven areas with mitigation incorporated: Air Quality, Biological Resources, Cultural and Tribal Resources, Geology and Soils, Noise, Transportation and Circulation and Wildfires.

Comments on the Draft PEIR

The City received 12 comment letters during the 45-day review period for the Draft PEIR. In accordance with CEQA Guidelines Section 15088, the Final PEIR responds to the written comments received on the Draft PEIR.

No new significant environmental impacts or issues, beyond those already covered in the Draft PEIR for the proposed project were raised during the comment period. Responses to comments received during the comment period do not involve any new significant impacts or add "significant new information" that would require recirculation of the Draft PEIR pursuant to CEQA Guidelines Section 15088.5.

Project vs. Program EIR

Several comments received indicated a desire for the Draft PEIR to provide project-level detail pertaining to full buildout of Phase I of the Plan Area (assumed data center). The Final PEIR addresses this comment by highlighting the multiple types of EIRs including a "Project EIR" and a "Program EIR" in the CEQA Guidelines. A "Project EIR" is defined in Section 15161, as "The most common type of EIR examines the environmental impacts of a specific development project." In contrast, CEQA Guidelines Section 15168, define a "Program EIR" as "…*an EIR which may be prepared on a series of actions that can be characterized as one large project and are related either: (1) Geographically, (2) A logical parts in the chain of contemplated actions, (3) In connection with issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program, or (4) As individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways*."

Therefore, a Program EIR (PEIR) can be used as the basic general environmental assessment for an overall program of projects such as the Pittsburg Technology Park Specific Plan. A PEIR, such as the one prepared for the proposed Specific Plan, has several advantages. First, it provides a basic reference document to avoid unnecessary repetition of facts or analysis in subsequent project-specific assessments as needed. Second, it allows the lead agency to look at the broad, regional impacts of a program of actions before its adoption and eliminates redundant or contradictory approaches to the consideration of regional and cumulative effects. A Program-level EIR has less detail than a Project-level EIR by virtue of covering multiple future activities and not a specific development plan. Future activities would be studied at a Project-Level in conjunction with a specific development application to comply with CEQA.

Water Demand

Comments received indicated the Draft PEIR did not adequately analyze the water demand associated with the data center project. The proposed Specific Plan is

based on a concept for development of the area in three phases. Phase I is assumed to be a data center project (or other permitted use(s) allowed by the proposed Specific Plan) north of the Contra Costa Canal. The Pittsburg Data Hub (PDH) is one potential project that could be developed in Phase I. Phases II and III cover land south of the canal and allow for the further development of the Plan Area as a dynamic employment center.

The comment concerns a project separate from the Pittsburg Technology Park Specific Plan and that is not part of the discretionary actions addressed in the Draft PEIR.

The potential PDH project includes an emergency backup generating facility with a generation capacity of up to 92 megawatts (MW) to support the need for the PDH to provide uninterruptible power supply for its tenant's servers. The Pittsburg Back-up Generating Facility (PBGF) would consist of 37, 3 MW diesel-fired backup generators arranged in a generation yard located on the west side of the PDH. A total of 36 generators would be dedicated to replacing the electricity needs of the data center in case of a loss of utility power, and one additional generator would be used to support general office loads along with building and life safety services.

An application for a Small Power Plant Exemption (SPPE) was submitted to the California Energy Commission (CEC) on February 28, 2024, for the PBGF (24-SPPE-1). The entirety of the SPPE application, including a detailed analysis of the potential PDH project impacts, is included as Appendix C to the Draft PEIR .

As disclosed in the Draft PEIR, the PDH project remains speculative because the project design and other details have not been finalized; the CEC may or may not approve the required SPPE; and depending on CEC feedback, market demand, economic conditions, site constraints, and other factors, the property owner may choose to proceed with a different or revised development concept for Phase I.

Accordingly, the proposed Specific Plan does not provide authorization for the PDH project, and the Draft PEIR provides a programmatic, rather than a project-level, environmental analysis for Phase I. Nevertheless, to provide the public and decisionmakers with as much information as possible, the Draft PEIR includes and incorporates the SPPE application as Appendix C, and it studies the environmental impacts of the PDH project as one potential alternative in Chapter 5 (Alternative C). Pursuant to Public Resources Code section 25519(c), the CEC must act as lead agency for the PDH project. If, and when, the CEC approves the SPPE, and the property owner applies to the City to develop the PDH project, then the City will evaluate that application pursuant to the review procedures in the proposed Specific Plan and conduct appropriate CEQA compliance.

Air Quality and Greenhouse Gas Emissions

Various comments received expressed concern that the Draft PEIR did not adequately or accurately analyze the significance of the project's GHG emissions. The Bay Area Air Quality Management District (BAAQMD) adopted updated thresholds in 2022, which were used in the analysis of greenhouse gas emissions impacts. The BAAQMD CEQA Guidelines adopted two significance thresholds; one for land use development projects and the other for stationary sources. The commenters applied the stationary source significance threshold to the entire project instead of the appropriate land use significance threshold.

As described in Section 3.6.3 of the Draft PEIR, the BAAQMD has not developed a quantitative threshold of significance for GHG emissions for land use projects. The Lead Agency has the discretion in determining the significance threshold (CEQA Guidelines Section 15064.7(b)), where the BAAQMD, as the responsible agency has adopted CEQA Guidelines. BAAQMD encourages quantification and disclosure of GHG emissions that would occur during construction and operation. The BAAQMD recommends that cities and counties rely on a "fair share" analysis to look at how a new land use development project needs to be designed and built to ensure that it will be consistent with California's goal of carbon neutrality by 2045. To determine the "fair share," the analysis should therefore focus on the design elements that need to be incorporated into the proposed project in order to lay the foundation for achieving carbon neutrality by 2045. As GHG emissions from the land use sector come primarily from building energy use and from transportation, these are the areas that need to be evaluated to ensure that the proposed project can and will be carbon neutral. If a land use project being designed and built today incorporates the design elements necessary for the proposed project to be carbon neutral by 2045, then it will contribute its "fair share" to achieving the State's climate goals. A lead agency can therefore conclude that it will make a less-than-cumulatively-considerable climate impact.

The BAAQMD recommends that lead agencies use the design elements as the threshold of significance for land use development projects under the "fair share" approach discussed above. This can either be demonstrated through: 1) the checklist provided within the Guidelines; or 2) demonstrating consistency with a local GHG reduction strategy that meets the criteria under State CEQA Guidelines Section 15183.5(b). (The complete BAAQMD thresholds are included in Appendix D-1 of the Draft PEIR). The BAAQMD design features checklist was used for purposes of the GHG emissions analysis under Impact 3.6-1 in the Draft PEIR. Consistent with BAAQMD guidance, the Draft PEIR discloses emissions anticipated through buildout of the Plan Area and identifies project design features to mitigate those emissions, which have become conditions included in the proposed Specific Plan.

Transportation and Circulation

Comments received question the effectiveness of the Draft PEIR Mitigation Measure 3.13-1 related to Transportation Demand Management (TDM) Plan to reduce the project's daily home-based vehicle miles traveled (VMT) per employee by the amount needed to mitigate the project's impact. As discussed in the Draft PEIR section 3.13, in the Cumulative with Project scenario, the project's forecast daily home-work VMT per employee is 13.1. This is 1.6 percent above the relevant standard of significance, which is 85 percent of the countywide average (12.9 daily home-work VMT per employee). Thus, to be effective, the mitigation measure must reduce the project's daily home-work VMT per employee by 1.6 percent or greater. Based on available evidence and published data, the proposed mitigation measure—the development and implementation of a TDM plan—will reduce the project's VMT by an amount greater than 1.6 percent. As detailed in Mitigation Measure 3.13-1, future phases of Specific Plan development must develop, implement, monitor, and enforce a Transportation Demand Management (TDM) Plan to reduce the project's daily home-work VMT per worker. The TDM Plan shall identify trip reduction strategies and mechanisms for funding and overseeing the delivery of trip reduction programs and strategies. As described in Section 3.13.4 of the Draft PEIR, the implementation of a robust TDM program with enforcement and monitoring is expected to result in a decrease in daily home-work VMT per employee of 1.6 percent or greater. This level of reduction is necessary to lower the expected daily home-work VMT per employee to a degree sufficient to bring it below the threshold (less than 85 percent than the countywide average).

Another comment received was related to the Draft PEIR underreporting the quantity of VMT generated by the proposed project operations in that the industrial/warehouse uses involve high rates of truck/trailer/delivery van VMT. CEQA Guidelines Section 15064.3 "describes specific considerations for evaluating a project's transportation impacts. Generally, VMT is the most appropriate measure of transportation impacts. For the purposes of this section, VMT refers to the amount and distance of automobile travel attributable to a project." Pursuant to Section 15064.3, a land use project may have a significant effect on the environment if it would result in additional VMT.

While the proposed Specific Plan does include warehouse uses as a permitted land use within the Plan Area, the exact nature and type of development that could occur is unknown at this time. Phasing and buildout assumptions for purposes of the analysis are described in Section 2.4 of the Draft PEIR. Since the list of permitted uses within the Plan Area allows for a variety of development types and no specific projects are presumed, future development assumptions were made in the Draft PEIR. The analyses in the Draft PEIR assume 80 percent of Phases II and III would be manufacturing/industrial development, while the remaining 20 percent would be office development. Because of the unique nature of warehousing and logistics uses, those were not explicitly modeled for purposes of the impact analysis and should development applications be proposed for those uses in the future, the Draft

PEIR includes a mitigation framework, including subsequent studies that would be required to evaluate impacts.

For purposes of the buildout assumptions discussed in Section 2.4, the Draft PEIR Air Quality and GHG emissions analyses in CalEEMod (California Emissions Estimator Model) assumed a fleet mix derived from the California Air Resources Board's Emission Factors (EMFAC) model, that's specific to the projected year and region. The vehicle assumptions are diverse and include several truck types, with the top three being LDA (passenger cars), LDT2 (light-duty trucks), MDV (medium-duty trucks). Ultimately, because truck trips are non-discretionary trips under CEQA, they are not included in the VMT metric as defined under CEQA Guidelines Section 15064.3.

Vegetation Removal/Wetlands

The comment states that the Draft PEIR failed to include vegetation removal and wetland filling as key sources of GHG emissions, due to the loss of above- and below-ground carbon storage. Per Section 3.3.1 of the Draft PEIR, the biological study area analyzed is approximately 151.8 acres, which includes the entire Pittsburg Technology Park Specific Plan Area as well as a 250-foot buffer. The study area is primarily composed of the former Delta View Golf Course, and accordingly consists of formerly managed turf, as well as smaller areas of trees, wetlands, and paved areas. In total, of the 151.8 acres, 143.38 acres are upland habitat, including 125.17 acres of annual grassland. This is by far the largest habitat onsite as it comprises over 82 percent of the Plan Area and associated buffer. The Plan Area also includes approximately 2.44 acres of riparian habitat on-site, 3.248 total acres of potentially jurisdictional waters, including wetlands and aquatic habitats, and 2.357 acres of artificially constructed aquatic features, such as landscaping ponds and detention basins.

While there are some wetlands and natural aquatic habitats within the Plan Area, the building envelopes shown in Figure 2-3 in the Draft PEIR were specifically planned to exclude the majority of these wetland areas, as identified in Figure 3.3-2 of the Draft PEIR. Accordingly, there is no intent to fill these wetlands as part of future development projects. However, if future development projects interfere with wetlands, any impacts are expected to be de minimis and would be subject to compensatory mitigation of at least 1:1.

As discussed in Section 3.3.2 of the Draft PEIR, the East Contra Costa County Habitat Conservation Plan/Natural Community Conservation Plan (HCP/NCCP) provides for regional conservation and development guidelines to protect natural resources while improving and streamlining the permit process for endangered species and wetland regulations. The Plan Area is subject to the HCP/NCCP and its associated Regional General Permit (RGP). The Plan Area contains a limited amount of sensitive biological resources, including potentially jurisdictional Waters of

the U.S./Waters of the State of California, and potential habitat for Endangered Species Act (ESA) and California Endangered Species Act (CESA) listed species.

Typically, these resources can require extended permitting and mitigation processes. In the case of the Plan Area, however, a streamlined Army Corps of Engineers (ACOE) permitting, and mitigation process is available through the HCP/NCCP.

Future applicants of development projects within the Plan Area would be required to adhere to HCP/NCCP requirements. This includes preconstruction surveys for Golden Eagle, Burrowing Owl, Swainson's Hawk, and San Joaquin kit fox. Future applicants of development projects within the Plan Area would also be required to conduct preconstruction surveys by a qualified entomologist for several special-status species including candidate bumble bee, monarch butterfly, western pond turtle, candidate nesting birds, bald eagle, candidate bats, San Joaquin pocket mouse, and American badger.

The Draft PEIR outlines several mitigation measures, including MM 3.3-3, which ensures that future project applicants will comply with conservation measures listed in the HCP/NCCP, which are designed to minimize and avoid impacts to wetlands, ponds, and streams.

The proposed Specific Plan project also intends to limit impacts to on-site trees. As discussed on page 3.3-25 of the Draft PEIR, in the event that that a protected tree does have to be removed, replacement planting is required as part of tree removal permits pursuant to Article XIX in Chapter 18.84 PMC (Tree Preservation and Protection). This section of the PMC states that for every one tree removed, four 24-inch box trees or twelve 15-gallon trees must be planted in its place. Again, this measure serves to reduce the impacts to on-site vegetation as much as possible.

Final PEIR

The comments on the Draft PEIR and responses to those comments are contained within the Final PEIR document, together with edits to the Draft EIR resulting from public comments and staff-identified corrections.

The Draft PEIR and Final PEIR combined constitute the complete Pittsburg Technology Park Specific Plan PEIR. The City Council is the approval body for certification of the PEIR. Pursuant to CEQA Guidelines section 15025 (c), the Planning Commission must consider the Draft and Final PEIRs as an advisory body that is making a recommendation on the proposed project.

See Attachment 7 for a link to the Final PEIR.

Note: Additional environmental review under CEQA may be required for future development projects and would be generally based on the project's consistency with

the Specific Plan and the analysis in the PEIR, as required under CEQA. It may be determined that some future projects or infrastructure improvements may be exempt from environmental review. When individual subsequent projects or activities under the Specific Plan are proposed, the City, as the Lead Agency, will examine the projects or activities to determine whether their effects were adequately analyzed in the PEIR. If the projects or activities would have no effects beyond those disclosed in the PEIR, no further CEQA compliance would be required.

CEQA Findings of Fact

Section 15091 of CEQA requires the City to make written findings when it approves a project for which an EIR was certified. For this reason, the Final PEIR document for the proposed Pittsburg Technology Park Specific Plan is accompanied by CEQA Findings of Fact. These findings explain how the City approached the potentially significant impacts identified in the Draft PEIR prepared for the proposed project. As required under CEQA, the Final PEIR describes the proposed project, adverse environmental impacts of the project, and mitigation measures and alternatives that would substantially reduce or avoid those impacts.

See Attachment 8 for the CEQA Findings of Fact.

Mitigation Monitoring and Reporting Program

Section 15097 of CEQA requires all State and local agencies to establish monitoring or reporting programs for projects approved by a public agency whenever approval involves the adoption specified environmental findings (CEQA Findings of Fact) related to EIRs.

A Mitigation Monitoring and Reporting Program (MMRP) for the proposed project has been developed. The intent of the MMRP is to ensure implementation of the mitigation measures identified within the Final PEIR during the design, permitting and construction phases of future development within the Plan Area. The MMRP provides for design measures that will be implemented during final engineering and confirmed during plan check for each phase of development within the Plan Aera. The MMRP also will provide for monitoring of construction activities as necessary and in-the-field identification and resolution of environmental concerns.

Monitoring and documenting the implementation of mitigation measures will be coordinated by the City of Pittsburg. The MMRP is recommended to be adopted by the City Council as part of certification of the Final PEIR.

See Attachment 9 for the Mitigation Monitoring and Reporting Program.

Required Findings (Specific Plan):

Pursuant to PMC section 18.16.020, in order to recommend approval of an amendment to the zoning map to establish a PD District or to adopt a Specific Plan, the Commission must find that:

1. The proposed amendments are consistent with the objectives, policies, general land uses and programs specified in the General Plan;

2. The change proposed is compatible with the uses authorized in, and regulations prescribed for, the land use district for which it is proposed;

3. A community need is demonstrated for the change proposed; and,

4. Its adoption will be in conformity with public convenience, general welfare, and good zoning practice.

Required Findings (Vesting Tentative Map for a Major Subdivision):

PMC section 17.12.010 identifies the Planning Commission as the advisory body to the City Council on proposed Vesting Tentative Maps for Major Subdivisions when consolidated with one or more applications for other approvals which are subject to final approval by the City Council. In order to recommend City Council approval of a Vesting Tentative Map for a Major Subdivision, the Planning Commission must determine, in accordance with PMC section 17.20.060(c), that:

A. the proposed map is consistent with the General Plan and any applicable specific plan, or other applicable provision of PMC;

B. the site is physically suitable for the type of development;

C. the site is physically suitable for the proposed density of development;

D. the design of the subdivision or the proposed improvements would not cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat;

E. the design of the subdivision or the type of improvements would not cause serious public health problems; and

F. the design of the subdivision or the type of improvements would not conflict with easements, acquired by the public at large, for access through or use of property within the proposed subdivision.

Public Hearing Notice:

On or prior to Friday, August 30, 2024, in accordance with Government Code sections 65090 and 65091, and PMC section 18.14.020, a "Notice of Public Hearing," for the September 10, 2024, public hearing on this item was published in the East County Times; was posted at City Hall, the Pittsburg Library, and on the "Public Notices" section of the City's website. The City also mailed the notice via U.S. mail to owners of property located within 500 feet of the Plan Area, sent the notice to local service agencies whose services might be affected by the proposed project, and to individuals who had previously filed a written request for such notice. Lastly, a copy of the notice was posted on www.nextdoor.com ("Nextdoor") and was sent directly to all subscribed residents in the Nextdoor neighborhoods adjacent to the project site.

See Attachment 10 for the Notice of Public Hearing.

ANALYSIS:

Staff believes that adoption of the proposed Specific Plan would be in the public interest by supporting economic development and job growth on a vacant portion of the former Delta View Golf Course. Allowed uses under the proposed Specific Plan would generate employment in various industries, specifically in emerging sectors such as technology and innovation. Other employment opportunities include administrative offices, research and development, manufacturing, warehouse and distribution, energy, and automobile services, which are generally high-wage sectors.

Future buildout and development in the Plan Area would also adhere to design standards outlined in the proposed Specific Plan that would consider materials, colors, textures, building size and proportions to blend into the natural character of the area. The proposed Specific Plan ensures adequate buffers and screening would be implemented between the Plan Area and residential areas that compliment building facades to maintain the existing surrounding character. Landscape design would also be used to soften the appearance of buildings and provide a buffer with open areas and the roadway to minimize the impacts on surrounding uses.

The Plan Area is currently served by utilities and would require extensions of the existing public water main line along the extension of Golf Club Road. The Plan Area is served by regional access from State Route 4 and local access from West Leland Road and Golf Club Road. Transit services are provided in the vicinity of the Plan Area, including bus and fixed rail transit. Bicycle and pedestrian facilities in the vicinity of the Plan Area include Class II bicycle facilities, sidewalks, crosswalks, pedestrian signals, and multi-use trails.

As identified in the Draft PEIR, significance criteria thresholds were addressed for each relevant topic area identified in CEQA Guidelines Appendix G. All topic areas were found to have a less than significant environmental impact, seven areas with mitigation incorporated: Air Quality, Biological Resources, Cultural and Tribal Resources, Geology

and Soils, Noise, Transportation and Circulation and Wildfires. The Final PEIR contains a Mitigation and Monitoring Reporting Program (MMRP) for the proposed Specific Plan. The intent of the MMRP is to ensure implementation of the mitigation measures identified within the Final PEIR for the project. These mitigation measures will be included as an appendix to the proposed Specific Plan.

The Plan Area is designated as "Employment Industrial Center (ECI)" in the *2040 General Plan.* This land use designation is described in the *2040 General Plan* as "fostering vibrant, diverse, and dynamic employment hubs that accommodate technology, advanced manufacturing, logistics, and other sectors that generate substantial employment opportunities; uses may include administrative, financial, business, professional, medical and public offices, business incubators, research and development, custom and light manufacturing, limited assembly, warehousing and distribution, data centers, technology and innovation, energy, hospitals and large-scale medical facilities, services, light and heavy automobile services, and supporting commercial uses".

Permitted land uses within the Plan Area are based on the "Employment Center Industrial (ECI)" land use designation. Each permitted use, such as, administrative, business and professional offices, financial offices, government/public offices and medical offices would be subject to the development standards and design guidelines and land use entitlement procedures and actions outlined in the proposed Specific Plan.

Development standards contained within the proposed Specific Plan would be implemented through the proposed PD (Planned Development) zoning, thereby ensuring consistency between the *2040 General Plan*, proposed Specific Plan and current zoning standards. Furthermore, to implement the overall objectives of the *2040 General Plan* for the project area, the proposed Specific Plan contains development standards such as requirements for building form/massing, materials, colors and textures, buffering and screening, landscape design, fire prevention, signage and lighting.

Staff believes that there is a community need demonstrated for the changes proposed to the former golf course and that the repurposing would allow for uses within the proposed Specific Plan that would generate employment in emerging sectors, including technology, energy, and industrial sectors, and create new economic development opportunities for the city.

As such, adoption of the proposed Specific Plan is in conformity with public convenience, general welfare and good zoning practice in that the proposed Specific Plan is intended to be a long-range planning document that provides a framework for future buildout and development.

Finally, the proposed Specific Plan is consistent with the *2040 General Plan* land use element and economic development element, as it would provide needed job opportunities in close proximity to housing while preserving hillside open space,

sensitive habitats, such as drainages (outside of building envelopes), and necessary transportation infrastructure to support the Plan Area.

ACTION REQUIRED:

Move to adopt a resolution, recommending City Council: 1) assign zoning of PD (Planned Development) District to properties located within the Pittsburg Technology Park Specific Plan Area, 2) adopt the Pittsburg Technology Park Specific Plan, 3) approve the Vesting Tentative Map for a 12-lot Major Subdivision, and 4) Certify the Final Program Environmental Impact Report and adopt CEQA Findings of Fact and a Mitigation Monitoring and Reporting Program (MMRP) for the Pittsburg Technology Park Specific Plan Project, Planning Application No. 24-0028.

ATTACHMENTS:

1. Proposed Resolution
    a. Zoning Map Amendment
    b. Vesting Tentative Map
2. Pittsburg Technology Park Specific Plan (Hard copy to Commission Only)
3. Phase I Site Plan Concept
4. Phase I Landscape Concept Design
5. Plan Area Utility Concept Map
6. Draft Program Environmental Impact Report (Digital copy to Commission Only)
7. Final Program Environmental Impact Report (Digital copy Commission Only)
8. CEQA Findings of Fact
9. Mitigation Monitoring and Reporting Program
10. Public Hearing Notice

Prepared by: Alison Spells, Associate Planner

BEFORE THE PLANNING COMMISSION OF THE CITY OF PITTSBURG

In the Matter of:

Recommending the City Council 1) Assign Zoning of PD (Planned Development) District to Properties Located within the Pittsburg Technology Park Specific Plan Area, 2) Adopt the Pittsburg Technology Park Specific Plan, 3) Approve the Vesting Tentative Map for a 12-Lot Major Subdivision, and 4) Certify the Final Program Environmental Impact Report and Adopt CEQA Findings of Fact and a Mitigation Monitoring and Reporting Program (MMRP) for the Pittsburg Technology Park Specific Plan Project, Planning Application No. 24-0028 (PD, SUBD, EIR)	)	Resolution No.

The Planning Commission DOES RESOLVE as follows:

Section 1. Background

A. On March 1, 2018, the 175-acre Delta View Golf Course ceased operations and closed.

B. On March 19, 2018, the City Council directed staff to explore the possible uses suggested by the public for the site, and to bring options back for further consideration.

C. On May 7, 2018, the City Council held a public meeting related to potential options available for reuse of the site. At the conclusion of that meeting, direction was provided to pursue both economic development and multi-purpose recreational opportunities, with the idea that economic development would help generate the funds needed to develop new diverse recreational opportunities for the community.

D. The City subsequently entered into an Option Agreement with a developer for a conceptual technology park development on a portion of the former Delta View Golf Course which led to informational meetings in 2019 with the Land Use Subcommittee, Planning Commission and local residents.

E. On March 22, 2024, Stephanie Morgan Whitmore of WSP USA, on behalf of Pittsburg Data Hub, LLC, filed Planning Application No. AP-24-0028 (PD, SUBD, EIR) for the proposed Pittsburg Technology Park Specific Plan and Vesting Tentative Map for a 12-Lot Major Subdivision (and associated Environmental Impact Report) on an approximately 76.38-acre site located on the eastern half of the former Delta View Golf Course, south of West Leland Road, located at 2222 Golf Club Road. Assessor Parcel Numbers (APNs): 095-160-001, 095-160-002

and 094-080-046.

F. The proposed project is governed by the applicable goals and policies of the 2040 General Plan and the Pittsburg Municipal Code (PMC). Specific Plans are also governed by Government Code section 65450.

G. PMC section 18.16.020 identifies the Planning Commission as the advisory body to the City Council on proposed zoning changes, including amendments to reclassify properties to Planned Development (PD) Districts, and requires that the Planning Commission determine, prior to making its recommendation, that:

1. the change proposed is consistent with the objectives, policies, general land uses and programs specified in the General Plan and applicable specific plan;

2. in the case of a base district, overlay district or general land use regulation, the change proposed is compatible with the uses authorized in, and the regulations prescribed for, the land use district for which it is proposed;

3. a community need is demonstrated for the change proposed; and

4. its adoption will be in conformity with public convenience, general welfare and good zoning practice.

H. PMC section 18.62.060(A) states that a specific plan shall be processed at the same time as consideration of the application for reclassification to a PD district and that a recommendation of the Planning Commission to reclassify to a PD district must also include a recommendation for City Council approval of a specific plan.

I. PMC section 17.12.010 identifies the Planning Commission as the advisory body to the City Council on proposed tentative maps when consolidated with one or more applications for other approvals which are subject to final approval by the City Council. In order to recommend City Council approval of a Vesting Tentative Map, the Planning Commission must determine, in accordance with PMC section 17.20.060(c), that:

1. the proposed map is consistent with the General Plan and any applicable specific plan, or other applicable provision of PMC;

2. the site is physically suitable for the type of development;

3. the site is physically suitable for the proposed density of development;

4. the design of the subdivision or the proposed improvements will not cause

substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat;

5. the design of the subdivision or the type of improvements will not cause serious public health problems; and

6. the design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of property within the proposed subdivision.

J. The City of Pittsburg, as lead agency, determined that the proposed Pittsburg Technology Park Specific Plan (Specific Plan) is a "project" within the meaning of CEQA. CEQA requires the preparation of an EIR prior to approving any project that may have a significant impact on the environment.

K. CEQA Guidelines identify several types of EIRs, each applicable to different project circumstances. Given the conceptual nature of future build out of the Plan Area described in the proposed Specific Plan, the EIR prepared for the proposed project is a Program EIR (“PEIR”), pursuant to the definition of Program EIR in CEQA Guidelines Section 15168.

L. From February 28, 2024, to March 29, 2024, the City, serving as the Lead Agency, distributed a Notice of Preparation (NOP) of an EIR for the proposed project (SCH #2024030184). The City held a public scoping meeting on March 14, 2024, to provide an opportunity for the public and representatives of public agencies to address the scope of the PEIR. Based on feedback received during the NOP period, the PEIR was drafted to address potentially significant impacts associated with the following 15 environmental topic areas: aesthetics, air quality, biological resources, cultural and tribal cultural resources, geology, greenhouse gas emissions and energy, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, population and housing, public services and recreation, transportation, utilities and service systems, and wildfire.

M. On July 3, 2024, the City circulated a Notice of Availability (NOA) of the Draft PEIR for the proposed project for a 45-day public review period beginning July 3, 2024, and ending on August 19, 2024. City staff held a public meeting on July 25, 2024, to introduce the project and accept public comment on the Draft PEIR for the proposed project. Comments were accepted during the meeting and in advance of the meeting, via voice messages and email, as well as throughout the public comment period via U.S. mail and email.

N. As identified in the Draft PEIR, significance criteria thresholds in CEQA Guidelines Appendix G were addressed for each topic area identified in the NOP distributed at the start of the EIR process. All topic areas were found to have a less than significant environmental impact, seven areas with mitigation incorporated: Air Quality, Biological Resources, Cultural and Tribal Resources,

Geology and Soils, Noise, Transportation and Circulation and Wildfires.

O. The City received 12 comment letters during the 45-day review period for the Draft PEIR. In accordance with CEQA Guidelines Section 15088, the Final PEIR responds to the written comments received on the Draft PEIR. No new significant environmental impacts or issues, beyond those already covered in the Draft PEIR for the proposed project were raised during the comment period. Responses to comments received during the comment period do not involve any new significant impacts or add "significant new information" that would require recirculation of the Draft PEIR pursuant to CEQA Guidelines Section 15088.5.

P. The Draft PEIR and Final PEIR combined constitute the complete Pittsburg Technology Park Specific Plan PEIR. The City Council is the approval body for certification of the PEIR. Pursuant to CEQA Guidelines section 15025 (c), the Planning Commission must consider the Draft and Final PEIRs as an advisory body that is making a recommendation on the proposed project.

Q. Section 15091 of CEQA requires the City to make written findings when it approves a project for which an EIR was certified. For this reason, the Final PEIR document for the proposed Pittsburg Technology Park Specific Plan is accompanied by CEQA Findings of Fact. These findings are recommended to be adopted by the City Council as part of certification of the Final PEIR.

R. Section 15097 of CEQA requires all State and local agencies to establish monitoring or reporting programs for projects approved by a public agency whenever approval involves the adoption specified environmental findings (CEQA Findings of Fact) related to EIRs. A Mitigation Monitoring and Reporting Program (MMRP) for the proposed project has been developed. Monitoring and documenting the implementation of mitigation measures will be coordinated by the City of Pittsburg. The MMRP is recommended to be adopted by the City Council as part of certification of the Final PEIR.

S. On or prior to Friday, August 30, 2024, in accordance with Government Code sections 65090 and 65091, and PMC section 18.14.020, a "Notice of Public Hearing," for the September 10, 2024, public hearing on this item was published in the East County Times; was posted at City Hall, the Pittsburg Library, and on the "Public Notices" section of the City's website. The City also mailed the notice via U.S. mail to owners of property located within 500 feet of the Plan Area, sent the notice to local service agencies whose services might be affected by the proposed project, and to individuals who had previously filed a written request for such notice. Lastly, a copy of the notice was posted on www.nextdoor.com ("Nextdoor") and was sent directly to all subscribed residents in the Nextdoor neighborhoods adjacent to the project site.

T. On Tuesday, September 10, 2024, the Planning Commission held a public hearing on Planning Application No. AP-24-0028 (PD, SUBD, EIR), at which time

additional oral and/or written testimony was considered.

Section 2. Findings

A. Based on the Planning Commission staff report entitled, “Pittsburg Technology Park Specific Plan, AP-24-0028 (PD, SUBD, EIR),” dated September 10, 2024, and based on all the information contained in the Planning Division files on the project, incorporated herein by reference and available for review in the Planning Division located at 65 Civic Avenue in Pittsburg, and based on all written and oral testimony presented at the public hearing, the Planning Commission finds that:

1. All recitals above are true and correct and are incorporated herein by reference.

2. The Draft PEIR and Final PEIR prepared for this project were prepared in compliance with Public Resources Code section 21000 et seq, and that the Commission has independently reviewed and considered the information contained therein.

Zoning Map:

3. Pursuant to PMC section 18.16.020, before the Planning Commission makes its recommendation on an application for (1) a change of zoning district applicable to the subject property or (2) a change in the text of a land use regulation, it shall make specific written findings in accordance with PMC 18.48.030.

4. PMC section 18.62.060(A) states that a specific plan shall be processed at the same time as consideration of the application for reclassification to a PD district and that a recommendation of the Planning Commission to reclassify to a PD district must also include a recommendation for City Council approval of a specific plan.

5. The proposed Zoning Map Amendment to reclassify properties located within the Pittsburg Technology Park Specific Plan Area to a Planned Development (PD) District is consistent with the objectives, policies, general land uses and programs specified in the 2040 General Plan and the applicable specific plan in that:

    a. The Plan Area is designated as “Employment Industrial Center (ECI)” in the 2040 General Plan. This land use designation is described in the 2040 General Plan as “fostering vibrant, diverse, and dynamic employment hubs that accommodate technology, advanced manufacturing, logistics, and other sectors that generate substantial

employment opportunities; uses may include administrative, financial, business, professional, medical and public offices, business incubators, research and development, custom and light manufacturing, limited assembly, warehousing and distribution, data centers, technology and innovation, energy, hospitals and large-scale medical facilities, services, light and heavy automobile services, and supporting commercial uses".

b. Permitted land uses within the Plan Area are based on the "Employment Center Industrial (ECI)" land use designation. Each permitted use, such as, administrative, business and professional offices, financial offices, government/public offices and medical offices would be subject to the development standards and design guidelines and land use entitlement procedures and actions outlined in the proposed Specific Plan.

c. The proposed Specific Plan would guide development for a diverse employment center on a vacant portion of the former Delta View Golf Course. The proposed Specific Plan serves as a policy document with guidelines to develop a technology park. The proposed Specific Plan would be consistent with the City's goal of providing a mix and distribution of uses on an under-utilized site (Goal 2-1).

d. The proposed Specific Plan will identify and allocate adequate lands in strategic locations throughout Pittsburg to accommodate and encourage employment growth, focusing on sectors that provide high-paid and high-quality jobs and continue to promote business development sites through Think Pittsburg and other local programs (Policy 2-P-4.1).

e. The proposed Specific Plan will encourage the development and intensification of employment centers, including high quality, professional office campuses, business parks, and industrial parks, located in areas fully served by public facilities and services, located along major arterials with easy freeway access and with access from public transit, and accessible to bicyclists and pedestrians (Policy 2-P-4.2).

f. The proposed Specific Plan will promote business development in a range of sectors that contribute to the local and regional economy, provide high-wage and skilled jobs for Pittsburg residents (Goal G-2-4).

g. The proposed Specific Plan will support office, business, and industrial land uses that will improve the City's employment base through high-quality, well-paid jobs that attract the technology, energy, and industrial sectors desired by the community (Policy 2-P-4.5).

h. The proposed Specific Plan will facilitate attraction, retention, and expansion of businesses that meet the City's economic development objectives and maintain a desirable climate for conducting business in and with the City (Goal G-6-2).

i. The proposed Specific Plan will encourage new businesses and project development under the Employment Center Industrial land use classification (Policy 6-P-2.14).

6. The proposed Zoning Map Amendment to reclassify properties located within the Pittsburg Technology Park Specific Plan Area to a Planned Development (PD) District is compatible with the uses authorized in, and the regulations prescribed for, the land use district for which it is proposed, in that allowable uses within the Plan Area are permitted within the IL-O Zoning District Overlay and would be regulated by the Site Design, Development Standards and Design Guidelines within the proposed Specific Plan.

7. There is a community need for the proposed Zoning Map Amendment to reclassify properties located within the Pittsburg Technology Park Specific Plan Area to a Planned Development (PD) District in that future development consistent with the proposed Specific Plan: 1) would help achieve the objectives in the Economic Development Element of the 2040 General Plan by expanding business opportunities and encouraging employment growth as it improves the jobs/housing balance, 2) would create additional employment opportunities within the City and generate property and sales taxes on vacant, underutilized sites to help contribute to the City's revenue stream and 3) would allow for employment-generating uses that follow the prescribed development standards and design guidelines within the proposed Specific Plan.

8. Adoption of the proposed Zoning Map Amendment to reclassify properties located within the Pittsburg Technology Park Specific Plan Area to a Planned Development (PD) District would be in conformity with the public convenience, general welfare, and good zoning practice, in that the proposed Specific Plan is intended to be a long-range planning document which provides a framework for future buildout and development.

Vesting Tentative Map for Major Subdivision:

9. The Vesting Tentative Map for the proposed 12-Lot, Major Subdivision is consistent with the 2040 General Plan land use designation of Employment Industrial Center, as described in Section 2.A.5.a above, and the proposed Specific Plan.

10. The project site is physically suitable for the type of development proposed in that the site is vacant and undeveloped, the proposed building envelopes avoid sensitive habitat and the site is surrounded by existing infrastructure, minimizing the amount of work and investment needed to extend utilities and services to the site.

11. The project site is physically suitable for the proposed density of development, in that lands south of the Plan Area are owned by the Keller Canyon Landfill Company, and land uses east of and neighboring the Plan Area are within a designated Pacific Gas & Electric Corridor Conversion Overlay. While properties north of the Plan Area are primarily designated as “Low Density Residential,” there are also “Public/Institutional” uses all served primarily by West Leland Road.

12. The design of the proposed subdivision and accompanying improvements will not cause substantial environmental damage or substantially and unavoidably injure fish or wildlife or their habitat, if the project is required to comply with all measures in the Mitigation Monitoring and Reporting Program (MMRP) included as Attachment 9 to the Staff Report described in Section 2.B below.

13. The design of the subdivision and type of improvements proposed will not cause serious public health problems, in that the project site is not listed on the California Department of Toxic Substances Control Hazardous Waste and Substances Site List and conditions of approval will require all site improvements comply with all local, City, State and federal regulations.

14. The design of the subdivision and type of improvements proposed will not conflict with easements, acquired by the public at large, for access through or use of the property within the proposed subdivision, in that there are no existing public access easements on the site. The proposed map identifies a new private roadway (with a public utility easement) that will connect the Plan Area to existing public roadways, and two options for emergency vehicle access into and around the site.

B. The Staff Report entitled, “Pittsburg Technology Park Specific Plan, AP-24-0028 (PD, SUBD, EIR),” dated September 10, 2024, is referenced hereto as additional support for findings.

Section 3. Decision

Based on the findings and the authority set forth above, the Planning Commission hereby recommends that the City Council adopt an ordinance and resolution to:

A. Amend the Zoning Map, as referenced in Pittsburg Municipal Code, Title 18 (Zoning Ordinance), section 18.04.020, to assign zoning of PD (Planned Development) District to properties located within the Pittsburg Technology Park Specific Plan Area as substantially presented in Exhibit A of this resolution; and

B. Adopt the Pittsburg Technology Park Specific Plan included as Attachment 2 to the Staff Report described in Section 2.B above; and

C. Approve Vesting Tentative Subdivision Map (Tract No. 9700) subdividing the property described in section 1.E above into 12 lots for future development pursuant to the Pittsburg Technology Park Specific Plan, as substantially presented in Exhibit B of this resolution; and

D. Certify the Final Program Environmental Impact Report for the Pittsburg Technology Park Specific Plan Project, a digital copy of which is provided as Attachment 7 to the Staff Report described in Section 2.B above; and

E. Adopt CEQA Findings of Fact and a Mitigation Monitoring and Reporting Program (MMRP) for the Pittsburg Technology Park Specific Plan Project included as Attachments 8 and 9 to the Staff Report described in Section 2.B above.

Section 4. Effective Date

This resolution shall take effect immediately upon its adoption.

On motion by Commissioner _____, seconded by Commissioner _____, the foregoing resolution was passed and adopted the 10th day of September, 2024, by the Planning Commission of the City of Pittsburg, California by the following vote:

AYES:

NAYES:

ABSTAIN:

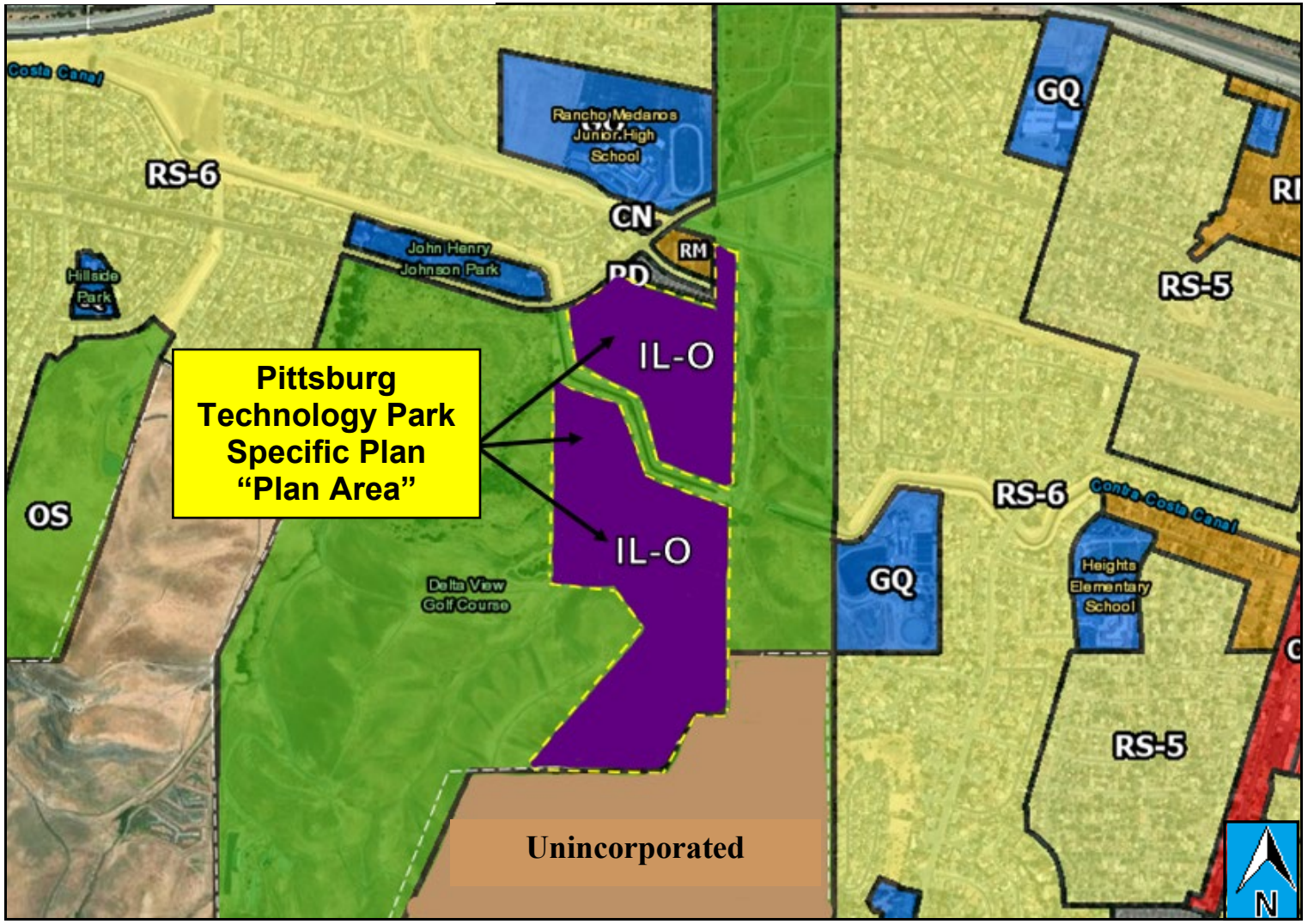
ABSENT:

I hereby certify that the above Resolution was adopted by the Planning Commission of the City of Pittsburg on September 10, 2024.

_____
JOHN FUNDERBURG, SECRETARY
PITTSBURG PLANNING COMMISSION

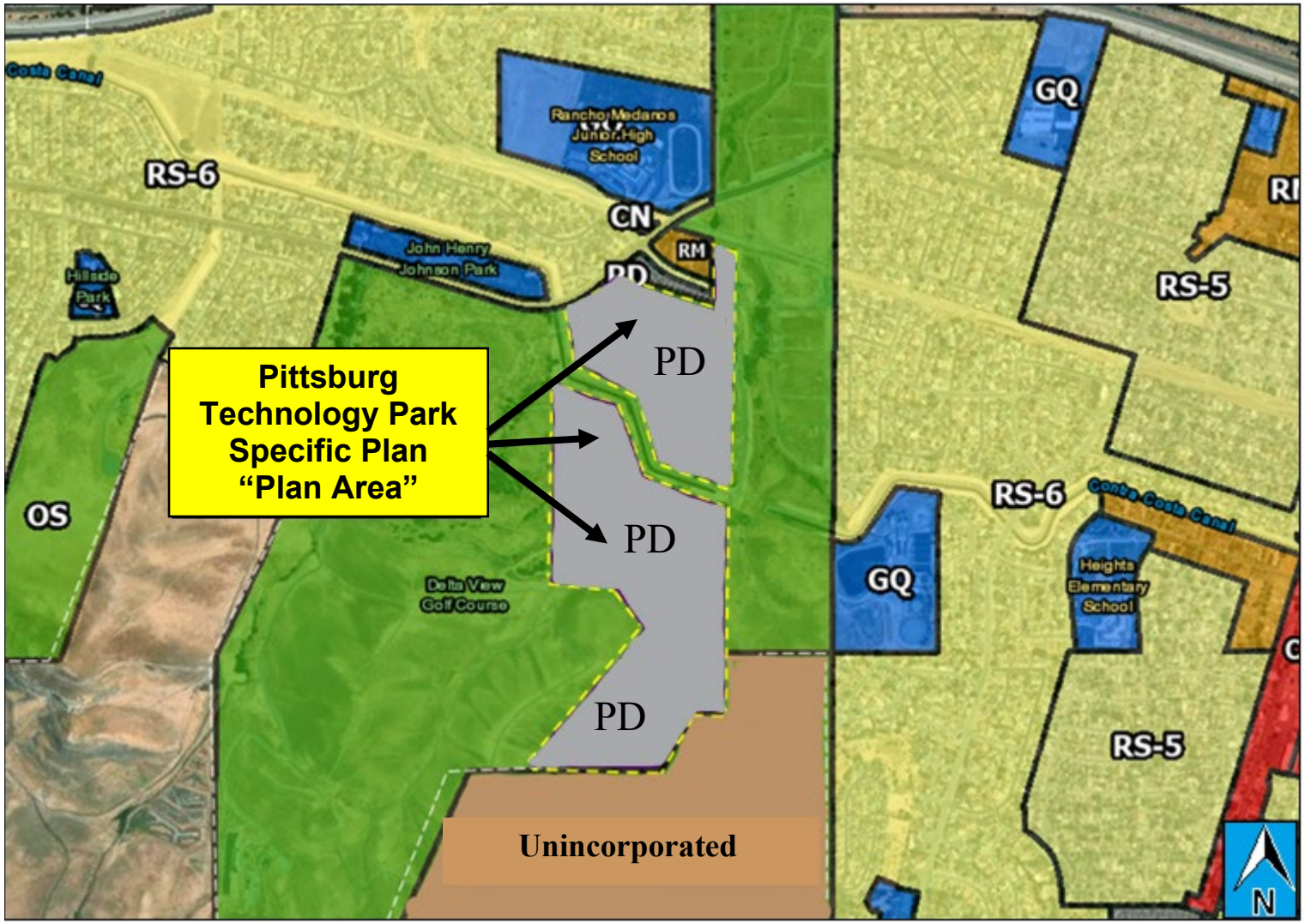
Zoning Map Amendment
Pittsburg Technology Park Specific Plan, AP-24-0028 (PD, SUBD, EIR)

Fig. 1: Existing Zoning District



CC - Community Commercial
GQ – Government & Quasi Public
IL-O - Limited Industrial
RM - Medium Density Residential
OS – Open Space
RS - Low Density Residential

Fig. 2: Proposed Zoning District



CC - Community Commercial
GQ – Government & Quasi Public
IL-O - Limited Industrial
RM - Medium Density Residential
OS – Open Space
RS - Low Density Residential

Attachment 1 - Exhibit B

VESTING TENTATIVE SUBDIVISION MAP

TRACT NO. 9700

FOR

PITTSBURG TECHNOLOGY CENTER
2232 GOLF CLUB ROAD, PITTSBURG, CA 94565

PROJECT DATA

OWNER:	JOE HUBBARD AVAIO DIGITAL PARTNERS 107 ELM STREET, 5TH FLOOR SUITE 501 STAMFORD, CT 06902
APPLICANT:	JOE HUBBARD AVAIO DIGITAL PARTNERS 107 ELM STREET, 5TH FLOOR SUITE 501 STAMFORD, CT 06902
MAP PREPARED BY:	RYAN BERNAL, PE KIMLEY-HORN AND ASSOCIATES, INC. 2121 S EL CAMINO REAL, SUITE 550 SAN MATEO, CA 94403 (650) 285-2115 RYAN.BERNAL@KIMLEY-HORN.COM
EXISTING ZONING:	OS OPEN SPACE
PROPOSED ZONING:	ECI EMPLOYMENT CENTER INDUSTRIAL
EXISTING LAND USE:	FORMER GOLF COURSE, OPEN SPACE
PROPOSED LAND USE:	DATA CENTER

THIS TENTATIVE MAP WAS PREPARED FROM INFORMATION FURNISHED IN A PRELIMINARY TITLE REPORT FOR 2232 GOLF CLUB ROAD, PREPARED BY OLD REPUBLIC TITLE COMPANY DATED DECEMBER 26 TH, 2023 ORDER NUMBER 0114003191.1-SH, AND BY NO LIABILITY IS ASSUMED FOR MATTERS OF RECORD NOT STATED IN SAID REPORT THAT MAY AFFECT THE TITLE LINES, OR EXCEPTIONS, OR EASEMENTS OF THE PROPERTY

FLOOD ZONE NOTE:	THE SUBJECT PROPERTY IS SHOWN ON THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) FLOOD INSURANCE RATE MAP (FIRM) FOR CONTRA COSTAL COUNTY, CALIFORNIA, AS BEING LOCATED IN FLOOD ZONE "X". ACCORDING TO FEMA, THE DEFINITION OF ZONE "X" IS : AREAS OF MINIMAL FLOOD HAZARD.
BENCHMARK:	NAVD 88 BASED ON OBSERVATIONS TO NGS MONUMENT HONKER BAY (PID-AA3823)
BASIS OF BEARINGS:	THE BASIS OF BEARINGS IS NAD83 CALIFORNIA COORDINATE SYSTEM ZONE 3, ESTABLISHED FROM OBSERVATIONS AND CALIBRATING TO FOUND NGS MONUMENTS (PID AA3823, PID JS1865 AND PID DE8493), THE DISTANCES SHOWN HEREON ARE GROUND MEASUREMENTS.

ADDITIONAL EASEMENTS MAY BE NECESSARY, ANY ADDITIONAL EASEMENT REQUIREMENTS WILL BE DETERMINED AS THE PROJECT EVOLVES.

EASEMENTS TO BE DEDICATED ON THE FINAL MAP OR BY SEPARATE INSTRUMENT.

SUBJECT TO PROJECT CC&RS TO BE RECORDED BY SEPARATE INSTRUMENT.

THE SITE IS CURRENTLY 5 LOTS AND WILL BE SUBDIVIDED INTO 17 LOTS. THE OWNER INTENDS TO FILE MULTIPLE FINAL MAPS.

THIS MAP SHOWS TWO OPTIONS, EITHER OPTION CAN BE SELECTED DURING DEVELOPMENT OF THE PROJECT PRIOR TO RECORDATION OF THE FINAL MAP FOR THE LAST PHASE OF THE PROJECT.

LEGEND

- CENTER LINE
- PROPERTY LINE
- RIGHT-OF-WAY LINE
- DEDICATION LINE

UTILITY PURVEYORS

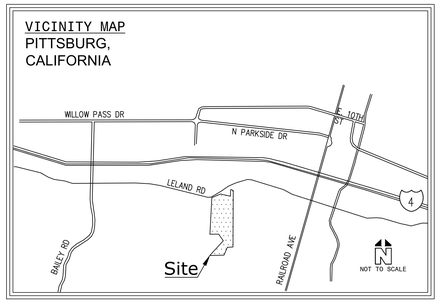
WATER
CITY OF PITTSBURG
65 CIVIC AVENUE,
PITTSBURG, CA 94565
(925)-252-4242

GAS
PACIFIC GAS AND ELECTRIC (PG&E)
2111 HILLCREST AVE,
ANTIOCH, CA 94509
(415) 973-1000

SEWER
CITY OF PITTSBURG
65 CIVIC AVENUE,
PITTSBURG, CA 94565
(925)-252-4242

ELECTRIC
PACIFIC GAS AND ELECTRIC (PG&E)
2111 HILLCREST AVE,
ANTIOCH, CA 94509
(415) 973-1000

AT&T
124 E EL CAMINO REAL
SUNNYVALE, CA 94087
(800) 944-0447



SHEET INDEX

SHEET NUMBER	SHEET TITLE
TM1.0	COVER SHEET
TM2.0	EXISTING CONDITIONS
TM3.0	SITE PLAN AND PARCELIZATION PLAN – OPTION 1
TM3.1	SITE PLAN AND PARCELIZATION PLAN – OPTION 2
TM4.0	CONCEPTUAL GRADING & STORMWATER MANAGEMENT PLAN – OPTION 1
TM4.1	CONCEPTUAL GRADING & STORMWATER MANAGEMENT PLAN – OPTION 2
TM5.0	CONCEPTUAL UTILITY PLAN – OPTION 1
TM5.1	CONCEPTUAL UTILITY PLAN – OPTION 2

LEGAL DESCRIPTION PER TITLE REPORT

TRACT ONE:

PARCEL A AS SHOWN ON PARCEL MAP MS 677-05 FILED JUNE 10, 2005, IN BOOK 193 OF PARCEL MAPS, PAGE 39, CONTRA COSTA, COUNTY RECORDS. APN: 095-150-032

TRACT TWO:

PARCEL ONE:
BEGINNING AT THE SOUTHWEST CORNER OF THE 13.92 ACRE PARCEL OF LAND DESCRIBED AND DESIGNATED PARCEL VI IN THE DEED FROM C.A. HOOPER & CO. TO PACIFIC GAS AND ELECTRIC COMPANY, DATED DECEMBER 27, 1951 AND RECORDED IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY OF CONTRA COSTA IN BOOK 1872 OF OFFICIAL RECORDS AT PAGE 189 AN RUNNING THENCE NORTH 0° 10' EAST, ALONG THE WESTERLY BOUNDARY LINE OF SAID 13.92 ACRE PARCEL OF LAND (MISSING DISTANCE CALL ON TITLE REPORT); THENCE SOUTH 73° 11 1/2' EAST, ALONG THE NORTHERLY BOUNDARY LINE OF SAID 13.92 ACRE PARCEL OF LAND, 182.03 FEET; THENCE SOUTH 0° 19 1/2' WEST 718.40 FEET TO A POINT IN THE SOUTHERLY BOUNDARY LINE OF SAID 13.92 ACRE PARCEL OF LAND; THENCE SOUTH 89° 50' WEST, ALONG THE LAST MENTIONED BOUNDARY LINE, 172.41 FEET, MORE OR LESS, TO THE POINT OF BEGINNING; BEING A PORTION OF RANCHO LAS MEDANOS.

PARCEL TWO:
A RIGHT OF WAY FOR A ROAD FOR INGRESS TO AND EGRESS FROM PARCEL ONE WITHIN THE STRIP OF LAND DESCRIBED AS FOLLOWS, TO WIT:

A STRIP OF LAND OF THE UNIFORM WIDTH OF 60 FEET EXTENDING FROM THE EASTERLY BOUNDARY LINE OF SAID 13.92 ACRE PARCEL OF LAND WESTERLY TO THE EASTERLY BOUNDARY LINE OF PARCEL ONE HEREIN BEFORE DESCRIBED, AND LYING EQUALLY ON EACH SIDE OF THE LINE WHICH BEGINS AT A POINT IN THE EASTERLY BOUNDARY LINE OF SAID 13.92 ACRE PARCEL OF LAND FROM WHICH THE SOUTHEAST CORNER OF SAID 13.92 ACRE PARCEL OF LAND BEARS SOUTH 0° 19 1/2' WEST 263.0 FEET DISTANT AND RUNS THENCE SOUTH 89° 50' WEST, PARALLEL WITH THE SOUTHERLY BOUNDARY LINE OF SAID 13.92 ACRE PARCEL OF LAND, 800 FEET, MORE OR LESS, TO THE EASTERLY BOUNDARY LINE.

APN: 095-160-001

TRACT THREE:
LOTS 1, 2 AND 3, AND THE SOUTHEAST 1/4 (ONE-FOURTH) OF THE NORTHWEST 1/4 (ONE-FOURTH) OF SECTION 19, TOWNSHIP 2 NORTH, RANGE 1 EAST, MOUNT DIABLO BASE AND MERIDIAN.

EXCEPTING THEREFROM:
1. THAT PARCEL OF LAND CONTAINING 11.42 ACRES, MORE OR LESS, DESCRIBED IN THE DEED FROM JOHN FAHY, ET U, TO UNITED STATES OF AMERICA, DATED APRIL 26, 1938 AND RECORDED MAY 12, 1938 IN VOLUME 448 OF OFFICIAL RECORDS, AT PAGE 388, AS FOLLOWS:

"BEGINNING ON THE EAST LINE OF THE NORTHWEST QUARTER OF SAID SECTION 19, DISTANT THEREON NORTH 0° 16' EAT 975.7 FEET FROM GRANT CORNER NUMBER 5 OF THE RANCHO LOS MEDANOS AT THE CENTER OF SAID SECTION 19; THENCE FROM SAID POINT OF BEGINNING SOUTH 0° 16' WEST 63.3 FEET, ALONG SAID EAST LINE; THENCE NORTH 71° 11' WEST 1526.9 FEET; THENCE ON A CURVE TO THE RIGHT (TANGENT TO THE PRECEDING COURSE) WITH A RADIUS OF 180 FEET, A DISTANCE OF 169.2 FEET; THENCE NORTH 17° 19' WEST 462.4 FEET; THENCE ON A CURVE TO THE LEFT (TANGENT TO THE PRECEDING COURSE) WITH A RADIUS OF 60 FEET, A DISTANCE OF 54.8 FEET; THENCE NORTH 69° 36' WEST 486.3 FEET; THENCE SOUTH 89° 52' WEST 100.00 FEET; THENCE MORE OR LESS, TO THE MOUNT MERIDIAN, WHICH IS THE WEST LINE OF THE NORTHWEST 1/4 OF SAID SECTION 19; THENCE NORTH 0° 08' WEST 365.8 FEET, MORE OR LESS, ALONG SAID MERIDIAN TO GRANT CORNER NUMBER 7 OF THE RANCHO LOS MEDANOS, WHICH IS THE NORTHWEST CORNER OF SAID SECTION 19; THENCE NORTH 89° 44' EAST 101.0 FEET, ALONG SAID LINE; THENCE SOUTH 0° 16' EAST 100.0 FEET; THENCE SOUTH 25° 44' EAST 135.6 FEET; THENCE SOUTH 52° 47' EAST 103.7 FEET; THENCE SOUTH 69° 36' EAST 457.8 FEET; THENCE SOUTH 17° 19' EAST 542.3 FEET; THENCE SOUTH 49° 04' EAST 106.2 FEET; THENCE SOUTH 71° 11' EAST 600.0 FEET; THENCE SOUTH 78° 02' EAST 503.6 FEET; THENCE SOUTH 66° 55' EAST 268.8 FEET; MORE OR LESS, TO THE EAST LIEN OF SAID NORTHWEST QUARTER OF SECTION 19; THENCE SOUTH 0° 16' WEST 126.6 FEET, MORE OR LESS, ALONG SAID LINE TO THE POINT OF BEGINNING.

ALSO EXCEPTING THEREFROM:
THAT PORTION THEREOF DESCRIBED IN THE DEED TO PACIFIC GAS AND ELECTRIC COMPANY RECORDED SEPTEMBER 19, 1952, BOOK 1994, PAGE 129

ALSO EXCEPTING THEREFROM:
THAT PORTION THEREOF DESCRIBED IN THE DEED TO THE CITY OF PITTSBURG RECORDED DECEMBER 8, 1960, BOOK 3759, OFFICIAL RECORDS, PAGE 1

ALSO EXCEPTING THEREFROM:
THAT PORTION THEREOF LYING SOUTHERLY OF THE NORTHEASTERLY BOUNDARY LINE OF THE CONTRA COSTA CANAL.
APN: 095-160-002

ALSO EXCEPTING THEREFROM:
THAT PORTION THEREOF DESCRIBED IN THE DEED TO THE CITY OF PITTSBURG RECORDED DECEMBER 8, 1960, BOOK 3759, OFFICIAL RECORDS, PAGE 1

ALSO EXCEPTING THEREFROM:
THAT PORTION THEREOF LYING SOUTHERLY OF THE NORTHEASTERLY BOUNDARY LINE OF THE CONTRA COSTA CANAL.
APN: 095-160-002

NOTE: TITLE REPORT REFLECTIVE OF CURRENT PARCELIZATION AND WILL BE UPDATED TO REFLECT MAP WAIVER FOR LOT LINE ADJUSTMENT PMW 24-01 (DOC 2024-0070057)

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G:\DAY - DATA\092523003 - Pittsburg mtp\M3-PADD\Exhibits\Tentative subdivision map\TM1.0 COVER SHEET.dwg

No.	REVISIONS	DATE	BY

Kimley»Horn
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KHA PROJECT

DATE 09/5/2024
SCALE AS SHOWN
DESIGNED BY: RNB
DRAWN BY: JRT
CHECKED BY: AV

VESTING TENTATIVE SUBDIVISION MAP
PITTSBURG TECHNOLOGY CENTER
TRACT NO. 9700

COVER SHEET

SHEET NUMBER
TM1.0

LEGEND

- SUBJECT PROPERTY LINE
- ADJACENT PROPERTY LINE
- CENTER LINE
- EASEMENT LINE TO BE QUITCLAIMED
- EASEMENT LINE TO REMAIN
- RIGHT OF WAY
- EXISTING TREE, WITH TREE NUMBER, SEE TREE TABLE
- 200 EXISTING CONTOURS

ABBREVIATIONS

AC – ACRES
APN – ASSESSOR PARCEL NUMBER
L – LENGTH
℄ – PROPERTY LINE
SF – SQUARE FEET
R – RADIUS

TITLE REPORT EXCEPTIONS

(4) AN EASEMENT AFFECTING THAT PORTION OF SAID LAND AND FOR THE PURPOSES STATED HEREIN AND INCIDENTAL PURPOSES AS PROVIDED IN THE FOLLOWING INSTRUMENT: DEED. GRANTED TO: FEDERAL ENGINEERING COMPANY. FOR: A SINGLE LINE OF POLES FOR TELEGRAPH OR TELEPHONE LINES AND INCIDENTAL PURPOSES. RECORDED: DECEMBER 26, 1930 IN BOOK 257 OF OFFICIAL RECORDS, PAGE 216. AFFECTS: A PORTION OF THE PREMISES. AND AS MODIFIED BY AN INSTRUMENT, RECORDED AUGUST 24, 1939 IN BOOK 519 OF OFFICIAL RECORDS, PAGE 79. AND AS MODIFIED BY AN INSTRUMENT, RECORDED AUGUST 24, 1939 IN BOOK 519 OF OFFICIAL RECORDS, PAGE 79.

(5) COVENANTS, CONDITIONS AND RESTRICTIONS WHICH DO NOT CONTAIN EXPRESS PROVISION FOR FORFEITURE OR REVERSION OF TITLE IN THE EVENT OF VIOLATION, BUT OMITTING ANY COVENANTS OR RESTRICTION IF ANY, BASED UPON RACE, COLOR, RELIGION, SEX, HANDICAP, FAMILIAL STATUS, OR NATIONAL ORIGIN UNLESS AND ONLY TO THE EXTENT THAT SAID COVENANT (A) IS EXEMPT UNDER TITLE 42, SECTION 3607 OF THE UNITED STATES CODE OR (B) RELATES TO HANDICAP BUT DOES NOT DISCRIMINATE AGAINST HANDICAPPED PERSONS, AS PROVIDED IN AN INSTRUMENT.

ENTITLED: QUITCLAIM DEED. EXECUTED BY: UNITED STATES OF AMERICA. RECORDED: DECEMBER 8, 1960 IN BOOK 3759 OF OFFICIAL RECORDS, PAGE 1. SAID COVENANTS, CONDITIONS AND RESTRICTIONS DO CONTAIN EXPRESS PROVISIONS FOR FORFEITURE OR REVERSION OF TITLE IN THE EVENT OF VIOLATION. AGREEMENT EXTENDING TERMS, CONDITIONS AND RESTRICTIONS OF DEED, RECORDED APRIL 28, 1975, BOOK 7485, PAGE 918, OFFICIAL RECORDS. AGREEMENT EXTENDING TERMS, CONDITIONS AND RESTRICTIONS OF DEED, RECORDED FEBRUARY 11, 1986, BOOK 12739, PAGE 247, OFFICIAL RECORDS.

(6) AN EASEMENT AFFECTING THAT PORTION OF SAID LAND AND FOR THE PURPOSES STATED HEREIN AND INCIDENTAL PURPOSES AS PROVIDED IN THE FOLLOWING: INSTRUMENT: DEED. GRANTED TO: HERBERT B. ELWORTHY, ET AL. FOR: ROAD PURPOSES. RECORDED: MAY 9, 1960 IN BOOK 3615 OF OFFICIAL RECORDS, PAGE 546. AFFECTS: A PORTION OF THE PREMISES.

(7) AN EASEMENT AFFECTING THAT PORTION OF SAID LAND AND FOR THE PURPOSES STATED HEREIN AND INCIDENTAL PURPOSES AS PROVIDED IN THE FOLLOWING INSTRUMENT : DEED. GRANTED TO: CITY OF PITTSBURG. FOR: ROAD PURPOSES. RECORDED: DECEMBER 8, 1960 IN BOOK 3759 OF OFFICIAL RECORDS, PAGE 1. AFFECTS : A PORTION OF THE PREMISES.

(13) AN EASEMENT AFFECTING THAT PORTION OF SAID LAND AND FOR THE PURPOSES STATED HEREIN AND INCIDENTAL PURPOSES AS PROVIDED IN THE FOLLOWING: INSTRUMENT: DEED. GRANTED TO: FEDERAL ENGINEERING COMPANY. FOR: A SINGLE LINE OF POLES FOR TELEGRAPH OR TELEPHONE LINES AND INCIDENTAL PURPOSES. RECORDED: DECEMBER 26, 1930 IN BOOK 257 OF OFFICIAL RECORDS, PAGE 216. AFFECTS: A PORTION OF THE PREMISES

(19) AN EASEMENT AFFECTING THAT PORTION OF SAID LAND AND FOR THE PURPOSES STATED HEREIN AND INCIDENTAL PURPOSES AS PROVIDED IN THE FOLLOWING: INSTRUMENT: INDENTURE. GRANTED TO: CITY OF PITTSBURG, A MUNICIPAL CORPORATION AND STANDARD PACIFIC GAS LINE INCORPORATED, A CORPORATION. FOR: SINGLE LINE OF POLES AND RIGHT OF WAY. DATED: JULY 6, 1953. RECORDED: IN BOOK 2261 OF OFFICIAL RECORDS, PAGE 564 UNDER RECORDER'S SERIAL NUMBER 4926. AFFECTS: PARCEL 5.

(26) COVENANTS, CONDITIONS AND RESTRICTIONS WHICH DO NOT CONTAIN EXPRESS PROVISION FOR FORFEITURE OR REVERSION OF TITLE IN THE EVENT OF VIOLATION, BUT OMITTING ANY COVENANTS OR RESTRICTION IF ANY, BASED UPON RACE, COLOR, RELIGION, SEX, HANDICAP, FAMILIAL STATUS, OR NATIONAL ORIGIN UNLESS AND ONLY TO THE EXTENT THAT SAID COVENANT (A) IS EXEMPT UNDER TITLE 42, SECTION 3607 OF THE UNITED STATES CODE OR (B) RELATES TO HANDICAP BUT DOES NOT DISCRIMINATE AGAINST HANDICAPPED PERSONS, AS PROVIDED IN AN INSTRUMENT.
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NOTE

1. PARCELIZATION SHOWN IS REFLECTIVE OF PARCEL MAP WAIVER FOR LOT LINE ADJUSTMENT PMW 24–01 (DOC 2024–0070057)

TREE TABLE

Tree #	Common Name	Botanical Name	DBH (in.)
1	Balckwood Acacia	Acacia Melanoxylon	19.7
2	Mexican Fan Palm	Washingtonia robusta	17
3	Mexican Fan Palm	Washingtonia robusta	19
4	Italian Stone Pine	Pinus pinea	35[1]
5	Italian Stone Pine	Pinus pinea	47[1]
6	Mexican Fan Palm	Washingtonia robusta	25
7	Black Cottonwood	Populus trichocarpa	45[2]
8	Mexican Fan Palm	Washingtonia robusta	18.7
9	Aleppo Pine	Pinus halepensis	17.9
10	Aleppo Pine	Pinus halepensis	24.5[2]
11	Aleppo Pine	Pinus halepensis	19.7
12	Aleppo Pine	Pinus halepensis	18.8[1]
13	Italian Stone Pine	Pinus pinea	32.7
14	Italian Stone Pine	Pinus pinea	23.3, 13
15	Italian Stone Pine	Pinus pinea	19
16	Italian Stone Pine	Pinus pinea	32[1]
17	Italian Stone Pine	Pinus pinea	25
18	Italian Stone Pine	Pinus pinea	32
19	Silver Dollar Eucalyptus	Eucalyptus polyanthemos	14.8
20	Silver Dollar Eucalyptus	Eucalyptus polyanthemos	18.7
21	Silver Dollar Eucalyptus	Eucalyptus polyanthemos	21.2
22	Silver Dollar Eucalyptus	Eucalyptus polyanthemos	12.3, 15
23	Silver Dollar Eucalyptus	Eucalyptus polyanthemos	25.5
24	Stone Pine	Pinus pinea	31.3[1]
25	Silver Dollar Eucalyptus	Eucalyptus polyanthemos	Multi-stemmed

TREE TABLE

Tree #	Common Name	Botanical Name	DBH (in.)
26	Eucalyptus	Eucalyptus spp.	26
27	Eucalyptus	Eucalyptus spp.	19.3
28	Eucalyptus	Eucalyptus spp.	23.4
29	Eucalyptus	Eucalyptus spp.	14.3
30	Eucalyptus	Eucalyptus spp.	29.2
31	Peruvian Pepper	Schinus molle	16.5[3]
32	Peruvian Pepper	Schinus molle	14, 16.5[2]
33	Deodar Cedar	Cedrus deodara	19.2
34	Aleppo Pine	Pinus pinea	35.5[2]
35	Monterey Pine	Pinus radiata	26[1]
36	Fig	Ficus carica	Multi-stemmed
37	Canary Island Pine	Pinus canariensis	17.6
38	Aleppo Pine	Pinus halepensis	25.2
39	Aleppo Pine	Pinus halepensis	17
40	Valley Oak	Quercus lobata	17
41	Aleppo Pine	Pinus halepensis	21.7
42	Aleppo Pine	Pinus halepensis	16.5[1]
43	Aleppo Pine	Pinus halepensis	30[2]
44	Aleppo Pine	Pinus halepensis	18.3
45	Peruvian Pepper	Schinus molle	19.8
46	Shamel Ash	Fraxinus uhdei	22.5
47	Shamel Ash	Fraxinus uhdei	22
48	Aleppo Pine	Pinus halepensis	26.5
49	Peruvian Pepper	Schinus molle	23
50	Shamel Ash	Fraxinus uhdei	22

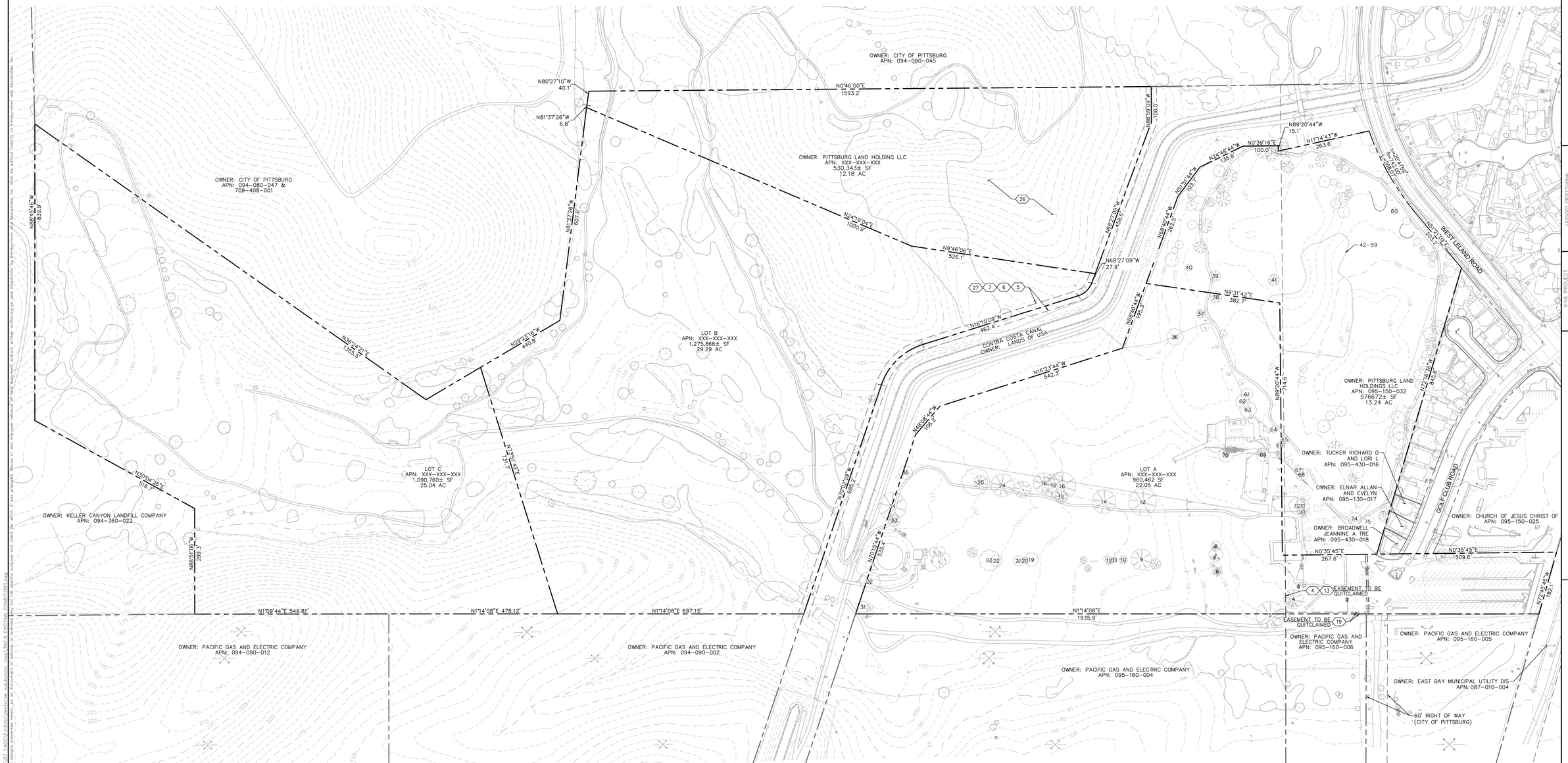
TREE TABLE

Tree #	Common Name	Botanical Name	DBH (in.)
51	Aleppo Pine	Pinus halepensis	30[1]
52	Peruvian Pepper	Schinus molle	27
53	Shamel Ash	Fraxinus uhdei	14
54	Peruvian Pepper	Schinus molle	27.3
55	Shamel Ash	Fraxinus uhdei	18.6
56	Shamel Ash	Fraxinus uhdei	15.6
57	Aleppo Pine	Pinus halepensis	16.1, 16.2
58	Aleppo Pine	Pinus halepensis	27.5[1]
59	Shamel Ash	Fraxinus uhdei	21.3
60	Eucalyptus	Eucalyptus spp.	16.5
61	Shamel Ash	Fraxinus uhdei	20.7
62	Shamel Ash	Fraxinus uhdei	21.2[4]
63	Shamel Ash	Fraxinus uhdei	20.9
64	Shamel Ash	Fraxinus uhdei	15.7
65	Shamel Ash	Fraxinus uhdei	15.8
66	Shamel Ash	Fraxinus uhdei	14.4
67	Ash	Fraxinus spp.	19.8
68	Ash	Fraxinus spp.	23.4
69	Black Cottonwood	Populus trichocarpa	48
70	Peruvian Pepper	Schinus molle	32[4]
71	Raywood Ash	Fraxinus angustifolia 'Raywood'	18.1
72	Raywood Ash	Fraxinus angustifolia 'Raywood'	18.1
73	Raywood Ash	Fraxinus angustifolia 'Raywood'	11.7
74	Shamel Ash	Fraxinus uhdei	20
75	Peruvian Pepper	Schinus molle	25.5

[1]: Measured at 36 inches above level grade.
[2]: Measured at 24 inches above level grade.
[3]: Measured at near grade.
[4]:Measured at 12 inches above level grade.

TREE REMOVALS

THE FOLLOWING TREES WILL BE REMOVED: 1 THROUGH 38, 42 THROUGH 64, 66, 69, 70.



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No.	REVISIONS	DATE	BY

LICENSED PROFESSIONAL
DATE:

KHA PROJECT
DATE 09/5/2024
SCALE AS SHOWN
DESIGNED BY: RKB
DRAWN BY: JRT
CHECKED BY: AV

VESTING TENTATIVE SUBDIVISION MAP
PITTSBURG TECHNOLOGY CENTER
TRACT NO. 9700

EXISTING CONDITIONS

SHEET NUMBER
TM2.0

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LEGEND

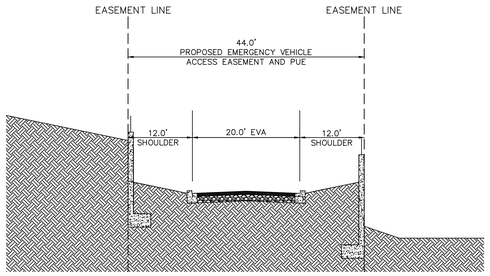
- CENTER LINE
- SUBJECT PROPERTY LINE
- ADJACENT PROPERTY LINE
- PROPOSED EASEMENT
- EXISTING EASEMENT
- PROPOSED FENCE
- PROJECT PHASES
- (X) TITLE REPORT EXCEPTION, SEE EXISTING CONDITIONS PLAN TM2.0

ABBREVIATIONS

APN – ASSESSOR PARCEL NUMBER
EVA – EMERGENCY VEHICLE ACCESS
EVAE – EMERGENCY VEHICLE ACCESS EASEMENT
LS – LANDSCAPE
℄ – PROPERTY LINE
PUE – PUBLIC UTILITY EASEMENT
SF – SQUARE FEET
S/W – SIDEWALK
RW – RECYCLED WATER
R – RADIUS

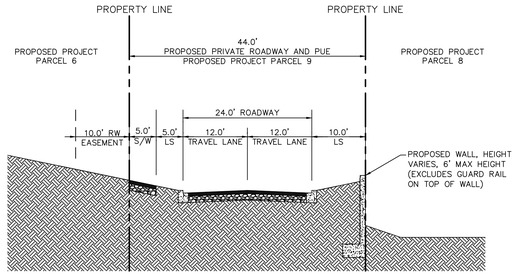
NOTES

1. RIGHT–OF–WAY LIMITED TO EVA, WATER, COMMUNICATIONS, OTHER PUBLIC SERVICES, NO PUBLIC ACCESS.
2. ALIGNMENT MAY NEED TO BE MODIFIED DUE TO TERRAIN AND EXISTING WATER LINES TO REMAIN. WALL LOCATIONS MAY VARY AND HEIGHTS MAY EXCEED MAXIMUM SHOWN.
3. PUBLIC DRAINAGE EASEMENT BENEFITS CITY FOR RUN ON AND CONVEYANCE OF RUNOFF TO CITY DRAINAGE FACILITIES.



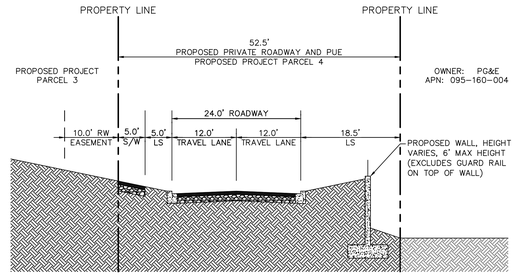
SECTION C: EVA ROAD

NOT TO SCALE



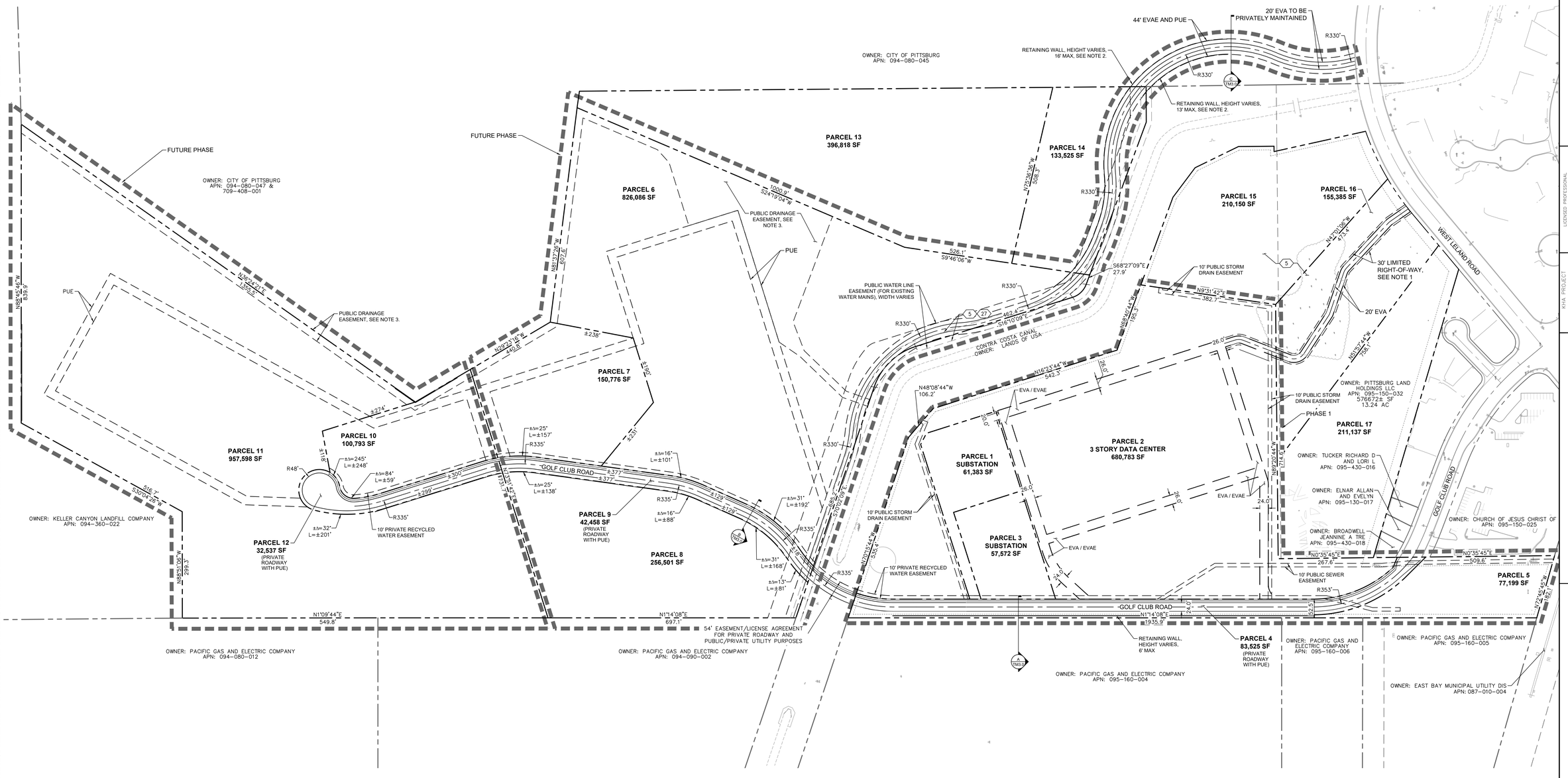
SECTION B: GOLF CLUB ROAD EXTENSION

NOT TO SCALE



SECTION A: GOLF CLUB ROAD EXTENSION

NOT TO SCALE



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LICENSED PROFESSIONAL

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KHA PROJECT

DATE 09/15/2024
SCALE AS SHOWN
DESIGNED BY: RKB
DRAWN BY: JRT
CHECKED BY: AV

VESTING TENTATIVE SUBDIVISION MAP
PITTSBURG TECHNOLOGY CENTER
TRACT NO. 9700

SITE PLAN AND PARCELIZATION PLAN - OPTION 1

SHEET NUMBER
TM3.0

LEGEND

- CENTER LINE
- SUBJECT PROPERTY LINE
- ADJACENT PROPERTY LINE
- PROPOSED EASEMENT
- EXISTING EASEMENT
- PROPOSED FENCE
- PROJECT PHASES
- (X) TITLE REPORT EXCEPTION, SEE EXISTING CONDITIONS PLAN TM2.0

ABBREVIATIONS

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NOTES

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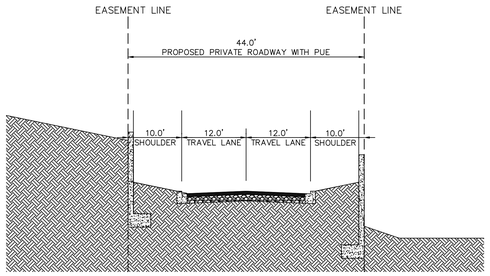
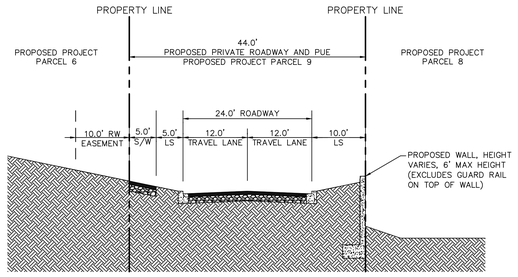
3. PUBLIC DRAINAGE EASEMENT BENEFITS CITY FOR RUN ON AND CONVEYANCE OF RUNOFF TO CITY DRAINAGE FACILITIES.
4. INTERSECTION OF PROPOSED ROADWAYS TO BE MOVED SOUTH TO ACCOMMODATE LARGE VEHICLES AS NECESSARY.



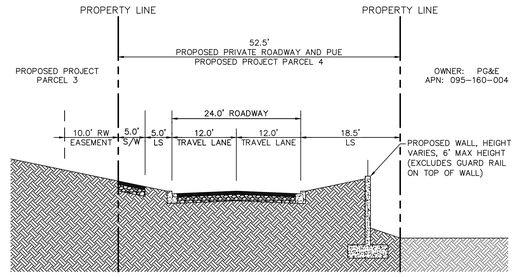
SECTION C: PROPOSED ROADWAY

NOT TO SCALE



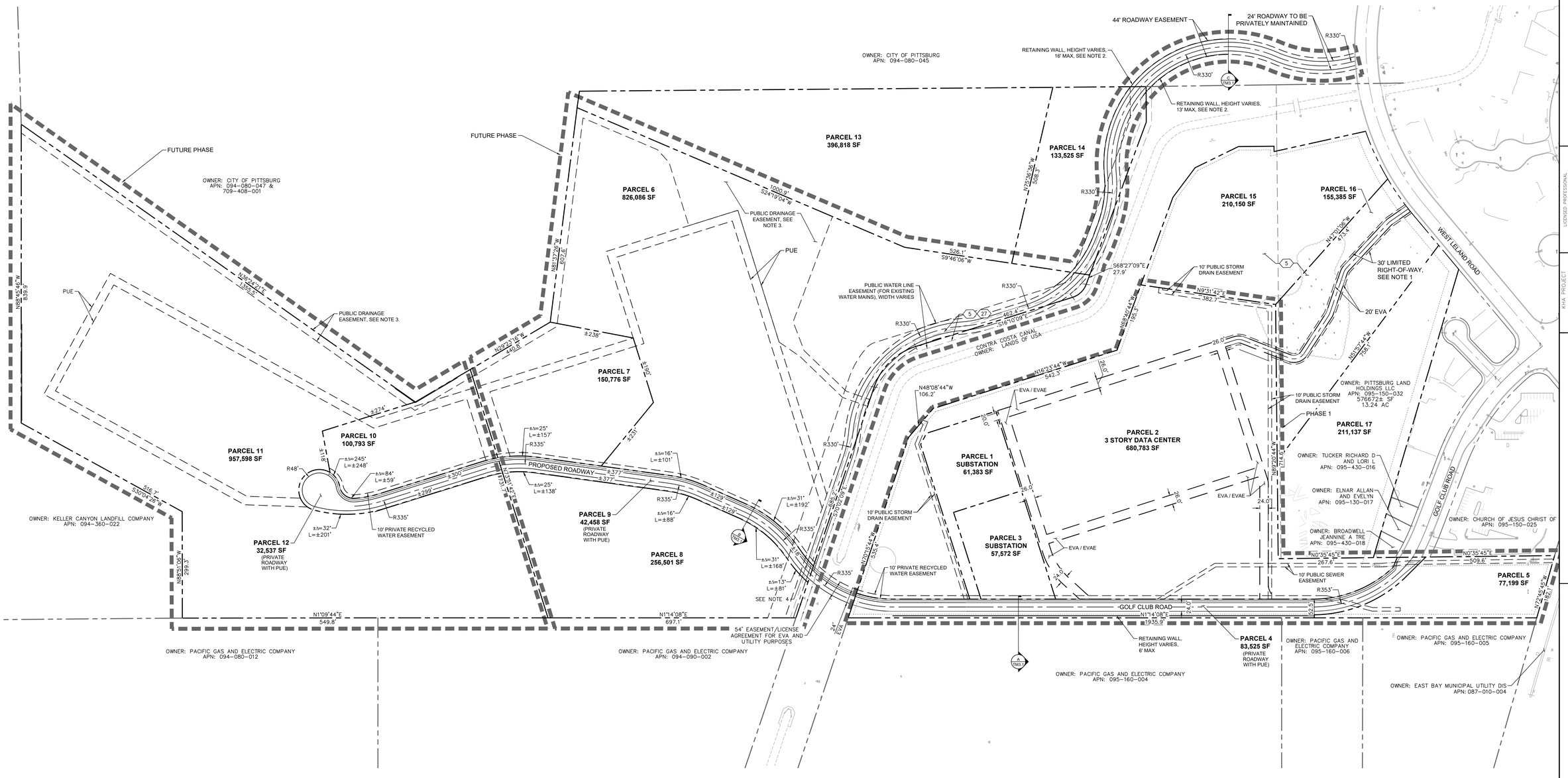
SECTION B: PROPOSED ROADWAY

NOT TO SCALE



SECTION A: GOLF CLUB ROAD EXTENSION

NOT TO SCALE



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VESTING TENTATIVE SUBDIVISION MAP
PITTSBURG TECHNOLOGY CENTER
TRACT NO. 9700

SITE PLAN AND PARCELIZATION PLAN - OPTION 2

SHEET NUMBER
TM3.1

LEGEND

- CENTERLINE
- PROPERTY LINE
- PROJECT PHASES
- DRAINAGE AREA (DA)
- 90.50 TC / 90.00 FS — PROPOSED SPOT ELEVATION
- (89.50 TC) / (89.00 FS) — EXISTING SPOT ELEVATION
- 2.00% — PROPOSED FLOW (DIRECTION AND SLOPE)
- BIORETENTION AREA
- PROPOSED SURFACE FLOW DIRECTION
- PROPOSED STORM DRAIN PIPE FLOW DIRECTION
- DA WITH AREA IN ACRES

ABBREVIATIONS

FS: FINISHED SURFACE

HP: HIGH POINT

LP: LOW POINT

CY: CUBIC YARDS

TW: TOP OF WALL

BW: BOTTOM OF WALL

GB: GRADE BREAK

IMP: INDIVIDUAL MANAGEMENT PRACTICE (PER CONTRA COSTA COUNTY C.3 GUIDEBOOK)

ESTIMATED EARTHWORK QUANTITIES

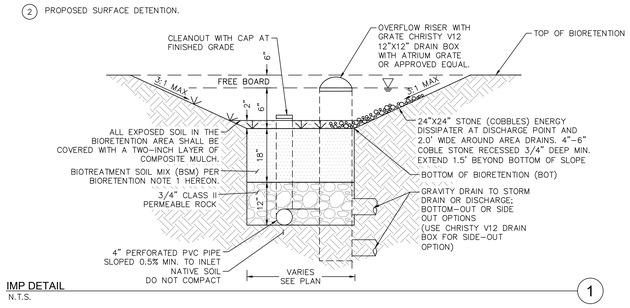
CUT:	442,500 CY
FILL:	313,900 CY
NET:	128,600 CY (EXPORT)

NOTE

1. DESIGN IS NOT FINAL. PHASE 1 STORMWATER CONTROL DESIGN IS SHOWN, SUBJECT TO CHANGE. FUTURE PHASES SHOW DIAGRAMMATIC BIORETENTION PLANTERS FOR ILLUSTRATION PURPOSES, FUTURE PHASES WILL COMPLY WITH REQUIREMENTS.

GRADING AND DRAINAGE NOTES

1. PROPOSED BIORETENTION SYSTEM WITH OVERFLOW DRAIN PER DETAIL 1 HEREON.
2. PROPOSED SURFACE DETENTION.



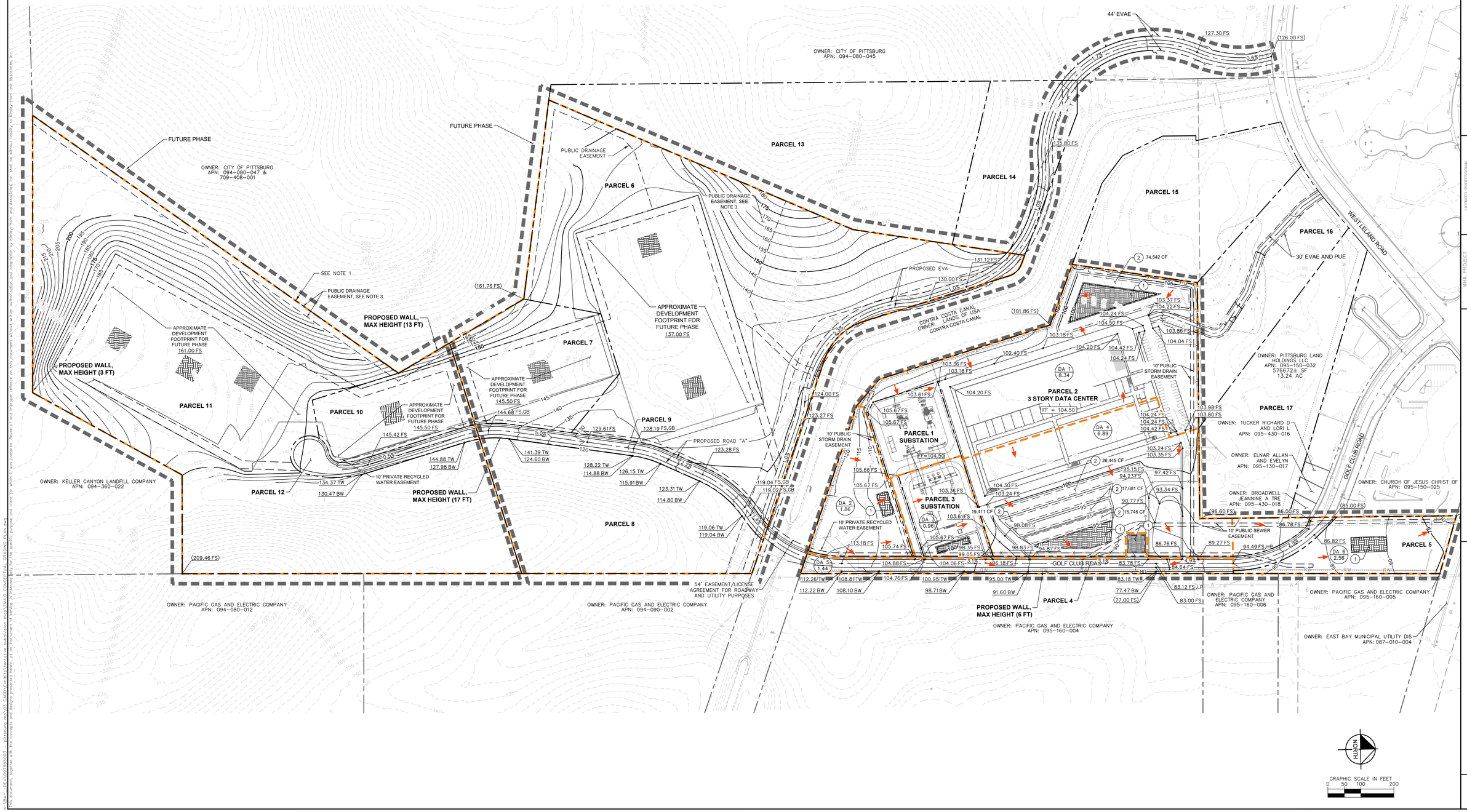
IMP DETAIL
N.T.S.

1

STORMWATER MANAGEMENT COMPLIANCE SUMMARY TABLE

DA #	TOTAL DRAINAGE AREA (SF)	IMPERVIOUS AREA (SF)	PERVIOUS AREA (SF)	BMP PROVIDED	IMP AREA REQUIRED (SF)	IMP AREA PROVIDED (SF)	ORIFICE DIAMETER (IN.)
1	363,037	238,998	124,039	BIORETENTION	12,041	12,100	0.56
2	84,485	14008	70,477	BIORETENTION	1,970	2,000	0.74
3	41,906	41,906	0	BIORETENTION	1,676	1,700	0.56
4	300,363	138,028	162,335	BIORETENTION	8,768	8,800	1.40
5	58,968	53,604	5,364	BIORETENTION	2,251	2,300	0.61
6	111,551	11,550	100,041	BIORETENTION	4,039	4,100	1.10

NOTE: BIORETENTION AREAS SHOWN SUBJECT TO CHANGE.



USER: JDEVLIN@KIMLEY-HORN.COM - PITTSBURG 2024 CAD\PLOTS\TM4.0 CONCEPTUAL GRADING PLAN.dwg
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VESTING TENTATIVE SUBDIVISION MAP
PITTSBURG TECHNOLOGY CENTER
TRACT NO. 9700

CONCEPTUAL GRADING & STORMWATER MANAGEMENT PLAN - OPTION 1

SHEET NUMBER
TM4.0

LEGEND

- CENTERLINE
- PROPERTY LINE
- PROJECT PHASES
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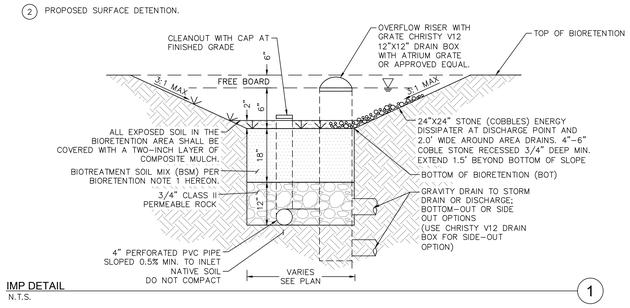
NET:	128,600 CY (EXPORT)

NOTE

1. DESIGN IS NOT FINAL. PHASE 1 STORMWATER CONTROL DESIGN IS SHOWN, SUBJECT TO CHANGE. FUTURE PHASES SHOW DIAGRAMMATIC BIORETENTION PLANTERS FOR ILLUSTRATION PURPOSES, FUTURE PHASES WILL COMPLY WITH REQUIREMENTS.

GRADING AND DRAINAGE NOTES

1. PROPOSED BIORETENTION SYSTEM WITH OVERFLOW DRAIN PER DETAIL 1 HEREON.
2. PROPOSED SURFACE DETENTION.

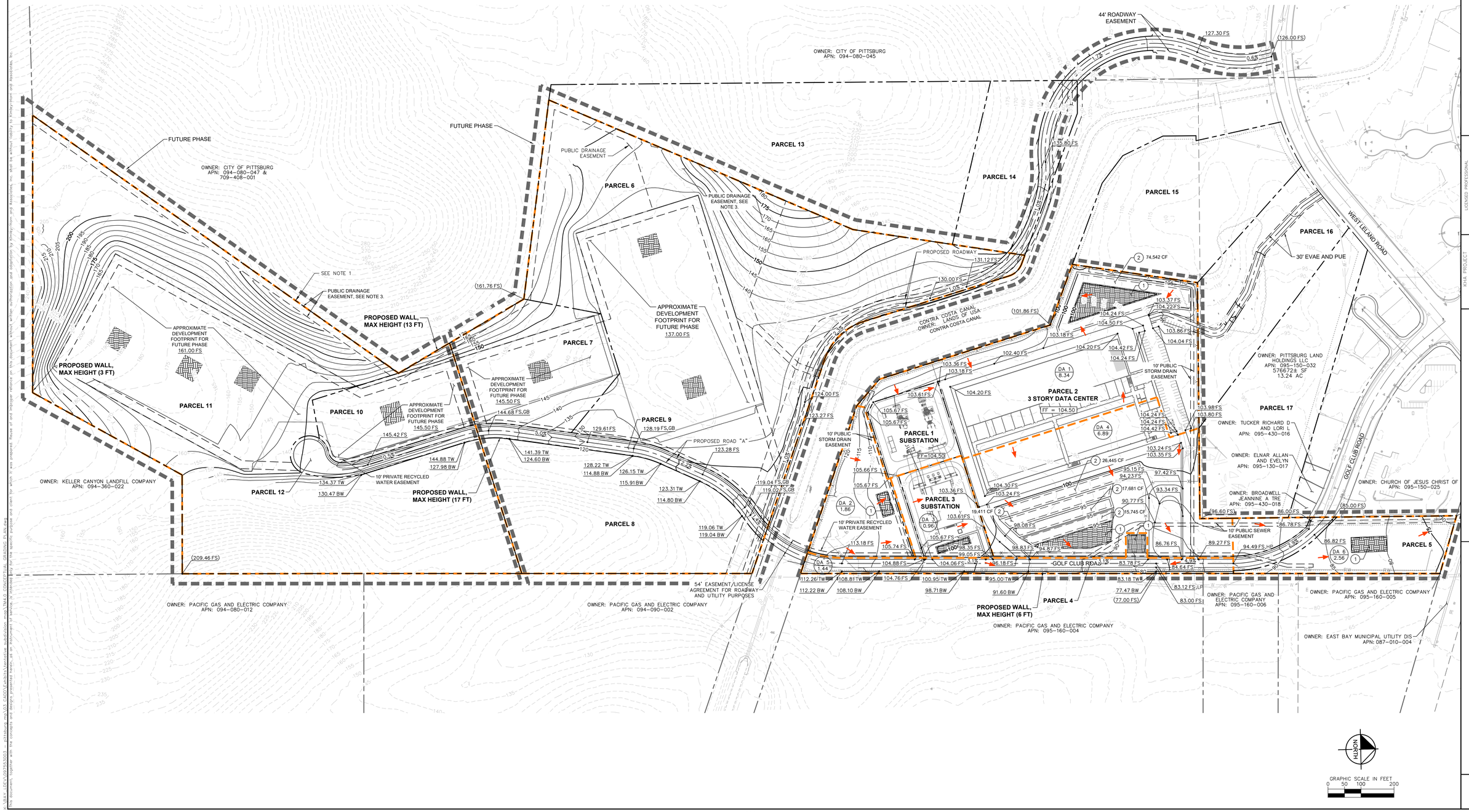


IMP DETAIL
N.T.S. — 1

STORMWATER MANAGEMENT COMPLIANCE SUMMARY TABLE

DA #	TOTAL DRAINAGE AREA (SF)	IMPERVIOUS AREA (SF)	PERVIOUS AREA (SF)	BMP PROVIDED	IMP AREA REQUIRED (SF)	IMP AREA PROVIDED (SF)	ORIFICE DIAMETER (IN.)
1	363,037	238,998	124,039	BIORETENTION	12,041	12,100	0.56
2	84,485	14008	70,477	BIORETENTION	1,970	2,000	0.74
3	41,906	41,906	0	BIORETENTION	1,676	1,700	0.56
4	300,363	138,028	162,335	BIORETENTION	8,768	8,800	1.40
5	58,968	53,604	5,364	BIORETENTION	2,251	2,300	0.61
6	111,551	11,550	100,041	BIORETENTION	4,039	4,100	1.10

NOTE: BIORETENTION AREAS SHOWN SUBJECT TO CHANGE.



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KHA PROJECT
DATE 09/5/2024
SCALE AS SHOWN
DESIGNED BY: RKB
DRAWN BY: JRT
CHECKED BY: AV

No.	REVISIONS	DATE	BY

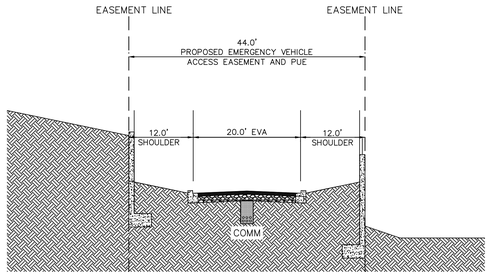
VESTING TENTATIVE SUBDIVISION MAP
PITTSBURG TECHNOLOGY CENTER
TRACT NO. 9700

CONCEPTUAL GRADING & STORMWATER MANAGEMENT PLAN - OPTION 2

SHEET NUMBER
TM4.1

LEGEND

- SUBJECT PROPERTY LINE
- ADJACENT PROPERTY LINE
- PROPOSED EASEMENT
- EXISTING EASEMENT
- PROPOSED FENCE
- PROJECT PHASES
- EXISTING WATER LINE
- EXISTING SANITARY SEWER LINE
- EXISTING RECYCLED WATER LINE
- EXISTING STORM DRAIN LINE
- PROPOSED WATER
- PROPOSED FIRE WATER
- PROPOSED SANITARY SEWER
- PROPOSED RECYCLED WATER (PRIVATE)
- PROPOSED STORM DRAIN LINE
- PROPOSED COMMUNICATION LINE
- PROPOSED OVERHEAD ELECTRIC LINE
- PROPOSED JOINT TRENCH LINE
- PROPOSED POINT OF CONNECTION



SECTION C: EVA ROAD

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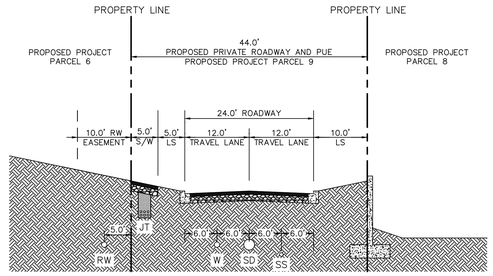
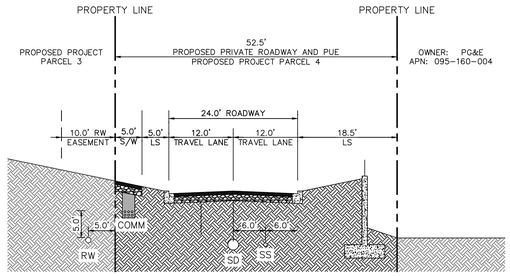


SECTION B: GOLF CLUB ROAD EXTENSION

NOT TO SCALE



SECTION A: GOLF CLUB ROAD EXTENSION

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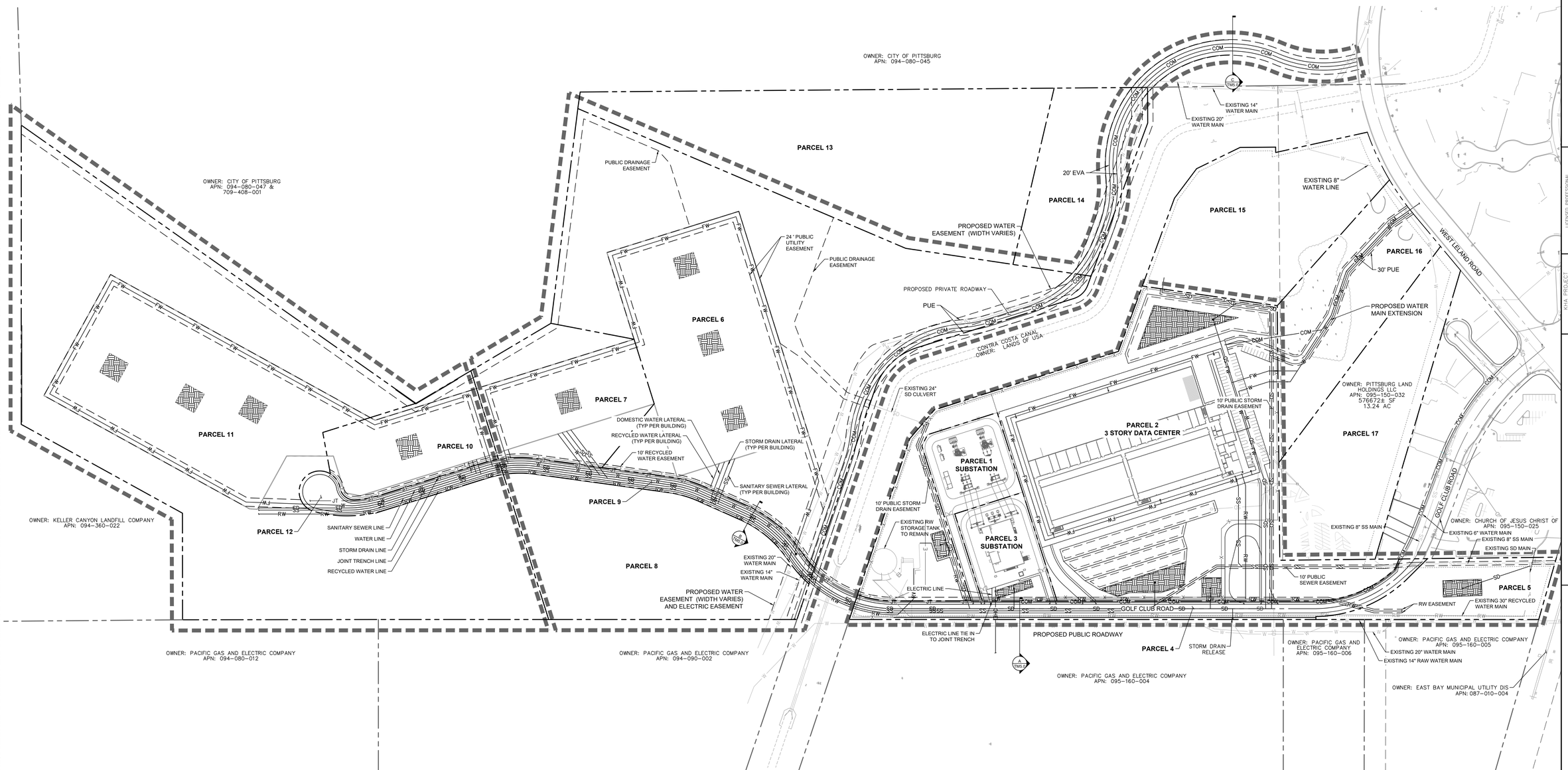

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LICENSED PROFESSIONAL

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DESIGNED BY: RKB
DRAWN BY: JRT
CHECKED BY: AV

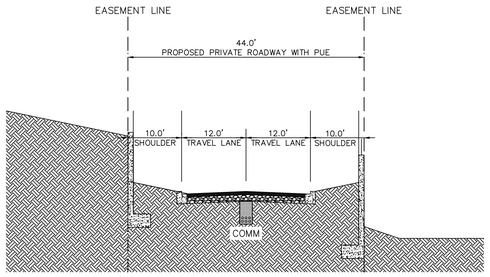
VESTING TENTATIVE SUBDIVISION MAP
PITTSBURG TECHNOLOGY CENTER
TRACT NO. 9700

CONCEPTUAL UTILITY PLAN - OPTION 1

SHEET NUMBER
TM5.0

LEGEND

- SUBJECT PROPERTY LINE
- ADJACENT PROPERTY LINE
- PROPOSED EASEMENT
- EXISTING EASEMENT
- X — PROPOSED FENCE
- PROJECT PHASES
- W — EXISTING WATER LINE
- SS — EXISTING SANITARY SEWER LINE
- RW — EXISTING RECYCLED WATER LINE
- SD — EXISTING STORM DRAIN LINE
- W — PROPOSED WATER
- FW — PROPOSED FIRE WATER
- SS — PROPOSED SANITARY SEWER
- RW — PROPOSED RECYCLED WATER (PRIVATE)
- SD — PROPOSED STORM DRAIN LINE
- COM — PROPOSED COMMUNICATION LINE
- OHE — PROPOSED OVERHEAD ELECTRIC LINE
- JT — PROPOSED JOINT TRENCH LINE
- PROPOSED POINT OF CONNECTION



SECTION C: PROPOSED ROADWAY

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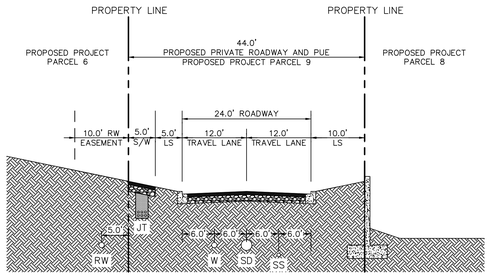

SECTION B: PROPOSED ROADWAY

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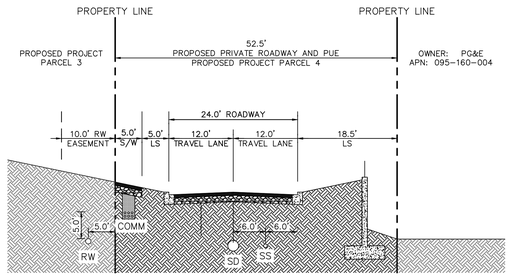
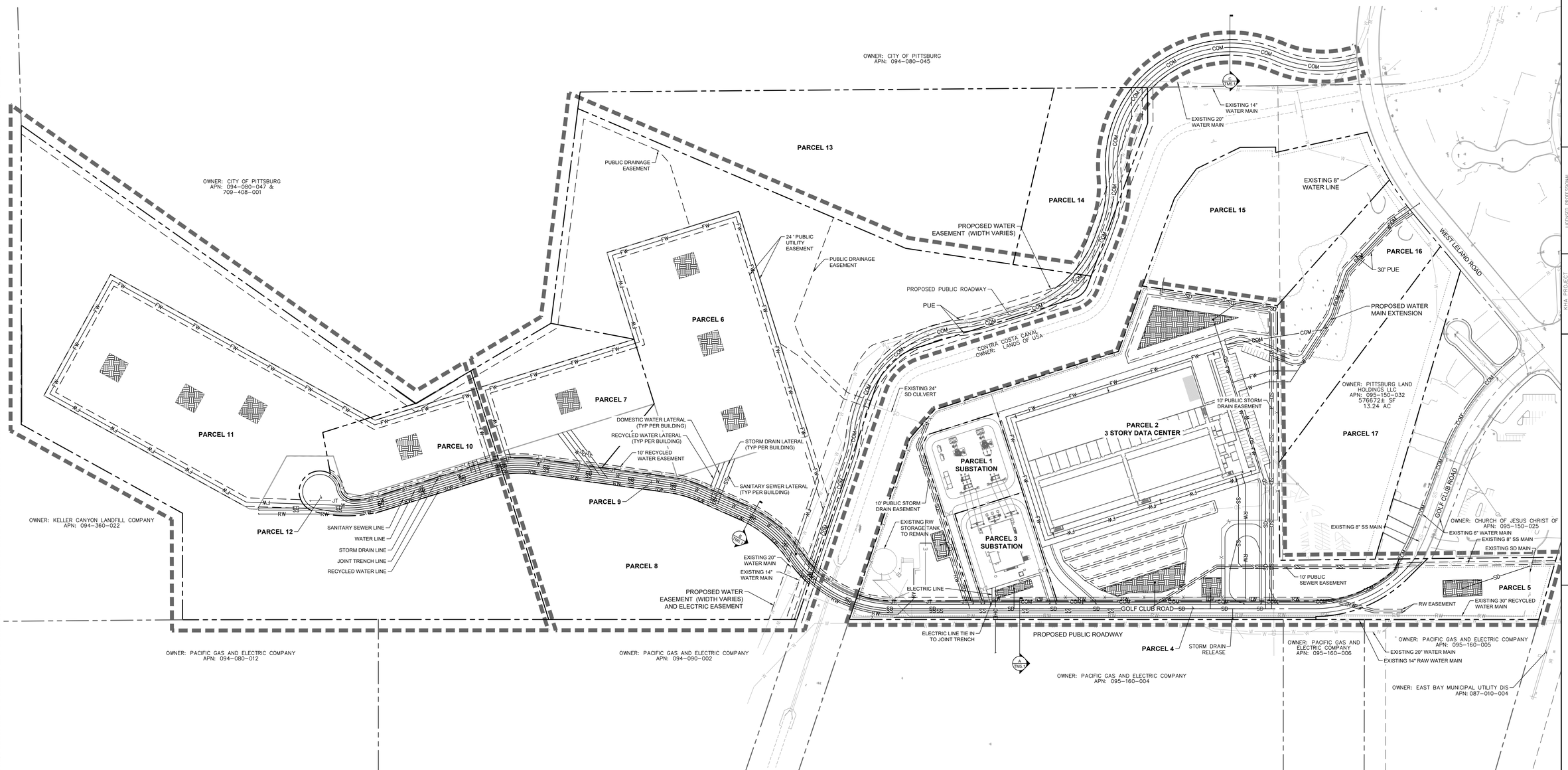


SECTION A: GOLF CLUB ROAD EXTENSION

NOT TO SCALE



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VESTING TENTATIVE SUBDIVISION MAP
PITTSBURG TECHNOLOGY CENTER
TRACT NO. 9700

CONCEPTUAL UTILITY PLAN - OPTION 2

SHEET NUMBER

TM5.1

Attachment 2

Pittsburg Technology Park Specific Plan

August 2024

PITTSBURG TECHNOLOGY PARK SPECIFIC PLAN

July, 2024

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CHAPTER 1: INTRODUCTION

1.1 OVERVIEW AND CONCEPT

The purpose of the Pittsburg Technology Park Specific Plan (Specific Plan) is to provide policy and implementation actions for the development of an employment area on a portion of the former municipal Delta View Golf Course.

The Specific Plan is based on a concept for development of the area in three phases. Phase I is the development of a data center north of the Contra Costa Canal. Phases II and III cover land south of the canal and allow for the further development of the plan area as a dynamic employment hub and light industrial uses.

The Specific Plan provides a roadmap and multidisciplinary guiding principles for use in planning-related endeavors. This document incorporates a vision and goals for the area and sets development standards and guidelines for land use, site and building, public right-of-way, circulation, and mobility. Per California Government Code (Title 7, Division 1, Chapter 3, Article 8, Sections 65450 et seq.) the Specific Plan acts as a regulatory document adopted by ordinance.

1.2 PLAN AREA DESCRIPTION

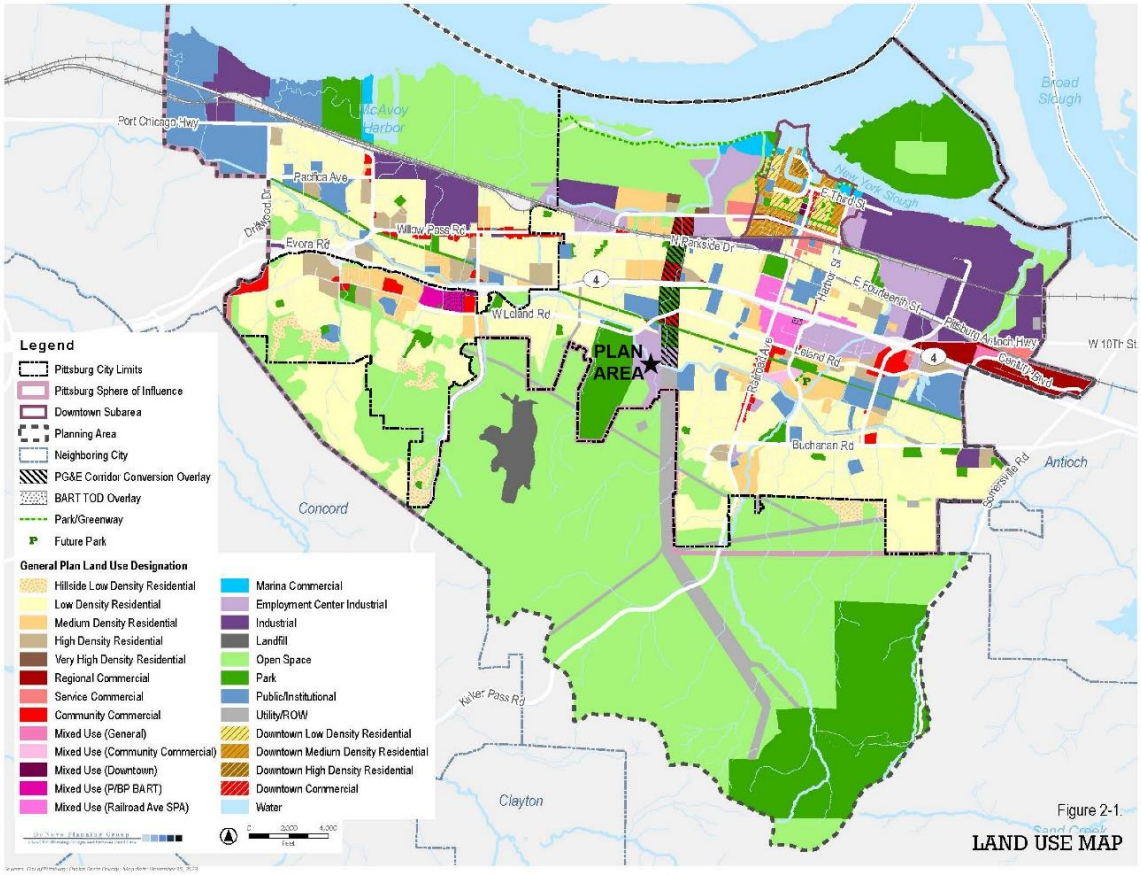
This Specific Plan envisions redevelopment of the eastern half of the former municipal Delta View Golf Course, which is closed and currently vacant. The existing property is located in the City of Pittsburg (referred to throughout document as “City”) within Contra Costa County, CA.

The Plan Area is bisected by the Contra Costa Canal, which is maintained by the Contra Costa Water District (See Figure 1: Plan Area) and is composed of two major project areas divided by the canal. The area north of the canal is 22.05 acres. The area south of the canal is 54.33 acres. The Plan Area does not include adjacent, deed-restricted land owned by Pittsburg Data Hub, LLC.

FIGURE 1: PLAN AREA

The City of Pittsburg's *2040 General Plan* was adopted by the Pittsburg City Council on May 6, 2024, under Resolution No. 24-14464. According to Figure 2-1 in the *2040 General Plan* (Land Use Map), the land use designation for the Plan Area is "Employment Center Industrial." Land use designations north of the Plan Area are a combination of "Low Density Residential" and "Public/Institutional." Land use designations west of the Plan Area are "Park," east of the Plan Area are "Utility/ROW," and south of the Plan Area is vacant land outside the city limits under the jurisdiction of Contra Costa County.

FIGURE 2: 2040 GENERAL PLAN LAND USE MAP



To achieve internal consistency between the *2040 General Plan* adopted on May 6, 2024, and the City's Zoning Ordinance, the City adopted Zoning Map Amendments, as required by Government Code 65860, on July 15, 2024. One of the Zoning Map Amendments rezoned the Plan Area from "Open Space (OS)" Zoning District to "Limited Industrial with Limited Overlay (IL-O)" Zoning District to allow for employment-generating and light manufacturing uses with specific development regulations.

Zoning for properties surrounding the Plan Area is a combination of "Single Family Residential – 6,000 square foot minimum lot size (RS-6)," "Governmental and Quasipublic (GQ)," "Planned Development, Ordinance No. 92-1044 (PD-1044)," and "Open Space (OS)" Districts.

1.3 Relationship to other City Plans

The Specific Plan serves as an extension of the Pittsburg *2040 General Plan* and can be used as both a policy and regulatory document. The Specific Plan was analyzed to ensure it is consistent with all elements of the *2040 General Plan*. Appendix A details the connection between the Specific Plan and goals and policies from the *2040 General Plan* and *Sustainability Plan*.

1.4 Specific Plan Goals

To ensure the functionality, economic sustainability, appealing aesthetics, and community enhancement of the Specific Plan, the following goals have been established:

1. Develop a comprehensive Specific Plan for the Plan Area that provides for technology park uses while incorporating essential infrastructure facilities.
2. Foster economic and employment opportunities within the community by expanding the variety of industrial, office, and technology park uses.
3. Enable the construction of industrial or office buildings that will be attractively incorporated into the landscape, while minimizing impacts to the surrounding natural environment and sensitive resources.
4. Identify and facilitate the installation and ongoing maintenance of water, sewer, drainage, and road infrastructure in connection with development projects in the Plan Area.
5. Establish guidelines and standards for building and site development aesthetics that create a distinctive and cohesive identity for the Plan Area.

1.5 Specific Plan Authority

A specific plan is a regulatory tool that local governments use to implement their general plan and to guide development in a specified area. While the general plan is the primary guide for growth and development in a community, a specific plan can focus on the unique characteristics of a special area by customizing the planning process and land use regulations for that area.

By law, specific plans are intended to implement a city or county's general plan through the development of policies, programs, and regulations that provide an intermediate level of detail between the general plan and individual development projects. As vehicles for the implementation of the goals and policies of a city's general plan, State law stipulates that specific plans can be adopted or amended only if they are consistent with the jurisdiction's adopted general plan.

The Specific Plan is enacted under Sections 65450 through 65457 of the California Government Code, which authorizes local governments with certified general plans to prepare and adopt specific plans. The Specific Plan is adopted by the City Council by ordinance and thereby establishes the zoning regulations for land use and development within the Plan Area.

The Specific Plan guides land use and development decision-making processes for the Plan Area. The Specific Plan does not replace or augment building safety codes or other non-planning-related codes. All applications for new construction, substantial modification to existing buildings, and changes in land use within the Plan Area shall be reviewed for conformance with this Specific Plan.

CHAPTER 2: EXISTING CONDITIONS

2.1 OVERVIEW

This chapter documents the existing conditions in the Plan Area prior to the adoption of the Specific Plan, including demographics, community and natural resources, land use, transportation and circulation standards, and utilities and infrastructure.

2.2 DEMOGRAPHICS

The City of Pittsburg has over 76,000 residents. The population of Pittsburg is ethnically diverse with 42% of the population identifying as Hispanic or Latino, and the largest racial populations identifying as 24% White, 23% Asian, and 20% Black or African American, according to the 2020 Decennial Census. The employment rate is 59.3% and approximately 8.8% of the population lives in poverty, according to the 2022 American Community Survey 1-Year Estimates.

2.3 COMMUNITY AND NATURAL RESOURCES

The Plan Area is approximately 76.38 acres, including areas formerly developed as the Delta View Golf Club that were owned and managed by the City, as well as undeveloped grassland hill slopes to the south and southeast (see Figure 1: Plan Area). The Plan Area is located along the southern edge of the City and consists of rolling hills along the lower slopes of the eastern Los Medanos Hills.

The property just west of the Plan Area consists of other portions of the former golf course as well as the City of Pittsburg's Stoneman Park, while lands to the south are owned by the Keller Canyon Landfill Company, and lands to the southeast are owned by Pacific Gas and Electric.

The land is vacant, and a majority of the site is undeveloped. There are some dilapidated former golf cart paths, existing structures, and a run-down parking lot from the previous Delta View Golf Course. The Contra Costa Canal crosses from the northwest to the southeast through the Plan Area. A bridge covers a portion of the canal. Elevations within the Plan Area range from approximately 68 feet to 290 feet above sea level, trending upward in elevation from the northeast to the southwest and the existing topography generally drains from the south to the north of the site (elevations ranging from 253 to 72). 3.2% of the land in the Plan Area is impervious.

2.4 LAND USE

The Plan Area is designated as Employment Center Industrial per the *2040 General Plan* Land Use Map, shown in Figure 2.

To achieve internal consistency between the *2040 General Plan* adopted on May 6, 2024, and the City's Zoning Ordinance, the City adopted Zoning Map Amendments, as required by Government Code 65860, on July 15, 2024. One of the Zoning Map Amendments rezoned the Plan Area from "Open Space (OS)" Zoning District to "Limited Industrial with Limited Overlay (IL-O)" Zoning District to allow for employment-generating and light manufacturing uses with specific development regulations.

Land uses north of the Plan Area are primarily designated as “Low Density Residential” in addition to parcels within ½ mile of the Plan Area that are designated “Public/Institutional” where Rancho Medanos Junior High School and Los Medanos Elementary School are located. The neighborhoods north of the Plan Area are mostly built on a gridded street network but are bound by State Route 4 (SR 4) and railroad tracks that limit connectivity. As a result, only a few roadways provide continuous connections. Land uses west of the Plan Area are primarily designated “Low Density Residential” and “Park”. This area is primarily served by West Leland Road and neighbors the Bay Point community which is located within unincorporated Contra Costa County. Land uses east of and neighboring the Plan Area are designated “Vacant/Utility/ROW,” which are utilized by powerlines that interrupt and limit connectivity. The land use designations east of the powerlines are mostly “Low Density Residential” and “Institutional” until Railroad Avenue, which is mostly designated as “Community Commercial.” The land use designations south of the Plan Area are primarily “Open Space” and unincorporated Contra Costa County.

2.5 Existing Transportation and Circulation Standards

The Plan Area is accessible by way of vehicular travel. The north side of the Plan Area is accessible via Golf Club Road, a Local Street. The west side of the Plan Area is accessible via John Henry Johnson Parkway, a Local Street.

The north side of the Plan Area is less than 1,000 feet away from the Delta De Anza Regional Trail, a multi-use hiking, bicycling, and equestrian trail, which can be accessed at Golf Club Road.

The City of Pittsburg is serviced by local and regional transit services provided by Tri-Delta, Bay Area Rapid Transit (BART), and County Connection. The Plan Area is accessible through Routes 388 and 390 and is served by bus stops at the intersection of Leland Road and Golf Club Road serviced by Tri-Delta Transit. The Plan Area also has access to the regional transit services provided by BART through the Yellow Line served by the Pittsburg Center station, which is approximately a mile away. Lastly, the Plan Area has access to the regional transit services provided by County Connection through the Express Route 93X bus route served by two bus stops at the intersection of Kirker Pass Road and Castlewood Drive, which is approximately a mile and a half away.

2.6 Existing Utilities and Infrastructure

See Chapter 7 for descriptions of existing utilities and infrastructure.

CHAPTER 3: LAND USE, ZONING, AND DEVELOPMENT STANDARDS

3.1 OVERVIEW

This chapter includes permitted land uses in the Plan Area. These uses are aligned with the "Employment Center Industrial" land use designation for the Plan Area in the City's *2040 General Plan*. These uses are also aligned with the overall goals of the Specific Plan in Chapter 1 and Goal 2-4 of the *2040 General Pla*n detailed in Appendix A.

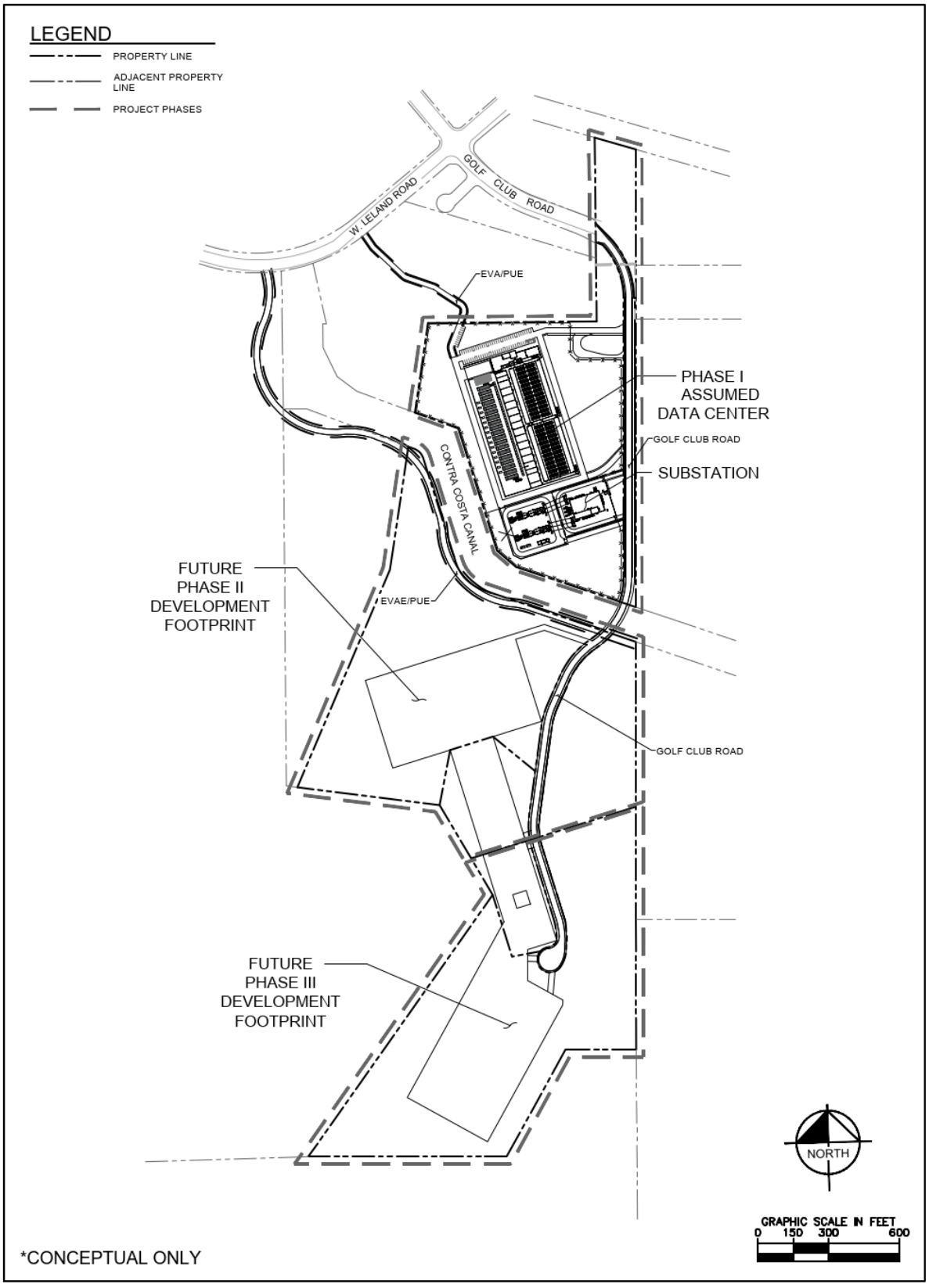
This chapter also provides design review guidelines and standards for development in the Plan Area to establish a high-quality design and character that is thoughtfully integrated into the natural topography of the surrounding area. These guidelines include direction on site design, building form, materials, color, and landscaping to meet the intent of the Specific Plan while providing flexibility for constructability. There are instances where the term "shall" is used throughout this chapter to denote a design standard that is required. Additionally, the EIR connected to this Specific Plan includes mitigation measures that act as supplementary standards for certain uses. The Zoning Administrator shall be responsible for administering the provisions of the Specific Plan and shall have authority to review and approve development projects that have been determined to be consistent with the objectives and provisions of the Specific Plan.

3.2 LAND USE

The Plan Area is designated as "Employment Industrial Center (ECI)" in the *2040 General Plan.* This land use designation is described in the *2040 General Plan* as "fostering vibrant, diverse, and dynamic employment hubs that accommodate technology, advanced manufacturing, logistics, and other sectors that generate substantial employment opportunities; uses may include administrative, financial, business, professional, medical and public offices, business incubators, research and development, custom and light manufacturing, limited assembly, warehousing and distribution, data centers, technology and innovation, energy, hospitals and large-scale medical facilities, services, light and heavy automobile services, and supporting commercial uses".

The Specific Plan is based on a concept for development of the Plan Area in three phases. The Site Plan Concept is shown in Figure 3. Phase I is the development of a data center north of the Contra Costa Canal. Phases II and III, south of the canal, allow for the development of a wide range of employment-generating commercial or industrial uses based on market conditions. The Site Plan Concept illustrates the estimated development footprint for each phase, and the circulation within the Plan Area that is described in Chapter 6.

FIGURE 3: SITE PLAN CONCEPT



3.3 PERMITTED LAND USES

The permitted land uses in the Plan Area are based on the "Employment Center Industrial (ECI)" land use designation. The permitted uses identified in the table below are subject to the development standards and design guidelines identified in this chapter, and land use entitlement procedures and actions outlined in Chapter 8.

Use Classifications	Definitions
Administrative, Business, and Professional Offices	Establishment engaged in the provision of executive, management, administrative, consulting, or professional services, such as architectural, design, engineering, real estate, information technology and technology support, insurance, investment, legal, secretarial, accounting, graphic arts, typesetting, desktop publishing, advertising, marketing, title insurance, bail bonds, travel, entertainment, collection, or personnel agency. This classification includes health program administration or management offices and workspaces created for business incubators/incubation.
Data Center	A facility providing for the storage of networked computer servers and related hardware equipment typically used by organizations for the remote storage, processing, or distribution of large amounts of data.
Energy	A facility primarily comprised of mechanical and electrical spaces that will house energy production, energy conversion, and energy distribution equipment.
Financial Offices	Financial institution, including credit union office or check cashing service, that provides retail banking services to individuals and businesses. This classification includes only those institutions engaged in the on-site circulation of cash money.
Government/Public Offices	Administrative, clerical, or public contact office of a federal, state or local government agency, including postal facilities, together with incidental storage and maintenance of vehicles.
Medical Offices and Medical Testing	Offices of state-licensed firms or organizations that provide human physical and psychological health services and resources, such as physicians, dentists, chiropractors, physical therapists, psychiatrists, psychologists, counseling and family planning services, optometrists, or acupuncturists. This classification includes only those facilities intended for outpatient medical services, and may include medical/dental laboratory incidental to the office use.

Use Classifications	Definitions
Research and Development Services and Production	Research and Development Services establishments are primarily engaged in industrial or scientific research, including limited product testing. This classification includes electronic research firm or pharmaceutical research laboratory. Research and Development Productions establishments are primarily engaged in the research, development, testing, and controlled production and wholesale of high-technology electronic, industrial, or scientific products or commodities within an enclosed building, but does not include uses that may be objectionable by reason of production of offensive odor, dust, noise, vibration, or storage of hazardous materials. Uses include biotechnology, film, and nontoxic electronic and computer component manufacturers.
Manufacturing (Custom and Limited)	An industrial activity involving the making of goods or products by manual labor or machine process, including incidental and related processing, storage, wholesaling and distribution. **Limited.** Establishment engaged in the fabrication, assembly, processing, treatment, or packaging of finished parts or products from previously prepared materials within an enclosed building, excluding food and drug processing. **Custom.** Establishment primarily engaged in on-site production of goods by hand manufacturing involving the use of hand tools and small-scale equipment. This classification may include the incidental direct sale to consumers of only those products produced on-site. Typical uses include ceramic studio, candle-making, boatwright, custom jewelry manufacture, ornamental iron works, cabinet shop, or stained/leaded glass studio.
Warehouse and Distribution (Interior and Exterior Storage)	Establishment engaged in the wholesale, distribution and warehousing of goods. Uses in this category provide storage space for bulk quantities of commercial goods, or sell or arrange the sale of goods from suppliers to other wholesalers or retailers. Establishments under this classification may sort, package and label products for distribution, but do not display merchandise or accommodate walk-in retail customers. **With Interior Storage.** Storage and handling of goods and equipment is entirely within an enclosed building. **With Exterior Storage.** Storage and handling of goods and equipment is entirely or partially outdoors, even if screened from public view. This classification does not include junk or vehicle dismantling yard, or disposal facility.

3.4 SITE DESIGN

The Plan Area is approximately 76.38 acres and is bisected by the Contra Costa Canal into two major project areas as depicted in Figure 3: Site Plan Concept. The approximately 22.05-acre area north of the canal is named Phase I and includes future development of a data center and corresponding Pacific Gas & Electric (PG&E) and/or Pittsburg Power Company (PCC) substation. The approximately 54.33-acre area south of the canal is designated for future Phases II and III and designed to accommodate the permitted uses listed in section 3.3.

Carefully planned site design is an important element of all development projects. Site design should help ensure well-functioning and safe circulation around the site and establish aesthetically pleasing developments. Controlled truck site ingress and egress and services areas located at the rear of buildings or screening from public view should be considered. Additionally, articulated building façades and integrated landscape treatments should also be considered.

3.5 DEVELOPMENT STANDARDS

The following development standards apply to all development projects within the Plan Area.

Property Development Regulations	Feet
Minimum lot area (sq. ft.)	5,000
Minimum lot width	70
Minimum yards	–
Minimum Front Setback	10
Minimum Side Setback	10
Minimum Side Setback (adjacent to an R or residential PD district)	10
Minimum Corner side Setback	10
Minimum Rear Setback	10
Minimum Rear Setback (adjacent to an R or residential PD district)	10
Maximum front yard (ft.)	–
Maximum height* of structure(s)	99
Minimum height of structure(s)	–
Maximum lot coverage	60%
Maximum FAR**	0.5
Minimum site landscaping	7%

* Height shall be calculated from the proposed finished grade to top of roof membrane. This excludes screening and architectural facades, i.e., parapet.

** Facilities owned and operated by a public utility shall not be included in FAR calculation

Estimated Development Capacity

	Size (AC)	Development Capacity (Sq. Ft.)
Phase I	22.05	347,740
Phase II	29.29	368,551
Phase III	25.04	392,567
Total	76.38	1,108,858

CHAPTER 4: DESIGN GUIDELINES

4.1 BUILDING FORM/MASSING

The shape, size, proportions, and articulation of buildings contribute to the character of the Plan Area. Designing appropriate attributes for these elements will help buildings blend into the natural character of the Plan Area and minimize the buildings' perceived size.

Appropriate attributes for a building's design elements that are visible from a public viewing area should include:

- Articulated building facades as well as varying colors and materials to reduce the visual bulk of the building.
- Accentuated entrances through projected or recessed massing or features such as an overhang.
- Variation in roof lines or parapet heights. Note: Height shall be calculated from the proposed finished grade to top of roof membrane.
- Architectural accents such as cornices, trim around windows, grooves in walls, and accent bands can be used to create visual variation along building facades.

4.2 MATERIALS, COLORS AND TEXTURES

Building materials, colors and textures should be used to add visual interest to buildings while blending with the natural character of the Plan Area.

Building materials and color applications include the following:

- Exterior building materials should include one or more of the following: smooth concrete, textured concrete, masonry block with textured or sandblasted finishes, glass and curtainwall glazing systems, natural and/or manufactured stone, or limited metal panel systems.
- Primary exterior building colors are encouraged to be light and warm tones. Darker and more intense colors should be utilized for accents and to accentuate entrances.
- Materials changes should occur at intersecting planes, preferably at the corners of wall plane changes or where architectural elements intersect. Material changes can also occur elsewhere within wall planes.
- Materials or color applications should terminate at a logical point in relation to architectural features or massing.
- Multiple buildings in a development should have complementary materials and color palettes.
- Should creating defensible space per section 3.6.5 of this Specific Plan prove challenging to achieve, then structures must be constructed using fire-resistant materials.

4.3 Functional Elements

Security fencing of 8-feet in height or higher may be installed at the perimeter of the property line of each development project.

Where incorporated in landscape design, walls and fences should be designed to complement building materials and colors where feasible.

Guard stations are permitted at the entrances to private drives.

4.4 Buffering and Screening

Rooftop, ground equipment, and truck docks shall be screened from the view of adjacent residential districts. Screening materials shall be consistent with building facades and may include fencing landscaping.

4.5 Landscape Design

Landscaping is a required component of each development project. Landscape design is intended to enhance site development and cultivate a vibrant and inviting environment that includes green spaces for passive use. Specifically, landscape design should:

- Be used to soften the appearance of buildings and provide a buffer with open areas and the roadway.
- Blend with the natural environment.
- Include planting selection that follow City requirements and consist of predominantly drought-tolerant plants (reference City of Pittsburg Master Plant List).
- Be integrated into storm water management including any required onsite detention.
- Include ground cover that is designed to have 100 percent coverage within one year.

The landscape concept design for Phase I is shown in Figure 4 to provide further guidance on the landscape design for all phases of the Plan Area.

FIGURE 4: PHASE I LANDSCAPE CONCEPT DESIGN

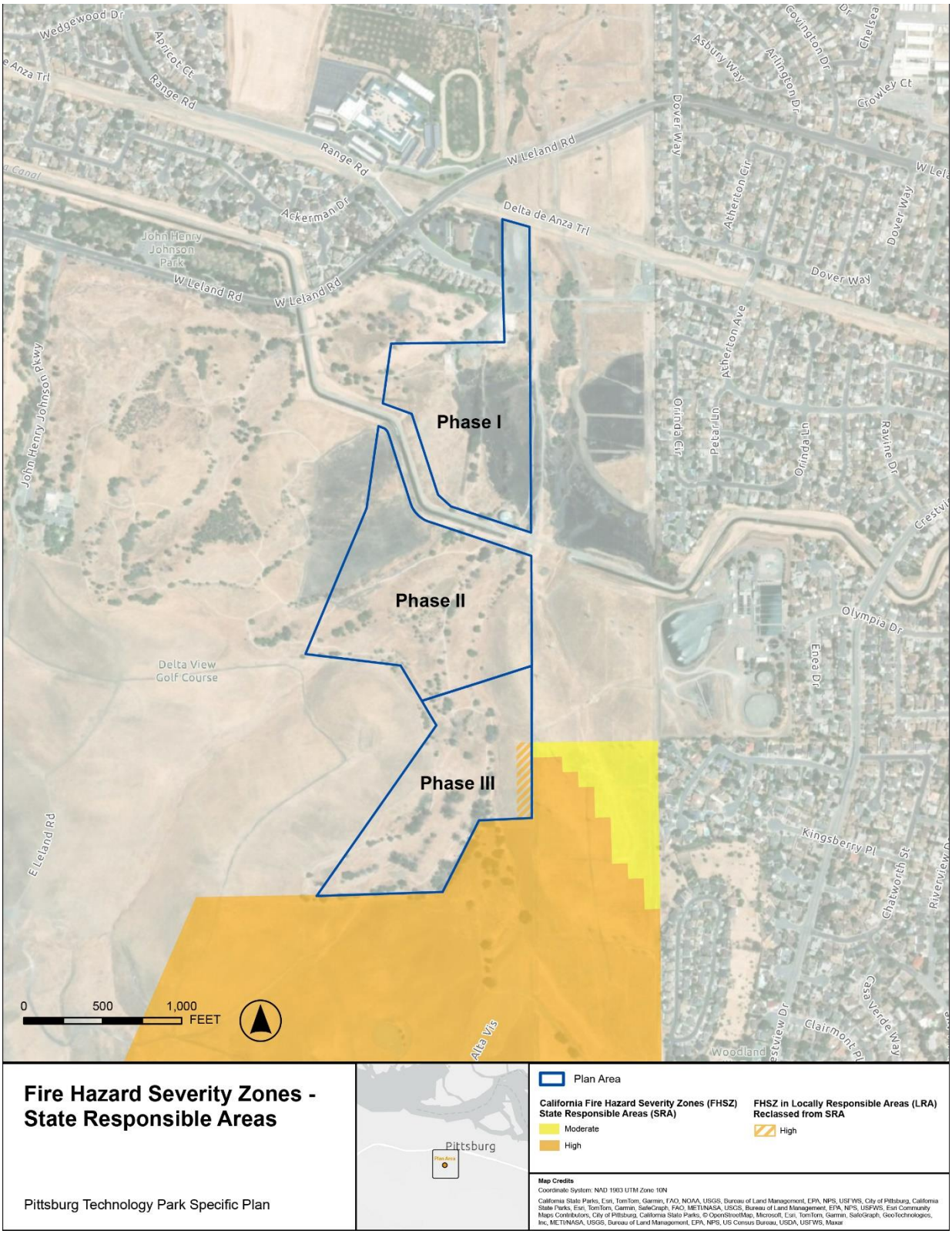
4.6 Fire Prevention

Fire prevention is a key element of the landscape design and the continued maintenance of the Plan Area. Future development and its landscaping shall be designed, installed, and maintained in accordance with Chapter 15.20 of Pittsburg Municipal Code (PMC), an amended version of the 2022 California Fire Code (CFC).

Phase I of the Plan Area lies within a wildland urban interface (WUI) zone. This is the zone of transition between unoccupied land and human development. Furthermore, the southern and eastern corner of Phase III is within a Local Responsibility Area (LRA) and is classified as a High Fire Hazard Severity Zone (FHSZ), see Figure 4. Additional measures including maintaining defensible space zones, landscaping using native, fire-resistant plants and fire-resistant materials, abating weeds, and, where feasible, harden structures and infrastructure against fires, are required for these areas and are specified in the CFC. Should the designated defensible space distances prove challenging to achieve, then structures within this zone must be constructed using fire-resistant materials and practices to mitigate potential fire risks.

Future development may be mandated to incorporate additional fire safety measures, such as fire-resistant roof construction, secure attachments, and other precautions, as part of the project's review by the Contra Costa County Fire Protection District during future discretionary development applications and Building Permit review processes to ensure adherence to these code provisions.

FIGURE 5: FIRE HAZARD SEVERITY ZONE



4.7 SIGNS

Signage in the Plan Area shall be subject to Sign Regulations in PMC Title 19. The purpose of PMC Title 19 is to provide standards to promote and protect life, health, property and the public welfare by controlling the design, colors, quality of materials, construction, size, location, placement and maintenance of signs and sign structures.

4.8 LIGHTING

Lighting in the Plan Area shall be designed to minimize impacts resulting from new sources of light and glare. The following lighting guidelines shall be incorporated in future development projects in the Plan Area:

- **Maintain Dark Sky:** Using fixtures that comply with dark sky principles and minimizing light pollution by preserving natural night sky will help maintain dark sky conditions. Best practices that help in maintaining dark sky and reducing glare include but is not limited to usage of:
    - Lower lumen output luminaires and lower illuminance;
    - Luminaires that spread luminance or brightness over an appropriate area;
    - Luminaires with less optical punch and less sharp cutoff in candlepower and
    - Luminaires delivering warmer color light (usually lower than 4000K, and often below 3000K CCT) (US Department of Energy 2013).
- **Downward directed/shielded lighting:** All lighting used in the Plan Area is required to be directed and/or shielded to prevent the light from adversely affecting adjacent properties, and no structures or features that create adverse glare effects are permitted.
- **Maximum luminaire height**: The maximum permitted height of luminaires shall not exceed a height of 14 feet when there is no cutoff involved. If a ninety degree or greater cutoff is enacted, the maximum height shall not exceed that of 24 feet. Anything less than ninety degrees of cutoff, the maximum height of luminaire shall be 30 feet.
- **Nighttime lighting**: All parking facilities developed shall be provided with nighttime security lighting and designed to confine emitted light to the parking areas per PMC 18.78.050(F).
- **Incorporating Motion Sensors and Emergency Lighting**: Incorporation of motion sensors or smart lighting in rest areas or areas that have more infrequent usage to optimize energy efficiency. Inclusion of emergency lighting at key points such as areas with potential hazards.

CHAPTER 5: NATURAL AND BIOLOGICAL RESOURCES

5.1 OVERVIEW

The Plan Area is approximately 76.38 acres, including areas formerly developed as the Delta View Golf Club, as well as undeveloped grassland hill slopes to the south and southeast. The Plan Area is located along the southern edge of the City of Pittsburg, California. The Plan Area consists of rolling hills along the lower slopes of the eastern Los Medanos Hills, overlooking the City of Pittsburg. Elevations within the Plan Area range from approximately 68 feet to 290 feet above sea level, trending upward in elevation from the northeast to the southwest.

The Plan Area is dominated by silt and clay soils that support annual grassland in undeveloped areas, though extensive areas have been partially leveled and native soils have been replaced by soils suited for golf course landscaping. The fine-textured soils within natural and excavated concave areas support seasonal wetlands. Natural swales and stream courses also run along the east edge of the Plan Area south of the canal, and two artificial ponds have been developed. Some of these ponds were developed entirely within uplands, while others are impoundments of natural drainages. The remnant intact drainages that flow through the Plan Area support a few riparian tree species, but these are widely scattered and include many non-native trees, and do not form contiguous riparian habitat.

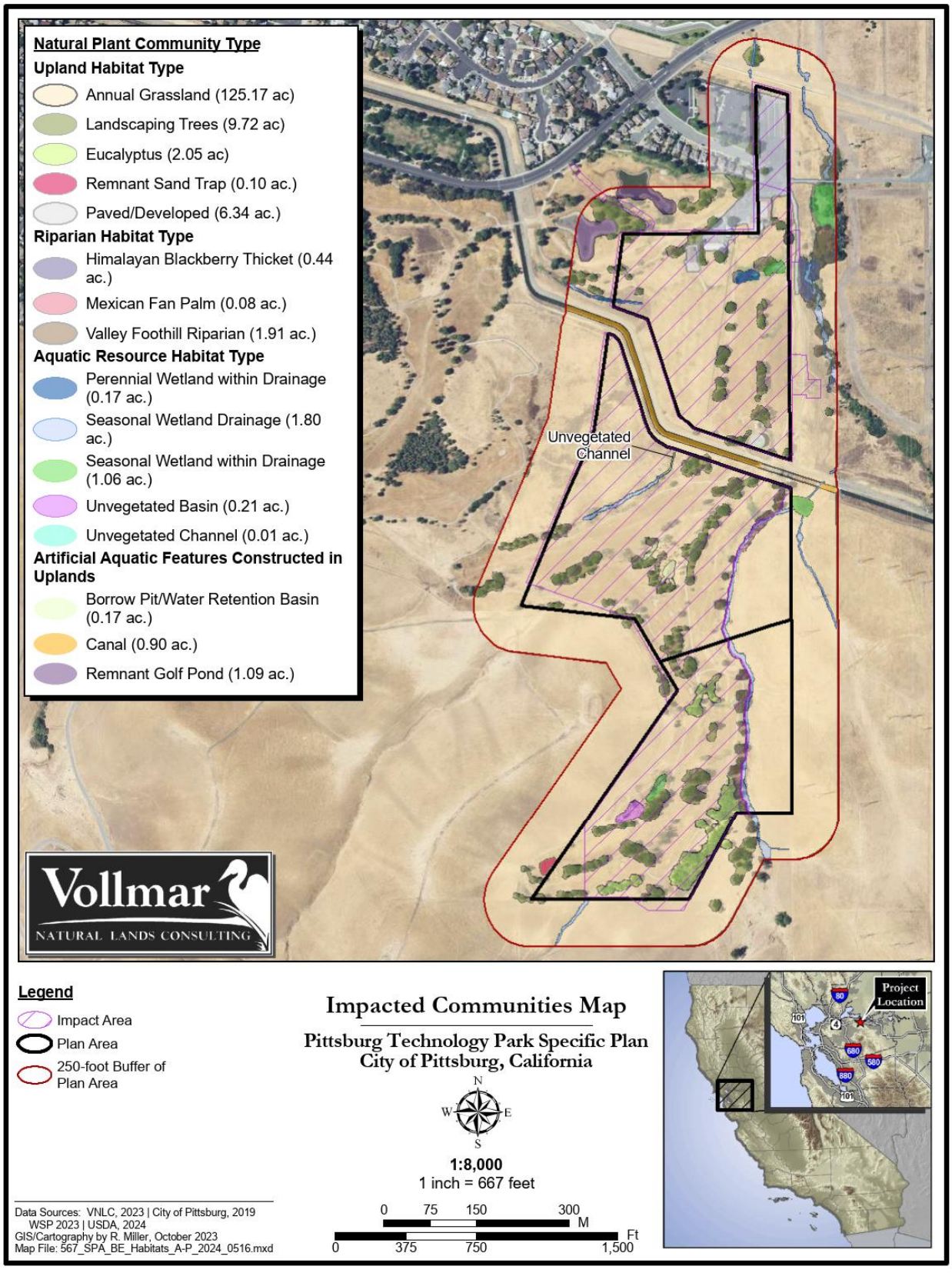
The Specific Plan's EIR describes the regulatory framework and mitigation measures in place regarding environmental protection. Ensuring the natural and biological resources in the Plan Area are adequately protected will help the City in their efforts to reach the goals laid out in the Sustainability Plan.

5.2 HABITAT CONSERVATION PLAN

The Plan Area is subject to the East Contra Costa County Habitat Conservation Plan & Natural Community Conservation Plan (HCP/NCCP) and its associated Regional General Permit (RGP). The Plan Area contains a limited amount of sensitive biological resources, including potentially jurisdictional Waters of the U.S./Waters of the State of California, and potential habitat for Endangered Species Act (ESA) and California Endangered Species Act (CESA) listed species (Refer to Figure 6: Habitat Map). Typically, these resources can require extended permitting and mitigation processes.

In the case of the Plan Area, however, a streamlined Army Corps of Engineers (ACOE) permitting, and mitigation process is available through the HCP/NCCP. The HCP allows for relatively rapid and streamlined biological resource permitting, making the site well-suited to redevelopment. They also allow for mitigation to be provided by simply paying pre-determined mitigation and development fees, rather than the difficulty of establishing a mitigation site for the project.

FIGURE 6: IMPACTED VEGETATIVE COMMUNITIES MAP



CHAPTER 6: CIRCULATION AND MOBILITY

6.1 OVERVIEW

This chapter describes the circulation plan and mobility standards and amenities for multiple modes of transportation, pedestrian circulation, parking standards, truck access, and emergency access requirements.

6.2 SITE DESIGN

The Plan Area is delineated into two portions: the north and the south, bisected by the Contra Costa Canal. The north portion of the site, containing Phase I, includes a data center and corresponding substation. The south portion of the site, containing Phases II and III, will be available for land uses as identified under Section 3.3 Permitted Uses. Conceptual building envelopes for permitted uses are shown on Figure 3: Site Plan Concept.

6.3 TRANSPORTATION AND CIRCULATION STANDARDS

The circulation plan, as included in Figure 3: Site Plan Concept, provides a roadway network to meet the vehicular and non-vehicular needs of employees and visitors as well as for the transportation of goods to and from the businesses located within the Plan Area.

Internal circulation and access for development projects within the Plan Area will be designed to facilitate efficient access to surrounding streets utilizing shared access points and driveways and separation of automobile and truck circulation. Internal site circulation will also encourage pedestrian circulation through an integrated sidewalk network that will be designed as part of implementing individual parcel and building development.

The roadway system on the Plan Area is meant to support movement of visiting vehicles, pedestrians, and cyclists within the Plan Area.

6.4 TRANSPORTATION IMPACT ANALYSIS

Under the City's Transportation Impact Analysis Guidelines, future development projects in the Plan Area may need to prepare a Transportation Impact Analysis (TIA) as part of the project approval process.

The purpose of the analysis is to assess the potential transportation impacts of proposed development projects, for purposes of both the CEQA and non-CEQA transportation evaluations.

6.5 PARKING STANDARDS

The following regulations establish minimum requirements and design standards for off-street parking of vehicles, trucks, and bicycles. The purpose of these regulations is to provide safe and convenient access, to ensure parking areas are properly designed, and to provide adequate spaces to service the use, reduce traffic congestion, promote business, and enhance public safety.

Parking Minimums

Phase I includes a data center with an adjacent substation and should therefore require minimal parking, as data centers require few on-site staff. There is no required minimum of parking spaces for this use.

Development projects within Phases II & III of the Plan Area are required to provide one off-street parking space per 500 square feet of floor area. Data centers are excluded from this requirement. The Zoning Administrator or their designee may allow a reduction in the minimum number of parking spaces at their discretion.

Parking Design Standards

Refer to PMC section 18.78.050 for parking facility design standards.

Additionally, development projects will be required to comply with the current, at the time of the application, California Building Code for certain design standards and procedures, including accessible parking space requirements and alternative parking programs. Additionally, future development projects will be required to comply with the current, at the time of application, California Green Building Standards Code "CalGreen" Tier 2 standards under the Bay Area Air Quality Management District (BAAQMD) guidelines, and any other applicable State guidelines in effect at the time of application, regarding electric vehicle charging infrastructure.

6.6 Pedestrian Circulation

Pedestrian paths are required from Golf Club Road to the main entrance of at least one building in each development project. Sidewalks are required on the west side of Golf Club Drive to improve safety and the pedestrian experience and provide additional connectivity. Sidewalks shall be a minimum of six-feet wide, constructed of concrete, and installed in conjunction with adjacent roadway improvements.

6.7 Bicycle Parking

Permanent, fixed bicycle racks or lockers shall be provided on-site wherever off-street parking spaces are required for commercial and industrial use classifications pursuant to PMC section 18.78.040, at the ratios indicated in the table below. The bicycle stalls required by this section may be covered by a shelter.

Off-Street Parking Spaces Required	**Number of Stalls for Bicycles Provided in Rack or Locker**
0-4	0
5-10	1
11-20	4
21-50	6
51-100	8
101-200	10
201 or more	1 per 10 required automobile parking spaces

6.8 EMERGENCY ACCESS

Fire protection for the City of Pittsburg is provided by the Contra Costa County Fire Protection District (CCCFPD). Two Emergency Vehicle Access roads (EVA) are shown in Figure 3: Site Plan Concept. The Phase I EVA provides direct access from the proposed building to W Leland Road. The Phase II & III EVA provides additional access from Golf Club Road to W Leland Road.

Fire access within the Plan Area will abide by the CCCFPD's Fire Prevention Standards. The Fire Apparatus Access Road Requirements state the following:

> "Fire apparatus access roadways shall be provided for every facility, building, or portion of a building constructed or moved into or within this jurisdiction. Fire apparatus access shall extend to within 150 feet off all portions of the facility and all portions of the exterior walls of the first story of a building as measured along an approved route around the exterior of the building or facility. All newly proposed buildings, including single-family homes and accessory structures, shall be reviewed for fire apparatus access requirements by the Fire District prior to project approval."

CHAPTER 7: UTILITIES AND INFRASTRUCTURE

7.1 OVERVIEW

This chapter describes the existing utilities and infrastructure and the improvements required to support development projects within the Plan Area.

7.2 WATER SYSTEM

Domestic Water

According to the City of Pittsburg's Water System Master Plan (WSMP), "*the City has two sources of supply: surface water from the Contra Costa Canal and groundwater extracted from two active wells in the central part of the City. Water from both sources is conveyed to the City's water treatment plant where it is first treated, and then conveyed to the distribution system. The City receives water from the Contra Costa Canal in accordance with an agreement with the Contra Costa Water District (CCWD).*" The WSMP shows the site residing in Pressure Zone Section 2 with a high-water level (HWL) of 385'.

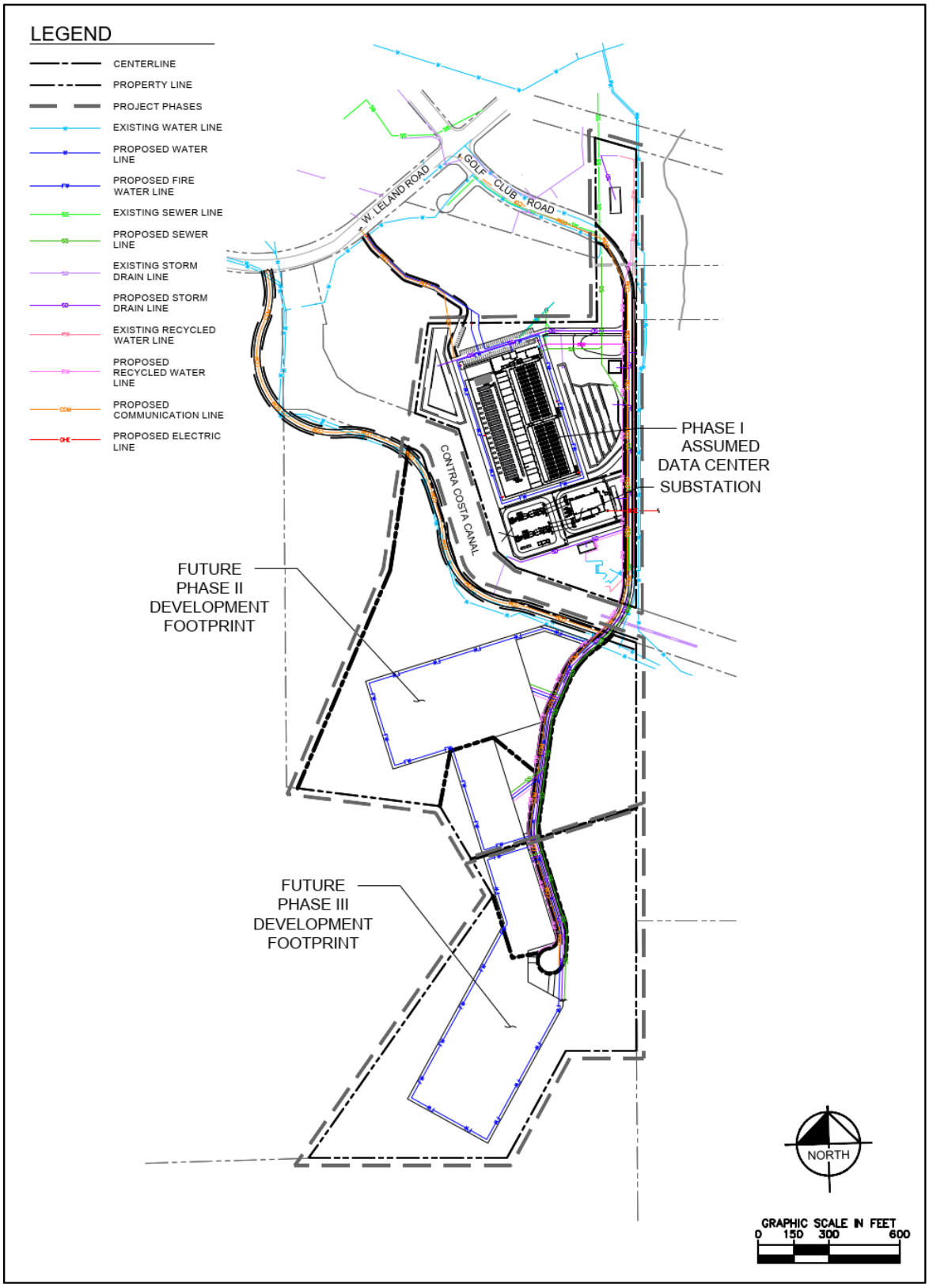
The existing domestic water infrastructure within the Plan Area is as follows:

1. Existing domestic water service remains at the Delta View Golf Course; however, size and connections are unknown.
2. Two domestic water pipes, at 14" and 20", run along the south side of Contra Costa Canal as shown in Figure 7.
3. Two domestic water pipes at 30" and 20", run along the eastern face of the project. At the north end of the site, the 30" line turns west, with the final connection point unknown. The 20" line connects to facilities at West Leland.
4. City water treatment pump stations "PS-2" and "PS-3" exist outside the property limits further southeast off of Contra Costa Canal.
5. Adjacent to the pump stations PS-2 and PS-3 are existing water treatment storage reservoirs "T-1" and "T-2".

The WSMP speaks of future anticipated projects for the City water infrastructure. Within Pressure Zone Section 2, the WSMP shows a proposed transmission main from PS-2 to John Henry Parkway. Within Pressure Zone Section 1, the WSMP shows a potential proposed storage tank "T-19" further along Contra Costa canal with 1.30 MG capacity. A proposed 20" transmission line is proposed for the T-19 storage tank as well.

To bring water to the Plan Area, the utility design includes a proposed public water main along the proposed extension of Golf Club Road along the eastern edge of the Plan Area. Each building will have a domestic water lateral. Based on pressure data provided by the City, static pressure is understood to be between 129 pounds per square inch (PSI) at elevation 110' and 107 PSI at elevation 161'. See Figure 7: Utility Concept Map.

FIGURE 7: UTILITY CONCEPT MAP



Recycled Water

The City supplies its recycled water through the Delta Diablo Sanitation District's Recycled Water Facility. The recycled water is regulated by the State Water Resources Control Board, overseeing production, conveyance, quality control, and proper use of the recycled water. Recycled water lines service the Plan Area. Recycled water use at developments would reduce domestic water demand. Requirements for service will need to be evaluated at the entitlements stage of development projects.

Fire Flow

Static pressures are noted in the domestic water system above. Additional fire flow tests and modeling will need to be completed at the entitlement stage of development projects to confirm improvements necessary to meet development needs.

Subsequent projects within the Plan Area would be required to complete infrastructure studies for all new domestic and recycled water and wastewater lines. Furthermore, all subsequent projects will be reviewed by the City for adequate flows and pressure. Site-specific analyses would confirm the adequacy of water and wastewater system infrastructure, pressure, and flows.

7.3 Sewer System

No major sewage line services the Plan Area outside of the existing sewer lines servicing the abandoned Delta View Golf Course. The existing sewer system connects to the City of Pittsburg public 8" PVC sewer main running along Golf Club Road. Development projects will require sewer main extension (potentially public or private) and service laterals to each proposed building, as shown in Figure 5: Utility Concept Map.

7.4 Storm Drain System/WQ Basins

The Hydrology Map (Figure 8) shows the existing hydrology of the Plan Area. The Plan Area contains stormwater infrastructure as it pertains to the Delta View Golf Course. It is likely that this infrastructure ties into the public storm water infrastructure along Golf Course Road. City records have not indicated stormwater infrastructure for the Plan Area within Phases II and III. Studies indicate the likely presence of a catch basin and storm drainpipe under the canal, transporting water to property north of the canal, where it continues and discharges to the property/utility right-of-way.

Increase in impervious area from development projects and increase in runoff shall be mitigated with onsite detention to avoid downstream impact.

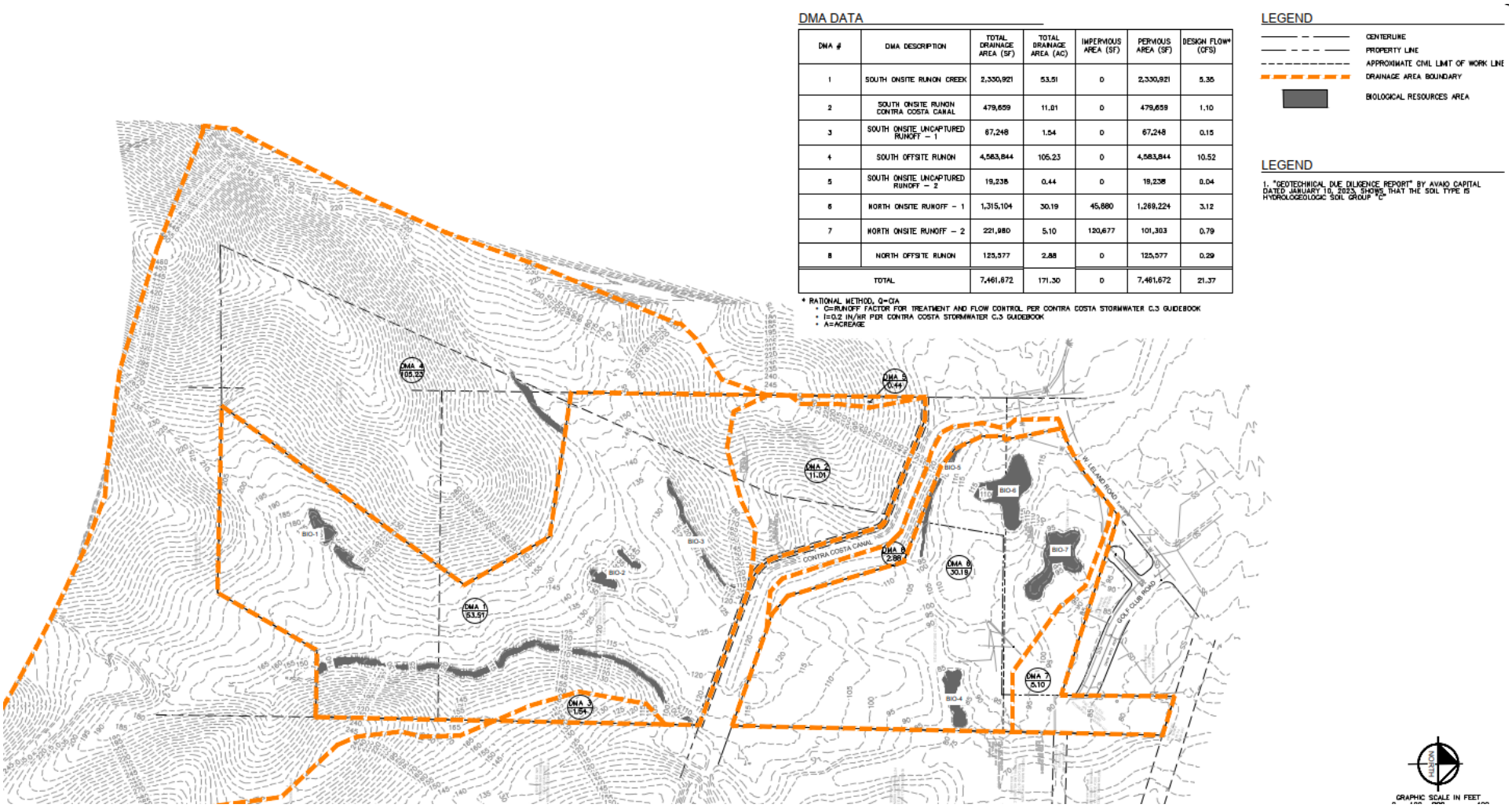
Future development projects are subject to the San Francisco Bay Regional Water Quality Control Board's (RWQCB) Municipal Regional Stormwater NPDES Permit (MRP). Particularly, future development projects must comply with the following NPDES Permit provisions:

- Provision C.3 – New Development and Redevelopment. Under Provision C.3 of the MRP, new and redevelopment projects that create or replace 10,000 square feet or more of impervious surface area are required to implement site design, source control, and Low Impact Development (LID)-based stormwater treatment controls to treat post-construction stormwater runoff.

- Provision C.12 – PCB Controls: Provision C.12 of the MRP requires the co-permittee agencies to implement a control program for polychlorinated biphenyls (PCBs) that reduces PCB loads by a specified amount during the term of the permit, thereby making substantial progress toward achieving the urban runoff PCBs wasteload allocation in the Basin Plan by March 2030.

Figure 8: Hydrology Map below shows the existing hydrology of the Plan Area. Increase in impervious area from development projects and increase in runoff shall be mitigated with onsite detention to avoid downstream impact.

FIGURE 8: HYDROLOGY MAP



7.5 Electrical System

There are existing transmission lines adjacent to the eastern perimeter of the Plan Area. Phase I includes future development of a data center and corresponding PG&E and/or PPC substation. Development projects will require the addition of electric infrastructure to be installed within the right-of-way with service lines connecting to the proposed buildings of the development.

As part of the design review process, future development projects shall be required to implement the following design concepts and best management practices to the extent feasible:

- Incorporate energy-efficient features through design concepts, including but not limited to, techniques for heating and cooling, building siting orientation, street and lot layout, landscape placement, and protection of solar access.
- Incorporate construction standards that promote energy conservation, including but not limited to, window placement, building eaves, and roof overhangs.
- Incorporate enhanced energy conservation measures and other methods of reducing energy usage and greenhouse gas emissions.
- Large energy consuming development projects would be required to develop and implement an energy conservation plan to meet the operation's full power demand. The energy conservation plan would be required to also include a monitoring program to ensure compliance with and effectiveness of that plan.

7.6 Natural Gas System

There is no existing gas infrastructure in the Plan Area, and no future development projects will be allowed the addition of natural gas infrastructure.

7.7 Telecommunications System

There is no existing telecommunications infrastructure in the Plan Area. Development projects will require the addition of telecommunications infrastructure.

CHAPTER 8: IMPLEMENTATION

8.1 IMPLEMENTATION

The purpose of this chapter is to provide an outline of the steps necessary to implement the Pittsburg Technology Park Specific Plan and applicable conditions, mitigation measures and regulations in coordination with the City of Pittsburg and other governing public agencies.

The Zoning Administrator shall be responsible for administering the provisions of the Specific Plan and shall have authority to review and approve development projects that have been determined to be consistent with the objectives and provisions of the Specific Plan.

8.2 CONFORMITY DETERMINATIONS AND DEVELOPMENT APPLICATION

Applicant must submit a development application to the Planning Department for review and conformity with the standards and design review guidelines as outlined in Chapter 3. The Zoning Administrator shall review the package and provide a determination for consistency with this Specific Plan. Pursuant to PMC section 18.18.050, the decision of the Zoning Administrator can be appealed to the Planning Commission.

The following project types are not required to submit a development application but are still subject to PMC Title 15: Buildings and Construction:

(1) New development that is less than 10,000 square feet total and consistent with permitted uses
(2) Routine maintenance, minor repair work, and replacement of existing structures

The required information that must be included in the development application, pursuant to PMC section 18.36.210 includes:

(1) Site plan showing:

a) General location of property;
b) Property boundaries;
c) Existing topography and proposed grading (for property no less than 10 acres, a contour interval no greater than five feet and a horizontal map scale of one-inch equals 50 feet or larger shall be used; for property larger than 10 acres, a contour interval no greater than 10 feet and a horizontal map scale of one-inch equals 100 feet or larger shall be used);
d) All existing and proposed structures, the height of each structure and number of dwelling units in each structure;
e) All existing and proposed signs;
f) Location and approximate height of all adjacent structures on abutting sites;
g) Location, dimensions, and quantity of existing and proposed off-street parking, with a statement indicating whether it conforms to applicable regulations;
h) Existing and proposed vehicular and pedestrian ways, and trails, with grades, widths, and types of improvements;
i) Proposed vehicular access between site and public street;
j) Locations, names, and widths of abutting streets;

k) Existing and proposed utilities;
l) Existing and proposed recreational facilities;
m) Existing and proposed storm drainage facilities;
n) Location of existing trees on the site;
o) Locations and heights of existing and proposed retaining walls;
p) Locations and dimensions of trash disposal areas;
q) Roof overhangs;
r) Distances between buildings and from building walls to property lines;
s) Proposed street names;
t) Handicap facilities;

(2) Architectural drawings showing:

a) Floor plans at one-eighth inch or one-quarter inch equals one foot zero inches;
b) Four elevations (or more if necessary) to include all sides of development at no less than one-eighth inch equals one foot zero inches;

(3) Landscaping plan, including plant names and sizes, and an irrigation plan;

(4) A recent photograph of the site itself and of adjacent properties showing the current condition of the properties;

(5) Color and texture chips of actual samples of materials;

(6) Additional information which may be requested by the planning commission including but not limited to the following:

a) Recent photographs of sight line profiles in sufficiently large scale, taken from commonly used vantage points in the city (shopping centers, road intersections, scenic lookouts, etc.) with the outline of the proposed structure in proper scale and perspective superimposed on it;
b) Architectural drawings showing the locations, size, color, shape and type of illumination of each proposed sign;

(7) Other information as determined by the city planner.

The Zoning Administrator shall consider the development application for approval and integrate it with the land use approval process, detailed below. If the Zoning Administrator can make the following findings, they shall approve the development application and the Design Review Permit administratively without public notice and without the need to hold a public hearing:

(a) The project complies with all applicable development standards identified in this Specific Plan, the *2040 General Plan*, and PMC.

(b) There is supporting infrastructure, existing or available, consistent with the intensity of development, to accommodate the proposed development.

(c) The proposed uses are in compliance with the Specific Plan, the *2040 General Plan* and PMC.

The Zoning Administrator, or the Planning Commission in the case of an appeal, shall make written findings for its decision.

8.3 Revisions to Approved Permits

Any subsequent changes to approved permits that would modify approved development permits, shall be submitted to the Zoning Administrator as specified in Section 7.2. The Zoning Administrator shall determine whether the proposed modification to a previously approved permit is in conformance with the Specific Plan. If the Zoning Administrator determines that the proposed modification to the approved permit conforms with the Specific Plan, then the Zoning Administrator shall issue a Minor Revision to the previously approved permit without notification and without the need for a public hearing or the need to complete further review under CEQA.

8.4 Minor Modifications to the Specific Plan

Minor modifications to the Specific Plan shall not require a Specific Plan Amendment and shall be subject to a "substantial conformance" determination, an administrative mechanism by which minor modifications to the Specific Plan that do not result in significant impacts and are consistent with the intent of the Specific Plan shall be permitted without a formal Plan amendment process. The Zoning Administrator shall make determinations of substantial conformance ministerially without the need for a public hearing.

Minor modifications that satisfy the substantial conformance determination's requirements may result from a final development project design and engineering that cause adjustments in roadway alignments, locations of utilities or other infrastructure, development of innovative project design, distribution of permitted uses within the Specific Plan, application of design guidelines, or other similar modifications deemed to be minor and which implement the provisions of the Plan. Minor modifications or technical adjustments may include, but are not limited to:

(1) Modifications necessary to comply with final conditions of approval or mitigation measures.
(2) Addition of information to the Specific Plan for purposes of clarification that does not change the intent of any standard, regulation, or design guideline under the Specific Plan, as well as correction of any clerical or grammatical errors.
(3) Adjustments to the alignment, location and sizing of utilities or a change in utility and/or public service provider may be approved so long as the adjustments or changes are found to be in compliance with applicable plans and regulations of the agency responsible for such utilities and facilities.
(4) Changes in roadway alignment, width, or improvements through the final engineering/improvement plan process so long as compliance with minimum rights-of-way standards outlined in the Specific Plan is maintained.
(5) An adjustment of any land use district acreage of up to ten percent (10%) of the designated acreage.
(6) Minor adjustment up to ten percent (10%) of any quantitative standard such as heights or setbacks that are defined in Chapter 3 of this Specific Plan.

(7) Minor changes to the architectural design guidelines, which are intended to be conceptual in nature and flexible in implementation.
(8) Relocation of office space to other areas of the same building.
(9) Modification of any design element that improves circulation, reduces grading, improves drainage, and/or reduces operations and maintenance costs.
(10) Modification of the location of auto driveways, including adding additional auto driveways.

The minor modifications listed above are not intended to be comprehensive. Any modification that is deemed by the Zoning Administrator to be in substantial conformance with the purpose and intent of the Specific Plan shall be permitted.

The application for and documentation of substantial conformance shall include text and/or maps that describe the nature of the proposed modifications to the Specific Plan. Applications for modifications and their documentation shall undergo any necessary technical review by the Zoning Administrator necessary to determine if updated conditions of project approval are necessary.

8.5 Determinations of Similar Use

When a property owner or applicant proposes or contemplates a use within the Plan Area not expressly authorized as a permitted use under Chapter 3, Section 3.3, *Permitted Uses*, he/she may request a determination of similar use in accordance with the procedures set out in this section.

A request for determination of similar use shall be in writing and shall include the following:

(1) Name of requesting entity;
(2) Description of the proposed or contemplated use;
(3) Explanation of why the property owner/applicant believes the proposed or contemplated use is consistent with the intent of the Specific Plan and the operational characteristics and potential impacts of the allowable uses listed in Section 3.3, Permitted Uses.

Where a request for determination of similar use is submitted, the Zoning Administrator shall ministerially make the determination of similar use without the need for the holding of a public hearing. In making this determination, the Zoning Administrator shall first make all of the following findings:

(1) The characteristics of, and activities associated with, the use are similar in nature to those of one or more of the uses listed in Section 3.3, and will not involve a greater level of activity, population density, intensity, traffic generation, parking, dust, odor, noise, emissions, or similar impacts than the uses listed as permitted in Section 3.3; and
(2) The use will meet the purpose/intent of the Specific Plan.

The determination of similar use by the Zoning Administrator shall be subject to appeal to the Planning Commission as follows:

(1) The requesting entity for the determination may appeal the decision of the Zoning Administrator on the request for determination of similar use by filing a written notice of appeal with the Zoning Administrator within ten days of their written determination.

(2) The Planning Commission may affirm or modify the determination of similar use by the Zoning Administrator.

When the Zoning Administrator determines that an unlisted land use is similar to a listed use in Section 3.3, the unlisted use will be treated in the same manner as the listed use in determining where the use is allowed, and what other standards and requirements of the Specific Plan apply.

8.6 Amendments to the Specific Plan

Specific Plan amendments are governed by California Government Code Section 65450 et seq. Applications shall state the reasons for the proposed amendment.

An amendment to the Specific Plan is required in the event of any of the following:

(1) Changes to the overall Specific Plan boundaries, including an expansion of the Specific Plan Area.
(2) A change in any other provision, purpose, or standard of the Specific Plan that would significantly alter the basic intent, spirit, identity, objective of the Specific Plan.
(3) An increase in maximum building square footage.
(4) An increase in the overall development intensity thresholds within the Specific Plan.

8.7 CEQA Findings and Subsequent Review

All subsequent developments consistent with the Specific Plan shall not require additional environmental review, as established under CEQA Guidelines Sections 15168 and 15183 - except as might be necessary to examine whether there are project-specific significant effects, which are peculiar to the project or its site.

Furthermore, pursuant to Section 15162, when an EIR has been certified, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence that there have been substantial changes in the project; potentially new significant effects not previously disclosed, or new information, including changes in the setting or new mitigation not previously contemplated.

The City shall conduct an analysis under Section 15162 for all subsequent development applications within the Specific Plan area prior to requiring subsequent CEQA analysis.

8.8 Performance Standards and Mitigation

CEQA requires the adoption of mitigation measures to reduce the severity and magnitude of significant environmental impacts associated with project implementation. The Program Environmental Impact Report (PEIR) for the proposed Pittsburg Technology Park Specific Plan includes mitigation measures to reduce the potential environmental effects of implementation of the Specific Plan. Below is a summary of the mitigation measures identified in the PEIR, which are incorporated by reference into the Specific Plan as performance standards in this section. The Mitigation, Monitoring and Reporting Program (MMRP), adopted in conjunction with the PEIR, should be referenced for complete mitigation measures, timing, and triggers for compliance. Additional mitigation measures may be applicable to the Phase I, through

project-specific environmental review conducted for the data center by the California Energy Commission (CEC).

AIR QUALITY

- **Subsequent Construction Air Quality Analysis.** Prior to approval of subsequent development applications by the Zoning Administrator, applicants shall provide a project-level construction air quality analysis per BAAQMD guidance to determine the significance of air quality impacts.
- **Use of Tier 4 Engines.** Prior to issuance of a grading permit, applicants shall ensure that all offroad heavy-duty diesel-powered equipment larger than 100 horsepower meets USEPA emissions standards for Tier 4 engines or equivalent.
- **Enhanced BMPs for Fugitive Dust.** To minimize emissions of fugitive dust, applicants of future development projects shall be required to implement the enhanced best management practices.

If a future development application includes a land use type that would generate diesel truck trips during project operation (such as logistics and warehousing), beyond what was estimated in the PEIR analysis, the following conditional mitigation measures may be required.

- **Subsequent Operational Air Quality Analysis.** Prior to approval by the zoning administrator, a project-level air quality analysis shall be performed in conformance with the 2040 General Plan Actions 2-A-4(b) and (c). The analysis shall include, but not be limited to, quantification of operational criteria air pollutant emissions, a determination of operational air quality impacts, and identification of mitigation measures necessary to reduce any significant impacts.
- **Health Risk Assessment.** Prior to approval by the Zoning Administrator, a health risk assessment shall be performed in conformance with *2040 General Plan* Action 2-A-4.c.

BIOLOGICAL RESOURCES

- **Project Coverage under ECC HCP/NCCP**. Each applicant will be required to obtain coverage for the project under the East Contra Costa HCP/NCCP. All applicable fees shall be paid, and/or an "in-lieu-of-fee" agreement fully executed, prior to the issuance of a grading permit for the project.
- **Worker Awareness Training for Biological Resources.** Each applicant will be required to provide Worker Environmental Awareness training to all construction personnel.
- **Adherence to ECC HCP/NCCP Requirements.** Each applicant shall ensure that the project adheres to all applicable East Contra Costa HCP/NCCP requirements. Including the following:
    - Preconstruction surveys shall be conducted for the following species:
        - Golden Eagle
        - Burrowing Owl
        - Swainson's Hawk
        - San Joaquin kit fox

      If preconstruction surveys determine that any of the above species is present, the biologist may recommend construction monitoring. If so, the project applicant shall include submittal of a Construction Monitoring Plan (CMP) to the East Contra Costa HCP for approval.

- A delineation of jurisdictional wetlands and other waters shall be conducted on the project site per HCP Sections 6.2.1 and 6.3.1.

- **Rare Plant Survey & Protection**. An updated protocol-level rare plant survey shall be conducted by a qualified biologist/botanist prior to construction. If any species covered by the East Contra Costa HCP/NCCP is found to be present, the project applicant shall notify the East Contra Costa County Habitat to salvage the occurrence(s) in accordance with HCP/NCCP Conservation Measure 3.10.

  If any special-status plant not covered by the East Contra Costa HCP/NCCP is found to be present, the occurrence(s) shall be avoided and protected in place to the extent feasible. If the occurrence(s) cannot be entirely avoided, then a Plant Salvage and Mitigation Plan shall be prepared and implemented.

- **Special-Status Bumble Bee Surveys & Protection.** No more than one year prior to the initiation of vegetation removal and grading in the project area, a qualified biologist shall conduct surveys for Crotch bumble bee, obscure bumble bee, and American bumble bee.

- **Monarch Butterfly Protection.** No more than two days prior to initiation of vegetation trimming or removal for construction, a qualified biologist shall survey all areas of potentially suitable habitat for monarch butterfly larval host plants.

- **Western Pond Turtle Protection.** Prior to the start of construction activities, a qualified biologist shall conduct a pedestrian preconstruction survey of the study area and adjacent suitable habitat for western pond turtle.
- **Nesting Bird Protection (General).** If project-related disturbance commences and time during the nesting/breeding season of native bird species, a preconstruction survey shall be conducted by a qualified biologist within two weeks prior to initiation of work.

- **Nesting Bird Protection (Bald Eagle).** Two weeks prior to the initiation of work at the site, a qualified biologist shall conduct a preconstruction survey for nesting Bald Eagles.

- **Special-Status Bat Survey & Protection.** Prior to the initiation of any activity that could disturb roosting bats, a qualified biologist shall conduct a habitat evaluation for special-status bats, focusing on the needs of pallid bat, western red bat, and hoary bat. Furthermore, before any activities with the potential to disturb roosting bats begin, the approved biologist(s) shall conduct focused surveys for roost occupancy.

- **San Joaquin Pocket Mouse Protection.** Vegetation removal, clearing/grubbing, and grading activities shall be conducted in a uniform direction to allow mobile animals such as San Joaquin pocket mouse the ability to escape the disturbance area into adjacent undisturbed habitat.

- **American Badger Survey & Protection.** Four weeks prior to the state of construction activities, a qualified biologist shall conduct a preconstruction survey for American badger den sites.

CULTURAL RESOURCES

- **Contractor Awareness Training.** Prior to construction, all workers shall receive cultural resource awareness training regarding sensitive cultural resources and tribal cultural resources, including applicable regulations, protocols for avoidance, and consequences of violating state laws and regulations.
- **Archaeological Monitoring.** All ground-disturbing activities associated with the Project within 200 feet of the unnamed creek shall be monitored by a qualified professional archaeologist.
- **Unanticipated Discoveries.** If subsurface deposits believed to be cultural or human in origin are discovered during construction, all work must halt within a 100-foot radius of the discovery. A qualified professional archaeologist shall be retained to evaluate the significance of the find and shall have the authority to modify the no-work radius as appropriate, using professional judgment.

GEOLOGY AND SOILS

- **Paleontological Resources Mitigation and Monitoring Plan.** At the time of application for site-specific development, a qualified Paleontologist shall develop a Paleontological Resources Mitigation and Monitoring Plan that outlines preconstruction coordination, monitoring procedures, and emergency discovery procedures.
- **Worker's Environmental Awareness Training.** Prior to the start of construction, a qualified paleontological monitor shall provide all construction personnel an environmental awareness training.
- **Paleontological Monitoring.** Prior to construction, the Project Paleontologist shall review excavation plans to determine where paleontologically sensitive areas will be disturbed by Project-related earth movement. Earthmoving construction activities will be monitored by a qualified paleontological monitor in those areas and/or where disturbance will take place to previously undisturbed sediment.

NOISE

- **Construction Mitigation Plan.** If at the time of development review, an applicant cannot provide evidence of project level conformance with Table 3-1, the applicant shall submit a detailed construction mitigation plan accompanied by a construction noise analysis that incorporates specific mitigation techniques for site-specific noise reduction and attenuation.
- **Operational Noise Mitigation Plan.** If at the time of development review, an applicant cannot provide evidence of project level conformance with Table 3.10-8, the applicant shall submit a detailed operational mitigation plan accompanied by an operational noise analysis that incorporates specific mitigation techniques for site-specific noise reduction and attenuation.
- **Subsequent Noise Analysis.** If future development anticipates greater use of truck trips beyond what was analyzed in the Pittsburg Technology Park Specific Plan Programmatic Environmental Impact Report (PEIR) (15 trips per day), then the applicant shall prepare a subsequent noise analysis to provide evidence that they conform to the noise level thresholds identified in Table 3.10-8. If the applicant cannot demonstrate conformance with Table 3.10-8, then the applicant

shall submit a detailed operational mitigation plan accompanied by an operational noise analysis that incorporates specific mitigation techniques for site-specific noise reduction and attenuation.

TRANSPORTATION

- **Transportation Demand Management Plan(s)**. Travel Demand Management Plan(s) shall be prepared and implemented for future phases of proposed Specific Plan implementation. The TDM Plan shall comply with the City's TIA Guidelines in effect at the time of application and identify trip reduction strategies as well as mechanisms for funding and overseeing the delivery of trip reduction programs and strategies.
- **Perform Transportation Impact Analysis.** As future specific land-uses are proposed for development within the Plan Area, a transportation impact analysis shall be performed in accordance with the City of Pittsburg's Traffic Impact Analysis Guidelines.
- **Local and Regional Traffic Impact Fees.** As future specific land-uses are developed on the site, appropriate local and regional traffic impact fees shall be calculated and paid in accordance with the anticipated level of traffic generation.

WILDFIRE

- **Post-Fire Slope Instability Review.** Prior to approval of building permit, the applicant shall demonstrate that debris flow potential has been studied for post-fire conditions. Alternatives for mitigating potential debris flow impacts shall be considered and refined as each phase of future development is designed.

CHAPTER 9: ADMINISTRATION

9.1 OVERVIEW

California Government Code (Title 7, Division 1, Chapter 3, Article 8, Sections 65450 et seq.) grants authority to cities to utilize Specific Plans for purposes of implementing the goals and policies of the City's General Plan.

The provisions, guidelines, and regulations contained within this Specific Plan provide the standards for land uses and development within the Pittsburg Technology Park Specific Plan. The Specific Plan supersedes the development standards and regulations of the PMC unless stated otherwise in this document. Whenever the provisions and development standards of the Specific Plan conflict with those of the PMC, the Specific Plan shall take precedence. Where the Specific Plan is silent, the PMC shall apply.

9.2 RESPONSIBILITY

The City (party responsible) shall be responsible for administering the Pittsburg Technology Park Specific Plan in accordance with the provisions of this Specific Plan document, all governing and applicable state and federal laws, the City of Pittsburg's *2040 General Plan*, and PMC.

The City (party responsible) shall enforce the provisions of the Specific Plan in the same manner that it enforces the provisions of the *2040 General Plan* and PMC. Whenever in this Specific Plan any act is prohibited or is made or declared to be unlawful, or the doing of any acts required, or the failure to do any act is determined to be unlawful, the City of Pittsburg retains its authority under the PMC to enforce such violation or offense.

9.3 SEVERABILITY

If any section, subsection sentence, clause, or phrase of this Specific Plan or its application to any person or circumstance is held to be invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed separate, distinct, and independent, and shall not affect the validity of the remaining provisions of this Specific Plan or applications thereof, which can be implemented without the invalid provision or application.

9.4 INTERPRETATION

If an issue, condition, or situation occurs that is not sufficiently covered or provided for in this Specific Plan, those that are applicable for the most similar issue, condition, or situation shall be used. Unless otherwise provided, any ambiguity concerning the content or application of the Specific Plan shall be resolved by the Director of Community and Economic Development in a manner consistent with the goals, policies, objectives, and intent established in the Specific Plan.

9.5 ADOPTION

The Pittsburg Technology Park Specific Plan has been prepared, submitted, and approved in a manner consistent with California Government Code Section 65451(a). The Specific Plan shall be adopted by

ordinance and shall serve as the primary planning document for development within the Plan Area. The approved Specific Plan Area boundaries will be designated on the City's Zoning Map. The land use and development standards identified in this Specific Plan supersede all zoning regulations to the extent that they would be in conflict with the sections of this Specific Plan.

Notwithstanding the interpretive rules set forth above, any use authorized by this Specific Plan shall be deemed to be conforming to other land use regulations of the PMC existing at the time of the adoption of this Specific Plan or as the same may be amended from time-to-time and shall not otherwise require any additional discretionary land use approvals beyond the requirements of this Specific Plan.

APPENDIX A: PITTSBURG 2040 GENERAL PLAN CONSISTENCY

California Government Code (Title 7, Division 1, Section 3, Article 8, Section 65440- 65457) permits the adoption and administration of Specific Plans as an implementation tool for elements contained within a jurisdiction's local General Plan. Approval of the Pittsburg Technology Park Specific Plan is based on the finding that the regulations, guidelines, and programs contained within this Specific Plan are consistent with the 2040 General Plan.

The Pittsburg Technology Park Specific Plan is consistent with the following applicable goals and policies of the *2040 General Plan*.

LAND USE ELEMENT

Goal 2-1: Promote optimal, orderly, well-planned, and diverse land uses, including a compact urban form within the City's projected municipal boundary that provides a mix and distribution of uses to meet Pittsburg's needs, including mixed-use development, infill development, and reuse and revitalization of underutilized and brownfield sites.

Policies

2-P-1.2: Promote land use compatibility through development standards, use restrictions, environmental review, and design considerations.

> *The proposed Specific Plan is consistent with the land use designation identified by the 2040 General Plan. The proposed Specific Plan proposes land use, development standards, environmental review, and design considerations that would implement the General Plan and promote compatible land use.*

2-P-1.5: Discourage development at urban densities or intensities in areas on the periphery of the City boundary.

> *The proposed Specific Plan is consistent with the 2040 General Plan Employment Center Industrial land use. The proposed project would place these uses on an under-utilized site within close proximity to housing, infrastructure and transit.*

Goal 2-4: Promote business development in a range of sectors that contribute to the local and regional economy, provide high-wage and skilled jobs for Pittsburg residents.

Policies

2-P-4.1: Identify and allocate adequate lands in strategic locations throughout Pittsburg to accommodate and encourage employment growth, focusing on sectors that provide high-paid and high-quality jobs and continue to promote business development sites through Think Pittsburg and other local programs.

The Plan Area is identified in the 2040 General Plan as a strategic site for economic development within the West Leland Subarea to encourage employment growth in the area.

2-P-4.2: Encourage the development and intensification of employment centers, including high quality, professional office campuses, business parks, and industrial parks, along with innovation districts, related mixed-use development and open spaces. The centers shall be located in areas fully served by public facilities and services, located along major arterials with easy freeway access and with access from public transit, and accessible to bicyclists and pedestrians.

Development under the proposed Specific Plan would generate economic employment in various industries, specifically in emerging sectors including technology and innovation. The Plan Area is currently served by utilities and would require extensions of the existing public water main line along the extension of Golf Club Road. The Plan Area is served by regional access from State Route 4 and local access from West Leland Road and Golf Club Road. Transit services are provided in the vicinity of the Plan Area, including bus and fixed rail transit. Bicycle and pedestrian facilities in the vicinity of the Plan Area include Class II bicycle facilities, sidewalks, crosswalks, pedestrian signals, and multi-use trails.

2-P-4.3: Promote large-scale office/business development, and reserve sites for Business Commercial uses in designated locations accessible from regional transportation systems.

The proposed Specific Plan would guide economic generating uses to support business development in the Plan Area consistent with the 2040 General Plan ECI designation. The ECI permitted uses include offices and could be proposed as a future development project. The Plan Area is accessible by the regional transportation system. The Pittsburg-Bay Point BART Transfer Substation is the closest rail station to the Plan Area approximately 1.3 miles away. Bus Routes 388 and 390 operate along West Leland Road.

2-P-4.5: Support office, business, and industrial land uses that will improve the City's employment base through high-quality, well-paid jobs that attract the technology, energy, and industrial sectors desired by the community.

Allowed uses within the proposed Specific Plan would generate employment in emerging sectors, including technology, energy, and industrial sectors, which would generate economic opportunity within the city.

2-P-4.6: Encourage the development of "clean" industries, such as research and development, technology and specialized manufacturing, and similar uses that limit environmental impacts and health risks commonly associated with industrial uses.

Allowed uses within the proposed Specific Plan include research and development, technology and innovation including data centers, energy, focusing on clean-tech uses.

2-P-4.7: Encourage employee-intensive uses such as medical and professional offices, light industry, research, and skill training.

Allowed uses within the proposed Specific Plan include research and development, technology and innovation including data centers, energy, focusing on clean-tech uses.

2-P-4.10: Ensure that employment-generating development, such as industrial, warehouse, distribution, logistics, and fulfillment projects, does not result in adverse impacts (including health risks and nuisances), particularly to residential uses and other sensitive receptors, including impacts related to the location and scale of buildings, lighting, noise, smell, and other environmental and environmental justice considerations. When development is incompatible, require adequate buffers and/or architectural consideration to protect residential areas, developed or undeveloped, from intrusion of nonresidential activities that may degrade the quality of life in such residential areas.

Goal 3 of the proposed Specific Plan aims to incorporate development into the existing landscape while minimizing impacts to the environment and sensitive receptors. The Proposed project would employ buffers between the Plan Area and residential districts. For more information on how future development would ensure no adverse impacts to the environment or communities, please refer to Section 3.1, Aesthetics and Visual Resources, *3.2*, Air Quality, *and 3.10*, Noise.

GROWTH MANAGEMENT ELEMENT

Policies

3-P-1.2: Manage the City's growth to balance development of housing options and job opportunities, protection of open space and habit areas, construction of transportation improvements, and preservation of high quality high-quality public facilities.

The proposed Specific Plan is consistent with the 2040 General Plan land use patterns, as it would provide job opportunities proximal to housing while preserving hillside open space, sensitive habitats, such as drainages (outside of building envelopes), and necessary transportation infrastructure to support the proposed project.

3-P-1.3: Provide a range of development intensities, with the highest intensities in Downtown and in areas proximate to transit and services, and lower intensities in hillside and at the City's southern edge, with an emphasis on land use patterns that make efficient use of the local and regional transportation systems and consider conservation of natural resources.

The proposed Specific Plan would support land use patterns by providing job opportunities close to housing while at the same time preserving hillside open space, sensitive habitats, such as drainages (outside of building envelopes). Future development within the Plan Area would support transportation infrastructure and maintain connectivity from the Plan Area to the City and regional circulation systems.

URBAN DESIGN ELEMENT

Policies

4-P-1.2: Encourage and support high-quality design that evokes Pittsburg's history and unique character through ensuring standards and guidelines for residential, commercial, industrial, mixed use, civic, and other uses incorporate features and materials design that reinforces Pittsburg's community character.

> *Future development would be required to adhere to design standards identified in the proposed Specific Plan, which are intended to ensure buildings would blend with the character of the existing environment. See Section 3.1,* Aesthetics and Visual Resources*, of the Pittsburg Technology Park Specific Plan Programmatic Environmental Impact Report (PEIR) for more detail.*

4-P-1.4: Seek methods to improve the visual character and design of Pittsburg, including establishing design standards for gateways, key corridors, residential uses, and non-residential uses, promoting high-quality redevelopment and reuse projects, and addressing features that may adversely affect views of gateways, ridgelines, open space, and other identified visual resources.

> *Future development would be required to adhere to design standards in the proposed Specific Plan, which are intended to ensure buildings would blend with the character of the Plan Area. Landscaping throughout the Plan Area would soften the appearance of buildings and blend with the natural environment. Landscape design would be used as buffering between open areas and roadways. See Section 3.1,* Aesthetics and Visual Resources*, of this PEIR for more detail.*

4-P-2.10: Use revegetation as an erosion control measure to maintain the natural character of a hillside; utilize hydro-seed, silt traps, and other engineering solutions where erosion potential exists during development.

> *Landscaping would be used as storm water management best practices to reduce stormwater related erosion. Landscape design standards also require ground cover to reach 100 percent within one year. See Section 3.8,* Hydrology and Water Quality*, for more detail.*

ECONOMIC DEVELOPMENT ELEMENT

Goal 6-1: Ensure that the City's General Plan sustains and promotes a vibrant, fiscally sustainable economy that fosters strong economic growth, a stable revenue base, availability of local goods and services to meet the City's, high quality employment opportunities, and quality of life for all residents.

Policies

6-P-1.2: Pursue strategies that support the attraction and retention of diverse industries, a diverse workforce, and a diversity of municipal revenue sources.

> *The proposed Specific Plan would generate a diverse workforce in emerging sectors, including technology, energy, and industrial sectors, within the city.*

6-P-1.3: Achieve and maintain a balance of land uses within the City that assures residential development is complemented by expanded local employment opportunities, retail and commercial services, and recreation and entertainment venues; and that the City-wide mix of land uses provides a balanced variety of housing and business types and balances uses that produce revenues and those that require public expenditures.

The proposed Specific Plan would guide development for an employment center on a vacant portion of the former municipal Delta View Golf Course. Development of the Plan Area would allow for the City to achieve and maintain a greater balance of land uses within the City.

6-P-1.4: Ensure that the City's revenue and fiscal base is not overly dependent on any one type of land use, development, or revenue source.

Development of the Plan Area would create a new source of revenue within the City, which would further diversify the City's revenue sources.

Goal 6-2: Facilitate attraction, retention, and expansion of businesses that meet the City's economic development objectives and maintain a desirable climate for conducting business in and with the City.

Policies

6-P-2.1: Promote attraction and retention of businesses that provide a diversified economic industry base with a broad range of job types and skills that insulate the local economy from possible economic downturns.

Development of the Plan Area would generate a diverse workforce in emerging sectors, including technology, energy, and industrial sectors, within the City.

6-P-2.9: Encourage new development in areas where growth and investment have the potential to catalyze revitalization of existing uses.

Allowed uses within the proposed Specific Plan would facilitate economic development and employment in an area that is surrounded by supportive uses including residential and community commercial. The proposed Specific Plan would re-purpose and revitalize the former golf course, which has been closed for over six years.

6-P-2.11: Provide appropriate incentives for infill and redevelopment projects that have the potential to revitalize existing neighborhoods or commercial areas.

The proposed Specific Plan would redevelop the former municipal Delta View Golf Course, which is currently closed and vacant, providing increased opportunity to revitalize the surrounding area.

6-P-2.14: Encourage new businesses and project development under the Employment Center Industrial land use classification.

The proposed Specific Plan would permit land uses under the Employment Center Industrial land use classification, generating new business opportunities and future development.

Goal 6-3: Promote Pittsburg as a forward-thinking community that is innovative and adaptive to changing economic forces.

Policies

6-P-3.4: Attract and retain a variety of economic sectors that capitalize on Pittsburg's competitive advantages and strengths, in order to promote a diversity of businesses, significant sales tax generation, and provide residents with skilled, high-paying employment opportunities.

Development of the Plan Area would generate a diverse workforce in emerging sectors, including technology, energy, and industrial sectors, within the City.

Goal 6-4: Encourage a broad range of employment opportunities and expand educational and training opportunities to support residents finding high-quality, well-paid employment within the community.

Policies

6-P-4.1: Increase job opportunities available in Pittsburg, so that residents may choose to work locally instead of commuting.

The proposed Specific Plan would provide new job opportunities in emerging sectors close to housing.

6-P-4.2: Attract and retain a broad base of businesses and industries to provide a variety of skilled jobs allowing career growth potential, while focusing on high-wage and/or high-sales tax producers.

Development of the Plan Area would generate a diverse workforce in emerging sectors, including technology, energy, and industrial sectors, within the City.

CIRCULATION & TRANSPORTATION ELEMENT

Policies

7-P-1.1: Ensure that the City's circulation network is a well-connected system of streets, roads, highways, sidewalks, trails, and paths that effectively and safely accommodate all users in a manner that considers the context of surrounding land uses, the needs of all roadway users, and is maintained and improved over time to support buildout of the General Plan.

*The proposed Specific Plan would provide connections from the Plan Area to the City's existing circulation network via Golf Club Drive. Future development would be required to pay Transportation Impact Mitigation Fees (TIMF) to pay its fair share for a well-connected system, per **mitigation measure (MM) 3.13-3**.*

7-P-1.5: Implement and continue to increase efforts to reduce regional vehicle miles traveled (VMT) by supporting land use patterns and site designs that promote active modes of transportation, and public transit.

*The proposed Specific Plan includes standards that encourage pedestrian circulation through an integrated sidewalk network with access points at Golf Club Road. Future development would adhere to CalGreen code which includes standards for bike and pedestrian facilities. Furthermore, **MM 3.13-1** would require future development to create and implement a TDM Plan to encourage a reduction in regional VMT.*

7-P-1.6: Design streets to operate with vehicle speeds that are safer for all users, especially pedestrians and bicyclists, while providing adequate access for emergency vehicles. Speed reductions strategies should include reduced lane widths and application of traffic calming measures on local and collector streets and especially near parks, schools, trails, and in the Downtown core.

The proposed Specific Plan would extend Golf Club Road, which is intended to provide private access to the Plan Area. Additionally, three emergency vehicle access roadways would provide access to the Plan Area. These roadways are private and only used when necessary, by emergency responders. Therefore, constructing these roadways to City standards to include traffic calming and speed-reduction features would not be required.

7-P-1.7: Strive to maintain delay-based level of service (LOS) D for motor vehicle traffic as the minimum acceptable service standard for all signalized and stop-controlled intersections at all times (including during peak periods) unless maintenance of LOS D would, in the City's judgement, be infeasible and/or conflict with the achievement if other City goals identified in this General Plan. Congestion in excess of LOS D may be acceptable in these cases, provided that provisions are made to improve traffic flow and/or promote multimodal or non-vehicular transportation as part of a development project or City-initiated project. In the designated Downtown core, as defined by the City's General Plan and illustrated by the City's Subdivision map, LOS E would be considered as an acceptable service standard to account for the more urban, pedestrian-oriented character of the area.

*Future development would be required to perform a Traffic Impact Analysis in accordance with the City's Traffic Impact Analysis Guidelines. Any violations of the guidance shall result in improvement measures developed to eliminate those violations, per **MM 3.13-2**.*

7-P-1.9: Implement transportation improvements to maintain and enhance roadway operations and safety while striving to improve accessibility and comfort for all users.

*As previously described, future development accommodated by the proposed Specific Plan would be required to pay all applicable TIMFs to support future transportation improvements within the City, per **MM 3.13-3**.*

Goal 7-2: Coordinate with regional transportation agencies and developers to promote connectivity, manage commuter traffic, and promote the use of alternatives to single-occupant vehicle trips.

Policies

7-P-2.2: Encourage employers to provide programs for carpooling/transit/biking/walking subsidies, bicycle facilities, alternative work schedules, ridesharing, telecommuting, working at home, employee education, and preferential parking for carpools/vanpools.

*Future Travel Demand Management (TDM) Plans shall be prepared and implemented for future development, per **MM 3.13-1**. TDM plans shall comply with the City's TIA Guidelines in effect at the time of application and identify trip reduction strategies and the mechanisms for funding and monitoring of such programs and strategies. These strategies may include but are not limited to car-sharing programs and alternate work schedules.*

7-P-2.4: Ensure that safe and continuous routes for pedestrians and bicyclists are provided within new development projects and on any roadways that are impacted as a result of new development.

The proposed Specific Plan would extend Golf Club Road, which is intended to provide private access to the Plan Area. Therefore, constructing these roadways to City standards to include safe and continuous routes for pedestrians and bicyclists would not be required.

Goal 7-3: Proactively support and encourage travel by non-automobile modes by maintaining and expanding safe and efficient pedestrian, bicycle and transit networks.

Policies

7-P-3.3: Require that all new roadways and developments accommodate bicyclists and pedestrians.

*The proposed Specific Plan includes pedestrian paths from Golf Club Road that extend to the Plan Area. The proposed Specific Plan includes standards for fixed bike facilities, and future TDM Plans would provide necessary bicyclist and pedestrian facilities necessary for trip reduction strategies, per **MM 3.13-1**.*

7-P-3.4: Ensure continued compliance with Title 24 of the California Building Code, requiring the removal of all barriers to disabled persons on City streets, and compliance with the Americans with Disabilities Act (ADA) to allow mobility-impaired users such as the disabled and elderly to safely and effectively use the City's circulation network.

All future development accommodated by the proposed Specific Plan would be required to comply with the current California Building Code.

7-P-3.5: Encourage secure bicycle facilities and other alternative transportation facilities to be provided as part of new developments, especially future employment sites, public facilities, and multi-family residential complexes.

Future development accommodated by the proposed Specific Plan would be required to comply with the current California Building Code at the time of application, including the "CalGreen" code

*for electric vehicle parking standards. In addition, bike facilities would be required and determined based on a ratio to the number of parking required. Furthermore, per **MM 3.13-1**, TDM Plans shall identify additional details on bicycle facility improvements for each subsequent phase of development.*

7-P-4.2: Use the adopted regional and local Transportation Impact Mitigation Fee (TIMF) ordinances to ensure that all new developments pay a fair share of the cost of transportation improvements or require mitigation for development proposals that are not part of the TIMF program, which contribute more than one percent of the volume to an existing roadway or intersections.

*Future development would be required to pay TIMFs to contribute to the necessary capital for improvement projects for a well-connected system, per **MM 3.13-3**.*

COMMUNITY HEALTH & ENVIRONMENTAL JUSTICE ELEMENT

Policies

8-P-1.4: Consider the effects of planning decisions on the overall health and well-being of the community and its residents and specifically upon disadvantaged communities and vulnerable populations, such as areas with concentrated populations of seniors, persons with a disability, and low income residents.

*Future development within the Plan Area would be required to adhere to best management practices established by the Bay Area Air Quality Management District (BAAQMD) to reduce pollution exposure to sensitive receptors. Furthermore, air quality **MM 3.2-1** through **3.2-3** would be implemented as applicable, to ensure air quality thresholds are not exceeded. Development projects accommodated by the proposed Specific Plan shall not be approved until it can be demonstrated that the proposed project would not result in an exceedance of the thresholds as advised by the Office of Environmental Health Hazard Assessment and Bay Area Air Quality Management District for public health risks at nearby sensitive receptors. Additionally, future development accommodated by the proposed Specific Plan would be required to reduce noise levels to acceptable thresholds during construction and operations. If noise levels are anticipated to be above acceptable thresholds, **MM 3.10-1** through **3.10-3** would be implemented. See Sections 3.2, Air Quality and 3.10, Noise, of the PEIR for more detail.*

8-P-1.6: Consider the effects on sensitive populations when siting industrial and other intensive uses, designating Citywide truck routes, and considering uses and projects that may have adverse impacts on disadvantaged and vulnerable communities.

*Development accommodated by the proposed Specific Plan would incorporate best management practices that would consider certain tools, methods, and approaches in reducing pollution, particularly diesel particulate matter, on disadvantaged and vulnerable communities. Air quality **MM 3.2-1** through **3.2-3** would be implemented as applicable to ensure air quality thresholds are not exceeded. Similarly, noise **MM 3.10-1** through **3.10-3** would be implemented as applicable to ensure noise thresholds are not exceeded. Refer to Sections 3.2,* Air Quality *and 3.10,* Noise*, of the PEIR for more detail.*

8-P-1.12: Identify and assess disproportionate impacts of environmental pollution and work to remedy these impacts.

*Future development accommodated by the proposed Specific Plan would be required to conduct a project-level air quality analysis to determine potential construction air quality impacts. Identification of mitigation measures necessary to reduce any significant impacts shall be developed in coordination with the BAAQMD (**MM 3.2-1**). See Section 3.2, Air Quality, of the PEIR for more detail.*

*Similarly, future development accommodated by the proposed Specific Plan would be required to reduce noise levels to acceptable thresholds. If noise levels are anticipated to be above acceptable thresholds, **MM 3.10-1** through **3.10-3** would be implemented. Refer to Section 3.10, Noise, of the PEIR for further discussion.*

8-P-2.2: Require future planning decisions, development, and infrastructure and public projects to consider the effects on the overall health and well-being of the community and its residents, with specific consideration provided to ensure disadvantaged communities have equitable access to services and amenities and to reduce exposure to hazardous materials, industrial activity, vehicle exhaust, other sources of pollution, and excessive noise on residents, with an emphasis on reducing exposure of any disadvantaged communities to such exposure.

*Subsequent development within the Plan Area would be required to incorporate best management practices that would minimize pollution exposure, particularly diesel particulate matter, on nearby sensitive receptors (see **MM 3.2-1** through **3.2-3**). Furthermore, if future development cannot adhere to the applicable noise level thresholds, a construction and/or operation noise mitigation plan shall be submitted prior to development (see **MM 3.10-1** through **3.10-3**). Refer to Sections 3.2, Air Quality and 3.10, Noise, of the PEIR for more detail.*

RECREATION & YOUTH ELEMENT

Policies

9-P-1.5: Maintain park and recreation facility standards for new development to serve both residents and employees, attainable through, in order of priority: 1) provision of fully developed parks, 2) dedication of parkland, or 3) payment of in-lieu fees dedicated to the provision of new park sites or enhancing existing facilities.

Future development accommodated by the proposed Specific Plan would be required to pay development impact fees that would contribute to the maintenance of park and recreation facilities throughout the City. Refer to Section 3.12, Public Services and Recreation*, of the PEIR for more detail.*

9-P-2.2: Development projects adjacent to open space, shoreline, hillside, and other recreational areas shall provide public connections and linkages.

Development within the Plan Area would not preclude future connections by the City or other agencies to adjacent open space or recreational areas, including the potential future bikeway along the Contra Costa Canal, as identified in the 2040 General Plan.

10-P-1.7: Provide, and encourage access to, public and private open space within urbanized parts of Pittsburg, in order to provide for the recreational and public health needs of residents and provide visual contrast with the built environment.

See response to Policy 9-P-2.2 above.

10-P-1.8: Require development projects to maximize the potential for open space, visual experiences, and passive and active recreation.

As described above, development in the Plan Area would not preclude future connections by the City or other agencies to development of the future Contra Costa Canal bikeway connection, as described in the 2040 General Plan. Future development of this bikeway could maximize the potential for open space and active recreation by linking the Plan Area to adjacent recreational facilities such as the John Henry Park and Stoneman Trail. Additionally, proposed Specific Plan guidelines incorporate landscape materials for visual interest and blending the natural and built environment within the Plan Area.

RESOURCE CONSERVATION & OPEN SPACE

Policies

10-P-1.8: Require development projects to maximize the potential for open space, visual experiences, and passive and active recreation.

Future development would be required to adhere to urban design and resource conservation & open space policies that encourages the preservation of ridgeline views, as described further in Section 3.1, Aesthetics and Visual Resources*, of the PEIR.*

10-P-2.5: Conserve natural terrain, native vegetation, and sensitive habitats and recognize the role of native vegetation, natural terrain and green infrastructure in natural resource and watershed management.

Siting of future development would be encouraged to be placed in areas that are feasible for ground stability and erosion control. Hillside placement would be avoided, and the natural terrain would be preserved. Additionally, landscape design standards in the proposed Specific Plan would ensure a blend of the natural environment by utilizing native vegetation as landscape materials. Furthermore, native vegetation would serve as stormwater best management practices, contributing to the reduction in stormwater pollution on watersheds.

10-P-2.8: Require new development projects and expansion of existing uses to conserve sensitive habitat, including special status species.

*Future development projects would be required to adhere to the East Contra Costa HCP/NCCP requirements. This includes preconstruction surveys for Golden Eagle, Burrowing Owl, Swainson's Hawk, and San Joaquin kit fox, per **MM 3.3-3**. Additionally, future development would be required to conduct preconstruction surveys by a qualified entomologist for several special-status species including candidate bumble bee, monarch butterfly, western pond turtle, candidate nesting birds, bald eagle, candidate bats, San Joaquin pocket mouse, and American badger, per **MM 3.3-5** through **3.3-12**, respectively.*

10-P-2.11: Encourage the preservation of wildlife corridors to ensure the integrity of habitat linkages.

*It is anticipated for future development within the Plan Area to keep the eastern portion of the Contra Costa Canal crossing intact, which would allow continued wildlife connectivity. Furthermore, it is anticipated that the extension of Golf Club Road would be constructed to avoid the stream that runs along the eastern edge of the Plan Area. Avoiding impacts to the stream would allow for continued use by wildlife species. Additionally, the PG&E transmission line corridor would continue to provide a wildlife connectivity corridor. To further ensure future development would not have a significant impact to wildlife connectivity, **MM 3.3-1** through **3.3-3** would be required.*

10-P-2.14: Collaborate with developers to maintain, and where feasible establish enhancements to creeks, marshes, wetlands, and riparian corridors in the design of new development.

The proposed Specific Plan establishes envelopes for future development, which preserve stream corridors and riparian habitat within the Plan Area.

10-P-2.15: Protect and restore threatened natural resources, such as wildlife, estuaries, tidal zones, marine life, wetlands, and waterfowl habitat.

As described in response to Policy 10-P-2.8 above, future development would protect and restore biological resources by complying with the East Contra Costa HCP/NCCP requirements. Refer to Section 3.4, Biological Resources, of the PEIR for more detail.

10-P-2.16: Limit dredging and filling of wetlands and marshlands, particularly adjacent to Browns Islands Preserve.

Future development would be encouraged to preserve existing wetlands in the Plan Area as described in response to Policy 10-P-2.14 above. Any dredging or filling of wetlands required by development would be required to adhere to the East Contra Costa HCP/NCCP requirements details in Section 3.4, Biological Resources*, of the PEIR for more detail.*

10-P-2.18: Recognize that climate change impacts may influence future guidance, and best available data, and continue to ensure that up-to-date information is consulted when reviewing projects for potential impacts to biological resources, including the Bay, Delta, and sensitive habitats.

During the development review process, applicants would be required to provide supportive documents for project approval that indicate biological conformance, such as proof of East Contra Costa HCP/NCCP fee payment and copies of regulatory resource agency permits.

10-P-3.1: Require development to use best management practices (BMPs) to minimize the runoff and erosion caused by earth movement.

As described in Section 3.8, Hydrology and Water Quality*, of the PEIR, future development project applicants must develop and implement a Storm Water Pollution Prevention Plan (SWPPP) that includes BMPs to minimize runoff and erosion.*

10-P-3.2: Encourage preservation of natural creeks and riparian habitat as best as possible.

See response to Policy 10-P-2.14 above.

10-P-4.4: Address soil and groundwater pollution during development, redevelopment, and reuse projects.

As discussed in Section 3.8 of the PEIR, impacts to groundwater recharge and stormwater drainage would be evaluated at the project-level in association with subsequent development projects. As future development and infrastructure projects are considered, each project will be evaluated for conformance with the General Plan, PMC, and other applicable regulations.

10-P-4.5: Reduce sedimentation and erosion of waterways by minimizing site disturbance and vegetation removal.

As described in Section 3.8, Hydrology and Water Quality*, of the PEIR, future development project applicants must develop and implement a Storm Water Pollution Prevention Plan (SWPPP) that includes BMPs to minimize sedimentation and erosion of waterways.*

10-P-4.8: Protect water quality by reducing non-point sources of pollution and the dumping of debris in and near creeks, storm drains, and Contra Costa Canal. All drainage from new development should either be directed to an appropriate storm drain system that avoids CCWD facilities and Contra Costa Canal right-of-way, or obtain an encroachment permit from CCWD consistent with Action 10-A-2.h.

As future development and infrastructure projects are considered, each project will be evaluated for conformance with the General Plan, PMC, and other applicable regulations. Implementation of BMPs identified in the approved SWPPP will further protect water quality.

10-P-5.5: Require new development to avoid obstructing views of, and to minimize impacts to, significant visual resources through the following: creative site planning; integration of natural features into the project; appropriate scale, materials, and design to complement the surrounding natural landscape;

clustering of development to preserve open space vistas and natural features; minimal disturbance of topography; and creation of contiguous open space networks.

New development would be required to adhere to the 2040 General Plan policy that supports high quality design to protect visual resources and proposed Specific Plan design guidelines regarding building form, materials, landscaping, and screening. Refer to Section 3.1, Aesthetics and Visual Resources*, of the PEIR for more detail.*

10-P-5.6: Ensure that the visibility of new development from natural features and open space areas is minimized to preserve the landforms and ridgelines that provide a natural backdrop to the open space systems.

Future development would be required to adhere to urban design and resource conservation & open space policies that encourages the preservation of ridgeline views, as described further in Section 3.1, Aesthetics and Visual Resources*, of the PEIR.*

10-P-6.1: Support the principles of reducing air pollutants and greenhouse gas emissions through comprehensive and sustainable land use, transportation, and energy planning and addressing opportunities to decrease emissions associated with local government operations.

Future development is consistent with the City's Sustainability Plan, as described in Section 3.2, and 3.6 of the PEIR. In addition, TDM Plans would be required for future development, as described further in Section 3.13, Transportation and Circulation*, of the PEIR.*

10-P-6.2: Ensure that new development is consistent with the energy objectives and targets identified by the City's Sustainability Plan.

Future development would adhere to the objectives and targets identified by the City's Sustainability Plan, as described in 3.6, Greenhouse Gas Emissions and Energy*, of the PEIR.*

10-P-6.4: Encourage and support infill, mixed use, and higher density development, where appropriate, in order to reduce GHG emissions associated with vehicle travel.

The proposed Specific Plan proposes employment generating uses on an infill site in close proximity to housing and transit.

10-P-6.6: Reduce the generation of TACs such as ozone, carbon monoxide, lead, and particulate matter to work toward improving air quality and meeting all Federal and State ambient air quality standards.

Subsequent development in the Plan Area would be required to adhere to 2040 General Plan policies that limit or avoid the exposure of toxic contaminants, odors, and dust on receptors, with guidance from the Bay Area Air Quality Management District. These policies are further described in Section 3.2, Air Quality*, of the PEIR.*

10-P-6.7: Reduce the potential for human discomfort or illness due to local concentrations of toxic contaminants, odors, and dust.

Subsequent development in the Plan Area would be required to adhere to 2040 General Plan policies that limit or avoid the exposure of toxic contaminants, odors, and dust on receptors, with guidance from the Bay Area Air Quality Management District. These policies are further described in Section 3.2, Air Quality*, of the PEIR.*

10-P-6.9: Coordinate and review at the time of submittal of land use planning applications and development project BMPs and standards to prevent odors and odor complaints

Future development would adhere to all applicable standards for project approval, as directed by the City as further described in Section 3.2, Air Quality*, of the PEIR.*

10-P-6.10: Require and condition all new public and privately constructed buildings to exceed, where feasible, and comply with construction and design standards that promote energy conservation, including the most current "green" development standards in the California Green Building Standards Code.

Future development accommodated by the proposed Specific Plan would be required to comply with the current California Building Code at the time of application, including the "CalGreen" code for electric energy conservation, as further described in Section 3.6, Greenhouse Gases, Climate Change and Energy*, of the PEIR.*

10-P-6.11: Require expanded innovative and green building best practices, where feasible, including, but not limited to, LEED certification for all new development and retrofitting existing uses, and encourage public and private projects to exceed the most current "green" development standards in the California Green Building Standards Code.

Future development accommodated by the proposed Specific Plan would be required to comply with the current California Building Code at the time of application, including the "CalGreen" code for electric energy conservation, as further described in Section 3.6, Greenhouse Gases, Climate Change and Energy*, of the PEIR.*

10-P-6.12: Require and condition construction and operation of new development to be managed to minimize fugitive dust and air pollutant emissions.

Future development would adhere to any air quality standards, including minimizing fugitive dust and air pollutant emissions standards during construction and operation, as further described in Section 3.2, Air Quality*, of the PEIR.*

10-P-6.13: Implement development standards, mitigation measures, and best practices that require energy conservation and the reduction in greenhouse gases, including:

- Require new development to incorporate energy-efficient features through passive design concepts (e.g., techniques for heating and cooling, building siting orientation, street and lot layout, landscape placement, and protection of solar access);

- Require construction standards which promote energy conservation including window placement, building eaves, and roof overhangs;
- Require all projects to meet or, when feasible, exceed the most current "green" development standards in the California Green Building Standards Code;
- Require projects to implement applicable Sustainability Plan strategies and actions;
- Encourage projects to incorporate enhanced energy conservation measures, electric-only appliances, and other methods of reducing energy usage and greenhouse gas emissions; and
- Require large energy users to implement an energy conservation plan, which may include solar or other non-fossil fuel sources to meet the operation's full power demand and 100% fleet electrification, as part of the project review and approval process, and develop a program to monitor compliance with and effectiveness of that plan.

Future development accommodated by the proposed Specific Plan would be required to comply with the current California Building Code at the time of application, including the "CalGreen" code for electric energy conservation, along with other energy conservation measures, as further described in Section 3.6, Greenhouse Gases Emissions and Energy*, of the PEIR.*

SAFETY ELEMENT

Policies

11-P-2.1: Consider climate change impacts and adaptive responses in long-term planning and current development decisions consistent with the policies and programs of the City's Sustainability Plan and Local Hazard Mitigation Plan.

Future development would be required to comply with the City's current Sustainability Plan and Local Hazard Mitigation Plan. More detail on compliance with these plans can be found in Section 3.6, Greenhouse Gas Emissions and Energy*, and 3.7,* Hazards and Hazardous Materials*, of the PEIR.*

11-P-3.4: Ensure that development projects mitigate impacts to the City's storm drainage capacity from storm water runoff occurring from the property. Project applicants shall demonstrate that projects implement Best Management Practices (BMPs) and Low Impact Development measures (LID) to treat stormwater before discharge from the site project and that project implementation would not result in increases in the peak flow runoff to adjacent lands or drainage facilities that would exceed the design capacity of the drainage facility or result in an increased potential for off-site flooding.

Future development within the Plan Area would be required to comply with City grading, erosion, and sediment control standards to reduce and treat stormwater runoff to adjacent lands or drainage facilities. Refer to Section 3.8, Hydrology and Water Quality*, of the PEIR for more detail.*

11-P-3.7: Ensure that new developments comply with all applicable requirements of Municipal Code Chapter 15.80 - Floodplain Management, the California Building Code as adopted by the City, and the latest promulgated FEMA standards for development in the flood hazard areas.

Future development within the Plan Area would be required to comply with all applicable PMC.

11-P-4.7: Ensure that Bay Area Air Quality Management District requirements are implemented in construction projects to reduce soil and particulate matter transport.

Future development within the Plan Area would be required to adhere to best management practices established by the Bay Area Air Quality Management District. See Section 3.2, Air Quality*, of the PEIR for more detail.*

COMMUNITY FACILITIES ELEMENT

Policies

12-P-2.1: Continue water district and user conservation efforts to help reduce demand in light of drought patterns, groundwater management, raw water availability, and the potential for unforeseen shortfalls.

The use of recycled water for future development would be encouraged and considered at the project-level. Furthermore, the proposed Specific Plan outlines guidelines for using drought-tolerant plants.

12-P-2.2: Continue water conservation efforts from industrial facilities, including continued enforcement of the City's water-efficient landscape standards and participation in a wastewater reclamation efforts.

See response to Policy 12-P-2.1 above.

12-P-3.4: Maintain environmentally appropriate wastewater management practices.

Wastewater treatment and conveyance facilities would be evaluated at the project-level in association with subsequent development projects. Future development projects would be subject to compliance review with building code standards of the PMC and other applicable regulations that pertain to wastewater utilities and building standards for plumbing design.

12-P-4.3: Reduce municipal waste generation by increasing recycling, on-site composting, and mulching, where feasible, at municipal facilities, as well as using resource efficient landscaping techniques in new or renovated medians and parks.

Future development projects would be required to comply with Assembly Bill 341, which requires businesses to arrange for recycling services, in order to reuse, recycle, compost or otherwise divert solid waste from disposal. For more detail, refer to Section 3.14, Utilities and Services Systems*, of the PEIR. Furthermore, the proposed Specific Plan includes guidelines for efficient, drought-tolerant landscaping to be incorporated throughout the Plan Area.*

12-P-6.3: Require development in areas of high fire hazard to be designed and constructed to minimize potential losses and maximize the ability of fire personnel to suppress fire incidents.

Future development would be required to adhere to PMC and proposed Specific Plan guidelines related to fire management. These requirements include ensuring adequate defensible space, brush management, landscape design standards, heat island reduction, and overall energy reduction methods to reduce fire risk. See Section 3.15, Wildfires*, of the PEIR for more detail.*

12-P-6.4: Require existing and new development in or adjacent to high and very high fire hazard severity zones, wildland urban interface zones, and State Responsibility Areas to maintain defensible space zones, landscape using native, fire-resistant plants and fire-resistant materials, abate weeds, and, where feasible, harden structures and infrastructure against fires.

See response to Policy 12-P-6.3 above.

12-P-7.4: Reduce the risk of localized and downstream flooding and runoff through the use best management practices to minimize runoff from the site to the storm drainage system, including:

- High infiltration measures, including the maximization of permeable landscape,
- Using permeable surfaces for parking lots, sidewalks, and bike paths,
- Where feasible, using roof runoff as irrigation.

Landscape design standards included in the proposed Specific Plan include buffering the Plan Area from open areas the roadway using landscaping.

NOISE ELEMENT

Policies

13-P-1.2: Require development projects, including new uses, to meet the noise standards.

Future development within the Plan Area would be required to adhere to performance standards (described in Section 3.10, Noise*, of the PEIR) which would bring noise to acceptable noise levels. During development review, applicants would be required to provide evidence that the proposed project can meet standards, and any exceedance would require site-specific construction and operational mitigation plans, per* ***MM 3.10-1*** *and* ***MM 3.10-2****.*

13-P-1.5: Continue efforts to incorporate noise considerations into land use planning decisions, including measures to control noise at the source through site design, building design, landscaping, hours of operation, and other techniques, for new development deemed to be noise generators, and guide the location and design of transportation facilities to minimize the effects of noise on adjacent land uses.

Subsequent development accommodated by the proposed Specific Plan would be required to adhere to performance standards for operational generated noise. If during development review, it is determined that a project would exceed performance standards (described in Section 3.10, Noise*, of the PEIR), a site-specific operational mitigation plan would be required,* ***MM 3.10-2****. The plan would incorporate noise control techniques to the site-design such as proper site layout that would distance noise generating uses away from sensitive receptors as feasible.*

13-P-1.7: Limit generation of loud noises on construction sites adjacent to existing development to normal business hours between 8:00 AM and 5:00 PM.

Any subsequent development accommodated by the proposed Specific Plan would adhere to PMC, which limits construction noise of 65 dBA to daytime hours only. Furthermore, it is not anticipated that proposed project implementation would require nighttime construction activity.

13-P-1.8: Reduce the impact of truck traffic noise on residential areas by limiting such traffic to appropriate truck routes. Consider methods to restrict truck travel times in sensitive areas.

West Leland Road is a designated Route of Regional Significance and a City designated truck route. Other designated truck routes in the Plan Area proximity include Railroad Avenue and Bailey Road. Truck traffic would primarily use designated truck routes. In addition, as described in Section 3.10, Noise*, of the PEIR, traffic modeling predicts noise impacts along West Leland Road would not increase by 5 dBA.*

13-P-1.12: Require development projects to reduce adverse construction vibration impacts to sensitive receptors, as feasible, when vibration-related construction activities are to occur within 100 feet from existing sensitive receptors. Measures to reduce noise and vibration effect may include, but are not limited to:

- Phase demolition, earth-moving and ground-impacting operations so as not to occur in the same time period.
- The pre-existing condition of all buildings within a 100-foot radius will be recorded in order to evaluate damage from construction activities. Fixtures and finishes within a 100-foot radius of construction activities susceptible to damage will be documented (photographically and in writing) prior to construction. All damage will be repaired back to its pre-existing condition.
- Substituting vibration-generating equipment with equipment or procedures that would generate lower levels of vibration. For instance, in comparison to impact piles, drilled piles or the use of a sonic or vibratory pile driver are preferred alternatives where geological conditions would permit their use.
- Other specific measures as they are deemed appropriate by the implementing agency to maintain consistency with adopted policies and regulations regarding vibration.

Subsequent development within the Plan Area would be required to adhere to performance standards (described in Section 3.10, Noise*, of the PEIR) which would bring construction related noise impacts to acceptable standards, per* ***MM 3.10-1****. During the time of application, applicants must show adherence to performance standards, which include significant source of vibration (impact pile driving, etc.) in relation to acceptable levels. Considering the closest noise-sensitive receptor is 800 feet away, a pile driver would not be a significant source of vibration even at 500 feet away, per Caltrans' vibration thresholds.*

APPENDIX B: LANDSCAPE PLAN (PHASE I ONLY)

ONSITE CONCEPT PLANT SCHEDULE

SHADE TREES (24" BOX MINIMUM) — 133
SELECT PRELIMINARY PLANTS MAY INCLUDE (SUBJECT TO CHANGE):
ACER RUBRUM / RED MAPLE
CEDRUS DEODARA / DEODAR CEDAR
FRAXINUS VELUTINA / VELVET ASH
PISTACIA CHINENSIS / CHINESE PISTACHE
QUERCUS AGRIFOLIA / COAST LIVE OAK
QUERCUS ILEX / HOLLY OAK

ACCENT TREES (24" BOX MINIMUM) — 31
SELECT PRELIMINARY PLANTS MAY INCLUDE (SUBJECT TO CHANGE):
ARBUTUS X 'MARINA' / MARINA STRAWBERRY TREE
CERCIS OCCIDENTALIS / WESTERN REDBUD
GINKGO BILOBA / MAIDENHAIR TREE

SHRUBS AND GROUNDCOVER — 88,851 SF
SELECT PRELIMINARY PLANTS MAY INCLUDE (SUBJECT TO CHANGE):
ARCTOSTAPHYLOS MANZANITA / COMMON MANZANITA
BACCHARIS PILULARIS / COYOTE BRUSH
CALLISTEMON VIMINALIS 'LITTLE JOHN' / LITTLE JOHN WEEPING BOTTLEBRUSH
FRANGULA CALIFORNICA / CALIFORNIA COFFEEBERRY
LOROPETALUM CHINENSE / CHINESE FRINGE FLOWER
MYOPORUM PARVIFOLIUM / TRAILING MYOPORUM
OLEA EUROPAEA 'MONTRA' / LITTLE OLLIE® OLIVE
RHAPHIOLEPIS INDICA / INDIAN HAWTHORN
SAMBUCUS CANADENSIS / AMERICAN ELDERBERRY

ACCENT PLANTINGS — 21,988 SF
SELECT PRELIMINARY PLANTS MAY INCLUDE (SUBJECT TO CHANGE):
DIETES BICOLOR / FORTNIGHT LILY
DIETES IRIDIOIDES / FORTNIGHT LILY
LANTANA MONTEVIDENSIS / PURPLE TRAILING LANTANA
ROSA CALIFORNICA / CALIFORNIA WILD ROSE
ROSMARINUS OFFICINALIS / ROSEMARY

SCREENING — 14,922 SF
SELECT PRELIMINARY PLANTS MAY INCLUDE (SUBJECT TO CHANGE):
CEANOTHUS THYRSIFLORUS / BLUEBLOSSOM
HETEROMELES ARBUTIFOLIA / TOYON
PITTOSPORUM TOBIRA / JAPANESE PITTOSPORUM
RHUS INTEGRIFOLIA / LEMONADE BERRY

STORMWATER TREATMENT BASIN SEED MIX — 115,548 SF
SELECT PLANTS MAY INCLUDE (SUBJECT TO CHANGE):
ACHILLEA MILLEFOLIUM / COMMON YARROW
CAREX BARBARAE / SANTA BARBARA SEDGE
CAREX DIVULSA / EUROPEAN GREY SEDGE
CYPERUS ERAGROSTIS / TALL UMBRELLA SEDGE
ELYMUS GLAUCUS / BLUE WILDRYE
ELYMUS TRITICOIDES / CREEPING WILD RYE
ESCHSCHOLZIA CALIFORNICA / CALIFORNIA POPPY
FESTUCA MICROSTACHYS / SMALL FESCUE
FESTUCA RUBRA / RED FESCUE
HORDEUM BRACHYANTHERUM / MEADOW BARLEY
JUNCUS PATENS / CALIFORNIA GRAY RUSH
LEYMUS CONDENSATUS / GIANT WILD RYE
STIPA PULCHRA / PURPLE NEEDLE GRASS

EROSION CONTROL SEED MIX — 206,182 SF
SELECT PRELIMINARY PLANTS MAY INCLUDE (SUBJECT TO CHANGE):
BROMUS CARINATUS / CALIFORNIA BROME
ELYMUS ARENARIUS 'GLAUCUS' / BLUE LYME GRASS
FESTUCA IDAHOENSIS / IDAHO FESCUE
HORDEUM BRACHYANTHERUM CALIFORNICUM / CALIFORNIA MEADOW BARLEY
LUPINUS BICOLOR / MINIATURE LUPINE
POA SECUNDA / BLUEGRASS
PRUNELLA VULGARIS / SELF-HEAL
SISYRINCHIUM BELLUM / BLUE-EYED GRASS

TURF — 5,794 SF
DELTA BLUEGRASS
90/10 TALL FESCUE MIX

HIGH SECURITY FENCE
AMERISTAR - MONTAGE II
CLASSIC STYLE
8' TALL

OFFSITE CONCEPT PLANT SCHEDULE

SHADE TREES (24" BOX MINIMUM) — 54
SELECT PRELIMINARY PLANTS MAY INCLUDE (SUBJECT TO CHANGE):
ACER RUBRUM / RED MAPLE
CEDRUS DEODARA / DEODAR CEDAR
FRAXINUS VELUTINA / VELVET ASH
PISTACIA CHINENSIS / CHINESE PISTACHE
QUERCUS AGRIFOLIA / COAST LIVE OAK
QUERCUS ILEX / HOLLY OAK

ACCENT TREES (24" BOX MINIMUM) — 14
SELECT PRELIMINARY PLANTS MAY INCLUDE (SUBJECT TO CHANGE):
ARBUTUS X 'MARINA' / MARINA STRAWBERRY TREE
CERCIS OCCIDENTALIS / WESTERN REDBUD
GINKGO BILOBA / MAIDENHAIR TREE

GENERAL LANDSCAPE NOTES

1. THE WORK SHALL BE DONE IN ACCORDANCE WITH THE PLANS AND THE MOST CURRENT EDITION OF THE APPLICABLE CITY AND/OR REGIONAL STANDARDS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN COPIES OF THESE STANDARDS, SPECIFICATIONS AND DRAWINGS, AS WELL AS ALL OTHER STANDARDS AND SPECIFICATIONS WHICH MAY BE NECESSARY TO COMPLETE AND ACCURATELY INTERPRET THESE PLANS.

2. ALL QUANTITIES LISTED IN THE LANDSCAPE SCHEDULE ARE FOR THE CONVENIENCE OF THE CONTRACTOR. IN THE CASE OF ANY DISCREPANCIES, PLANS SHALL OVERRIDE THE LANDSCAPE AND BID SCHEDULE QUANTITIES. CONTRACTOR SHALL VERIFY QUANTITIES SHOWN ON THE PLANS AND BASE THEIR BID ACCORDINGLY.

3. RESPONSIBILITY FOR ESTABLISHING SUBGRADES IS NOT INCLUDED IN THIS WORK. INSPECT SUBGRADES PRIOR TO COMMENCING WORK TO CONFIRM SUBGRADE DEPTHS AND GRADES. ADVISE LANDSCAPE ARCHITECT OF DISCREPANCIES WITH DRAWINGS OR SPECIFICATIONS. ALL PLANTING AREAS SHALL BE LEFT FREE OF CONSTRUCTION DEBRIS AND/OR TOXIC MATERIAL AND GRADED TO A LEVEL TO PERMIT LANDSCAPE CONSTRUCTION. TRENCHES OR OTHER FILLED EXCAVATIONS SHALL BE COMPACTED PRIOR TO LANDSCAPE INSTALLATION.

4. SITE GRADING NECESSITATED BY THE WORK AS IT PROGRESSES AND NOT SPECIFICALLY CALLED OUT ON THE PLANS WILL BE CONSIDERED INCIDENTAL WORK.

5. ALL LANDSCAPE AREAS SHALL BE UNIFORMLY GRADED SO THAT FINISHED SURFACES CONFORM TO THE TYPICAL SECTIONS AND PROPOSED GRADES SHOWN. FINISHED SURFACES SHALL BE REASONABLY SMOOTH, COMPACTED, AND FREE FROM IRREGULAR SURFACE DRAINAGE. THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR ESTABLISHING THE FINISH GRADE AND SHALL BEAR FINAL RESPONSIBILITY FOR PROPER SURFACE DRAINAGE OF PLANTED AREAS.

6. AFTER ROUGH GRADING HAS OCCURRED, CONTRACTOR SHALL OBTAIN AN AGRONOMIC SOILS REPORT AND SUBMIT TO LANDSCAPE ARCHITECT FOR APPROVAL PRIOR TO AMENDMENTS AND/OR PLANTING. CONTRACTOR SHALL APPLY RECOMMENDATIONS UNLESS OTHERWISE NOTED BY LANDSCAPE ARCHITECT.

7. BACKFILL MIX SHALL BE PLACED IN 6" LIFTS AND TAMPED INTO PLACE AROUND THE PLANT. NO TRANSPLANTING SHALL BE DONE WHEN SOIL IS EXCESSIVELY WET. DO NOT COUNTERSINK AROUND CACTI OR SUCCULENTS. PROVIDE POSITIVE DRAINAGE AWAY FROM PLANT.

8. ALL TREES SHALL BE PLANTED A MINIMUM OF 5 FEET, ALL SHRUBS AND ACCENTS A MINIMUM OF 24", AND ALL GROUNDCOVERS 18" FROM EDGE OF CURBS, WALKS, WALLS, PADS, ETC., UNLESS DIRECTED OTHERWISE BY THE LANDSCAPE ARCHITECT.

9. EXCAVATE PITS, AS SHOWN ON DRAWINGS AND DETAILS. LOOSEN HARD SUBSOIL IN BOTTOM OF PIT. TEST DRAINAGE OF TREE, SHRUB AND PLANT PITS BY FILLING WITH WATER TWICE IN SUCCESSION. THE RETENTION OF WATER IN PLANTING PITS FOR MORE THAN TWENTY-FOUR (24) HOURS SHALL BE BROUGHT TO THE ATTENTION OF THE OWNER'S REPRESENTATIVE. SUBMIT IN WRITING A PROPOSAL FOR THE CORRECTION TO THE OWNER'S REPRESENTATIVE FOR APPROVAL BEFORE PROCEEDING WITH WORK.

10. IF ROCK, UNDERGROUND CONSTRUCTION, ADVERSE DRAINAGE CONDITIONS, OR OTHER OBSTRUCTIONS ARE ENCOUNTERED IN EXCAVATION FOR PLANTING OF ANY PLANT MATERIAL, NOTIFY THE OWNER'S REPRESENTATIVE. NEW LOCATIONS MAY BE SELECTED BY THE OWNER'S REPRESENTATIVE, OR INSTRUCTIONS MAY BE ISSUED TO DIRECT REMOVAL OF OBSTRUCTION. PROCEED WITH WORK ONLY AFTER APPROVAL OF THE OWNER'S REPRESENTATIVE.

11. DO NOT MAKE SUBSTITUTIONS. IF SPECIFIED LANDSCAPE MATERIAL IS NOT OBTAINABLE, SUBMIT PROOF OF NON-AVAILABILITY FROM AT LEAST FIVE SOURCES TO THE OWNER'S REPRESENTATIVE, TOGETHER WITH PROPOSAL FOR USE OF EQUIVALENT MATERIAL FOR FINAL APPROVAL.

12. ALL PLANT MATERIAL AND SPECIFICATIONS TO CONFORM TO THE AMERICAN STANDARD FOR NURSERY STOCK STANDARDS UNLESS OTHERWISE NOTED.

13. LAY OUT INDIVIDUAL TREE AND PLANT LOCATIONS AND AREAS FOR MULTIPLE PLANTINGS, STAKE LOCATIONS AND OUTLINE AREAS AND SECURE THE OWNER'S REPRESENTATIVE'S ACCEPTANCE BEFORE START OF PLANTING WORK. MAKE MINOR ADJUSTMENTS AS DIRECTED.

14. ALL SHRUBS SHALL HAVE A FULL HEAD THAT COVERS THE CAN DIAMETER (CAN FULL) AND A MINIMUM OF THREE STEMS/BRANCHES.

15. FINISH GRADE FOR PLANTED AREAS SHALL BE 1" BELOW ALL CURBS, WALKS AND PAVING WITH SMOOTH EVEN LINES AT EDGES OF STRUCTURES.
16. FINISH LANDSCAPE GRADES SHALL SLOPE AT A 2% GRADE AWAY FROM CURBS, WALKS, AND WALLS.

17. ALL LANDSCAPE AREAS SHALL RECEIVE A 3" DEPTH OF MULCH, UNLESS OTHERWISE NOTED ON THESE PLANS. TREES TO HAVE A 6' DIAMETER RING AROUND TRUNK FREE OF MULCH. MULCH SHALL EXTEND UNDER ALL SHRUBS AND PLANTS. APPLY PRE-EMERGENT HERBICIDE PRIOR TO AND AFTER MULCH INSTALLATION.

18. PROVIDE SAMPLES OF PROPOSED MULCH SHOWING COLOR, GRADATION SIZE RANGE AND TEXTURE INCLUDING PROPOSED SOURCE. PROVIDE 1/2 CUBIC FOOT SAMPLE OF EACH.

19. NO JOB WILL BE CONSIDERED COMPLETE UNTIL ALL CURBS, PAVEMENT AND SIDEWALKS HAVE BEEN SWEPT CLEAN OF ALL DIRT AND DEBRIS ACCORDING TO PLANS.

20. IT IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO OBTAIN ANY PERMITS REQUIRED. (SEE THE CITY GENERAL CONDITIONS)

21. ALL CONSTRUCTION ROADS AND COMPACTED AREAS DEVELOPED THROUGH CONSTRUCTION THAT ARE WITHIN THE LANDSCAPE AREAS SHALL BE SCARIFIED AND LOOSENED TO A DEPTH OF 12" PRIOR TO LANDSCAPE AND IRRIGATION WORK BEGINNING.

22. PLANTINGS WITHIN THE SIGHT VISIBILITY TRIANGLE LINE SHALL BE MAINTAINED SO THAT NO LIMBS HANG LOWER THAN SEVEN (7) FEET AND SHRUBS OR OTHER PLANTS PLANTED WITHIN THE SIGHT VISIBILITY TRIANGLE LINE SHALL BE NO TALLER THAN TWO (2) FEET AT FULL GROWTH.

LANDSCAPE ARCHITECT NOTES

1. THE TERM “LANDSCAPE ARCHITECT” USED HEREIN SHALL MEAN THE LANDSCAPE ARCHITECT WHO HAS SIGNED AND SEALED THESE PLANS AND IS IN RESPONSIBLE CHARGE OF THE LANDSCAPE ARCHITECTURE DESIGN. THE TERM “CONTRACTOR” USED HEREIN SHALL MEAN ANY GENERAL CONTRACTOR OR SUBCONTRACTOR USING THESE PLANS. ANY AGENCY SIGNATURE OR APPROVAL ON THESE PLANS DOES NOT CONSTITUTE APPROVAL OF ANY OF THESE NOTES.

2. THE LANDSCAPE ARCHITECT WILL NOT PROVIDE, OBSERVE, COMMENT ON NOR ENFORCE ANY SAFETY MEASURES OR REGULATIONS. THE CONTRACTOR SHALL DESIGN, CONSTRUCT, AND MAINTAIN ALL SAFETY MEASURES AND SHALL BE SOLELY RESPONSIBLE FOR SAME AND COMPLYING WITH ALL LOCAL, STATE AND FEDERAL SAFETY AND HEALTH STANDARDS, LAWS, AND REGULATIONS. THE CONTRACTOR AGREES THAT SHE/HE SHALL ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOBSITE CONDITIONS AND SAFETY OF ALL PERSONS AND PROPERTY DURING THE COURSE OF CONSTRUCTION OF THIS PROJECT. THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS.

3. THE LANDSCAPE ARCHITECT SHALL HAVE NO RESPONSIBILITY FOR ANY OF THE CONTRACTOR'S MEANS AND METHODS OF CONSTRUCTION, TECHNIQUES, EQUIPMENT CHOICE AND USAGE, SEQUENCE, SCHEDULE, SAFETY PROGRAMS, OR SAFETY PRACTICES, NOR SHALL THE LANDSCAPE ARCHITECT HAVE ANY AUTHORITY OR RESPONSIBILITY TO STOP OR DIRECT THE WORK OF ANY CONTRACTOR.

4. THE CONTRACTOR SHALL DEFEND, INDEMNIFY, AND HOLD THE LANDSCAPE ARCHITECT AND OWNER, THEIR AGENTS AND EMPLOYEES, HARMLESS FROM ANY AND ALL CLAIMS, DEMANDS, JUDGMENTS, LOSS, DAMAGES, COSTS, EXPENSES, FEES OR LIABILITY WHATSOEVER, REAL OR ALLEGED, IN CONNECTION WITH, IN WHOLE OR IN PART, DIRECTLY OR INDIRECTLY, THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPTING LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE OWNER OR THE LANDSCAPE ARCHITECT.

5. IF THERE ARE ANY QUESTIONS REGARDING THESE PLANS, THE CONTRACTOR SHALL REQUEST IN WRITING FROM THE LANDSCAPE ARCHITECT AND THE OWNER, AN INTERPRETATION BEFORE DOING ANY RELATED OR IMPACTED WORK.

6. THE CONTRACTOR SHALL TAKE THE NECESSARY STEPS TO PROTECT THE PROPERTY FROM ANY EROSION AND SILTATION THAT RESULT FROM CONTRACTOR OPERATIONS BY APPROPRIATE MEANS UNTIL SUCH TIME THAT THE PROJECT IS COMPLETED AND ACCEPTED FOR MAINTENANCE BY WHOMEVER IS TO BE ULTIMATELY RESPONSIBLE FOR MAINTENANCE.

7. THE CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES PRIOR TO STARTING WORK NEAR THEIR FACILITIES AND SHALL COORDINATE WORK WITH UTILITY COMPANY REPRESENTATIVES.

8. THE EXISTENCE AND LOCATION OF UNDERGROUND UTILITIES OR STRUCTURES SHOWN ON THESE PLANS WERE OBTAINED FROM A SEARCH OF READILY AVAILABLE RECORDS. NO REPRESENTATION IS MADE AS TO THE ACCURACY OR COMPLETENESS OF SAID UTILITY INFORMATION. THE CONTRACTOR IS REQUIRED TO TAKE PRECAUTIONARY MEASURES TO PROTECT THE UTILITY LINES SHOWN HEREON AND ANY OTHERS NOT OF RECORD OR NOT SHOWN ON THESE PLANS. ALL DAMAGES THERETO CAUSED BY THE CONTRACTOR SHALL BE REPAIRED TO THE APPROPRIATE SPECIFICATIONS AND STANDARDS AT THE SOLE EXPENSE OF THE CONTRACTOR.

9. THE LOCATION, ELEVATIONS, SIZE, TYPE AND CONDITION OF EXISTING IMPROVEMENTS ADJACENT TO THE PROPOSED WORK INDICATED ON THESE PLANS SHALL BE CONFIRMED BY THE CONTRACTOR BY FIELD MEASUREMENTS AND OBSERVATIONS PRIOR TO CONSTRUCTION OF NEW WORK. THE CONTRACTOR WILL IMMEDIATELY INFORM THE LANDSCAPE ARCHITECT IN WRITING IF ANY DISCREPANCIES OR CONFLICTING INFORMATION IS FOUND.

10. THE CONTRACTOR SHALL MAKE EXPLORATORY EXCAVATIONS AND LOCATE EXISTING UNDERGROUND FACILITIES AS NEEDED, SUFFICIENTLY AHEAD OF CONSTRUCTION TO PERMIT REVISIONS TO PLANS IF REVISIONS ARE NECESSARY DUE TO THE ACTUAL LOCATION, SIZE, TYPE, OR CONDITION OF EXISTING FACILITIES DIFFERING FROM WHAT IS SHOWN ON THESE PLANS.

11. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVAL OF ANY DAMAGE TO THE EXISTING IMPROVEMENTS AND REPLACEMENT TO THE SATISFACTION OF THE OWNER.

12. SHOULD CONFLICTING INFORMATION BE FOUND ON THE PLANS THE CONTRACTOR SHALL NOTIFY THE LANDSCAPE ARCHITECT IN WRITING IMMEDIATELY BEFORE PROCEEDING WITH THE WORK IN QUESTION.

13. ANYTHING MENTIONED IN THE SPECIFICATIONS, IF ANY, AND NOT SHOWN ON THE DRAWINGS, OR SHOWN ON THE DRAWINGS AND NOT MENTIONED IN THE SPECIFICATIONS, SHALL BE OF LIKE EFFECT AS IF SHOWN OR MENTIONED IN BOTH.

PRELIMINARY STATE OF CALIFORNIA ESTIMATED WATER USE

TOTAL WATER USE IS CALCULATED BY SUMMING THE AMOUNT OF WATER ESTIMATED FOR EACH HYDROZONE. WATER USE FOR EACH HYDROZONE IS ESTIMATED WITH THE FOLLOWING FORMULA:

ESTIMATED TOTAL WATER USE (ETWU) = GAL / YEAR PER HYDROZONE

ET ADJUSTMENT FACTOR (ETAF) =
0.55 ETAF FOR RESIDENTIAL LANDSCAPE
0.45 ETAF FOR NON-RESIDENTIAL LANDSCAPE
0.8 ETAF FOR EXISTING NON-REHABILITATED LANDSCAPE
SPECIAL LANDSCAPE SHALL NOT EXCEED 1.0 ETAF

PLANT FACTOR (PF) = WATER USE CLASSIFICATION OF LANDSCAPE SPECIES

HYDROZONE AREA (HA) = (SF OF LANDSCAPE) OR (32 SF / TREE)

CONVERSION FACTOR (CONVERTS ACRE-INCHES PER ACRE PER YEAR TO GALLONS PER SQUARE FOOT PER YEAR = 0.62

IRRIGATION EFFICIENCY (IE) = 0.75 (OVERHEAD SPRAY) 0.81 (DRIP)

SPECIAL LANDSCAPE AREA (SLA) = SF OF EDIBLE PLANTS, RECREATIONAL AREAS, AREAS IRRIGATED WITH RECYCLED WATER, OR WATER FEATURS USING RECYCLED WATER

EVAPOTRANSPIRATION RATE (ETo) = QUANTITY OF WATER EVAPORATED FROM ADJ. SOIL AND TRANSPIRED BY PLANTS OVER A SPECIFIED TIME

ETWU = [(ETo) * (PF) * (HA) * (0.62)] / (IE)

MAWA = (ETo) * (0.62) [ETAF) * (SUM OF SLA & HA)] + [(1-ETAF) * (SLA)]

HYDROZONE "A" (LOW WATER USE - DRIPLINE) STANDARD LANDSCAPE (ON-SITE)

ETO	PF	HA	CONVERSION FACTOR	IE	SLA	ETWU (GAL/YEAR)
45.30	0.30	152,512	0.62	0.81	-	1,586,463.72

HYDROZONE "B" (LOW WATER USE - ROTATORS) EROSION CONTROL SEED MIX (ON-SITE)

ETO	PF	HA	CONVERSION FACTOR	IE	SLA	ETWU (GAL/YEAR)
45.30	0.30	206,431	0.62	0.75	-	2,319,128.43

HYDROZONE "C" (LOW WATER USE - ROTATORS) STORMWATER TREATMENT SEED MIX (ON-SITE)

ETO	PF	HA	CONVERSION FACTOR	IE	SLA	ETWU (GAL/YEAR)
45.30	0.30	115,548	0.62	0.75	-	1,298,112.45

HYDROZONE "D" (MODERATE WATER USE - BUBBLERS) TREES (ON-SITE)

ETO	PF	HA	CONVERSION FACTOR	IE	SLA	ETWU (GAL/YEAR)
45.30	0.40	7,168	0.62	0.81	-	99,417.51

HYDROZONE "E" (HIGH WATER USE - ROTORS) TURF (ON-SITE)

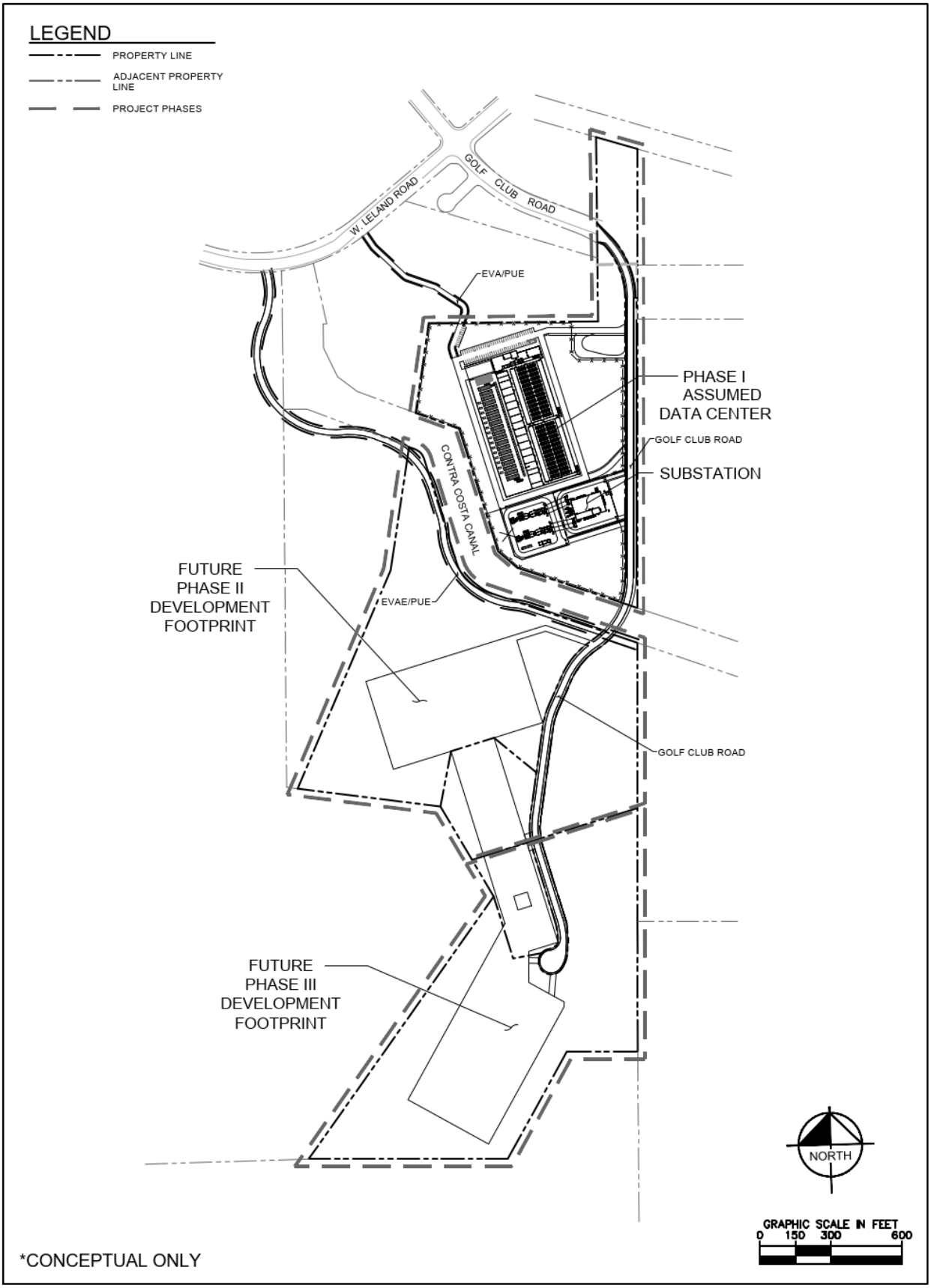
ETO	PF	HA	CONVERSION FACTOR	IE	SLA	ETWU (GAL/YEAR)
45.30	0.60		0.62	0.75	6,318	141,957.88
ESTIMATED TOTAL WATER USE (GAL/YEAR)						**5,303,122.10**

MAXIMUM APPLIED WATER ALLOWANCE (MAWA)

ETO	SUM OF HA	CONVERSION FACTOR	ETAF	SUM OF SLA	MAWA(GAL/YEAR)
45.30	481,659.00	0.62	0.45	6,318.00	6,264,990.95
MAXIMUM APPLIED WATER ALLOWANCE (GAL/YEAR)					**6,264,990.95**
MAXIMUM APPLIED WATER ALLOWANCE PERCENT OF ESTIMATED TOTAL WATER USE					**84.65%**

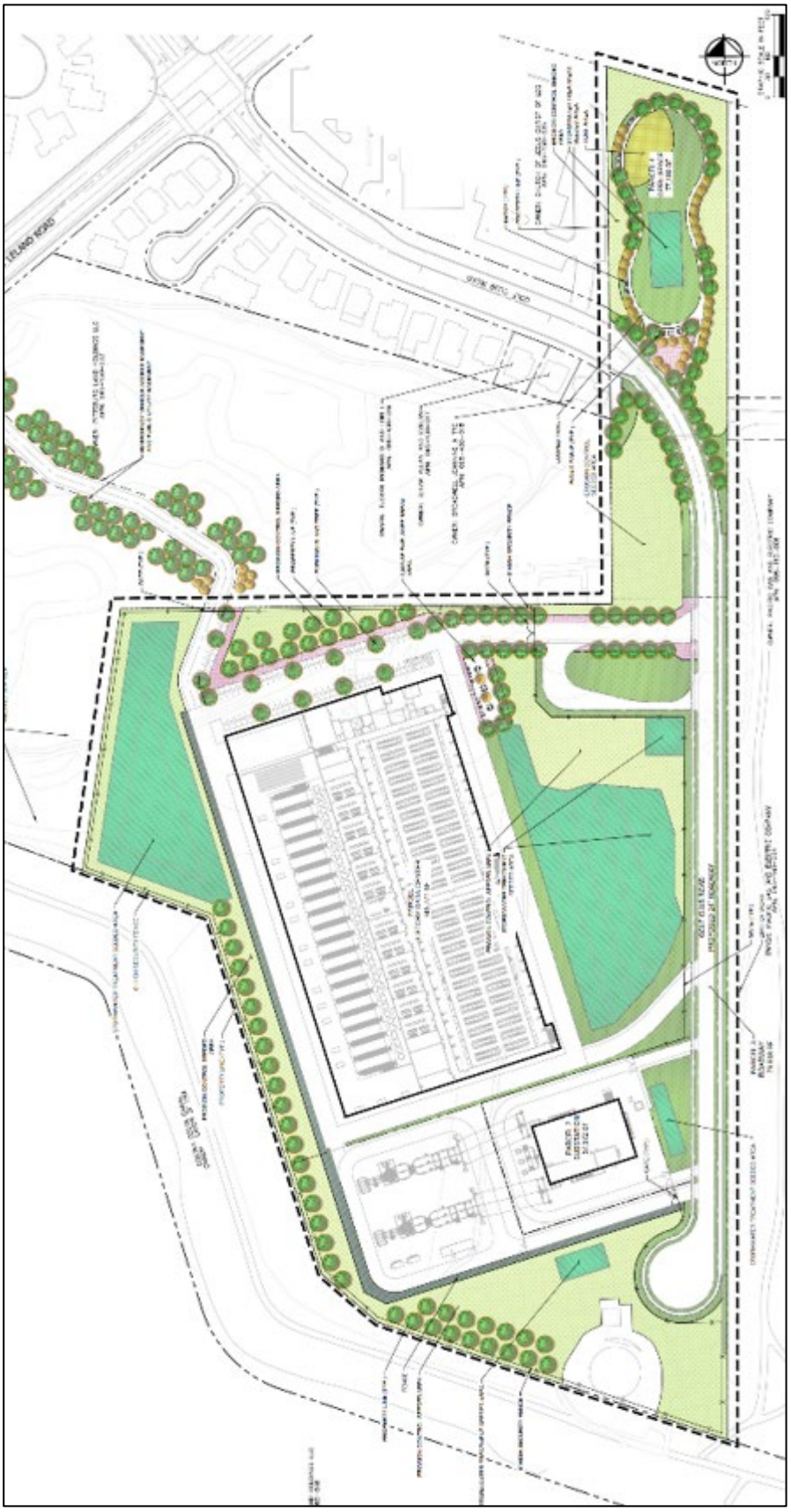
Attachment 3
Phase I Site Plan Concept

Pittsburg Technology Park Specific Plan, AP-24-0028 (PD, SUBD, EIR)



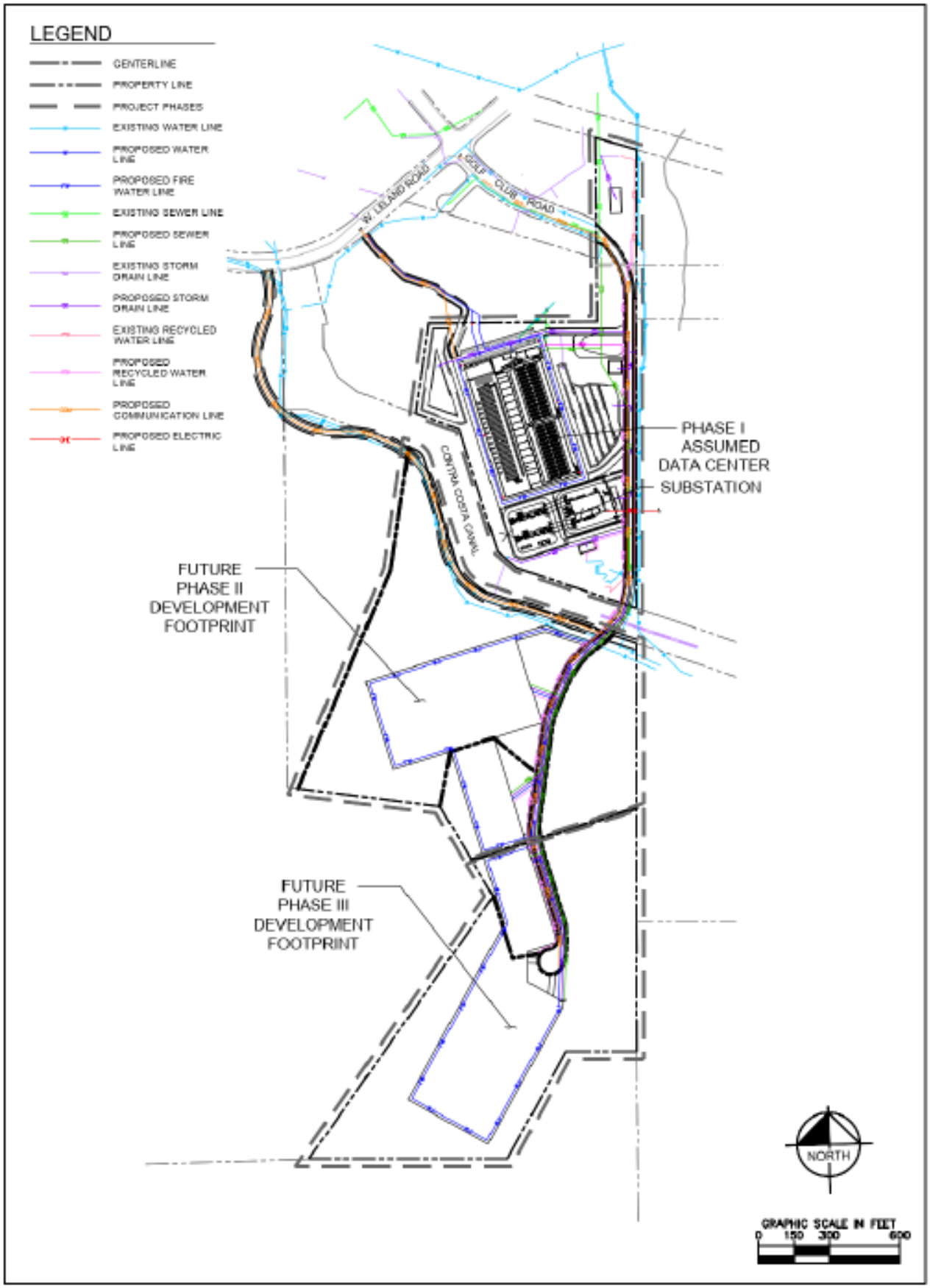
Attachment 4
Phase I Landscape Concept Design

Pittsburg Technology Park Specific Plan, AP-24-0028 (PD, SUBD, EIR)



Attachment 5
Utility Concept Map

Pittsburg Technology Park Specific Plan, AP-24-0028 (PD, SUBD, EIR)

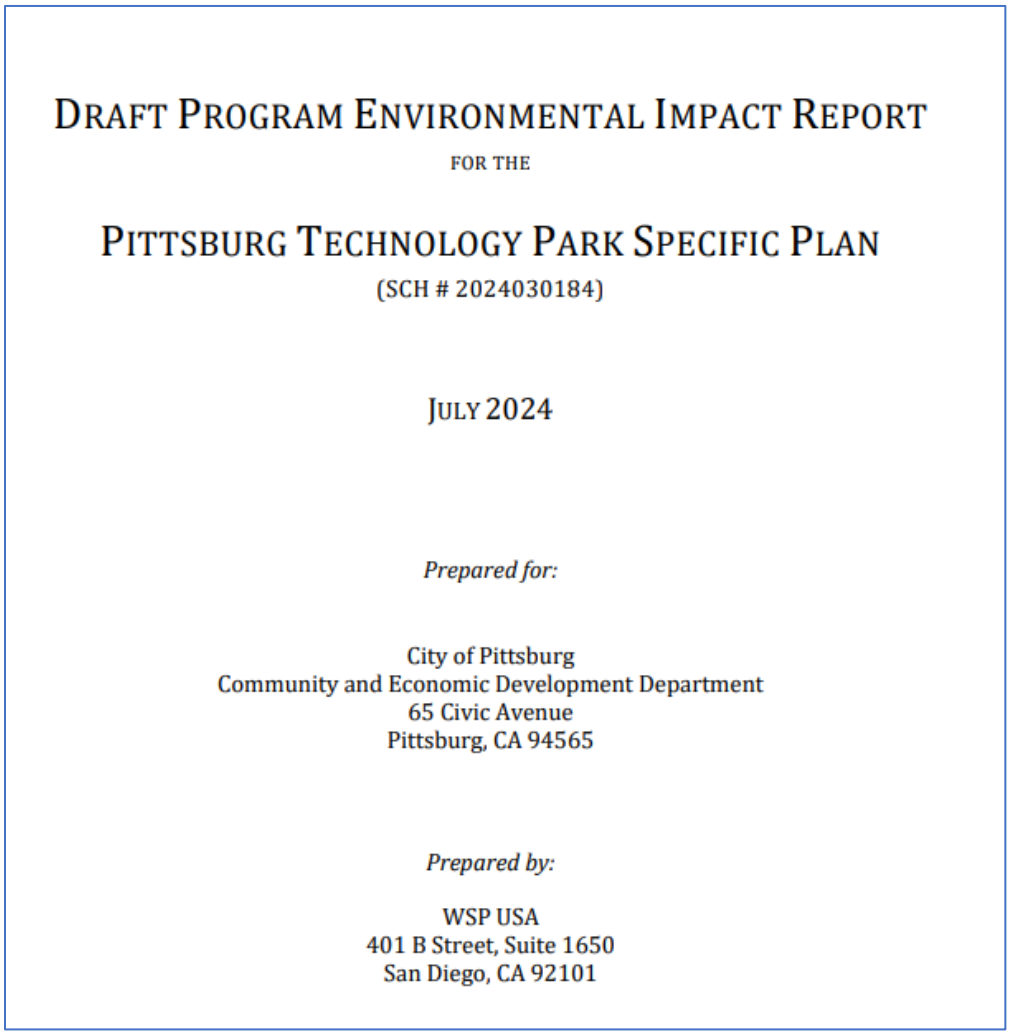


Attachment 6
Link to Draft PEIR

Pittsburg Technology Park Specific Plan, AP-24-0028 (PD, SUBD, EIR)

Available online at the link below:

https://www.pittsburgca.gov/home/showpublisheddocument/16421/638555438800570000



DRAFT PROGRAM ENVIRONMENTAL IMPACT REPORT

FOR THE

PITTSBURG TECHNOLOGY PARK SPECIFIC PLAN

(SCH # 2024030184)

JULY 2024

Prepared for:

City of Pittsburg
Community and Economic Development Department
65 Civic Avenue
Pittsburg, CA 94565

Prepared by:

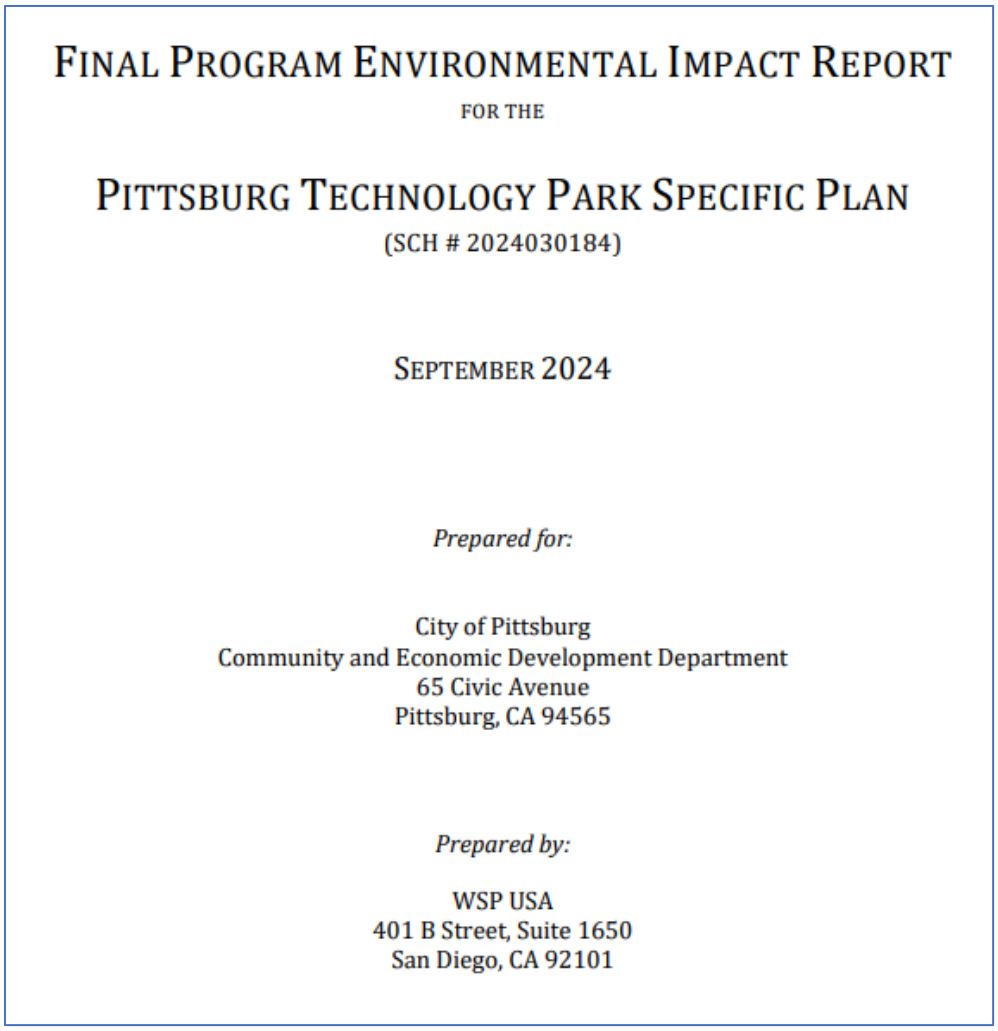
WSP USA
401 B Street, Suite 1650
San Diego, CA 92101

Attachment 7
Link to Final PEIR

Pittsburg Technology Park Specific Plan, AP-24-0028 (PD, SUBD, EIR)

Available online at the link below:

https://www.pittsburgca.gov/home/showpublisheddocument/16644/638606258984319442



FINAL PROGRAM ENVIRONMENTAL IMPACT REPORT

FOR THE

PITTSBURG TECHNOLOGY PARK SPECIFIC PLAN

(SCH # 2024030184)

SEPTEMBER 2024

Prepared for:

City of Pittsburg
Community and Economic Development Department
65 Civic Avenue
Pittsburg, CA 94565

Prepared by:

WSP USA
401 B Street, Suite 1650
San Diego, CA 92101

FINDINGS FOR THE

PITTSBURG TECHNOLOGY PARK SPECIFIC PLAN

PROGRAM ENVIRONMENTAL IMPACT REPORT

REQUIRED UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT
(Public Resources Code, § 21000 et seq.)

I. INTRODUCTION

The California Environmental Quality Act ("CEQA") (Public Resources Code, §21000 et seq.) requires the City of Pittsburg (City), as the CEQA lead agency, to make written findings when it approves a project for which an environmental impact report (EIR) was certified.

These findings explain how the City, as the lead agency, approached the potentially significant impacts identified in the Draft Program EIR (PEIR) prepared for the proposed Pittsburg Technology Park Specific Plan (proposed Specific Plan; proposed project). As required under CEQA, the Final PEIR describes the proposed project, potential adverse environmental impacts of the project, and mitigation measures and alternatives that would substantially reduce or avoid those impacts.

The Final PEIR (which includes the Mitigation Monitoring Reporting Program (MMRP), Draft PEIR, comments on the Draft PEIR, responses to comments on the Draft PEIR, and all revisions to the Draft PEIR) for the Project, examined several alternatives to the Project that were not chosen as part of the approved project (Alternative A: No Project/No Development Alternative, Alternative B: No Project/Adopted 2040 General Plan Alternative, Alternative C: Phase I Data Hub Development Only, and Alternative D: Limited Uses Alternative).

The Findings of Fact set forth below ("Findings") are presented for adoption by the City Council (Council) as the City's findings under CEQA and the CEQA Guidelines (California Code of Regulations, Title 14, § 15000 et seq.) relating to the proposed Specific Plan. The Findings provide the written analysis and conclusions of the City Council regarding the proposed Specific Plan's anticipated environmental impacts, mitigation measures, and alternatives.

II. GENERAL FINDINGS AND OVERVIEW

In May 2024, the City of Pittsburg (City) completed a multi-year process and updated the City's General Plan as the blueprint for the future physical development of the City. To guide development at a more

granular level than provided in the 2040 General Plan, the Pittsburg Technology Park Specific Plan provides policy, zoning, development standards and guidelines, along with an implementation framework for the development of a technology park to generate employment opportunities within the City. The proposed Specific Plan acts as an intermediate level of guidance between the 2040 General Plan and individual development proposals within the proposed Specific Plan area (Plan Area).

A. Procedural Background

The City circulated a Notice of Preparation (NOP) of a PEIR for the proposed project on February 28, 2024, to trustee and responsible agencies, the State Clearinghouse, and the public. A public scoping meeting was held on March 14, 2024, via a web-based video meeting at 11:00 A.M. and in-person at 6:00 P.M. During the 30-day public review period for the NOP, which ended on March 29, 2024, 14 written comment letters were received on the NOP. The NOP and all comments received on the NOP are presented in Appendix A of the Draft PEIR.

On July 3, 2024, the City published a public Notice of Availability (NOA) for the Draft PEIR inviting comment from the general public, agencies, organizations, and other interested parties. A Notice of Completion (NOC) was filed, a Notice of Availability (NOA) was published, and a 45-day public review period was provided between July 3, 2024, and August 19, 2024, to receive public and agency comments on the adequacy of the environmental analysis contained in the Draft PEIR. A public meeting was held on July 25, 2024, via a web-based video meeting at 11:00 A.M. and in-person at 6:00 P.M., to receive comments on the Draft PEIR.

The Draft PEIR contains a description of the project, description of the environmental setting, identification and analysis of project impacts, as well as an analysis of project alternatives, identification of any significant irreversible environmental changes, growth-inducing impacts, and cumulative impacts. The Draft PEIR identifies issues determined to have no impact or a less than significant impact and provides detailed analysis of potentially significant impacts, including applicable mitigation.

The City received 12 comment letters during the 45-day review period for the Draft PEIR. In accordance with CEQA Guidelines Section 15088, the Final PEIR responds to the written comments received on the Draft PEIR. The Final PEIR also contains minor edits to the Draft PEIR, which are included in Chapter 3.0 (Errata). As noted above, the Final PEIR is comprised of the Draft PEIR, comments on the Draft PEIR, responses to comments on the Draft PEIR, MMRP, and the Errata.

B. Record of Proceedings and Custodian of Record

For purposes of CEQA and the findings set forth herein, the record of proceedings for the City's findings and determinations consists of the following documents and testimony, at a minimum:

- The NOP, comments received on the NOP, NOC, NOA, and all other public notices issued by the City in relation to the Pittsburg Technology Park Specific Plan PEIR.
- The Pittsburg Technology Park Specific Plan Draft PEIR, associated appendices in the Draft PEIR, and technical materials cited in the Draft PEIR.

- The Pittsburg Technology Park Specific Plan Final PEIR, including comment letters, responses to comments, and technical materials cited in the document.
- All non-draft and/or non-confidential reports and memoranda prepared by the City of Pittsburg and consultants in relation to the PEIR.
- Minutes and/or recordings of the discussions regarding the Pittsburg Technology Park Specific Plan and its components conducted at public hearings and meetings held by the City.
- Staff reports associated with Planning Commission and City Council hearings on the Pittsburg Technology Park Specific Plan.
- Those categories of materials identified in Public Resources Code Section 21167.6.

The City Clerk is the custodian of the administrative record. The documents and materials that constitute the administrative record are available for review at the City of Pittsburg City Clerk's office at 65 Civic Avenue, Pittsburg, CA 94565.

D. Consideration of the Environmental Impact Report

In adopting these Findings, this Council finds that the Final PEIR was presented to this Council, the decision-making body of the lead agency, which reviewed and considered the information in the Final PEIR prior to approving the Pittsburg Technology Park Specific Plan. By these findings, this City Council ratifies, adopts, and incorporates the analysis, explanation, findings, responses to comments, and conclusions of the Final PEIR. The City Council finds that the Final PEIR was completed in compliance with CEQA. The Final PEIR represents the independent judgment and analysis of the City Council.

E. Severability

If any term, provision, or portion of these Findings or the application of these Findings to a particular situation is held by a court to be invalid, void, or unenforceable, the remaining provisions of these Findings, or their application to other actions related to the Pittsburg Technology Park Specific Plan, shall continue in full force and effect unless amended or modified by the City.

III. FINDINGS REGARDING SIGNIFICANT AND UNAVOIDABLE IMPACTS: PURSUANT TO CEQA GUIDELINES SECTION 15091(A)(3)

The Final PEIR concludes that implementation of the Pittsburg Technology Park Specific Plan would not result in any significant unavoidable impacts. Thus, no findings pursuant to CEQA Guidelines Section 15091(a)(3) are required.

IV. FINDINGS REGARDING IMPACTS MITIGATED TO LESS THAN SIGNIFICANT LEVELS: FINDINGS PURSUANT TO CEQA GUIDELINES SECTION 15091(A)(1)

A. Specific impacts within the following categories of environmental effects **were found to be less than significant with mitigation** as set forth in more detail in the Draft PEIR.

Air Quality

Air Quality Impact 3.2-2: Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard

Mitigation Measure 3.2-1: **Subsequent Construction Air Quality Analysis.**

Prior to approval of subsequent development applications by the Zoning Administrator, applicants shall provide a project-level construction air quality analysis to determine the significance of air quality impacts. Specific construction activities shall be compared to BAAQMD screening criteria to determine if a more detailed emissions analysis is required to determine significance. If a quantitative analysis of emissions during project construction is required, the estimated emissions shall be compared to BAAQMD significance thresholds. Mitigation measures necessary to reduce any significant impacts shall be developed in coordination with the BAAQMD and shall include BAAQMD's basic best management practices for construction-related fugitive dust emissions as follows:

- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
- All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
- All visible mud or dirt trackout onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
- All vehicle speeds on unpaved roads shall be limited to 15 mph.
- All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
- All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 mph.
- All trucks and equipment, including their tires, shall be washed off prior to leaving the site.
- Unpaved roads providing access to sites located 100 feet or further from a paved road shall be treated with a 6- to 12-inch layer of compacted layer of wood chips, mulch, or gravel.
- Publicly visible signs shall be posted with the telephone number and name of the person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's General Air Pollution

Complaints number shall also be visible to ensure compliance with applicable regulations.

Mitigation Measure 3.2-2: **Use of USEPA Tier 4 Engines**

Prior to issuance of a grading permit, the project applicant shall show on the grading plans via notation that the contractor shall ensure that all offroad heavy-duty diesel-powered equipment larger than 100 horsepower (e.g., rubber tired dozers, excavators, graders, scrapers, pavers, paving equipment, and cranes) to be used for each phase of construction of the project (i.e., owned, leased, and subcontractor vehicles) shall meet USEPA emissions standards for Tier 4 engines or equivalent. The grading plans shall be submitted for review and approval by the City Engineer.

Mitigation Measure 3.2-3: **Enhanced Best Management Practices for Fugitive Dust**

To minimize emissions of fugitive dust, future development shall be required to implement the following enhanced best management practices, which shall be notated on grading plans prior to approval:

1. Limit the simultaneous occurrence of excavation, grading, and ground-disturbing construction activities.
2. Install wind breaks (e.g., trees, fences) on the windward side(s) of actively disturbed areas of construction. Wind breaks should have at maximum 50 percent air porosity.
3. Plant vegetative ground cover (e.g., fast-germinating native grass seed) in disturbed areas as soon as possible and watered appropriately until vegetation is established.
4. Install sandbags or other erosion control measures to prevent silt runoff to public roadways from sites with a slope greater than one percent.
5. Minimize the amount of excavated material or waste materials stored at the site.
6. Hydroseed or apply non-toxic soil stabilizers to construction areas, including previously graded areas, that are inactive for at least 10 calendar days.

Due to the potential for full project buildout to include land use types that generate diesel truck trips beyond what was estimated in the CalEEMod modeling analysis, the following conditional mitigation measure may be required.

Mitigation Measure 3.2-4: **Subsequent Operational Air Quality Analysis**

If a future development application includes a land use type that would generate diesel truck trips during project operation (such as logistics and warehousing), then prior to approval by the Zoning Administrator, a project-level air quality analysis shall be performed in conformance with General Plan Actions 2-A-4.b. and c. The analysis shall include, but not be limited to, quantification of operational criteria air pollutant emissions, a determination of operational air quality impacts, and identification of mitigation measures necessary to reduce any significant impacts.

Finding: The above feasible mitigation measures will avoid or substantially lessen the significant environmental impact described to a less-than-significant level by ensuring that steps would be taken

to reduce construction and/or operational criteria pollutant emissions to allowable thresholds (Draft EIR pages 3.2-26 through -29). Additionally, applicable air quality regulations are memorialized in the Draft EIR (Draft EIR pages 3.2-8 through 3.2-19).

Air Quality Impact 3.2-3: Expose sensitive receptors to substantial pollutant concentrations

Mitigation Measure 3.2-5: **Health Impact Analysis**

If a future development application includes a land use type that would generate diesel truck trips during project operation (such as logistics and warehousing), then prior to approval by the Zoning Administrator, then a Health Risk Assessment (HRA) shall be performed in conformance with 2040 General Plan Action 2-A-4.c. The analysis shall evaluate potential impacts from directly emitted TAC and PM2.5, as specified in Chapter 5 of BAAQMD's 2022 CEQA Guidelines. The guidelines recommend a tiered approach where at each successive step, the project's impacts (i.e., annual PM2.5 concentrations, cancer risks, and hazards), and the combined cumulative impacts from surrounding sources and the project, are compared to the appropriate thresholds of significance. Projects shall not be approved until it can be demonstrated that the project would not result in exceedance of the established thresholds of significance for public health risks at nearby sensitive receptors.

Finding: The above feasible mitigation measure will avoid or substantially lessen the significant environmental impact described to a less-than-significant level by ensuring that the project would not exceed the established thresholds of significance for public health risks (Draft EIR pages 3.2-29 through -31). Applicable air quality regulations, including Bay Area Air Quality Management District (BAAQMD) air pollution standards and policies of the City of Pittsburg General Plan, are memorialized in the Draft EIR (Draft EIR pages 3.2-8 through 3.2-19).

Biological Resources

Biological Resources Impact 3.3-1: Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service

Mitigation Measure 3.3-1: **Project Coverage under ECC HCP/NCCP**

Each applicant will be required to obtain coverage for the project under the East Contra Costa HCP/NCCP. This shall include submittal of all required application materials per HCP/NCCP Section 6.2.1 and payment of a Development Fee and applicable fees for wetland impacts and/or stream corridor encroachments consistent with current HCP/NCCP requirements. Alternatively, the applicant may, in accordance with the terms of Chapter 15.108 PMC, offer to dedicate land in lieu of some or all of the HCP/NCCP Development Fee.

All applicable fees shall be paid, and/or an "in-lieu-of-fee" agreement fully executed, prior to the issuance of a grading permit for the project. If a grading permit is not required, fee payment and/or an "in-lieu-of-fee" agreement shall be fully executed prior to issuance of the project's building permit. Proof of applicable fees and/or "in-lieu-of-fee" agreement shall be provided to the City of Pittsburg Community and Economic Development Director as a condition of approval for future projects under the Specific Plan.

Mitigation Measure 3.3-2: **Worker Awareness Training for Biological Resources**

Each applicant will be required to provide Worker Environmental Awareness training to all construction personnel. The WEAP shall include the following information.

- The sensitive habitats on the study area.
- Special-status species known or potentially present within the study area, including their:
    - Listing status and causes of decline,
    - Habitat preferences, and
    - Distinguishing physical characteristics.
- The measures (AMMs and East Contra Costa HCP/NCCP measures) required to protect sensitive habitats and special-status species, including next steps and notifications in the event of a special-status species sighting.

The WEAP shall include a hard copy handout that summarizes information presented in the training and includes photographs of habitat resources and species to facilitate identification in the field by construction personnel.

- Each applicant shall ensure that all construction personnel undergo WEAP training before they begin work. Training shall be delivered by a qualified biologist approved by the City of Pittsburg Community Development Director and shall be provided bilingually in English and Spanish if appropriate.

Mitigation Measure 3.3-3: **Adherence to ECC HCP/NCCP Requirements**

Each applicant shall ensure that the project adheres to all applicable East Contra Costa HCP/NCCP requirements.

Pre-Construction Surveys

Planning surveys per HCP/NCCP Section 6.3.1 were completed in 2018 – 2023. Based on the outcomes of the planning surveys, preconstruction surveys by USFWS- and CDFW-approved biologists shall be conducted for the following species per HCP/NCCP Sections 6.3.2:

- Golden Eagle

- Burrowing Owl
- Swainson's Hawk
- San Joaquin kit fox

If preconstruction surveys determine that any of the above species is present on the site (or, for the bird species, within a distance where they could be disturbed by construction activity), the biologist may recommend construction monitoring; if so, then each applicant shall ensure that monitoring is conducted per HCP/NCCP Section 6.3.3. This will include submittal of a Construction Monitoring Plan (CMP) to the East Contra Costa County Habitat Conservancy for approval; the CMP must be submitted and approved prior to issuance of the grading permit (or, if no grading permit is required, the building permit) for the proposed project.

Based on results of the planning surveys, which indicate that no suitable habitat is available in the study area, preconstruction surveys and construction monitoring are not required for the following species:

- Covered shrimp species
- Giant garter snake
- Townsend's big-eared bat

Jurisdiction Delineations

A delineation of jurisdictional wetlands and other waters shall be conducted within the study area per HCP Sections 6.2.1 and 6.3.1.

Each applicant shall also comply with all applicable provisions of East Contra Costa HCP/NCCP Section 6.4, Specific Conditions on Covered Activities, as follows:

- **Section 6.4.1: Landscape-Level Measures**
    - Conservation Measure 1.10 – Maintain Hydrologic Conditions and Minimize Erosion
    - Conservation Measure 1.11 – Avoid Direct Impacts on Extremely Rare Plants, Fully Protected Wildlife Species [and] Covered Migratory Birds
    - Conservation Measure 1.7 – Establish Stream Setbacks
    - Conservation Measure 1.14 – Design Requirements for Covered Roads outside the UDA
- **Section 6.4.2: Natural Community–Level Measures**
    - Conservation Measure 2.12 – Wetland, Pond, and Stream Avoidance and Minimization
- **Section 6.4.3: Species-Level Measures for the following species**
    - California tiger salamander
    - Burrowing Owl

- Golden Eagle
- Swainson's Hawk
- San Joaquin kit fox
- California Red-legged Frog

Mitigation Measure 3.3-4: **Rare Plant Surveys**

Mitigation Measure 3.3-4a. If project construction begins in 2025 or later, an updated protocol-level rare plant survey shall be conducted by a qualified biologist/botanist who is familiar with the rare plants of the project region. Surveys shall be submitted to the City of Pittsburg Community and Economic Development Director and approved by the Conservancy. Surveys shall be conducted prior to construction, with enough lead time to allow for the follow-up actions described below, if they are warranted. Surveys shall be conducted during the peak blooming periods of the target species and shall cover all potentially suitable habitats within the study area and surrounding 250-foot-wide buffer. Target species and blooming periods are listed in the table below; the table is highlighted to group species with similar blooming periods. If no special-status plants are documented within the area to be disturbed for project construction (including staging and access), no further action is required.

SPECIES	*BLOOMING PERIOD*
Lobb's aquatic buttercup (Ranunculus lobbii)	February – May
Johnny-nip (Castilleja ambigua var. ambigua)	March – August
Showy golden madia (Madia radiata)	March – May
California alkali grass (Puccinellia simplex)	March – May
California androsace (Androsace elongata ssp. acuta)	March – June
Stinkbells (Fritillaria agrestis)	March – June
Diablo helianthella (Helianthella castanea)	March – June
Hogwallow starfish (Hesperevax caulescens)	March – June
Stinkbells (Fritillaria agrestis)	March – June
Mt. Diablo jewelflower (Streptanthus hispidus)	March – June
Sylvan microseris (Microseris sylvatica)	March – June
Little mousetail (Myosurus minimus ssp. apus)	March – June

SPECIES	*BLOOMING PERIOD*
Small-flowered morning-glory (Convolvulus simulans)	March – July
Keck's checkerbloom (Sidalcea keckii)	April – May, sometimes into June
Mt. Diablo fairy-lantern (Calochortus pulchellus)	April – June
Tehama navarretia (Navarretia heterandra)	April – June
Adobe navarretia (Navarretia nigelliformis ssp. nigelliformis)	April – June
Saline clover (Trifolium hydrophilum)	April – June
Baker's navarretia (Navarretia leucocephala ssp. bakeri)	April – July
Shining navarretia (Navarretia nigelliformis ssp. radians)	April – July
Pappose tarplant (Centromadia parryi ssp. parryi)	May – November
Parry's rough tarplant (Centromadia parryi ssp. rudis)	May – October
Woolly-headed lessingia (Lessingia hololeuca)	June – October
Big tarplant (Blepharizonia plumosa)	July – October
Mt. Diablo buckwheat (Eriogonum truncatum)	September, sometimes into November/December

Mitigation Measure 3.3-4b. If special-status plants covered by the East Contra Costa HCP/NCCP, or plants designated as "no take" by the East Contra Costa HCP/NCCP, are present in the Plan Area, the relevant survey report(s) shall be submitted to the City of Pittsburg community and Economic Development Director and approved by the Conservancy per HCP/NCCP Section 6.3.1.

If any of the following species covered by the East Contra Costa HCP/NCCP are found to be present in the Plan Area, each applicant shall promptly notify the City of Pittsburg Community and Economic Development Director and the Conservancy of the species' presence and the planned construction schedule, to enable the Conservancy to salvage the occurrence(s) in accordance with HCP/NCCP Conservation Measure 3.10 (Plant Salvage when Impacts Are Unavoidable). Each applicant shall confirm with the City and the Conservancy that the take limits established by the HCP/NCCP for the species in question have not been breached:

- Big tarplant
- Mount Diablo fairy lantern

- Diablo helianthella
- Showy golden madia
- Adobe navarretia

Under no circumstance shall any of the following HCP/NCCP "no-take" plants be harmed:

- Large-flowered fiddleneck
- Alkali milkvetch
- Mt. Diablo buckwheat
- Diamond-petaled poppy
- Contra Costa goldfields
- Caper-fruited tropidocarpum

Due to their extreme rarity, none of these species listed above are expected to be present within the Plan Area, but if any are found, each applicant shall notify the city of Pittsburg Community and Economic Development Department and the Conservancy immediately and shall work with the Conservancy to determine and execute the appropriate course of action.

Mitigation Measure 3.3-4c. If any special-status plant not covered by the East Contra Costa HCP/NCCP is found to be present, the occurrence(s) shall be avoided and protected in place to the extent feasible. If the occurrence(s) cannot be entirely avoided, then a Plant Salvage and Mitigation Plan shall be prepared and implemented. The Plan shall be prepared by a qualified biologist/botanist who is familiar with the rare plants of the project region and has experience conducting rare plant salvage operations. Plant salvage techniques shall be consistent with those outlined in HCP/NCCP Conservation Measure 3.10. The plan shall, at a minimum, include the following.

- Quantity and species of plants to be planted or transplanted
- Location of the mitigation/transplant site(s)
- Salvage methods, such as relocation/transplantation, seed collection, etc., including storage locations and methods to preserve the plants
- Procedures for propagating collected seed, including storage methods
- Planting procedures, including the use of soil preparation and irrigation
- Schedule and action plan to maintain and monitor the mitigation/transplant site for a minimum 3-year period
- Interim and final success criteria and corrective action thresholds (e.g., growth, plant cover, survivorship)
- Potential corrective actions/contingency measures in the event interim success criteria are not being met (e.g.., weed removal, supplemental irrigation, supplemental plantings, etc.).

- Reporting requirements and procedures, including the contents of annual progress reports, report submittals, review/approval responsibilities, etc.

Each applicant shall be responsible for ensuring that the Plant Salvage and Mitigation Plan is implemented. The Plan shall be implemented under the oversight of the biologist/botanist who prepared it or another individual with equivalent qualifications. The biologist shall be approved by the City of Pittsburg Community and Economic Development Department Director.

Mitigation Measure 3.3-5: **Special-Status Bumble Bee Surveys & Protection**

No more than one year prior to the initiation of vegetation removal and grading in the project area, each applicant shall retain an appropriately qualified biologist (see next paragraph) who has been approved by the City of Pittsburg Community and Economic Development Department Director to conduct surveys for Crotch bumble bee, obscure bumble bee, and American bumble bee. Biologist qualifications for bumble bee surveys will conform to current CDFW guidance prevailing at the time surveys are performed.

Surveys shall be performed by a qualified entomologist familiar with the species' behavior. If surveys are performed prior to CESA (and if applicable, ESA) listing for any species, they shall comprise the following activities, consistent with CDFW's *Survey Considerations for CESA Candidate Bumble Bee Species.* In the event any bumble bee species is listed at the time of survey, surveys will instead adhere to the protocol(s) adopted by the listing agency/agencies (CDFW and/or USFWS).

- Surveys shall be conducted during each species' peak worker activity period. Surveys shall cover all areas of onsite habitat determined by the biologist to be suitable for any of the three target bumble bee species, based on habitat mapping conducted for the project to date. A minimum of three to four surveys shall be conducted, spaced two weeks apart; the total number, timing, and duration of surveys performed shall depend on the biologist's judgment, in consideration of weather, site conditions, and protocol requirements. Surveys shall be designed to identify all foraging bumble bee species; a single survey may be used to detect all species with peak activity periods including the survey date.

- If Crotch bumble bee, obscure bumble bee, or American bumble bee is observed onsite during the surveys, an additional survey or surveys shall be conducted to determine whether a nest or colony is present, unless the biologist is satisfied that the initial survey(s) were sufficient to rule out the presence of nests/colonies.

- If a nest or colony is present onsite, the biologist shall establish an appropriate avoidance buffer determined in consideration of site conditions, the species

involved, and the construction activities planned prior to the close of the nesting season. No entry into the buffer shall be permitted. The buffer shall be delineated in the field using orange construction fencing or another appropriate medium, under the biologist's oversight, and shall remain in place until the end of the nesting species' gyne flying season, or until the qualified biologist determines that the nest has been abandoned.

- If no nest/colony is present onsite, no further action will be taken. However, all workers shall be required to avoid injury and mortality to bumble bees they may encounter; this requirement shall be discussed during the WEAP training and shall be reiterated to all workers if special-status bumble bees are confirmed onsite.

- To support improved understanding and conservation of all three bumble bee species, survey results, including negative findings, shall be submitted to CDFW prior to implementing project-related ground-disturbing activities. At a minimum, the survey report shall include the following information.

    1. A description and map of the survey area, focusing on areas that could provide suitable habitat for Crotch bumble bee, obscure bumble bee, or American bumble bee

    2. Field survey conditions, including name(s) of qualified entomologist(s) and brief qualifications; date(s) and time(s) of survey; survey duration; general weather conditions; survey goals; and species searched

    3. Map(s) showing the location of nests/colonies, if any

    4. A description of physical (e.g., soil, moisture, slope) and biological (e.g., plant composition) conditions where each nest/colony is found, including native plant composition (e.g., density, cover, and abundance) within impacted habitat (e.g., species list separated by vegetation class; density, cover, and abundance of each species) 5. The measures that will be implemented to avoid adverse effects on the bumble bee species present 6. An assessment of potential project effects on special-status bumble bees during project construction and project operation/maintenance, with avoidance and minimization measures in place.

Mitigation Measure 3.3-6: **Monarch Butterfly Protection**

The following measures will be required to protect monarch butterflies prior to ESA (and, if applicable, CESA) listing. In the event monarch butterfly is ESA- and/or CESA-listed at the time of project construction, monarch butterfly protection requirements will instead adhere to the protocol(s) adopted by the listing agency/agencies (CDFW and/or USFWS).

- No more than two days prior to the initiation of vegetation trimming or removal for construction, each applicant shall ensure that a qualified biologist approved by the City of Pittsburg Community Development Director surveys all areas of potentially suitable habitat for monarch butterfly larval host plants.

- If host plants are found, the biologist shall survey all host plants for monarch eggs, larvae, and pupae. If no eggs, larvae, or pupae are found, plants may be removed within two days.

- If eggs, larvae, or pupae are present, host plants shall be protected in place until the biologist has determined that no more eggs, larvae, or pupae are present.

Mitigation Measure 3.3-7: **Western Pond Turtle Protection**

The following measures will be required to protect western pond turtles prior to ESA (and, if applicable, CESA) listing. In the event western pond turtle is ESA- and/or CESA-listed at the time of project construction, western pond turtle protections will instead adhere to the protocol(s) adopted by the listing agency/agencies (CDFW and/or USFWS).

- Prior to the start of construction activities, each applicant shall ensure that a qualified biologist approved by the City of Pittsburg Community Development Director conducts a pedestrian preconstruction survey of the study area and adjacent suitable habitat for western pond turtle.

- The survey shall be conducted no more than 24 hours prior to start of work and shall include walking the work area limits and interior and investigating all areas that could be used by the species.

- If western pond turtle individuals are found, the biologist shall relocate them to suitable habitat outside the disturbance area and far enough away that they would not be expected to return.

- If the biologist determines that it is warranted, exclusion measures shall be implemented to prevent individuals returning to the active work site.

The same requirements will apply for operations and maintenance activities with the potential to affect western pond turtle habitat.

Mitigation Measure 3.3-8: **Nesting Bird Protection (General)**

If project-related disturbance (e.g., vegetation removal or trimming, clearing/grubbing, grading) commences any time during the nesting/breeding season of native bird species potentially nesting in or near the Plan Area (February 1 – August 31 for most species; January 1 through August 31 for Golden Eagle; March 15 – September

15 for Swainson's Hawk), a preconstruction survey for nesting birds shall be conducted by a qualified biologist approved by the City of Pittsburg Community Development Director, using binoculars. The survey shall take place no more than two weeks prior to the initiation of work.

If active nests are found in areas that could be directly affected or are within 300 feet of disturbance activities and would be subject to prolonged noise, a no-disturbance buffer zone shall be created around active nests for the remainder of the breeding season or until the biologist determines that all young have fledged or that the nest has been abandoned. No entry into the no-activity buffer shall be permitted. The no-activity buffer shall be delineated in the field by or under the supervision of the biologist, using temporary construction fencing or another suitable low-impact medium. The size of the buffer zone(s) shall be determined by the biologist based on the species involved, the amount of vegetative and other screening between the nest and areas where construction activity shall take place, and, if appropriate, other site-specific factors. The minimum buffer width shall be 50 feet for species other than raptors, and a minimum of 500 feet for raptor species other than Golden Eagle and Swainson's Hawk, and may be enlarged by taking into account factors such as the following:

- Noise and human disturbance levels at the construction site at the time of the survey and the noise and disturbance expected during the construction activity.
- Sensitivity of nesting species and behaviors of the individual nesting birds.

If nesting Swainson's Hawk or Golden Eagle are observed, buffers and other avoidance measures shall conform to Species-Level Measures for these species as laid out in East Contra Costa HCP/NCCP Section 6.4.3. or current CDFW requirements, whichever is greater.

Mitigation Measure 3.3-9: **Nesting Bird Protection (Bald Eagle)**

The following requirements apply to construction and to operations and maintenance that involves disturbance that could affect nesting activity, such as vegetation removal or trimming, clearing/grubbing, and grading.

Bald Eagle nests may be built throughout the year. Consequently, each applicant shall retain a qualified biologist approved by the City of Pittsburg Community Development Director to conduct a preconstruction survey for nesting Bald Eagles prior to the initiation of work at the site (including vegetation removal or trimming, clearing/grubbing, grading, etc.). The survey shall be conducted using binoculars and shall take place no more than two weeks prior to the initiation of work.

If an occupied or active nest is present, construction-related activity shall be prohibited within 0.5 mile of the nest unless site-specific conditions or the nature of the construction activity (e.g., dense vegetation, limited noise generation, limited activities) indicate that a smaller buffer could be appropriate or that a larger buffer should be implemented. The biologist shall coordinate with the East Contra Costa County Habitat Conservancy, CDFW, and USFWS to determine the appropriate buffer size.

The nest buffer shall be delineated in the field using temporary construction fencing or another suitable low-impact medium. Buffer fencing shall be placed only on the Plan Area; the buffer shall not be put in place on neighboring properties not involved in project construction and staging.

Construction shall be monitored by a qualified biologist to ensure that the buffer remains in place and that no construction activities occur within the buffer zone until the biologist has determined that the young have fledged or that the nest has been abandoned.

Mitigation Measure 3.3-10: **Special-Status Bat Survey & Protection**

Prior to the initiation of any activity that could disturb roosting bats (including vegetation trimming/removal, surveys involving the use of lasers that produce high-frequency sounds, drilling, or other activity producing high-frequency sounds, a qualified biologist (as stipulated in Section 5 of H.T. Harvey & Associates 2019, and subject to approval by the City of Pittsburg Community Development Director) shall conduct a habitat evaluation for special-status bats, focusing on the needs of pallid bat, western red bat, and hoary bat, the species identified by planning surveys as having potential to be present on the site. For purposes of this AMM, high frequency sound is defined as sound in the 20 kHz – 50 kHz frequency range, based on bat disturbance information in California Department of Transportation (Caltrans) bat mitigation guidelines (ibid). If Caltrans guidance is updated, or if frequency sensitivity information relevant to the bat species with potential to occur becomes available prior to project construction, this definition shall be updated accordingly.

Surveys shall include the entirety of the study area plus a 400-foot-wide buffer. If no roosting habitat suitable for these species is present on the study area, no further action is required. If roosting habitat is present, the following additional requirements shall apply. Any potential roost trees/other potential roosting habitat shall also be considered potential bat maternity roosts.

- Before any activities with the potential to disturb roosting bats begin, the approved biologist(s) shall conduct focused surveys for roost occupancy. These shall be conducted at least two weeks prior to the start of work and shall include:
    - Daytime visual surveys for bats and evidence of bat presence such as guano or urine staining
    - Evening emergence and acoustic surveys

  If bat presence is confirmed, the species, number of individuals, and roost type (maternity/non-maternity) shall be documented and reported to the CNDDB. Bats shall not be disturbed or relocated during the surveys.

- Confirmed non-maternity roosts shall be protected by buffers. Buffers shall be delineated in the field with temporary construction fencing or another suitable measure, installed under biologist oversight. Note that buffer distances vary depending on the species and the type of noise/disturbance involved. (If bat species other than those addressed here are encountered, buffer distances shall be consistent with H.T. Harvey & Associates 2019). The biologist shall coordinate with construction staff to determine the appropriate buffer width; if there is uncertainty, the more conservative buffer width shall prevail.

  If a confirmed roost must be removed or trimmed for construction, or if work must occur within the buffers laid out above, work shall be restricted to daylight hours when the CDFW approved biologist has confirmed that it the roost is not occupied, and shall be overseen by the biologist to prevent injury or mortality. The biologist shall have authority to divert or stop work in the event of excessive risk to bats.

Confirmed maternity roosts shall be protected by the same buffers identified above. Maternity roosts shall not be removed unless removal cannot be avoided, and in no case shall a confirmed maternity roost be removed during the breeding/non-volant season (April – August). If removal of a maternity roost is necessary, each applicant shall consult with CDFW to determine appropriate compensatory mitigation such as the provision of bat boxes and shall submit a Bat Habitat Mitigation Plan for DFW approval. Consultation and submittal of the Mitigation Plan shall occur prior to the removal, and the removal shall not take place until CDFW has approved the Plan. Each applicant shall then be responsible for implementing CDFW-approved mitigation for removal of bat maternity roost habitat.

Mitigation Measure 3.3-11: **San Joaquin Pocket Mouse Protection**

Vegetation removal, clearing/grubbing, and grading activities shall be conducted in a uniform direction to allow mobile animals such as San Joaquin pocket mouse the ability to escape the disturbance area into adjacent undisturbed habitat. Project construction shall also avoid the creation of fragmented islands of habitat where

individuals may become trapped, isolated from resources, and at risk from eventual clearing/grading operations.

Mitigation Measure 3.3-12: **American Badger Survey & Protection**

Each applicant shall ensure that a qualified biologist approved by the City of Pittsburg Community Development Director conduct a preconstruction survey for American badger den sites. The survey shall be conducted no more than four weeks before the commencement of ground disturbance.

If an occupied den is found, and young are not present, then any badgers present shall be removed from the den either by the use of appropriate exclusionary devices or by trapping and relocation. The removal method shall be approved by CDFW prior to implementation; if trapping and relocation are used, it shall be carried out by biologist(s) with all required permits for badger handling. Any trapped badgers shall be relocated to other suitable habitat at least 500 feet outside the study area boundary. Once any badgers are excluded or trapped and relocated, den(s) shall be excavated by hand and backfilled to prevent reoccupation. Exclusion shall continue until the badgers are successfully removed from the site, as determined by the biologist.

Badgers shall not be excluded or relocated if it is determined by the biologist that young are or may be present. Any occupied dens shall be protected with a 50-foot-wide no-activity buffer. The buffer shall be delineated in the field by a qualified biologist, using temporary construction fencing or another appropriate low-impact medium, and shall remain in place until the biologist has determined that the young are no longer dependent on their mother and the den site. No entry into the buffer area shall be permitted.

Finding: The above feasible mitigation measures will avoid or substantially lessen the significant environmental impact described to a less-than-significant level by ensuring steps would be taken to reduce direct and indirect impacts to any candidate, sensitive, or special status wildlife or plant species, such as obtaining required permits, conducting preconstruction surveys, and training workers on environmental awareness (Draft EIR pages 3.3-28 through -49). Applicable regulations, including adherence to the East Contra Costa HCP/NCCP, are memorialized in the Draft EIR (Draft EIR pages 3.3-15 through -27).

- Biological Resources Impact 3.3-2: Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service
- Mitigation Measures: Implement Mitigation Measures 3.3-1 through 3.3-3.
- Finding: The above feasible mitigation measures will avoid or substantially lessen the significant environmental impact described to a less-than-significant level by ensuring coverage under and adherence to the East Contra Costa HCP/NCCP, which provides a mechanism to

adequately mitigate impacts to riparian habitat or other sensitive natural community, and that workers are trained on environmental awareness (Draft EIR pages 3.3-49 through -50). Applicable regulations, including adherence to the East Contra Costa HCP/NCCP, are memorialized in the Draft EIR (Draft EIR pages 3.3-15 through -27).

- Biological Resources Impact 3.3-3: Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means
- Mitigation Measures: Implement Mitigation Measures 3.3-1 through 3.3-3.
    - Finding: The above feasible mitigation measures will avoid or substantially lessen the significant environmental impact described to a less-than-significant level by ensuring coverage under and adherence to the East Contra Costa HCP/NCCP, which provides a mechanism to adequately mitigate impacts to state or federally protected wetlands, and that workers are trained on environmental awareness (Draft EIR pages 3.3-50 through -51). Applicable regulations, including adherence to the East Contra Costa HCP/NCCP, are memorialized in the Draft EIR (Draft EIR pages 3.3-15 through -27).
- Biological Resources Impact 3.3-4: Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites
- Mitigation Measures: Implement Mitigation Measures 3.3-1 through 3.3-12.
    - Finding: The above feasible mitigation measures will avoid or substantially lessen the significant environmental impact described to a less-than-significant level by ensuring steps would be taken to reduce direct and indirect impacts to wildlife corridors and nurseries, such as obtaining required permits, conducting preconstruction surveys, and training workers on environmental awareness (Draft EIR pages 3.3-51 through -52). Applicable regulations, including adherence to the East Contra Costa HCP/NCCP, are memorialized in the Draft EIR (Draft EIR pages 3.3-15 through -27).
- Biological Resources Impact 3.3-6: Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan
    - Mitigation Measures: Implement Mitigation Measures 3.3-1 through 3.3-3.
    - Finding: The above feasible mitigation measures will avoid or substantially lessen the significant environmental impact described to a less-than-significant level by ensuring coverage under and adherence to the East Contra Costa HCP/NCCP, which provides a mechanism to adequately mitigate impacts to conflicts with and HCP, and that workers are trained on environmental awareness (Draft EIR page 3.3-52). Applicable regulations, including adherence to the East Contra Costa HCP/NCCP, are memorialized in the Draft EIR (Draft EIR pages 3.3-15 through -27).

- Furthermore, future development would be subject to other applicable regulations included in the Pittsburg Municipal Code (PMC) related to biological resources. For example, Article XIX of Title 18 (Sections 18.84.825-18.84.870 PMC) regulates tree preservation and protection in the City (Draft EIR pages 3.3-25 through -27).

Cultural and Tribal Resources

- Cultural and Tribal Resources Impact 3.4-2: Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5

- Mitigation Measure 3.4-1: **Contractor Awareness Training**

  - Prior to construction, all workers regardless of location, shall receive cultural resource awareness training. The training program should be developed by a Qualified Professional Archaeologist that meets the Secretary of the Interior's Professional Qualifications Standards for archaeology and shall include relevant information regarding sensitive cultural resources and tribal cultural resources, including applicable regulations, protocols for avoidance, and consequences of violating state laws and regulations. It should also describe appropriate avoidance and impact minimization measures for cultural resources and tribal cultural resources that may be located within the Plan Area and provide guidance on procedures to follow if any cultural resources or TCRs are encountered.

- Mitigation Measure 3.4-2: **Archaeological Monitoring**

  All ground-disturbing activities proposed within the Plan Area shall be monitored by a Qualified Professional Archaeologist who meets or works under the direct supervision of someone who meets the Secretary of the Interior's Professional Qualifications Standards for prehistoric and historic archaeology. All ground-disturbing activities proposed within the Plan Area shall also be monitored by Qualified Native American Monitor. In the event that cultural resources are observed, all work must stop within the immediate vicinity of the find, and the Qualified Professional Archaeologist shall prepare and implement a *resource mitigation plan and monitoring program.*

- Mitigation Measure 3.4-3: **Unanticipated Discoveries**

  If an inadvertent discovery of tribal cultural resources, archaeological artifacts, other cultural resources, or human remains are discovered during construction within the Plan Area, all work must halt within a 100-foot radius of the discovery. The Qualified Professional Archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for prehistoric and historic archaeology, shall be retained to evaluate the significance of the find, and shall have the authority to modify the no-work radius as appropriate, using professional judgment. The following notifications and procedures shall apply:

- If the professional archaeologist determines that the find does not represent a cultural resource, work may resume immediately, and no agency notifications are required.

- If the Qualified Professional Archaeologist determines that the find does represent a cultural resource from any time period or cultural affiliation, the Qualified Professional Archaeologist shall immediately evaluate the find pursuant to Public Resources Code Section 21083.2. If necessary, the evaluation may require preparation of a treatment plan and archaeological testing for determining California Register of Historical Resources eligibility. If the discovery proves to be significant under CEQA and cannot be avoided by the project, additional work may be warranted, such as data recovery excavation, to mitigate any significant impacts to significant resources. Work may not resume within the no-work radius until the lead agencies, through consultation as appropriate, determine that the site either: 1) is not a Historical Resource under CEQA or a Historic Property under Section 106; or 2) that the treatment measures have been completed to their satisfaction. Any reports required to document and/or evaluate unanticipated discoveries shall be submitted to the City of Pittsburg for review and approval and submitted to the Northwest Information Center in Sonoma State after completion. Recommendations contained within prepared reports shall be implemented throughout the remainder of ground disturbance activities.

- If the find represents a Native American or potentially Native American resource that does not include human remains, then the Qualified Professional Archaeologist shall notify the City of Pittsburg, a Native American Representative from the Wilton Rancheria tribe, and the NAHC shall be contacted to ensure that the Most Likely Descendant (MLD) can assess the find. The City of Pittsburg shall consult with the tribes on a finding of eligibility and implement appropriate treatment measures, if the find is determined to be a Historical Resource under CEQA, as defined in Section 15064.5(a) of the CEQA Guidelines. If the deposit is eligible, the project shall attempt to feasibly avoid damage to the deposit (e.g., redesign or capping). If avoidance is not feasible, the archaeologist shall, in consultation with the MLD and City, develop and implement a plan to recover the scientifically consequential data represented by the deposit in a manner respectful of tribal concerns. Work may not resume within the no-work radius until the lead agencies, through consultation as appropriate, determine that the site either: 1) is not a Historical Resource under CEQA, as defined in Section 15064.5(a) of the CEQA Guidelines; or 2) that the treatment measures have

been completed to the agencies satisfaction. A report of the finds or any resource evaluation and/or data recovery efforts shall be submitted to City of Pittsburg for review and approval and submitted to the Northwest Information Center in Sonoma State as a condition for access to its archives.

- If the find includes human remains, or remains that are potentially human, the Qualified Professional Archaeologist shall ensure reasonable protection measures are taken to protect the discovery from disturbance (AB 2641). The Qualified Professional Archaeologist shall notify the City of Pittsburg Development Services Director, a Native American Representative from the Wilton Rancheria tribe, and the Contra Costa County Coroner (per § 7050.5 of the Health and Safety Code). The provisions of § 7050.5 of the California Health and Safety Code, § 5097.98 of the California PRC, and AB 2641 will be implemented. If the coroner determines the remains are Native American origin and not the result of a crime scene, the coroner will notify the Native American Heritage Commission (NAHC), which then will designate a Native American Most Likely Descendant (MLD) for the Project (§ 5097.98 of the PRC). The designated MLD will have 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains. If the landowner does not agree with the recommendations of the MLD, the NAHC can mediate (§ 5097.94 of the PRC). If no agreement is reached, the landowner must rebury the remains where they will not be further disturbed (§ 5097.98 of the PRC). This will also include either recording the site with the NAHC or the appropriate Information Center; using an open space or conservation zoning designation or easement; or recording a reinternment document with the county in which the property is located (AB 2641). Work may not resume within the no-work radius until the agencies, through consultation as appropriate, determine that the treatment measures have been completed and are approved by the Development Services Director.

Finding: The above feasible mitigation measures will avoid or substantially lessen the significant environmental impact described to a less-than-significant level by ensuring appropriate handling of any encountered tribal cultural resources, archaeological artifacts, other cultural resources, or human remains, monitoring ground-disturbing activities, and educating the construction crew on resource discovery protocols (Draft EIR pages 3.4-24 through -28).

- Cultural and Tribal Resources Impact 3.4-3: Lead to the disturbance of any human remains
- Mitigation Measure: Implementation of Mitigation Measure 3.4-3.

- Finding: The above feasible mitigation measure will avoid or substantially lessen the significant environmental impact described to a less-than-significant level by ensuring appropriate handling of any encountered tribal cultural resources, archaeological artifacts, other cultural resources, or human remains (Draft EIR page 3.4-28).

- Cultural and Tribal Resources Impact 3.4-4: Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074, and that is: Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or a resource determined by the lead agency

- Mitigation Measures: Implementation of Mitigation Measures 3.4-1 through 3.4-3.

  - Finding: The above feasible mitigation measures will avoid or substantially lessen the significant environmental impact described to a less-than-significant level by ensuring appropriate handling of any encountered tribal cultural resources, archaeological artifacts, other cultural resources, or human remains, monitoring ground-disturbing activities, and educating the construction crew on resource discovery protocols (Draft EIR pages 3.4-24 through -28).

  - Furthermore, future development would be subject to other applicable regulations included in the PMC related to cultural resources. For example, PMC Section 15.84.080 establishes the design criteria considered in review of historic structures pursuant to Chapter 15.84 PMC, which include the Secretary of Interior's Standards for the Treatment of Historic Properties and the State Historic Building Code (Draft EIR page 3.4-20).

Geology and Soils

- Geology and Soils Impact 3.5-6: Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature

- Mitigation Measure 3.5-1: **Paleontological Resources Mitigation and Monitoring Plan**

  - At the time of application for site specific development within the Plan Area, the Applicant shall retain a Project Paleontologist to develop a Paleontological Resources Mitigation and Monitoring Plan (PRMMP). The PRMMP shall outline preconstruction coordination, monitoring procedures, emergency discovery procedures, sampling and data recovery, museum storage coordination with an accredited institution or facility for any specimen and data recovered, and final reporting.

  Mitigation Measure 3.5-2: **Worker's Environmental Awareness Training**

  Prior to the start of construction, the Project Paleontologist or a qualified paleontological monitor shall provide all construction personnel involved with earthmoving activities an environmental awareness training that will provide information on the possibility of encountering fossils during construction, how to identify fossils, and the protocols to follow in the case of any fossil discoveries including proper notification procedures.

- Mitigation Measure 3.5-3: **Paleontological Monitoring**

  - Prior to construction, the Project Paleontologist shall review excavation plans to determine where paleontologically sensitive stratigraphic units will be disturbed by Project-related earth movement. Earthmoving construction activities will be monitored by a qualified paleontological monitor in those areas and/or where disturbance will take place to previously undisturbed sediment. Monitoring will not take place in areas where the ground has been previously disturbed, in areas underlain by artificial fill, or in areas where exposed sediment will be buried but not disturbed. Monitoring procedures will include measures to suspend monitoring should construction activities be restricted to previously disturbed fill and to adjust monitoring protocols based on updated evaluations of sensitivity subsequent to initial excavations.

- Finding: The above feasible mitigation measures will avoid or substantially lessen the significant environmental impact described to a less-than-significant level by ensuring a paleontologist monitors ground disturbing construction activities, the proper steps are taken to reduce impacts to paleontological resources in the event that they are discovered during construction, workers are trained on required protocols in the event that fossils are encountered, and that a Paleontological Resources Mitigation and Monitoring Plan (PRMMP) is developed and implemented, which would outline procedures in the event potential resources are found (Draft EIR pages 3.5-29 through -31).

Noise

- Noise Impact 3.10-1: Generate a substantial temporary or permanent increase in ambient noise levels in excess of local general plan standards or noise ordinance

- Mitigation Measure 3.10-1: **Construction Mitigation Plan**

  If at the time of development review, an Applicant cannot provide evidence of project level conformance with Table 3-1, the Applicant shall submit a detailed construction mitigation plan accompanied by a construction noise analysis that incorporates specific mitigation techniques for site-specific noise reduction and attenuation. Examples include limiting hours of construction, locating stationary noise sources (e.g., generators, compressors) away from sensitive receptors, using shrouds or temporary barriers for louder equipment (e.g., pile drivers), and using newer machinery.

- Mitigation Measure 3.10-2: **Operational Noise Mitigation Plan**

  If at the time of development review, an Applicant cannot provide evidence of project level conformance with Table 3.10-8, the Applicant shall submit a detailed operational mitigation plan accompanied by an operational noise analysis that incorporates specific mitigation techniques for site-specific noise reduction and attenuation. Examples of operational noise mitigation include changes to a site layout to

place noise sources further from sensitive receptors, using manufacturer-supplied or third-party noise mitigation (e.g., low-sound fan options, silencers, acoustical louvers), and installing sound barriers.

Mitigation Measure 3.10-3: **Subsequent Noise Analysis**

If future development anticipates greater use of truck trips beyond what was analyzed in this PEIR (15 trips per day), then the Applicant shall prepare a subsequent noise analysis to provide evidence that they conform to the noise level thresholds identified in Table 3.10-8. If the Applicant cannot demonstrate conformance with Table 3.10-8, then the Applicant shall submit a detailed operational mitigation plan accompanied by an operational noise analysis that incorporates specific mitigation techniques for site-specific noise reduction and attenuation.

Finding: The above feasible mitigation measures will avoid or substantially lessen the significant environmental impact described to a less-than-significant level by requiring the preparation of a construction and operational mitigation plan accompanied by a noise analysis that includes specific mitigation techniques for noise reduction and attenuation. The feasible mitigation measure also requires a subsequent noise analysis should future development propose a greater amount of truck traffic than 15 trips per day (Draft EIR pages 3.10-15 through -20). Applicable noise regulations, including construction regulations that would apply to all future development occurring under buildout of the Plan Area, are memorialized in the Draft EIR (Draft EIR pages 3.10-9 through -14).

- Furthermore, future development would be subject to other applicable regulations included in the PMC related to noise. For example, Title 18 Zoning, Chapter 18.82 Performance Standards, Section 18.82.040 PMC requires compliance with Chapter 9.44 and prohibits construction noise on sites adjoining residential properties that exceed 65 dBA measured at the property line, except between the hours of 8:00 a.m. and 5:00 p.m. (Draft EIR page 3.10-13).

Transportation and Circulation

- Transportation and Circulation Impact 3.13-1: Specific Plan implementation would result in VMT per employee that is greater than 85 percent of Baseline conditions

Mitigation Measure 3-13-1: **Transportation Demand Management Plan(s)**

Travel Demand Management Plan(s) shall be prepared and implemented for future phases of proposed Specific Plan implementation. The TDM Plan shall comply with the City's TIA Guidelines in effect at the time of application and should identify trip reduction strategies as well as mechanisms for funding and overseeing the delivery of trip reduction programs and strategies. Trip reduction strategies applicable to the proposed project may include, but are not limited to, the following:

a. Implement Alternative Work Schedules
b. Provide New Hire Packets on Transportation Options
c. Implement Subsidized or Discounted Transit Program
d. Provide Carpooling Programs
e. Implement Car-Sharing Program
f. Provide a Transit Riders Guide
g. Provide an Online TDM Information Center
h. Implement Commute Trip Reduction Marketing
i. Increase Bicycle and Pedestrian Facilities/Amenities
j. Free Trial Rides on Transit Services

- Finding: The above feasible mitigation measure will avoid or substantially lessen the significant environmental impact described to a less-than-significant level by requiring the preparation and implementation of a Travel Demand Management Plan to identify trip reduction strategies (Draft EIR pages 3.13-22 through -23).

- Transportation and Circulation Impact 3.13-2: Specific Plan implementation would conflict with a program, plan, policy, or ordinance addressing the circulation system, including transit, bicycle, and pedestrian facilities

- Mitigation Measure 3.13-2: **Perform LOS Analysis**

  As future specific land-uses are proposed for development on the site, a level of service analysis shall be performed in accordance with the City of Pittsburg's TIA Guidelines in effect at the time of application. If violations of the City's General Plan LOS policies are identified, improvement measures shall be developed and proposed to eliminate those violations.

  Mitigation Measure 3.13-3: **Pay Local and Regional Traffic Impact Fees**

  As future specific land-uses are developed on the site, appropriate local and regional traffic impact fees shall be calculated and paid in accordance with the anticipated level of traffic generation. The two currently applicable traffic impact fees are the Pittsburg Transportation Impact Mitigation Fee (TIMF) and the Pittsburg Regional Transportation Development Impact Fee (PRTDIM), as described in Chapters 15.90 and 15.103 PMC, respectively.

  Finding: The above feasible mitigation measures will avoid or substantially lessen the significant environmental impact described to a less-than-significant level by ensuring that a level of service analysis is performed, improvement measures are implemented to eliminate any violations, and local and regional traffic impact fees are paid to account for anticipated level of traffic generation (Draft EIR pages 3.13-28 through -29). Furthermore, future development would be subject to other applicable regulations included in the PMC related to transportation. For

example, details of the Pittsburg Transportation Impact Mitigation Fee are outlined in Chapter 15.90 (Draft EIR page 3.13-19).

Wildfire

- Wildfire Impact 3.15-4: Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes

Mitigation Measure 3.15-1: **Post-Fire Slope Instability Review**

Prior to approval of building permit, the applicant shall demonstrate that debris flow potential has been studied for post-fire conditions. Alternatives for mitigating potential debris flow impacts shall be considered and refined as each phase of future development is designed. Preliminary mitigation measures may include restricting the use of portions of the site until the potential for debris flow is quantified, using best modeling methods. If it is determined that there is high potential for debris flow impacts, additional infrastructure or interventions may be required, including constructing debris collection basins, routine removal of debris-generating materials, and sizing up stormwater runoff conveyance facilities for bulked debris flows.

Finding: The above feasible mitigation measure will avoid or substantially lessen the significant environmental impact described to a less-than-significant level by ensuring appropriate debris flow review and modeling is completed and necessary mitigation measures are in place (Draft EIR page 3.15-16 through -18). Furthermore, future development would be subject to other applicable regulations included in the PMC related to wildfire. For example, pursuant to Chapter 15.92 PMC, a fire protection facilities fee shall be paid as a condition precedent to the issuance of a building permit for new construction (Draft EIR pages 3.15-11 through -12).

B. The project was found to have a **less than cumulatively considerable contribution to specific impacts with mitigation** within the following categories of environmental effects as set forth in more detail in the Draft PEIR.

- Impact 4.2: Cumulative impact on the region's air quality
- Impact 4.8: Cumulative impacts related to hydrology and water quality
- Impact 4.13: Cumulative impacts on the transportation network
- Impact 4.15: Cumulative impact related to wildfire

V. PROJECT ALTERNATIVES

A. Identification of Project Objectives

An EIR is required to identify a "range of potential alternatives to the project [which] shall include those that could feasibly accomplish most of the basic purposes of the project and could avoid or substantially lessen one of more of the significant effects." Chapter 2.0 of the Draft PEIR identifies the Project's goals and objectives. The Project objectives include:

- Developing a comprehensive master plan for the Plan Area that provides for technology park uses while incorporating essential infrastructure facilities;
- Fostering economic and employment opportunities within the community by expanding the variety of industrial, office, and technology park uses;
- Enabling the construction of industrial or office buildings that will be attractively incorporated into the landscape, while minimizing impacts to the surrounding natural environment and sensitive resources;
- Identifying and facilitating the installation and ongoing maintenance of water, sewer, drainage, and road infrastructure in connection with development projects in the Specific Plan Area;
- Establishing guidelines and standards for building and site development aesthetics that create a distinctive and cohesive identity for the Plan Area.

B. Alternatives Analysis in EIR and Rejection of Alternatives

Alternative A: No Project/No Development Alternative

The No Project/No Development Alternative is discussed on pages 5.0-4 through 5.0-8 of the Draft PEIR.

Under this Alternative, the proposed project would not be implemented, and no new development would occur. Under Alternative A, the Plan Area would be maintained as vacant property and no changes to address economic development or subsequent projects would not occur.

- **Findings:** The City Council hereby rejects and declines to adopt the No Project/No Development Alternative because it would not achieve any of the Project's objectives.
- **Explanation:** This alternative would not realize the benefits of the proposed project and fails to achieve any of the project objectives. Alternative A would not include development standards, zoning, and design guidelines for land use, site and building, public right-of-way, circulation, and mobility for the development of a dynamic employment center. The No Project/No Development Alternative would not develop a Specific Plan that provides for technology park uses (objective 1); foster economic opportunities within the community (objective 2);

provide attractive construction of industrial or office buildings (objective 3); facilitate the implementation of roads, utilities and other infrastructure in connection with development of the Plan Area (objective 4); and or establish standards for aesthetic and cohesive development for the Plan Area (objective 5). Therefore, the City Council rejects and declines and to adopt Alternative A (No Project) based on the foregoing reasons, each of which, standing alone, justifies rejection of the Alternative.

2. Alternative B: No Project/Adopted 2040 General Plan Alternative

The No Project/Adopted 2040 General Plan Alternative is discussed on pages 5.0-9 through 5.0-14 of the Draft PEIR.

Under the No Project/Existing General Plan Alternative, the City of Pittsburg 2040 General Plan land uses and zoning would remain in effect, and development would occur in accordance with the 2040 General Plan and Zoning Map with a buildout potential of 3,300 employees (Table 2-1, *Chapter 2, Project Description*). Compared to the proposed project, Alternative B would result in an increase in employees. Specifically, Alternative B would have approximately 1,782 more employees than what is assumed for the buildout of the Plan Area. This Alternative would result in greater impacts to aesthetics, air quality, GHG emissions and energy, noise, transportation, and utilities than the proposed project and would result in similar impacts for the remaining resource areas.

Although the Specific Plan would not change the land use designation nor the density standards, the primary difference between the proposed project and Alternative B is that the proposed project would regulate the allowed uses and future buildout of the Plan Area in a cohesive manner. Without the land use and property development regulations included in the proposed project, future buildout of the Plan Area would be expected to occur largely on a parcel-by-parcel basis without a unified approach.

- **Findings:** The City Council hereby rejects and declines to adopt the No Project/Adopted 2040 General Plan Alternative because it would increase adverse impacts in up to six resource areas and would only achieve two out of the five Project objectives.
- **Explanation:** This Alternative would result in greater impacts to aesthetics, air quality, GHG emissions and energy, noise, transportation, and utilities than the proposed project and would result in similar impacts for the remaining resource areas. Furthermore, the No Project/Adopted 2040 General Plan Alternative would meet two of the five project objectives, including facilitating economic opportunities within the community (objective 2) through the implementation of the Employment Center Industrial (ECI)land use designation, and facilitating the implementation of infrastructure in connection with development of the Plan Area (objective 4). However, Alternative B would not include the development of a comprehensive Specific Plan (objective 1) or establish standards for

aesthetic and cohesive development within the Plan Area (objective 5). Further, Alternative B would only partially achieve objective 3 by requiring future development to comply with General Plan policy and zoning; however, site design would occur in a less unified approach resulting in a less attractive landscape development. Without development of the Specific Plan and standards for cohesive development, development would occur in a piecemeal fashion without continuity as provided under the proposed project.

- This Alternative would not meet the project objectives to the same extent as the proposed project due to the lack of continuity and would increase impacts in six resource areas while failing to decrease impacts in any area. Therefore, the City Council rejects and declines and to adopt Alternative B based on the foregoing reasons, each of which, standing alone, justifies rejection of the Alternative.

3. Alternative C: Phase I Data Hub Development Only

The Phase I Data Hub Development Only is discussed on pages 5.0-14 through 5.0-19 of the Draft PEIR.

Alternative C would not include implementation of the proposed project and would only consider the development of the Pittsburg Data Hub (PDH) within approximately 22.31 acres of the former Delta View Golf Course site. The PDH is composed of a 347,000 square foot data center, commercial switching yard and PG&E electrical substation, along with ancillary facilities. The City Zoning Administrator would need to approve a development permit for the PDH to demonstrate conformance with the Limited Industrial Overlay (IL-O). It is assumed that the remainder of the Plan Area would not be developed and would be retained as vacant land for the foreseeable future.

- **Findings:** The City Council hereby rejects and declines to adopt the Reduced Intensity Alternative because it would not achieve all the project's objectives.
- **Explanation:**

  As discussed in Chapter 5.0 of the Draft PEIR, Alternative C (the Phase I Data Hub Development Alternative) is considered the environmentally superior alternative when looked at in terms of all potential environmental impacts as it is the most effective in terms of overall reductions of impacts compared to the proposed project and all other alternatives.

  This Alternative would achieve three of the five project objectives, but not to the same extent as the proposed project. Alternative C would not include development of a comprehensive Specific Plan (objective 1), nor would this Alternative establish any standards for aesthetic and cohesive development for the Plan Area (objective 5). This Alternative would foster some economic opportunities within the community (objective

2), provide attractive construction of industrial or office buildings (objective 3), and facilitate connective infrastructure within the Plan Area (objective 4). However, because of the lack of an established Specific Plan and cohesive development standards, and the reduction of project area, attainment of objectives 2 through 4 would occur at a much smaller scale than the Proposed Project and objectives 1 and 5 would not be met at all.

Therefore, the City Council rejects and declines and to adopt Alternative C (Phase I Data Hub Development Only Alternative) based on the foregoing reasons, each of which, standing alone, justifies rejection of the Alternative.

- **Alternative D: Limited Uses Alternative**

The Limited Use Alternative is discussed on pages 5.0-20 through 5.0-24 of the Draft PEIR.

Alternative D would implement the proposed project and would have the same development footprint as the proposed project. However, Alternative D would revise the list of permitted uses in the proposed project to place more emphasis on technology center, research, innovation, and light industrial uses. Specifically, this Alternative would eliminate all office, logistics, and warehouse uses, thereby reducing VMT, truck trips and associated diesel emissions. Alternative D was developed to reduce potential impacts associated with air quality, greenhouse gases, energy, noise, and transportation.

a. Findings: The City Council hereby rejects and declines to adopt Alternative D because, although it would achieve the Project's objectives, it would provide less flexibility for allowable uses within the Plan Area than the proposed project, leading to a greater likelihood that the area will not develop to its potential and the City will not recognize the economic, social, and technological benefits that would result from development of the area under a cohesive plan providing for flexibility in uses.

b. Explanation: This Alternative would limit the list of permitted uses in the Plan Area and would remove all higher intensity uses such as, offices, logistics, and warehouses. Limiting the uses allowed to be developed within the Plan Area would reduce the number of employees and daily vehicular trips. Furthermore, removal of the logistics and warehousing uses would reduce the potential for substantial truck traffic and associated diesel emissions. Development under this alternative would be expected to result in less impacts related to air quality, GHG emissions and energy, noise, transportation, and utilities.

The Limited Uses Alternative would achieve all five project objectives at the same capacity as the proposed project. The Limited Uses Alternative would develop and implement a comprehensive Specific Plan for the Plan Area providing for technology park uses (objective 1); foster economic opportunities within the community by expanding the variety of industrial and business park uses (objective 2); provide attractive construction of industrial buildings (objective 3); facilitate the installation of roads, utilities, and other

infrastructure in connection with development of the Plan Area (objective 4); and establish standards for aesthetic and cohesive development in the Plan Area (objective 5). However Alternative D would limit the allowable uses within the Plan Area, thereby reducing the economic opportunity within the community as compared to the proposed project. The reduced flexibility in allowable uses would mean a greater likelihood that the area would not develop to its potential. If that were to occur, the City would not recognize the economic, social, and technological benefits that would result from development of the area under a cohesive plan providing for flexibility in uses

Therefore, the City Council rejects and declines and to adopt Alternative D (Limited Use Alternative) based on the foregoing reasons, each of which, standing alone, justifies rejection of the Alternative.

C. Environmentally Superior Alternative

CEQA requires that an environmentally superior alternative be identified among the alternatives that are analyzed in the EIR. If the No Project Alternative is the environmentally superior alternative, an EIR must also identify an environmentally superior alternative among the other alternatives (CEQA Guidelines Section 15126.6(e)(2)). The environmentally superior alternative is that alternative with the least adverse environmental impacts when compared to the proposed Project. As discussed in Chapter 5.0 of the Draft PEIR, Alternative C (the Phase I Data Hub Development Alternative) is considered the environmentally superior alternative but, as discussed above, the City Council rejects and declines to adopt Alternative C for the reasons stated above.

VII. FINDINGS AND CONCLUSION

The City Council hereby finds that, with implementation of mitigation measures listed within Chapter 3 of the Final PEIR, no unavoidable adverse environmental impacts will occur with implementation of the Pittsburg Technology Park Specific Plan. The City Council hereby finds that implementation of mitigation measures would reduce any potential impacts to a less than significant or no impact level. The City Council further determines that the benefits of the proposed project significantly outweigh any potential environmental impacts identified in the Final PEIR, all of which have been reduced to less than significant.

In reaching these conclusions, the Pittsburg City Council has considered information contained in the PEIR prepared for the proposed project as well as the public testimony and record of proceedings in which the proposed project was considered.

Based on the foregoing findings and the information contained in the record, the Council hereby determines that:

1. All significant adverse effects on the environment due to implementation of the Pittsburg Technology Park Specific Plan have been eliminated or substantially lessened to less than significant levels with the imposition of mitigation measures set forth in the MMRP, PEIR and which the City Council hereby adopts and imposes. The City Council, having reviewed and considered the information contained in the Final PEIR, finds pursuant to CEQA Guidelines Section 15091(a)(1), that changes or alterations have been required in, or incorporated into, the project, including through the imposition of mitigation, which avoid or substantially lessen the significant environmental effects as identified in the Final PEIR and as set forth above in Section IV.A and IV.B.
2. The City Council, having reviewed and considered the information contained in the Final PEIR, finds pursuant to CEQA Guidelines Section 15091(a)(3) that the alternatives presented and considered in the Final PEIR constitute a reasonable range of alternatives necessary that would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project to permit a reasoned choice among the options available to the City and/or the project proponent. The City Council hereby rejects each of the alternatives for the reasons set forth above in Section V.B.

MITIGATION MONITORING AND REPORTING PROGRAM

Section 15097 of the California Environmental Quality Act (CEQA) requires all State and local agencies to establish monitoring or reporting programs for projects approved by a public agency whenever approval involves the adoption of either a "mitigated negative declaration" or specified environmental findings related to environmental impact reports.

The following is the Mitigation Monitoring and Reporting Program (MMRP) for the Pittsburg Technology Park Specific Plan (proposed Specific Plan, or proposed project). The intent of the MMRP is to ensure implementation of the mitigation measures identified within the Final Program Environmental Impact Report (PEIR) for this project. Unless otherwise noted, the cost of implementing the mitigation measures as prescribed by this MMRP shall be funded by the applicant.

COMPLIANCE CHECKLIST

The MMRP contained herein is intended to satisfy the requirements of CEQA as they relate to the PEIR for the Pittsburg Technology Park Specific Plan prepared by the City of Pittsburg. This MMRP is intended to be used by City staff and mitigation monitoring personnel to ensure compliance with mitigation measures during project implementation. Mitigation measures identified in this MMRP were developed in the EIR that was prepared for the proposed project.

The PEIR presents a detailed set of mitigation measures that will be implemented throughout the lifetime of the project. Mitigation is defined by CEQA Guidelines, Section 15370, as a measure that:

- Avoids the impact altogether by not taking a certain action or parts of an action;
- Minimizes impacts by limiting the degree or magnitude of the action and its implementation;
- Rectifies the impact by repairing, rehabilitating, or restoring the impacted environment;
- Reduces or eliminates the impact over time by preservation and maintenance operations during the life of the project; or
- Compensates for the impact by replacing or providing substitute resources or environments

The intent of the MMRP is to ensure the implementation of adopted mitigation measures by applicants during the design, permitting and construction phases of future development within the Plan Area. The MMRP provides for design measures that will be implemented during final engineering and confirmed during plan check for each phase of development within the Plan Aera. The MMRP also will provide for monitoring of construction activities as necessary and in-the-field identification and resolution of environmental concerns.

Monitoring and documenting the implementation of mitigation measures will be coordinated by the City of Pittsburg. The table attached to this report identifies the mitigation measure, the monitoring action for the mitigation measure, the responsible party for the monitoring action, and timing of the monitoring action. The applicant will be responsible for fully understanding and effectively implementing the mitigation measures contained within the MMRP. The City will be responsible for monitoring compliance.

During construction of future development within the Plan Area, the City will assign an inspector(s) who will be responsible for field monitoring of mitigation measure compliance. The inspector(s) will report to the City Planning Department and will be thoroughly familiar with permit conditions and the MMRP.

MITIGATION MONITORING AND REPORTING PROGRAM

The following table indicates the mitigation measure number, the impact the measure is designed to address, the measure text, the monitoring agency, implementation schedule, and an area for sign-off indicating compliance.

Mitigation Monitoring and Reporting Program - Pittsburg Technology Park Specific Plan

IMPACT NUMBER	*IMPACT*	*MITIGATION MEASURE*	*MONITORING AGENCY*	*IMPLEMENTATION SCHEDULE*	*SIGN-OFF*
SECTION 3.2, AIR QUALITY					
3.2-2	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard	**MM 3.2-1** Prior to approval of subsequent development applications by the Zoning Administrator, applicants shall provide a project-level construction air quality analysis to determine the significance of air quality impacts. Specific construction activities shall be compared to BAAQMD screening criteria to determine if a more detailed emissions analysis is required to determine significance. If a quantitative analysis of emissions during project construction is required, the estimated emissions shall be compared to BAAQMD significance thresholds. Mitigation measures necessary to reduce any significant impacts shall be developed in coordination with the BAAQMD and shall include BAAQMD's basic best management practices for construction-related fugitive dust emissions as follows: • All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day. • All haul trucks transporting soil, sand, or other loose material off-site shall be covered. • All visible mud or dirt trackout onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited. • All vehicle speeds on unpaved roads shall be limited to 15 mph. • All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.	City of Pittsburg Community Development Department	Prior to approval of subsequent development applications	

Impact Number	*Impact*	*Mitigation Measure*	*Monitoring Agency*	*Implementation Schedule*	*Sign-off*
		• All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 mph. • All trucks and equipment, including their tires, shall be washed off prior to leaving the site. • Unpaved roads providing access to sites located 100 feet or further from a paved road shall be treated with a 6- to 12-inch layer of compacted layer of wood chips, mulch, or gravel. • Publicly visible signs shall be posted with the telephone number and name of the person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's General Air Pollution Complaints number shall also be visible to ensure compliance with applicable regulations.			
		MM 3.2-2 Prior to issuance of a grading permit, the project applicant shall show on the grading plans via notation that the contractor shall ensure that all offroad heavy-duty diesel-powered equipment larger than 100 horsepower (e.g., rubber tired dozers, excavators, graders, scrapers, pavers, paving equipment, and cranes) to be used for each phase of construction of the project (i.e., owned, leased, and subcontractor vehicles) shall meet USEPA emissions standards for Tier 4 engines or equivalent. The grading plans shall be submitted for review and approval by the City Engineer.	City Engineer	Prior to issuance of a grading permit	
		MM 3.2-3 To minimize emissions of fugitive dust, future development shall be required to implement the following enhanced best management practices, which shall be notated on grading plans prior to approval:	City of Pittsburg Community Development Department	Prior to approval of subsequent development applications	

IMPACT NUMBER	*IMPACT*	*MITIGATION MEASURE*	*MONITORING AGENCY*	*IMPLEMENTATION SCHEDULE*	*SIGN-OFF*
		1. Limit the simultaneous occurrence of excavation, grading, and ground-disturbing construction activities. 2. Install wind breaks (e.g., trees, fences) on the windward side(s) of actively disturbed areas of construction. Wind breaks should have at maximum 50 percent air porosity. 3. Plant vegetative ground cover (e.g., fast-germinating native grass seed) in disturbed areas as soon as possible and watered appropriately until vegetation is established. 4. Install sandbags or other erosion control measures to prevent silt runoff to public roadways from sites with a slope greater than one percent. 5. Minimize the amount of excavated material or waste materials stored at the site. 6. Hydroseed or apply non-toxic soil stabilizers to construction areas, including previously graded areas, that are inactive for at least 10 calendar days. Due to the potential for full project buildout to include land use types that generate diesel truck trips beyond what was estimated in the CalEEMod modeling analysis, the following conditional mitigation measure may be required.			
		MM 3.2-4 If a future development application includes a land use type that would generate diesel truck trips during project operation (such as logistics and warehousing), then prior to approval by the zoning administrator, a project-level air quality analysis shall be performed in conformance with General Plan Actions 2-A-4.b. and c. The analysis shall include, but not be limited to, quantification of operational criteria air pollutant emissions, a determination of operational air quality impacts, and identification of mitigation measures necessary to reduce any significant impacts.	City of Pittsburg Community Development Department	Prior to approval of subsequent development applications	

Impact Number	*Impact*	*Mitigation Measure*	*Monitoring Agency*	*Implementation Schedule*	*Sign-off*
3.2-3	Expose sensitive receptors to substantial pollutant concentrations	**MM 3.2-5** If a future development application includes a land use type that would generate diesel truck trips during project operation (such as logistics and warehousing), then prior to approval by the Zoning Administrator, then a Health Risk Assessment (HRA) shall be performed in conformance with 2040 General Plan Action 2-A-4.c . The analysis shall evaluate potential impacts from directly emitted TAC and PM2.5, as specified in Chapter 5 of BAAQMD's 2022 CEQA Guidelines. The guidelines recommend a tiered approach where at each successive step, the project's impacts (i.e., annual PM2.5 concentrations, cancer risks, and hazards), and the combined cumulative impacts from surrounding sources and the project, are compared to the appropriate thresholds of significance. Projects shall not be approved until it can be demonstrated that the project would not result in exceedance of the established thresholds of significance for public health risks at nearby sensitive receptors.	City of Pittsburg Community Development Department	Prior to approval of subsequent development applications	
3.3 Biological Resources					
3.3-1	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service	**MM 3.3-1** Each applicant will be required to obtain coverage for the project under the East Contra Costa HCP/NCCP. This shall include submittal of all required application materials per HCP/NCCP Section 6.2.1 and payment of a Development Fee and applicable fees for wetland impacts and/or stream corridor encroachments consistent with current HCP/NCCP requirements. Alternatively, the applicant may, in accordance with the terms of PMC Section 15.108, offer to dedicate land in lieu of some or all of the HCP/NCCP Development Fee. All applicable fees shall be paid, and/or an "in-lieu-of-fee" agreement fully executed, prior to the issuance of a grading permit for the project. If a grading permit is not required, fee payment and/or an "in-lieu-of-fee" agreement shall be fully executed prior to issuance of the project's building permit. Proof of applicable fees and/or "in-lieu-of-fee" agreement shall be provided to the City of Pittsburg Community Development	City of Pittsburg Community Development Department East Contra Costa County Habitat Conservancy	Prior to issuance of a grading permit	

IMPACT NUMBER	*IMPACT*	*MITIGATION MEASURE*	*MONITORING AGENCY*	*IMPLEMENTATION SCHEDULE*	*SIGN-OFF*
		Director as a condition of approval for future projects under the Specific Plan.			

		MM 3.3-2 Each applicant will be required to provide Worker Environmental Awareness training to all construction personnel. The WEAP shall include the following information.
		• The sensitive habitats on the study area.
		• Special-status species known or potentially present on the site, including their:
		  ○ Listing status and causes of decline,
		  ○ Habitat preferences, and
		  ○ Distinguishing physical characteristics.
		• The measures (AMMs and East Contra Costa HCP/NCCP measures) required to protect sensitive habitats and special-status species, including next steps and notifications in the event of a special-status species sighting.
		The WEAP shall include a hard copy handout that summarizes information presented in the training and includes photographs of habitat resources and species to facilitate identification in the field by construction personnel.
		Each applicant shall ensure that all construction personnel undergo WEAP training before they begin work. Training shall be delivered by a qualified biologist approved by the City of Pittsburg Community Development Director and shall be provided bilingually in English and Spanish if appropriate.
			City of Pittsburg Community Development Department	Prior to issuance of a grading permit	

		MM 3.3-3 Each applicant shall ensure that the project adheres to all applicable East Contra Costa HCP/NCCP requirements. **Pre-Construction Surveys**	City of Pittsburg Community Development Department	Prior to issuance of a grading permit	

IMPACT NUMBER	*IMPACT*	*MITIGATION MEASURE*	*MONITORING AGENCY*	*IMPLEMENTATION SCHEDULE*	*SIGN-OFF*
		Planning surveys per HCP/NCCP Section 6.3.1 were completed in 2018 – 2023. Based on the outcomes of the planning surveys, preconstruction surveys by USFWS- and CDFW-approved biologists shall be conducted for the following species per HCP/NCCP Sections 6.3.2: • Golden Eagle • Burrowing Owl • Swainson's Hawk • San Joaquin kit fox If preconstruction surveys determine that any of the above species is present on the site (or, for the bird species, within a distance where they could be disturbed by construction activity), the biologist may recommend construction monitoring; if so, then each applicant shall ensure that monitoring is conducted per HCP/NCCP Section 6.3.3. This will include submittal of a Construction Monitoring Plan (CMP) to the East Contra Costa County Habitat Conservancy for approval; the CMP must be submitted and approved prior to issuance of the grading permit (or, if no grading permit is required, the building permit) for the proposed project. Based on results of the planning surveys, which indicate that no suitable habitat is available on the study area, preconstruction surveys and construction monitoring are not required for the following species: • Covered shrimp species • Giant garter snake • Townsend's big-eared bat **Jurisdiction Delineations** A delineation of jurisdictional wetlands and other waters shall be conducted on the project site per HCP Sections 6.2.1 and 6.3.1.	East Contra Costa County Habitat Conservancy		

IMPACT NUMBER	*IMPACT*	*MITIGATION MEASURE*	*MONITORING AGENCY*	*IMPLEMENTATION SCHEDULE*	*SIGN-OFF*
		Each applicant shall also comply with all applicable provisions of East Contra Costa HCP/NCCP Section 6.4, Specific Conditions on Covered Activities, as follows: • **Section 6.4.1: Landscape-Level Measures** o Conservation Measure 1.10 – Maintain Hydrologic Conditions and Minimize Erosion o Conservation Measure 1.11 – Avoid Direct Impacts on Extremely Rare Plants, Fully Protected Wildlife Species [and] Covered Migratory Birds o Conservation Measure 1.7 – Establish Stream Setbacks o Conservation Measure 1.14 – Design Requirements for Covered Roads outside the UDA • **Section 6.4.2: Natural Community–Level Measures** o Conservation Measure 2.12 – Wetland, Pond, and Stream Avoidance and Minimization • **Section 6.4.3: Species-Level Measures for the following species** o California tiger salamander o Burrowing Owl o Golden Eagle o Swainson's Hawk o San Joaquin kit fox o California Red-legged Frog			
		MM 3.3-4 Rare Plant Survey & Protection	City of Pittsburg Community Development	If project construction begins in 2025 or later;	

Impact Number	*Impact*	*Mitigation Measure*	*Monitoring Agency*	*Implementation Schedule*	*Sign-off*
		MM 3.3-4a If project construction begins in 2025 or later, an updated protocol-level rare plant survey shall be conducted by a qualified biologist/botanist who is familiar with the rare plants of the project region and has been approved by the City of Pittsburg Community Development Director. Surveys shall be conducted prior to construction, with enough lead time to allow for the follow-up actions described below, if they are warranted. Surveys shall be conducted during the peak blooming periods of the target species and shall cover all potentially suitable habitats within the study area and surrounding 250-foot-wide buffer. Target species and blooming periods are listed in the table below; the table is highlighted to group species with similar blooming periods. If no special-status plants are documented within the area to be disturbed for project construction (including staging and access), no further action is required. **MM 3.3-4b**. If special-status plants covered by the East Contra Costa HCP/NCCP, or plants designated as "no take" by the East Contra Costa HCP/NCCP, are present on the site, the relevant survey report(s) shall be submitted to the East Contra Costa Habitat Conservancy per HCP/NCCP Section 6.3.1. If any of the following species covered by the East Contra Costa HCP/NCCP is found to be present, each applicant shall promptly notify the East Contra Costa County Habitat Conservancy of the species' presence and the planned construction schedule, to enable the East Contra Costa County Habitat Conservancy to salvage the occurrence(s) in accordance with HCP/NCCP Conservation Measure 3.10 (Plant Salvage when Impacts Are Unavoidable). Each applicant shall confirm with the East Contra Costa County Habitat Conservancy that the take limits established by the HCP/NCCP for the species in question have not been breached: • Big tarplant • Mount Diablo fairy lantern • Diablo helianthella	CDFW East Contra Costa County Habitat Conservancy	Prior to construction	

Impact Number	*Impact*	*Mitigation Measure*	*Monitoring Agency*	*Implementation Schedule*	*Sign-off*
		• Showy golden madia • Adobe navarretia Under no circumstance shall any of the following HCP/NCCP "no-take" plants be harmed: • Large-flowered fiddleneck • Alkali milkvetch • Mt. Diablo buckwheat • Diamond-petaled poppy • Contra Costa goldfields • Caper-fruited tropidocarpum Due to their extreme rarity, none of these species are expected to be present within the Plan Area, but if any of them are found, each applicant shall notify the East Contra Costa County Habitat Conservancy immediately and shall work with the Conservancy to determine and execute the appropriate course of action. **MM 3.3-4c** If any special-status plant not covered by the East Contra Costa HCP/NCCP is found to be present, the occurrence(s) shall be avoided and protected in place to the extent feasible. If the occurrence(s) cannot be entirely avoided, then a Plant Salvage and Mitigation Plan shall be prepared and implemented. The Plan shall be prepared by a qualified biologist/botanist who is familiar with the rare plants of the project region and has experience conducting rare plant salvage operations. Plant salvage techniques shall be consistent with those outlined in HCP/NCCP Conservation Measure 3.10. The plan shall, at a minimum, include the following. • Quantity and species of plants to be planted or transplanted • Location of the mitigation/transplant site(s)			

IMPACT NUMBER	*IMPACT*	*MITIGATION MEASURE*	*MONITORING AGENCY*	*IMPLEMENTATION SCHEDULE*	*SIGN-OFF*
		• Salvage methods, such as relocation/transplantation, seed collection, etc., including storage locations and methods to preserve the plants • Procedures for propagating collected seed, including storage methods • Planting procedures, including the use of soil preparation and irrigation • Schedule and action plan to maintain and monitor the mitigation/transplant site for a minimum 3-year period • Interim and final success criteria and corrective action thresholds (e.g., growth, plant cover, survivorship) • Potential corrective actions/contingency measures in the event interim success criteria are not being met (e.g.., weed removal, supplemental irrigation, supplemental plantings, etc.). • Reporting requirements and procedures, including the contents of annual progress reports, report submittals, review/approval responsibilities, etc. Each applicant shall be responsible for ensuring that the Plant Salvage and Mitigation Plan is implemented. The Plan shall be implemented under the oversight of the biologist/botanist who prepared it or another individual with equivalent qualifications. The biologist shall be approved by the City of Pittsburg Community Development Director.			
		MM 3.3-5 No more than one year prior to the initiation of vegetation removal and grading in the project area, each applicant shall retain an appropriately qualified biologist (see next	City of Pittsburg Community Development	No more than one year prior to the initiation of	

IMPACT NUMBER	*IMPACT*	*MITIGATION MEASURE*	*MONITORING AGENCY*	*IMPLEMENTATION SCHEDULE*	*SIGN-OFF*
		paragraph) who has been approved by the City of Pittsburg Community Development Director to conduct surveys for Crotch bumble bee, obscure bumble bee, and American bumble bee. Biologist qualifications for bumble bee surveys will conform to current CDFW guidance prevailing at the time surveys are performed. Surveys shall be performed by a qualified entomologist familiar with the species' behavior. If surveys are performed prior to CESA (and if applicable, ESA) listing for any species, they shall comprise the following activities, consistent with CDFW's Survey Considerations for CESA Candidate Bumble Bee Species. In the event any bumble bee species is listed at the time of survey, surveys will instead adhere to the protocol(s) adopted by the listing agency/agencies (CDFW and/or USFWS). • Surveys shall be conducted during each species' peak worker activity period. Surveys shall cover all areas of onsite habitat determined by the biologist to be suitable for any of the three target bumble bee species, based on habitat mapping conducted for the project to date. A minimum of three to four surveys shall be conducted, spaced two weeks apart; the total number, timing, and duration of surveys performed shall depend on the biologist's judgment, in consideration of weather, site conditions, and protocol requirements. Surveys shall be designed to identify all foraging bumble bee species; a single survey may be used to detect all species with peak activity periods including the survey date. • If Crotch bumble bee, obscure bumble bee, or American bumble bee is observed onsite during the surveys, an additional survey or surveys shall be conducted to determine whether a nest or colony is present, unless the biologist is satisfied that the initial survey(s) were sufficient to rule out the presence of nests/colonies. • If a nest or colony is present onsite, the biologist shall establish an appropriate avoidance buffer determined	CDFW USFWS	vegetation removal and grading	

IMPACT NUMBER	*IMPACT*	*MITIGATION MEASURE*	*MONITORING AGENCY*	*IMPLEMENTATION SCHEDULE*	*SIGN-OFF*
		in consideration of site conditions, the species involved, and the construction activities planned prior to the close of the nesting season. No entry into the buffer shall be permitted. The buffer shall be delineated in the field using orange construction fencing or another appropriate medium, under the biologist's oversight, and shall remain in place until the end of the nesting species' gyne flying season, or until the qualified biologist determines that the nest has been abandoned. • If no nest/colony is present onsite, no further action will be taken. However, all workers shall be required to avoid injury and mortality to bumble bees they may encounter; this requirement shall be discussed during the WEAP training and shall be reiterated to all workers if special-status bumble bees are confirmed onsite. • To support improved understanding and conservation of all three bumble bee species, survey results, including negative findings, shall be submitted to CDFW prior to implementing project-related ground-disturbing activities. At a minimum, the survey report shall include the following information. 1. A description and map of the survey area, focusing on areas that could provide suitable habitat for Crotch bumble bee, obscure bumble bee, or American bumble bee 2. Field survey conditions, including name(s) of qualified entomologist(s) and brief qualifications; date(s) and time(s) of survey; survey duration; general weather conditions; survey goals; and species searched 3. Map(s) showing the location of nests/colonies, if any A description of physical (e.g., soil, moisture, slope) and biological (e.g., plant composition) conditions where each nest/colony is			

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		found, including native plant composition (e.g., density, cover, and abundance) within impacted habitat (e.g., species list separated by vegetation class; density, cover, and abundance of each species) 5. The measures that will be implemented to avoid adverse effects on the bumble bee species present 6. An assessment of potential project effects on special-status bumble bees during project construction and project operation/maintenance, with avoidance and minimization measures in place.			
		MM 3.3-6 The following measures will be required to protect monarch butterflies prior to ESA (and, if applicable, CESA) listing. In the event monarch butterfly is ESA- and/or CESA-listed at the time of project construction, monarch butterfly protection requirements will instead adhere to the protocol(s) adopted by the listing agency/agencies (CDFW and/or USFWS). • No more than two days prior to the initiation of vegetation trimming or removal for construction, each applicant shall ensure that a qualified biologist approved by the City of Pittsburg Community Development Director surveys all areas of potentially suitable habitat for monarch butterfly larval host plants. • If host plants are found, the biologist shall survey all host plants for monarch eggs, larvae, and pupae. If no eggs, larvae, or pupae are found, plants may be removed within two days. If eggs, larvae, or pupae are present, host plants shall be protected in place until the biologist has determined that no more eggs, larvae, or pupae are present.	City of Pittsburg Community Development CDFW USFWS	Prior to construction	
		MM 3.3-7 The following measures will be required to protect western pond turtles prior to ESA (and, if applicable, CESA) listing. In the event western pond turtle is ESA- and/or CESA-listed at the time of project construction, western pond turtle protections will	City of Pittsburg Community Development CDFW	Prior to construction	

IMPACT NUMBER	*IMPACT*	*MITIGATION MEASURE*	*MONITORING AGENCY*	*IMPLEMENTATION SCHEDULE*	*SIGN-OFF*
		instead adhere to the protocol(s) adopted by the listing agency/agencies (CDFW and/or USFWS). • Prior to the start of construction activities, each applicant shall ensure that a qualified biologist approved by the City of Pittsburg Community Development Director conducts a pedestrian preconstruction survey of the study area and adjacent suitable habitat for western pond turtle. • The survey shall be conducted no more than 24 hours prior to start of work and shall include walking the work area limits and interior and investigating all areas that could be used by the species. • If western pond turtle individuals are found, the biologist shall relocate them to suitable habitat outside the disturbance area and far enough away that they would not be expected to return. • If the biologist determines that it is warranted, exclusion measures shall be implemented to prevent individuals returning to the active work site. The same requirements will apply for operations and maintenance activities with the potential to affect western pond turtle habitat.	USFWS		
		MM 3.3-8 If project-related disturbance (e.g., vegetation removal or trimming, clearing/grubbing, grading) commences any time during the nesting/breeding season of native bird species potentially nesting in or near the Plan Area (February 1 – August 31 for most species; January 1 through August 31 for Golden Eagle; March 15 – September 15 for Swainson's Hawk), a preconstruction survey for nesting birds shall be conducted by a qualified biologist approved by the City of Pittsburg Community Development Director, using binoculars. The survey shall take place no more than two weeks prior to the initiation of work.	City of Pittsburg Community Development CDFW East Contra Costa County Habitat Conservancy	During construction if it is during nesting/breeding season of native bird species	

IMPACT NUMBER	*IMPACT*	*MITIGATION MEASURE*	*MONITORING AGENCY*	*IMPLEMENTATION SCHEDULE*	*SIGN-OFF*
		If active nests are found in areas that could be directly affected or are within 300 feet of disturbance activities and would be subject to prolonged noise, a no-disturbance buffer zone shall be created around active nests for the remainder of the breeding season or until the biologist determines that all young have fledged or that the nest has been abandoned. No entry into the no-activity buffer shall be permitted. The no-activity buffer shall be delineated in the field by or under the supervision of the biologist, using temporary construction fencing or another suitable low-impact medium. The size of the buffer zone(s) shall be determined by the biologist based on the species involved, the amount of vegetative and other screening between the nest and areas where construction activity shall take place, and, if appropriate, other site-specific factors. The minimum buffer width shall be 50 feet for species other than raptors, and a minimum of 500 feet for raptor species other than Golden Eagle and Swainson's Hawk, and may be enlarged by taking into account factors such as the following: • Noise and human disturbance levels at the construction site at the time of the survey and the noise and disturbance expected during the construction activity. • Sensitivity of nesting species and behaviors of the individual nesting birds. If nesting Swainson's Hawk or Golden Eagle are observed, buffers and other avoidance measures shall conform to Species-Level Measures for these species as laid out in East Contra Costa HCP/NCCP Section 6.4.3. or current CDFW requirements, whichever is greater.			
		MM 3.3-9 The following requirements apply to construction and to operations and maintenance that involves disturbance that could affect nesting activity, such as vegetation removal or trimming, clearing/grubbing, and grading. Bald Eagle nests may be built throughout the year. Consequently, each applicant shall retain a qualified biologist approved by the	City of Pittsburg Community Development East Contra Costa County Habitat Conservancy	Prior to initial or subsequent construction activities	

Impact Number	*Impact*	*Mitigation Measure*	*Monitoring Agency*	*Implementation Schedule*	*Sign-off*
		City of Pittsburg Community Development Director to conduct a preconstruction survey for nesting Bald Eagles prior to the initiation of work at the site (including vegetation removal or trimming, clearing/grubbing, grading, etc.). The survey shall be conducted using binoculars and shall take place no more than two weeks prior to the initiation of work. If an occupied or active nest is present, construction-related activity shall be prohibited within 0.5 mile of the nest unless site-specific conditions or the nature of the construction activity (e.g., dense vegetation, limited noise generation, limited activities) indicate that a smaller buffer could be appropriate or that a larger buffer should be implemented. The biologist shall coordinate with the East Contra Costa County Habitat Conservancy, CDFW, and USFWS to determine the appropriate buffer size. The nest buffer shall be delineated in the field using temporary construction fencing or another suitable low-impact medium. Buffer fencing shall be placed only on the Plan Area; the buffer shall not be put in place on neighboring properties not involved in project construction and staging. Construction shall be monitored by a qualified biologist to ensure that the buffer remains in place and that no construction activities occur within the buffer zone until the biologist has determined that the young have fledged or that the nest has been abandoned.	CDFW USFWS		
		MM 3.3-10 Prior to the initiation of any activity that could disturb roosting bats (including vegetation trimming/removal, surveys involving the use of lasers that produce high-frequency sounds, drilling, or other activity producing high-frequency sounds, a qualified biologist (as stipulated in Section 5 of H.T. Harvey & Associates 2019, and subject to approval by the City of Pittsburg Community Development Director) shall conduct a habitat evaluation for special-status bats, focusing on the needs of pallid bat, western red bat, and hoary bat, the species identified by planning surveys as having potential to be present on the site. For purposes of this AMM, high frequency sound is defined as sound	City of Pittsburg Community Development Department CDFW	Prior to the initiation of any activity that could disturb roosting bats	

IMPACT NUMBER	*IMPACT*	*MITIGATION MEASURE*	*MONITORING AGENCY*	*IMPLEMENTATION SCHEDULE*	*SIGN-OFF*
		in the 20 kHz – 50 kHz frequency range, based on bat disturbance information in California Department of Transportation (Caltrans) bat mitigation guidelines (ibid). If Caltrans guidance is updated, or if frequency sensitivity information relevant to the bat species with potential to occur becomes available prior to project construction, this definition shall be updated accordingly. Surveys shall include the entirety of the study area plus a 400-foot-wide buffer. If no roosting habitat suitable for these species is present on the study area, no further action is required. If roosting habitat is present, the following additional requirements shall apply. Any potential roost trees/other potential roosting habitat shall also be considered potential bat maternity roosts. • Before any activities with the potential to disturb roosting bats begin, the approved biologist(s) shall conduct focused surveys for roost occupancy. These shall be conducted at least two weeks prior to the start of work and shall include: o Daytime visual surveys for bats and evidence of bat presence such as guano or urine staining o Evening emergence and acoustic surveys If bat presence is confirmed, the species, number of individuals, and roost type (maternity/non-maternity) shall be documented and reported to the CNDDB. Bats shall not be disturbed or relocated during the surveys. • Confirmed non-maternity roosts shall be protected by buffers. Buffers shall be delineated in the field with temporary construction fencing or another suitable measure, installed under biologist oversight. Note that buffer distances vary depending on the species and the type of noise/disturbance involved. (If bat species other than those addressed here are encountered, buffer distances shall be consistent with H.T. Harvey & Associates 2019). The biologist shall coordinate with			

IMPACT NUMBER	*IMPACT*	*MITIGATION MEASURE*	*MONITORING AGENCY*	*IMPLEMENTATION SCHEDULE*	*SIGN-OFF*
		construction staff to determine the appropriate buffer width; if there is uncertainty, the more conservative buffer width shall prevail. If a confirmed roost must be removed or trimmed for construction, or if work must occur within the buffers laid out above, work shall be restricted to daylight hours when the CDFW approved biologist has confirmed that it the roost is not occupied and shall be overseen by the biologist to prevent injury or mortality. The biologist shall have authority to divert or stop work in the event of excessive risk to bats. • Confirmed maternity roosts shall be protected by the same buffers identified above. Maternity roosts shall not be removed unless removal cannot be avoided, and in no case shall a confirmed maternity roost be removed during the breeding/non-volant season (April – August). If removal of a maternity roost is necessary, each applicant shall consult with CDFW to determine appropriate compensatory mitigation such as the provision of bat boxes and shall submit a Bat Habitat Mitigation Plan for DFW approval. Consultation and submittal of the Mitigation Plan shall occur prior to the removal, and the removal shall not take place until CDFW has approved the Plan. Each applicant shall then be responsible for implementing CDFW-approved mitigation for removal of bat maternity roost habitat.			
		MM 3.3-11 Vegetation removal, clearing/grubbing, and grading activities shall be conducted in a uniform direction to allow mobile animals such as San Joaquin pocket mouse the ability to escape the disturbance area into adjacent undisturbed habitat. Project construction shall also avoid the creation of fragmented islands of habitat where individuals may become trapped, isolated from resources, and at risk from eventual clearing/grading operations.	City of Pittsburg Community Development Department	During construction	

Impact Number	*Impact*	*Mitigation Measure*	*Monitoring Agency*	*Implementation Schedule*	*Sign-off*
		MM 3.3-12 Each applicant shall ensure that a qualified biologist approved by the City of Pittsburg Community Development Director conduct a preconstruction survey for American badger den sites. The survey shall be conducted no more than four weeks before the commencement of ground disturbance. If an occupied den is found, and young are not present, then any badgers present shall be removed from the den either by the use of appropriate exclusionary devices or by trapping and relocation. The removal method shall be approved by CDFW prior to implementation; if trapping and relocation are used, it shall be carried out by biologist(s) with all required permits for badger handling. Any trapped badgers shall be relocated to other suitable habitat at least 500 feet outside the study area boundary. Once any badgers are excluded or trapped and relocated, den(s) shall be excavated by hand and backfilled to prevent reoccupation. Exclusion shall continue until the badgers are successfully removed from the site, as determined by the biologist. Badgers shall not be excluded or relocated if it is determined by the biologist that young are or may be present. Any occupied dens shall be protected with a 50-foot-wide no-activity buffer. The buffer shall be delineated in the field by a qualified biologist, using temporary construction fencing or another appropriate low-impact medium, and shall remain in place until the biologist has determined that the young are no longer dependent on their mother and the den site. No entry into the buffer area shall be permitted.	City of Pittsburg Community Development Department	No more than four weeks before commencement of ground disturbance	
3.3-2	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of	Implement **MM 3.3-1** through **MM 3.3-3**, as described above.	See **MM 3.3-1** through **MM 3.3-3**.	See **MM 3.3-1** through **MM 3.3-3**.	

Impact Number	*Impact*	*Mitigation Measure*	*Monitoring Agency*	*Implementation Schedule*	*Sign-off*
	Fish and Wildlife or U.S. Fish and Wildlife Service				
3.3-3	Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means	Implement **MM 3.3-1** through **MM 3.3-3**, as described above.	See **MM 3.3-1** through **MM 3.3-3**.	See **MM 3.3-1** through **MM 3.3-3**.	
3.3-4	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites	Implement **MM 3.3-1** through **MM 3.3-3**, as described above.	See **MM 3.3-1** through **MM 3.3-3**.	See **MM 3.3-1** through **MM 3.3-3**.	
3.3-6	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan	Implement **MM 3.3-1** through **MM 3.3-3**, as described above.	See **MM 3.3-1** through **MM 3.3-3**.	See **MM 3.3-1** through **MM 3.3-3**.	
3.4 Cultural and Tribal Resources					
3.4-2	Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5	**MM 3.4-1** Prior to construction, all workers regardless of location, shall receive cultural resource awareness training. The training program should be developed by a Qualified Professional Archaeologist that meets the Secretary of the Interior's Professional Qualifications Standards for archaeology and shall include relevant information regarding sensitive cultural resources and tribal cultural resources, including applicable regulations, protocols for avoidance, and consequences of	City of Pittsburg Community Development Department	Prior to construction	

Impact Number	*Impact*	*Mitigation Measure*	*Monitoring Agency*	*Implementation Schedule*	*Sign-off*
		violating state laws and regulations. It should also describe appropriate avoidance and impact minimization measures for cultural resources and tribal cultural resources that may be located within the Plan Area and provide guidance on procedures to follow if any cultural resources or TCRs are encountered.			
		MM 3.4-2 All ground-disturbing activities proposed within the Plan Area shall be monitored by a Qualified Professional Archaeologist who meets or works under the direct supervision of someone who meets the Secretary of the Interior's Professional Qualifications Standards for prehistoric and historic archaeology. All ground-disturbing activities proposed within the Plan Area shall also be monitored by Qualified Native American Monitor. In the event that cultural resources are observed, all work must stop within the immediate vicinity of the find, and the Qualified Professional Archaeologist shall prepare and implement a resource mitigation plan and monitoring program.	City of Pittsburg Community Development Department	During ground-disturbing activities	
		MM 3.4-3 If an inadvertent discovery of tribal cultural resources, archaeological artifacts, other cultural resources, or human remains are discovered during construction within the Plan Area, all work must halt within a 100-foot radius of the discovery. The Qualified Professional Archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for prehistoric and historic archaeology, shall be retained to evaluate the significance of the find, and shall have the authority to modify the no-work radius as appropriate, using professional judgment. The following notifications and procedures shall apply: • If the professional archaeologist determines that the find does not represent a cultural resource, work may resume immediately, and no agency notifications are required. • If the Qualified Professional Archaeologist determines that the find does represent a cultural resource from any time period or cultural affiliation, the Qualified	City of Pittsburg Community Development Department	During construction	

IMPACT NUMBER	*IMPACT*	*MITIGATION MEASURE*	*MONITORING AGENCY*	*IMPLEMENTATION SCHEDULE*	*SIGN-OFF*
		Professional Archaeologist shall immediately evaluate the find pursuant to Public Resources Code Section 21083.2. If necessary, the evaluation may require preparation of a treatment plan and archaeological testing for determining California Register of Historical Resources eligibility. If the discovery proves to be significant under CEQA and cannot be avoided by the project, additional work may be warranted, such as data recovery excavation, to mitigate any significant impacts to significant resources. Work may not resume within the no-work radius until the lead agencies, through consultation as appropriate, determine that the site either: 1) is not a Historical Resource under CEQA or a Historic Property under Section 106; or 2) that the treatment measures have been completed to their satisfaction. Any reports required to document and/or evaluate unanticipated discoveries shall be submitted to the City of Pittsburg for review and approval and submitted to the Northwest Information Center in Sonoma State after completion. Recommendations contained within prepared reports shall be implemented throughout the remainder of ground disturbance activities. • If the find represents a Native American or potentially Native American resource that does not include human remains, then the Qualified Professional Archaeologist shall notify the City of Pittsburg, a Native American Representative from the Wilton Rancheria tribe, and the NAHC shall be contacted to ensure that the Most Likely Descendant (MLD) can assess the find. The City of Pittsburg shall consult with the tribes on a finding of eligibility and implement appropriate treatment measures, if the find is determined to be a Historical Resource under CEQA, as defined in Section 15064.5(a) of the CEQA Guidelines. If the deposit is eligible, the project shall attempt to feasibly avoid damage to the			

IMPACT NUMBER	*IMPACT*	*MITIGATION MEASURE*	*MONITORING AGENCY*	*IMPLEMENTATION SCHEDULE*	*SIGN-OFF*
		deposit (e.g., redesign or capping). If avoidance is not feasible, the archaeologist shall, in consultation with the MLD and City, develop and implement a plan to recover the scientifically consequential data represented by the deposit in a manner respectful of tribal concerns. Work may not resume within the no-work radius until the lead agencies, through consultation as appropriate, determine that the site either: 1) is not a Historical Resource under CEQA, as defined in Section 15064.5(a) of the CEQA Guidelines; or 2) that the treatment measures have been completed to the agencies satisfaction. A report of the finds or any resource evaluation and/or data recovery efforts shall be submitted to City of Pittsburg for review and approval and submitted to the Northwest Information Center in Sonoma State as a condition for access to its archives. • If the find includes human remains, or remains that are potentially human, the Qualified Professional Archaeologist shall ensure reasonable protection measures are taken to protect the discovery from disturbance (AB 2641). The Qualified Professional Archaeologist shall notify the City of Pittsburg Development Services Director, a Native American Representative from the Wilton Rancheria tribe, and the Contra Costa County Coroner (per § 7050.5 of the Health and Safety Code). The provisions of § 7050.5 of the California Health and Safety Code, § 5097.98 of the California PRC, and AB 2641 will be implemented. If the coroner determines the remains are Native American origin and not the result of a crime scene, the coroner will notify the Native American Heritage Commission (NAHC), which then will designate a Native American Most Likely Descendant (MLD) for the Project (§ 5097.98 of the PRC). The designated MLD will have 48 hours from the time access to the property is granted to make recommendations concerning treatment of the			

Impact Number	*Impact*	*Mitigation Measure*	*Monitoring Agency*	*Implementation Schedule*	*Sign-off*
		remains. If the landowner does not agree with the recommendations of the MLD, the NAHC can mediate (§ 5097.94 of the PRC). If no agreement is reached, the landowner must rebury the remains where they will not be further disturbed (§ 5097.98 of the PRC). This will also include either recording the site with the NAHC or the appropriate Information Center; using an open space or conservation zoning designation or easement; or recording a reinternment document with the county in which the property is located (AB 2641). Work may not resume within the no-work radius until the agencies, through consultation as appropriate, determine that the treatment measures have been completed and are approved by the Development Services Director.			
3.4-3	Lead to the disturbance of any human remains	Implement **MM 3.4-3**, as described above.	See **MM 3.4-3**.	See **MM 3.4-3**.	
3.4-4	Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074, and that is: Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or a resource determined by the lead agency	Implement **MM 3.4-1** through **3.4-3**, as described above.	See **MM 3.4-1** through **3.4-3.**	See **MM 3.4-1** through **3.4-3.**	
3.5 Geology and Soils					
3.5-6	Directly or indirectly destroy a unique paleontological resource	**MM 3.5-1** At the time of application for site specific development within the Plan Area, the Applicant shall retain a Project Paleontologist to develop a Paleontological Resources Mitigation	City of Pittsburg Community Development	Prior to issuance of a grading permit	

Impact Number	*Impact*	*Mitigation Measure*	*Monitoring Agency*	*Implementation Schedule*	*Sign-off*
	or site or unique geologic feature	and Monitoring Plan. The Plan shall outline preconstruction coordination, monitoring procedures, emergency discovery procedures, sampling and data recovery, museum storage coordination with an accredited institution or facility for any specimen and data recovered, and final reporting.	Department		
		MM 3.5-2 Prior to the start of construction, the Project Paleontologist or a qualified paleontological monitor shall provide all construction personnel involved with earthmoving activities an environmental awareness training that will provide information on the possibility of encountering fossils during construction, how to identify fossils, and the protocols to follow in the case of any fossil discoveries including proper notification procedures.	City of Pittsburg Community Development Department	Prior to construction	
		MM 3.5-3 Prior to construction, the Project Paleontologist shall review excavation plans to determine where paleontologically sensitive stratigraphic units will be disturbed by Project-related earth movement. Earthmoving construction activities will be monitored by a qualified paleontological monitor in those areas and/or where disturbance will take place to previously undisturbed sediment. Monitoring will not take place in areas where the ground has been previously disturbed, in areas underlain by artificial fill, or in areas where exposed sediment will be buried but not disturbed. Monitoring procedures will include measures to suspend monitoring should construction activities be restricted to previously disturbed fill and to adjust monitoring protocols based on updated evaluations of sensitivity subsequent to initial excavations.	City of Pittsburg Community Development Department	Prior to construction	
3.10 Noise					
3.10-1	Generate a substantial temporary or permanent increase in ambient noise levels in excess of local	**MM 3.10-1** If at the time of development review, an Applicant cannot provide evidence of project level conformance with Table 3-1, the Applicant shall submit a detailed construction mitigation plan accompanied by a construction noise analysis that	City Engineer	Prior to approval of subsequent development applications	

IMPACT NUMBER	*IMPACT*	*MITIGATION MEASURE*	*MONITORING AGENCY*	*IMPLEMENTATION SCHEDULE*	*SIGN-OFF*
	general plan standards or noise ordinance	incorporates specific mitigation techniques for site-specific noise reduction and attenuation. Examples include limiting hours of construction, locating stationary noise sources (e.g., generators, compressors) away from sensitive receptors, using shrouds or temporary barriers for louder equipment (e.g., pile drivers), and using newer machinery.			
		MM 3.10-2 If at the time of development review, an Applicant cannot provide evidence of project level conformance with Table 3.10-8, the Applicant shall submit a detailed operational mitigation plan accompanied by an operational noise analysis that incorporates specific mitigation techniques for site-specific noise reduction and attenuation. Examples of operational noise mitigation include changes to a site layout to place noise sources further from sensitive receptors, using manufacturer-supplied or third-party noise mitigation (e.g., low-sound fan options, silencers, acoustical louvers), and installing sound barriers.	City Engineer	Prior to approval of subsequent development applications	
		MM 3.10-3 If future development anticipates greater use of truck trips beyond what was analyzed in this PEIR (15 trips per day), then the Applicant shall prepare a subsequent noise analysis to provide evidence that they conform to the noise level thresholds identified in Table 3.10-8. If the Applicant cannot demonstrate conformance with Table 3.10-8, then the Applicant shall submit a detailed operational mitigation plan accompanied by an operational noise analysis that incorporates specific mitigation techniques for site-specific noise reduction and attenuation.	City Engineer	Prior to approval of subsequent development applications	
3.13 TRANSPORTATION AND CIRCULATION					
3.13-1	Specific Plan implementation would result in VMT per employee that is greater	**MM 3.13-1** Travel Demand Management Plan(s) shall be prepared and implemented for future phases of Specific Plan implementation. The TDM Plan comply with the City's TIA Guidelines in effect at the time of application and should identify trip reduction strategies as well as mechanisms for funding and	City Engineer	Prior to approval of subsequent development applications	

IMPACT NUMBER	*IMPACT*	*MITIGATION MEASURE*	*MONITORING AGENCY*	*IMPLEMENTATION SCHEDULE*	*SIGN-OFF*
	than 85 percent of Baseline conditions	overseeing the delivery of trip reduction programs and strategies. Trip reduction strategies applicable to the proposed project may include, but are not limited to, the following: a. Implement Alternative Work Schedules b. Provide New Hire Packets on Transportation Options c. Implement Subsidized or Discounted Transit Program d. Provide Carpooling Programs e. Implement Car-Sharing Program f. Provide a Transit Riders Guide g. Provide an Online TDM Information Center h. Implement Commute Trip Reduction Marketing i. Increase Bicycle and Pedestrian Facilities/Amenities j. Free Trial Rides on Transit Services			
3.13-2	Specific Plan implementation would conflict with a program, plan, policy, or ordinance addressing the circulation system, including transit, bicycle, and pedestrian facilities	**MM 3.13-2** As future specific land-uses are proposed for development on the site, a level of service analysis shall be performed in accordance with the City of Pittsburg's TIA Guidelines in effect at the time of application. If violations of the City's General Plan LOS policies are identified, improvement measures shall be developed and proposed to eliminate those violations.	City Engineer City of Pittsburg Community Development Department	Prior to approval of subsequent development applications	
		MM 3.13-3 As future specific land-uses are developed on the site, appropriate local and regional traffic impact fees shall be calculated and paid in accordance with the anticipated level of traffic generation. The two currently applicable traffic impact fees are the Pittsburg Transportation Impact Mitigation Fee (TIMF) and the Pittsburg Regional Transportation Development Impact Fee (PRTDIM), as described in Chapters 15.90 and 15.103 PMC, respectively.	City Engineer City of Pittsburg Community Development Department	Prior to approval of subsequent development applications	
3.15 WILDFIRES					
3.15-4	Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope	**MM 3.15-1** Prior to approval of building permit, the applicant shall demonstrate that debris flow potential has been studied for post-fire conditions. Alternatives for mitigating potential debris flow impacts shall be considered and refined as each phase of future development is designed. Preliminary mitigation measures may include restricting the use of portions of the site until the potential for debris flow is quantified, using best modeling methods. If it is	City Engineer	Prior to approval of building permit	

IMPACT NUMBER	*IMPACT*	*MITIGATION MEASURE*	*MONITORING AGENCY*	*IMPLEMENTATION SCHEDULE*	*SIGN-OFF*
	instability, or drainage changes	determined that there is high potential for debris flow impacts, additional infrastructure or interventions may be required, including constructing debris collection basins, routine removal of debris-generating materials, and sizing up stormwater runoff conveyance facilities for bulked debris flows.			

City of Pittsburg
California

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Community and Economic Development Department – Planning Division

NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that the **PLANNING COMMISSION** of the City of Pittsburg will conduct a public hearing on:

DATE: **September 10, 2024**
TIME: **7:00 p.m.**
PLACE: **City Council Chamber at City Hall**
65 Civic Avenue, Pittsburg, California

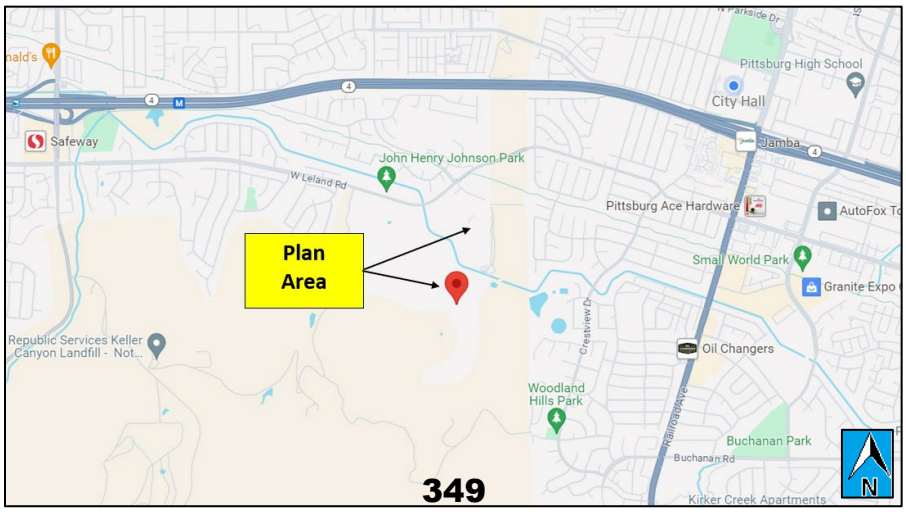
Concerning the following matter:

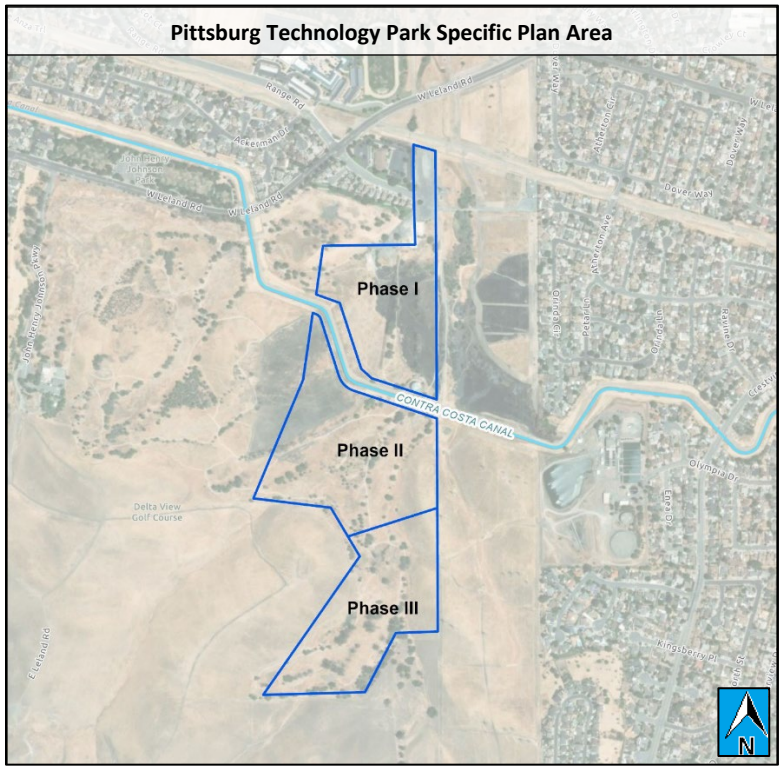
Pittsburg Technology Park Specific Plan, AP-24-0028 (PD, SUBD, EIR)
This is a public hearing on a request for a recommendation for City Council adoption of the Pittsburg Technology Park Specific Plan and approval of the Vesting Tentative Map for a 12-lot Major Subdivision on an approximately 76.38-acre site located on the eastern half of the former Delta View Golf Course, south of West Leland Road, located at 2222 Golf Club Road. Assessor Parcel Numbers (APNs): 095-160-001, 095-160-002 and 094-080-046. The request also includes a recommendation for City Council to certify the Final Program Environmental Impact Report (PEIR) and adopt CEQA Findings of Fact and a Mitigation Monitoring and Reporting Program (MMRP) for the Pittsburg Technology Park Specific Plan Project.

Environmental Determination
On February 28, 2024, the City published a Notice of Preparation of an Environmental Impact Report for the proposed project (State Clearinghouse No. 2024030184). On July 3, 2024, the City published a Notice of Availability (NOA) of a Draft PEIR prepared for the proposed project in accordance with the California Environmental Quality Act (CEQA) and the State CEQA Guidelines (Section 15132). Following the close of the 45-day NOA public review period on August 19, 2024, the City prepared a Final PEIR for the proposed project (which includes the Draft PEIR, comments on the Draft PEIR, responses to comments on the Draft PEIR, and all revisions to the Draft PEIR). The Final PEIR must be considered by the Planning Commission with Planning Application No. AP-24-0028 (PD, SUBD, EIR).

The Final PEIR and all related documents, including the proposed Pittsburg Technology Park Specific Plan, are available for download on the project website at:
https://www.pittsburgca.gov/services/community-development/planning/advanced-planning-special-projects/pittsburg-technology-park-specific-plan-project

A hardcopy of the Final PEIR for this project is available at Pittsburg City Hall (65 Civic Avenue) and the Pittsburg Library (80 Power Avenue). Special arrangements may also be made to view a hard copy by contacting the project planner, Alison Spells, directly via email at aspells@pittsburgca.gov or by telephone at (925) 252-6987.





Why am I receiving this notice?
Noticing requirements in Pittsburg Municipal Code (PMC) Section 18.14.020 require compliance with California Government Code Sections 65090 and 65091, which requires the City to publish the Notice of the Public Hearing in the *East County Times* at least 10 days prior to the public hearing. In addition, the City also posted the notice at City Hall, the Pittsburg Library, and on the "Public Notices" section of the City's website. The City also sent the notice to local service agencies whose services might be affected by the proposed project, and to individuals who had previously filed a written request for public hearing notices. A copy of the notice was also posted on www.nextdoor.com ("Nextdoor") and sent directly to all subscribed residents in Nextdoor neighborhoods adjacent to the Pittsburg Technology Park Specific Plan Area.

Where can I get more information about this project?
The complete file for this project is available for public inspection; please contact the project planner listed above to make necessary arrangements. Any persons requiring additional accommodation to review this notice, including visually impaired persons, may contact the Planning Main Line at (925) 252-4920.

What can I do if I have comments on the project?
Comments or objections to the project can be made by writing or through e-mailed testimony prior to the meeting or provided orally during the meeting. Written comments citing the project name may be emailed to the project planner listed above or may be mailed or delivered to Pittsburg Planning Division, 65 Civic Avenue, Pittsburg, CA 94565. Pursuant to Section 65009 of the California Government Code, if you challenge this matter in court, you may be limited to those issues you or someone else raised at the public hearing described in this notice, or in written correspondence on the matter delivered to this agency at, or prior to the public hearing. Any written correspondence delivered to the Planning Division before the hearing body's action on the matter will become a part of the administrative record.

Para información en español:
(925) 252-4920

JOHN FUNDERBURG, SECRETARY
PITTSBURG PLANNING COMMISSION