



City of Pittsburg Planning Commission Agenda

August 13, 2019

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

**Regular Meeting
7:00 P.M.**

Planning Commission Members

**Elissa Robinson, Chair
Sarah Foster, Vice-Chair
J. Faye Fields, Commissioner
Christopher Moreno, Commissioner
Dr. Trinh Nguyen, Commissioner
Michael Caliguire, Commissioner
James Coniglio, 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.

CALL TO ORDER

ROLL CALL

PLEDGE OF ALLEGIANCE

DELETIONS, WITHDRAWALS OR CONTINUANCES

COMMENTS FROM THE AUDIENCE

PRESENTATIONS

CONSENT

1. **Minutes**
Meeting Minutes of July 23, 2019
2. **Request to Initiate a Study to Update the Water Efficient Landscape Ordinance**
This is a City-initiated proposal to consider amendments to Title 18 of the Pittsburg Municipal Code (PMC) to revise the existing Water Efficient Landscape Standards in order to comply with state law. Pursuant to the State Government Code, all California cities and counties are required to adopt the Model Water Efficient Landscaping Ordinance (MWELO), or local regulations which are at least as effective in conserving water as the MWELO.

PUBLIC HEARINGS

3. **Mt. Diablo Resource Recovery Park Recycle Smart Program Implementation, AP-17-1235 (UP)**
This is a public hearing on a request for approval of a use permit to establish a small recycling facility and mail order/direct selling establishment ancillary to the existing Mt. Diablo Resource Recovery administrative office at 555 California Avenue, in the Railroad Avenue Specific Plan (RASP) PD (Planned Development, Ord. 1319) District. APN: 073-270-089.
4. **Golden State Utility Company, AP-18-1390 (UP, DR)**
This is a public hearing on a request for approval of a use permit to legalize an existing contractor yard on an approximate 135,000 square-foot portion of an existing 40.5 acre parcel, and design review to legalize the installation of a 1,440 square-foot office trailer, a two (2) carport structures, and three (3) storage containers, located at 1501 Loveridge Road, within the IG (General Industrial) District. Assessor's Parcel No. 073-230-033.

COMMISSION CONSIDERATIONS

5. Los Medanos Industrial Park, AP-18-1353 (DR)

This is a public meeting on a request for design review approval of plans to construct four shell buildings, totaling 109,884 square feet on the 2.5-acre lot located south of the intersection of Garcia Avenue and Martin Street, the 0.89-acre lot located west of the terminus of Kelley Court, and the 3.77-acre lot located east of the terminus of Kelley Court in the IP (Industrial Park) District. Assessor's Parcel Nos. 088-530-004, -005, & -006, and 088-540-007, -014, & -018

STUDY SESSION

6. The Atchison, AP-19-1444 (PPR).

This is a study session to receive Planning Commission comments on a potential proposal to construct a mixed-use development consisting of 212 apartment units and 15,000 square feet of commercial space on a 3.94-acre site located at 2575 Railroad Avenue in the Community Commercial (CC) District. APN 088-184-006.

ZONING ADMINISTRATOR REPORTS

7. Notice of Intent to Exercise Delegated Design Review Authority and Conduct a Zoning Administrator Public Hearings.

The Zoning Administrator submits one notice of intent to exercise delegated design review authority for an update to an existing gas station façade at 2971 Railroad Avenue (in accordance with Planning Commission Resolution No. 9918), and one notice of intent to conduct a Zoning Administrator public hearing for a fence height exception at the Mosaic Apartments at 1128 Leland Road.

STAFF COMMUNICATIONS

8. General Plan Status Update
General Plan Visioning Report

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**

July 23, 2019

A regular meeting of the Pittsburg Planning Commission was called to order by Chair Robinson at 7:00 p.m. on Tuesday, July 23, 2019, in the Council Chamber at City Hall, 65 Civic Avenue, Pittsburg, California.

ROLL CALL

Present: Chair Robinson, Vice-Chair Foster, Commissioners Fields, Moreno, Nguyen, Coniglio

Absent: Commissioner Caliguire

Staff: Director of Community Development Jill Hecht, City Engineer Richard Abono, Planning Manager/ Secretary Kristin Pollot, Assistant Planner Celina Palmer, Deputy City Clerk Amanda McVey, Administrative Coordinator Shelby Rose

PLEDGE OF ALLEGIANCE

Commissioner Coniglio led the Pledge of Allegiance.

DELETIONS / WITHDRAWALS / CONTINUANCES

There were no deletions, withdrawals or continuances.

COMMENTS FROM THE AUDIENCE

There were no comments from the audience.

PRESENTATIONS

There were no presentations.

CONSENT

1. Minutes of June 25, 2019

On motion by Commissioner Coniglio seconded by Commissioner Moreno to approve and carried by the following vote:

AYES:	Coniglio, Fields, Foster, Moreno, Nguyen, Robinson
NAYES:	None
ABSTAIN:	None
ABSENT:	Caliguire

PUBLIC HEARINGS

2. Best Care Fumigation, AP-19-1415 (DR)

A request for design review approval of plans to place a 600 square foot mobile office trailer and 224 square foot trash enclosure on an 8,555 square foot site located at 5 Industry Road, in the CW (Waterfront Commercial) District. Assessor's Parcel No. 073-042-012.

Assistant Planner, Celina Palmer gave a presentation on the item.

On motion by Commissioner Coniglio seconded by Commissioner Moreno to approve and carried by the following vote:

AYES:	Coniglio, Fields, Foster, Moreno, Nguyen, Robinson
NAYES:	None
ABSTAIN:	None
ABSENT:	Caliguire

ZONING ADMINISTRATOR REPORTS

3. The Zoning Administrator submit five resolutions previously approved under delegated authority, in accordance with Pittsburg Municipal Code sections 18.50.410 (home occupations) and 18.32.010 (fence height exceptions).

The Commissioners acknowledged receipt of the five previously approved resolutions.

STAFF COMMUNICATIONS

4. Tentative Schedule

Planning Secretary / Planning Manager Kristin Pollot stated the Tentative Schedule was included in the agenda packet and offered to answer any questions the Commission may have.

Planning Secretary / Planning Manager Kristin Pollot also provided preliminary information on a potential change to the previously approved Diablo Energy Storage project and, as discussed, stated that the proposed would potentially require a new design review entitlement.

COMMITTEE REPORTS

Commissioner Foster reported the TransPlan Subcommittee meet Tuesday, July 16, 2019 and spoke of an upcoming survey to be released.

Commissioner Moreno reported the Land Use Subcommittee will meet Tuesday, July 20, 2019.

ADJOURNMENT

The meeting was adjourned at 7:23 p.m. to August 13, 2019.

Respectfully Submitted,

Kristin Pollot, AICP, Secretary

**CITY OF PITTSBURG
PLANNING COMMISSION
STAFF REPORT
August 13, 2019**

ITEM: Request to Initiate a Study to Update the Water Efficient Landscape Ordinance

ORIGINATED BY: City of Pittsburg, 65 Civic Avenue, Pittsburg, CA 94565

SUBJECT: This is a City-initiated proposal to consider amendments to Title 18 of the Pittsburg Municipal Code (PMC) to revise the existing Water Efficient Landscape Standards in order to comply with state law. Pursuant to the State Government Code, all California cities and counties are required to adopt the Model Water Efficient Landscaping Ordinance (MWELO), or local regulations which are at least as effective in conserving water as the MWELO.

RECOMMENDATION:

Staff recommends that the Commission move by minute order to initiate a study to amend the existing Water Efficient Landscape Standards (PMC 18.84.300) to be consistent with state law.

BACKGROUND:

In 2010, the City adopted the existing water efficient landscape standards due to a new state law. At that time, staff prepared a local ordinance to be implemented through PMC, Title 18 (Zoning), Article VII: Landscaping, Irrigation and Hydroseeding.

In 2015, the Governor of California issued Executive Order B-29-15 (Attachment 1), which directed the State Department of Water Resources (DWR) to again update the MWELO (Attachment 2). As in 2010, pursuant to the revised state law, the City is required to either adopt the updated MWELO, or local regulations which are at least as effective in conserving water as the MWELO. In 2015, DWR disseminated a guidance factsheet regarding the 2015 MWELO requirements (Attachment 3).

In 2015, due to staffing considerations, the City was not prepared to complete revisions to existing regulations within the PMC and instead deferred to the State MWELO. Since that time, no new local ordinance has been put into effect and staff has not kept up with DWR annual reporting requirements. The Planning Division has added staff and now has the capacity to bring the City's ordinance up to date with current State requirements.

PROJECT DESCRIPTION:

Anticipated changes to the current landscape ordinance include new applicability of regulations to a wider range of projects, more detailed water usage calculations,

Planning Commission Staff Report

refinement of the water budget allowances, and creation of a new process to meet DWR annual reporting requirements.

Once this staff level study is completed, the findings and a formal recommendation would be brought before the Planning Commission for formal review and consideration.

GENERAL PLAN/CODE COMPLIANCE:

Pursuant to PMC section 18.48.020, amendments to zoning regulations must be initiated by motion of the City Council or the Planning Commission, or by application or petition of a resident, property owner or business owner in the city.

RECOMMENDATION:

Move by Minute Order to initiate a study to update the Water Efficient Landscape Standards (PMC 18.84.300).

ATTACHMENTS:

1. Governor of California Executive Order B-29-15
2. Model Water Efficient Landscaping Ordinance (MWELO), 2015
3. DWR MWELO Factsheet, 2015

Prepared by: Trishia Caguiat, Associate Planner

Executive Department
State of California

EXECUTIVE ORDER B-29-15

WHEREAS on January 17, 2014, I proclaimed a State of Emergency to exist throughout the State of California due to severe drought conditions; and

WHEREAS on April 25, 2014, I proclaimed a Continued State of Emergency to exist throughout the State of California due to the ongoing drought; and

WHEREAS California's water supplies continue to be severely depleted despite a limited amount of rain and snowfall this winter, with record low snowpack in the Sierra Nevada mountains, decreased water levels in most of California's reservoirs, reduced flows in the state's rivers and shrinking supplies in underground water basins; and

WHEREAS the severe drought conditions continue to present urgent challenges including: drinking water shortages in communities across the state, diminished water for agricultural production, degraded habitat for many fish and wildlife species, increased wildfire risk, and the threat of saltwater contamination to fresh water supplies in the Sacramento-San Joaquin Bay Delta; and

WHEREAS a distinct possibility exists that the current drought will stretch into a fifth straight year in 2016 and beyond; and

WHEREAS new expedited actions are needed to reduce the harmful impacts from water shortages and other impacts of the drought; and

WHEREAS the magnitude of the severe drought conditions continues to present threats beyond the control of the services, personnel, equipment, and facilities of any single local government and require the combined forces of a mutual aid region or regions to combat; and

WHEREAS under the provisions of section 8558(b) of the Government Code, I find that conditions of extreme peril to the safety of persons and property continue to exist in California due to water shortage and drought conditions with which local authority is unable to cope; and

WHEREAS under the provisions of section 8571 of the California Government Code, I find that strict compliance with various statutes and regulations specified in this order would prevent, hinder, or delay the mitigation of the effects of the drought.

NOW, THEREFORE, I, EDMUND G. BROWN JR., Governor of the State of California, in accordance with the authority vested in me by the Constitution and statutes of the State of California, in particular Government Code sections 8567 and 8571 of the California Government Code, do hereby issue this Executive Order, effective immediately.



IT IS HEREBY ORDERED THAT:

1. The orders and provisions contained in my January 17, 2014 Proclamation, my April 25, 2014 Proclamation, and Executive Orders B-26-14 and B-28-14 remain in full force and effect except as modified herein.

SAVE WATER

2. The State Water Resources Control Board (Water Board) shall impose restrictions to achieve a statewide 25% reduction in potable urban water usage through February 28, 2016. These restrictions will require water suppliers to California's cities and towns to reduce usage as compared to the amount used in 2013. These restrictions should consider the relative per capita water usage of each water suppliers' service area, and require that those areas with high per capita use achieve proportionally greater reductions than those with low use. The California Public Utilities Commission is requested to take similar action with respect to investor-owned utilities providing water services.
3. The Department of Water Resources (the Department) shall lead a statewide initiative, in partnership with local agencies, to collectively replace 50 million square feet of lawns and ornamental turf with drought tolerant landscapes. The Department shall provide funding to allow for lawn replacement programs in underserved communities, which will complement local programs already underway across the state.
4. The California Energy Commission, jointly with the Department and the Water Board, shall implement a time-limited statewide appliance rebate program to provide monetary incentives for the replacement of inefficient household devices.
5. The Water Board shall impose restrictions to require that commercial, industrial, and institutional properties, such as campuses, golf courses, and cemeteries, immediately implement water efficiency measures to reduce potable water usage in an amount consistent with the reduction targets mandated by Directive 2 of this Executive Order.
6. The Water Board shall prohibit irrigation with potable water of ornamental turf on public street medians.
7. The Water Board shall prohibit irrigation with potable water outside of newly constructed homes and buildings that is not delivered by drip or microspray systems.

8. The Water Board shall direct urban water suppliers to develop rate structures and other pricing mechanisms, including but not limited to surcharges, fees, and penalties, to maximize water conservation consistent with statewide water restrictions. The Water Board is directed to adopt emergency regulations, as it deems necessary, pursuant to Water Code section 1058.5 to implement this directive. The Water Board is further directed to work with state agencies and water suppliers to identify mechanisms that would encourage and facilitate the adoption of rate structures and other pricing mechanisms that promote water conservation. The California Public Utilities Commission is requested to take similar action with respect to investor-owned utilities providing water services.

INCREASE ENFORCEMENT AGAINST WATER WASTE

9. The Water Board shall require urban water suppliers to provide monthly information on water usage, conservation, and enforcement on a permanent basis.
10. The Water Board shall require frequent reporting of water diversion and use by water right holders, conduct inspections to determine whether illegal diversions or wasteful and unreasonable use of water are occurring, and bring enforcement actions against illegal diverters and those engaging in the wasteful and unreasonable use of water. Pursuant to Government Code sections 8570 and 8627, the Water Board is granted authority to inspect property or diversion facilities to ascertain compliance with water rights laws and regulations where there is cause to believe such laws and regulations have been violated. When access is not granted by a property owner, the Water Board may obtain an inspection warrant pursuant to the procedures set forth in Title 13 (commencing with section 1822.50) of Part 3 of the Code of Civil Procedure for the purposes of conducting an inspection pursuant to this directive.
11. The Department shall update the State Model Water Efficient Landscape Ordinance through expedited regulation. This updated Ordinance shall increase water efficiency standards for new and existing landscapes through more efficient irrigation systems, greywater usage, onsite storm water capture, and by limiting the portion of landscapes that can be covered in turf. It will also require reporting on the implementation and enforcement of local ordinances, with required reports due by December 31, 2015. The Department shall provide information on local compliance to the Water Board, which shall consider adopting regulations or taking appropriate enforcement actions to promote compliance. The Department shall provide technical assistance and give priority in grant funding to public agencies for actions necessary to comply with local ordinances.
12. Agricultural water suppliers that supply water to more than 25,000 acres shall include in their required 2015 Agricultural Water Management Plans a detailed drought management plan that describes the actions and measures the supplier will take to manage water demand during drought. The Department shall require those plans to include quantification of water supplies and demands for 2013, 2014, and 2015 to the extent data is available. The Department will provide technical assistance to water suppliers in preparing the plans.



13. Agricultural water suppliers that supply water to 10,000 to 25,000 acres of irrigated lands shall develop Agricultural Water Management Plans and submit the plans to the Department by July 1, 2016. These plans shall include a detailed drought management plan and quantification of water supplies and demands in 2013, 2014, and 2015, to the extent that data is available. The Department shall give priority in grant funding to agricultural water suppliers that supply water to 10,000 to 25,000 acres of land for development and implementation of Agricultural Water Management Plans.
14. The Department shall report to Water Board on the status of the Agricultural Water Management Plan submittals within one month of receipt of those reports.
15. Local water agencies in high and medium priority groundwater basins shall immediately implement all requirements of the California Statewide Groundwater Elevation Monitoring Program pursuant to Water Code section 10933. The Department shall refer noncompliant local water agencies within high and medium priority groundwater basins to the Water Board by December 31, 2015, which shall consider adopting regulations or taking appropriate enforcement to promote compliance.
16. The California Energy Commission shall adopt emergency regulations establishing standards that improve the efficiency of water appliances, including toilets, urinals, and faucets available for sale and installation in new and existing buildings.

INVEST IN NEW TECHNOLOGIES

17. The California Energy Commission, jointly with the Department and the Water Board, shall implement a Water Energy Technology (WET) program to deploy innovative water management technologies for businesses, residents, industries, and agriculture. This program will achieve water and energy savings and greenhouse gas reductions by accelerating use of cutting-edge technologies such as renewable energy-powered desalination, integrated on-site reuse systems, water-use monitoring software, irrigation system timing and precision technology, and on-farm precision technology.

STREAMLINE GOVERNMENT RESPONSE

18. The Office of Emergency Services and the Department of Housing and Community Development shall work jointly with counties to provide temporary assistance for persons moving from housing units due to a lack of potable water who are served by a private well or water utility with less than 15 connections, and where all reasonable attempts to find a potable water source have been exhausted.
19. State permitting agencies shall prioritize review and approval of water infrastructure projects and programs that increase local water supplies, including water recycling facilities, reservoir improvement projects, surface water treatment plants, desalination plants, stormwater capture, and greywater systems. Agencies shall report to the Governor's Office on applications that have been pending for longer than 90 days.



20. The Department shall take actions required to plan and, if necessary, implement Emergency Drought Salinity Barriers in coordination and consultation with the Water Board and the Department of Fish and Wildlife at locations within the Sacramento - San Joaquin delta estuary. These barriers will be designed to conserve water for use later in the year to meet state and federal Endangered Species Act requirements, preserve to the extent possible water quality in the Delta, and retain water supply for essential human health and safety uses in 2015 and in the future.
21. The Water Board and the Department of Fish and Wildlife shall immediately consider any necessary regulatory approvals for the purpose of installation of the Emergency Drought Salinity Barriers.
22. The Department shall immediately consider voluntary crop idling water transfer and water exchange proposals of one year or less in duration that are initiated by local public agencies and approved in 2015 by the Department subject to the criteria set forth in Water Code section 1810.
23. The Water Board will prioritize new and amended safe drinking water permits that enhance water supply and reliability for community water systems facing water shortages or that expand service connections to include existing residences facing water shortages. As the Department of Public Health's drinking water program was transferred to the Water Board, any reference to the Department of Public Health in any prior Proclamation or Executive Order listed in Paragraph 1 is deemed to refer to the Water Board.
24. The California Department of Forestry and Fire Protection shall launch a public information campaign to educate the public on actions they can take to help to prevent wildfires including the proper treatment of dead and dying trees. Pursuant to Government Code section 8645, \$1.2 million from the State Responsibility Area Fire Prevention Fund (Fund 3063) shall be allocated to the California Department of Forestry and Fire Protection to carry out this directive.
25. The Energy Commission shall expedite the processing of all applications or petitions for amendments to power plant certifications issued by the Energy Commission for the purpose of securing alternate water supply necessary for continued power plant operation. Title 20, section 1769 of the California Code of Regulations is hereby waived for any such petition, and the Energy Commission is authorized to create and implement an alternative process to consider such petitions. This process may delegate amendment approval authority, as appropriate, to the Energy Commission Executive Director. The Energy Commission shall give timely notice to all relevant local, regional, and state agencies of any petition subject to this directive, and shall post on its website any such petition.

26. For purposes of carrying out directives 2–9, 11, 16–17, 20–23, and 25, Division 13 (commencing with section 21000) of the Public Resources Code and regulations adopted pursuant to that Division are hereby suspended. This suspension applies to any actions taken by state agencies, and for actions taken by local agencies where the state agency with primary responsibility for implementing the directive concurs that local action is required, as well as for any necessary permits or approvals required to complete these actions. This suspension, and those specified in paragraph 9 of the January 17, 2014 Proclamation, paragraph 19 of the April 25, 2014 proclamation, and paragraph 4 of Executive Order B-26-14, shall remain in effect until May 31, 2016. Drought relief actions taken pursuant to these paragraphs that are started prior to May 31, 2016, but not completed, shall not be subject to Division 13 (commencing with section 21000) of the Public Resources Code for the time required to complete them.
27. For purposes of carrying out directives 20 and 21, section 13247 and Chapter 3 of Part 3 (commencing with section 85225) of the Water Code are suspended.
28. For actions called for in this proclamation in directive 20, the Department shall exercise any authority vested in the Central Valley Flood Protection Board, as codified in Water Code section 8521, et seq., that is necessary to enable these urgent actions to be taken more quickly than otherwise possible. The Director of the Department of Water Resources is specifically authorized, on behalf of the State of California, to request that the Secretary of the Army, on the recommendation of the Chief of Engineers of the Army Corps of Engineers, grant any permission required pursuant to section 14 of the Rivers and Harbors Act of 1899 and codified in section 48 of title 33 of the United States Code.
29. The Department is directed to enter into agreements with landowners for the purposes of planning and installation of the Emergency Drought Barriers in 2015 to the extent necessary to accommodate access to barrier locations, land-side and water-side construction, and materials staging in proximity to barrier locations. Where the Department is unable to reach an agreement with landowners, the Department may exercise the full authority of Government Code section 8572.
30. For purposes of this Executive Order, chapter 3.5 (commencing with section 11340) of part 1 of division 3 of the Government Code and chapter 5 (commencing with section 25400) of division 15 of the Public Resources Code are suspended for the development and adoption of regulations or guidelines needed to carry out the provisions in this Order. Any entity issuing regulations or guidelines pursuant to this directive shall conduct a public meeting on the regulations and guidelines prior to adopting them.



31. In order to ensure that equipment and services necessary for drought response can be procured quickly, the provisions of the Government Code and the Public Contract Code applicable to state contracts, including, but not limited to, advertising and competitive bidding requirements, are hereby suspended for directives 17, 20, and 24. Approval by the Department of Finance is required prior to the execution of any contract entered into pursuant to these directives.

This Executive Order is not intended to, and does not, create any rights or benefits, substantive or procedural, enforceable at law or in equity, against the State of California, its agencies, departments, entities, officers, employees, or any other person.

I FURTHER DIRECT that as soon as hereafter possible, this Order be filed in the Office of the Secretary of State and that widespread publicity and notice be given to this Order.

IN WITNESS WHEREOF I have
hereunto set my hand and caused the
Great Seal of the State of California to
be affixed this 1st day of April 2015.

EDMUND G. BROWN JR.
Governor of California

ATTEST:

ALEX PADILLA
Secretary of State



entering into the loan contract. For investor-owned utilities, meetings or hearings held by the Public Utilities Commission may serve as Project Feasibility Meetings.

(b) Before a Project Feasibility Meeting, the supplier shall:

(1) Make available information describing the project in a form and location that will enable the water users to review it and to make appropriate comments. The information must be made available for a period of at least fifteen days before the Project Feasibility Meeting.

(2) Establish a date for the meeting agreeable to the Department and Department of Health Services.

(3) Notify the Department, the Department of Health Services and appropriate county health agencies in writing at least twenty calendar days before the meeting, and notify all water users and the local news media in writing at least fifteen calendar days before the meeting. The notice shall state: the date, time, location, and purpose of the meeting and the location of information describing the project for review by the water users. Sample notice forms will be provided by the Department.

(4) Obtain a meeting place of sufficient size and at a convenient location to accommodate the anticipated attendance.

(c) The agenda of the meeting shall include the following matters: (1) A discussion of applicable public health and water works standards, existing and potential health hazards associated with the water system, how the proposed project will bring the system to minimum health standards, and alternative solutions to the problem. (2) The supplier shall describe the proposed project in detail, using maps, charts, and other illustrative devices, if appropriate. The discussion shall include the costs, sources of funds, the amount of the loan-grant commitment, and changes in water costs resulting from the project.

(3) A representative of the State may describe the Act, the State's role in its administration and the Department's recommendation regarding the supplier's loan application. Persons present at the meeting shall be permitted to ask questions regarding all subjects discussed at the meeting.

(d) If no representative of the Department is present at the meeting, the supplier shall submit an official written report to the Department describing the meeting and its outcome including the results of any vote taken.

NOTE: Authority cited: Section 13834, Water Code. Reference: Section 13834, Water Code.

§ 489.1. Plans and Specifications.

Before commencing construction, each Supplier shall provide detailed plans and specifications to the Department of Health Services for review and approval by a registered Civil Engineer employed by the Department of Health Services. Unless otherwise authorized in writing by the Department of Health Services, the supplier shall not commence construction without written notification from the Department of Health Services that the plans and specifications have been approved.

NOTE: Authority cited: Section 13834, Water Code. Reference: Section 13837, Water Code.

§ 489.2. Certification of Completion.

Department of Health Services shall inspect the completed project and if satisfied that the project has been completed in accordance with approved plans and specifications, shall provide the supplier and the Department with written certification to that effect.

NOTE: Authority cited: Section 13834, Water Code. Reference: Section 13834, Water Code.

Chapter 2.6. Weather Resources Management [Repealed]

NOTE: Authority cited: Sections 161, 401, 403 and 6078, Water Code. Reference: Sections 401, 402 and 403, Water Code and Sections 21000 et seq., Public Resources Code.

HISTORY

1. New Subchapter 2.6 (Articles 1–5, Sections 490–495.03, not consecutive) filed 9–28–79; effective thirtieth day thereafter (Register 79, No. 39).
2. Repealer of Subchapter 2.6 (Articles 1–5, Sections 490–495.03, not consecutive, not previously repealed by OAL Order of Repeal) filed 6–5–86; effective

thirtieth day thereafter (Register 86, No. 23). For prior history, see Register 85, No. 26; 81, Nos. 40 and 38; and 80, No. 7.

Chapter 2.7. Model Water Efficient Landscape Ordinance

§ 490. Purpose.

(a) The State Legislature has found:

(1) that the waters of the state are of limited supply and are subject to ever increasing demands;

(2) that the continuation of California's economic prosperity is dependent on the availability of adequate supplies of water for future uses;

(3) that it is the policy of the State to promote the conservation and efficient use of water and to prevent the waste of this valuable resource;

(4) that landscapes are essential to the quality of life in California by providing areas for active and passive recreation and as an enhancement to the environment by cleaning air and water, preventing erosion, offering fire protection, and replacing ecosystems lost to development;

(5) that landscape design, installation, maintenance and management can and should be water efficient;

(6) that Section 2 of Article X of the California Constitution specifies that the right to use water is limited to the amount reasonably required for the beneficial use to be served and the right does not and shall not extend to waste or unreasonable method of use.

(b) Consistent with the legislative findings, the purpose of this model ordinance is to:

(1) promote the values and benefits of landscaping practices that integrate and go beyond the conservation and efficient use of water;

(2) establish a structure for planning, designing, installing, maintaining and managing water efficient landscapes in new construction and rehabilitated projects by encouraging the use of a watershed approach that requires cross-sector collaboration of industry, government and property owners to achieve the many benefits possible;

(3) establish provisions for water management practices and water waste prevention for existing landscapes;

(4) use water efficiently without waste by setting a Maximum Applied Water Allowance as an upper limit for water use and reduce water use to the lowest practical amount;

(5) promote the benefits of consistent landscape ordinances with neighboring local and regional agencies;

(6) encourage local agencies and water purveyors to use economic incentives that promote the efficient use of water, such as implementing a tiered-rate structure; and

(7) encourage local agencies to designate the necessary authority that implements and enforces the provisions of the Model Water Efficient Landscape Ordinance or its local landscape ordinance.

(c) Landscapes that are planned, designed, installed, managed and maintained with the watershed based approach can improve California's environmental conditions and provide benefits and realize sustainability goals. Such landscapes will make the urban environment resilient in the face of climatic extremes. Consistent with the legislative findings and purpose of the Ordinance, conditions in the urban setting will be improved by:

(1) Creating the conditions to support life in the soil by reducing compaction, incorporating organic matter that increases water retention, and promoting productive plant growth that leads to more carbon storage, oxygen production, shade, habitat and esthetic benefits.

(2) Minimizing energy use by reducing irrigation water requirements, reducing reliance on petroleum based fertilizers and pesticides, and planting climate appropriate shade trees in urban areas.

(3) Conserving water by capturing and reusing rainwater and graywater wherever possible and selecting climate appropriate plants that need minimal supplemental water after establishment.

(4) Protecting air and water quality by reducing power equipment use and landfill disposal trips, selecting recycled and locally sourced materi-

als, and using compost, mulch and efficient irrigation equipment to prevent erosion.

(5) Protecting existing habitat and creating new habitat by choosing local native plants, climate adapted non-natives and avoiding invasive plants. Utilizing integrated pest management with least toxic methods as the first course of action.

NOTE: Authority cited: Section 65593, Government Code; and sections 11 and 30, Governor's Exec. Order No. B-29-15 (April 1, 2015). Reference: Sections 65591, 65593 and 65596, Government Code; and section 11, Governor's Exec. Order No. B-29-15 (April 1, 2015).

HISTORY

1. New chapter 2.7 (sections 490-495) filed 7-31-92; operative 7-31-92 (Register 92, No. 32).
2. Amendment of section and NOTE filed 9-10-2009; operative 9-10-2009 pursuant to Government Code section 11343.4 (Register 2009, No. 37).
3. Amendment of subsections (a)(4) and (b)(1)-(2), new subsections (c)-(c)(5) and amendment of NOTE filed 9-15-2015; operative 9-15-2015. Exempt from OAL review and submitted to OAL for printing only pursuant to Governor's Executive Order No. B-29-15 (4-1-2015) (Register 2015, No. 38).

§ 490.1. Applicability.

(a) After December 1, 2015, and consistent with Executive Order No. B-29-15, this ordinance shall apply to all of the following landscape projects:

(1) new construction projects with an aggregate landscape area equal to or greater than 500 square feet requiring a building or landscape permit, plan check or design review;

(2) rehabilitated landscape projects with an aggregate landscape area equal to or greater than 2,500 square feet requiring a building or landscape permit, plan check, or design review;

(3) existing landscapes limited to Sections 493, 493.1 and 493.2; and

(4) cemeteries. Recognizing the special landscape management needs of cemeteries, new and rehabilitated cemeteries are limited to Sections 492.4, 492.11, and 492.12; and existing cemeteries are limited to Sections 493, 493.1, and 493.2.

(b) For local land use agencies working together to develop a regional water efficient landscape ordinance, the reporting requirements of this ordinance shall become effective December 1, 2015 and the remainder of this ordinance shall be effective no later than February 1, 2016.

(c) Any project with an aggregate landscape area of 2,500 square feet or less may comply with the performance requirements of this ordinance or conform to the prescriptive measures contained in Appendix D.

(d) For projects using treated or untreated graywater or rainwater captured on site, any lot or parcel within the project that has less than 2500 sq. ft. of landscape and meets the lot or parcel's landscape water requirement (Estimated Total Water Use) entirely with treated or untreated graywater or through stored rainwater captured on site is subject only to Appendix D section (5).

(e) This ordinance does not apply to:

(1) registered local, state or federal historical sites;

(2) ecological restoration projects that do not require a permanent irrigation system;

(3) mined-land reclamation projects that do not require a permanent irrigation system; or

(4) existing plant collections, as part of botanical gardens and arboreta open to the public.

NOTE: Authority cited: Section 65595, Government Code; and sections 11 and 30, Governor's Exec. Order No. B-29-15 (April 1, 2015). Reference: Section 65596, Government Code; and section 11, Governor's Exec. Order No. B-29-15 (April 1, 2015).

HISTORY

1. New section filed 9-10-2009; operative 9-10-2009 pursuant to Government Code section 11343.4 (Register 2009, No. 37).
2. Amendment of section and NOTE filed 9-15-2015; operative 9-15-2015. Exempt from OAL review and submitted to OAL for printing only pursuant to Governor's Executive Order No. B-29-15 (4-1-2015) (Register 2015, No. 38).

§ 491. Definitions.

The terms used in this ordinance have the meaning set forth below:

(a) "applied water" means the portion of water supplied by the irrigation system to the landscape.

(b) "automatic irrigation controller" means a timing device used to remotely control valves that operate an irrigation system. Automatic irrigation controllers are able to self-adjust and schedule irrigation events using either evapotranspiration (weather-based) or soil moisture data.

(c) "backflow prevention device" means a safety device used to prevent pollution or contamination of the water supply due to the reverse flow of water from the irrigation system.

(d) "Certificate of Completion" means the document required under Section 492.9.

(e) "certified irrigation designer" means a person certified to design irrigation systems by an accredited academic institution, a professional trade organization or other program such as the US Environmental Protection Agency's WaterSense irrigation designer certification program and Irrigation Association's Certified Irrigation Designer program.

(f) "certified landscape irrigation auditor" means a person certified to perform landscape irrigation audits by an accredited academic institution, a professional trade organization or other program such as the US Environmental Protection Agency's WaterSense irrigation auditor certification program and Irrigation Association's Certified Landscape Irrigation Auditor program.

(g) "check valve" or "anti-drain valve" means a valve located under a sprinkler head, or other location in the irrigation system, to hold water in the system to prevent drainage from sprinkler heads when the sprinkler is off.

(h) "common interest developments" means community apartment projects, condominium projects, planned developments, and stock cooperatives per Civil Code Section 1351.

(i) "compost" means the safe and stable product of controlled biologic decomposition of organic materials that is beneficial to plant growth.

(j) "conversion factor (0.62)" means the number that converts acre-inches per acre per year to gallons per square foot per year.

(k) "distribution uniformity" means the measure of the uniformity of irrigation water over a defined area.

(l) "drip irrigation" means any non-spray low volume irrigation system utilizing emission devices with a flow rate measured in gallons per hour. Low volume irrigation systems are specifically designed to apply small volumes of water slowly at or near the root zone of plants.

(m) "ecological restoration project" means a project where the site is intentionally altered to establish a defined, indigenous, historic ecosystem.

(n) "effective precipitation" or "usable rainfall" (Eppt) means the portion of total precipitation which becomes available for plant growth.

(o) "emitter" means a drip irrigation emission device that delivers water slowly from the system to the soil.

(p) "established landscape" means the point at which plants in the landscape have developed significant root growth into the soil. Typically, most plants are established after one or two years of growth.

(q) "establishment period of the plants" means the first year after installing the plant in the landscape or the first two years if irrigation will be terminated after establishment. Typically, most plants are established after one or two years of growth. Native habitat mitigation areas and trees may need three to five years for establishment.

(r) "Estimated Total Water Use" (ETWU) means the total water used for the landscape as described in Section 492.4.

(s) "ET adjustment factor" (ETAF) means a factor of 0.55 for residential areas and 0.45 for non-residential areas, that, when applied to reference evapotranspiration, adjusts for plant factors and irrigation efficiency, two major influences upon the amount of water that needs to be applied to the landscape. The ETAF for new and existing (non-rehabilitated) Special Landscape Areas shall not exceed 1.0. The ETAF for existing non-rehabilitated landscapes is 0.8.

(t) “evapotranspiration rate” means the quantity of water evaporated from adjacent soil and other surfaces and transpired by plants during a specified time.

(u) “flow rate” means the rate at which water flows through pipes, valves and emission devices, measured in gallons per minute, gallons per hour, or cubic feet per second.

(v) “flow sensor” means an inline device installed at the supply point of the irrigation system that produces a repeatable signal proportional to flow rate. Flow sensors must be connected to an automatic irrigation controller, or flow monitor capable of receiving flow signals and operating master valves. This combination flow sensor/controller may also function as a landscape water meter or submeter.

(w) “friable” means a soil condition that is easily crumbled or loosely compacted down to a minimum depth per planting material requirements, whereby the root structure of newly planted material will be allowed to spread unimpeded.

(x) “Fuel Modification Plan Guideline” means guidelines from a local fire authority to assist residents and businesses that are developing land or building structures in a fire hazard severity zone.

(y) “graywater” means untreated wastewater that has not been contaminated by any toilet discharge, has not been affected by infectious, contaminated, or unhealthy bodily wastes, and does not present a threat from contamination by unhealthful processing, manufacturing, or operating wastes. “Graywater” includes, but is not limited to, wastewater from bathtubs, showers, bathroom washbasins, clothes washing machines, and laundry tubs, but does not include wastewater from kitchen sinks or dishwashers. Health and Safety Code Section 17922.12.

(z) “hardscapes” means any durable material (pervious and non-pervious).

(aa) “hydrozone” means a portion of the landscaped area having plants with similar water needs and rooting depth. A hydrozone may be irrigated or non-irrigated.

(bb) “infiltration rate” means the rate of water entry into the soil expressed as a depth of water per unit of time (e.g., inches per hour).

(cc) “invasive plant species” means species of plants not historically found in California that spread outside cultivated areas and can damage environmental or economic resources. Invasive species may be regulated by county agricultural agencies as noxious species. Lists of invasive plants are maintained at the California Invasive Plant Inventory and USDA invasive and noxious weeds database.

(dd) “irrigation audit” means an in-depth evaluation of the performance of an irrigation system conducted by a Certified Landscape Irrigation Auditor. An irrigation audit includes, but is not limited to: inspection, system tune-up, system test with distribution uniformity or emission uniformity, reporting overspray or runoff that causes overland flow, and preparation of an irrigation schedule. The audit must be conducted in a manner consistent with the Irrigation Association’s Landscape Irrigation Auditor Certification program or other U.S. Environmental Protection Agency “Watersense” labeled auditing program.

(ee) “irrigation efficiency” (IE) means the measurement of the amount of water beneficially used divided by the amount of water applied. Irrigation efficiency is derived from measurements and estimates of irrigation system characteristics and management practices. The irrigation efficiency for purposes of this ordinance are 0.75 for overhead spray devices and 0.81 for drip systems.

(ff) “irrigation survey” means an evaluation of an irrigation system that is less detailed than an irrigation audit. An irrigation survey includes, but is not limited to: inspection, system test, and written recommendations to improve performance of the irrigation system.

(gg) “irrigation water use analysis” means an analysis of water use data based on meter readings and billing data.

(hh) “landscape architect” means a person who holds a license to practice landscape architecture in the state of California Business and Professions Code, Section 5615.

(ii) “landscape area” means all the planting areas, turf areas, and water features in a landscape design plan subject to the Maximum Applied Wa-

ter Allowance calculation. The landscape area does not include footprints of buildings or structures, sidewalks, driveways, parking lots, decks, patios, gravel or stone walks, other pervious or non-pervious hardscapes, and other non-irrigated areas designated for non-development (e.g., open spaces and existing native vegetation).

(jj) “landscape contractor” means a person licensed by the state of California to construct, maintain, repair, install, or subcontract the development of landscape systems.

(kk) “Landscape Documentation Package” means the documents required under Section 492.3.

(ll) “landscape project” means total area of landscape in a project as defined in “landscape area” for the purposes of this ordinance, meeting requirements under Section 490.1.

(mm) “landscape water meter” means an inline device installed at the irrigation supply point that measures the flow of water into the irrigation system and is connected to a totalizer to record water use.

(nn) “lateral line” means the water delivery pipeline that supplies water to the emitters or sprinklers from the valve.

(oo) “local agency” means a city or county, including a charter city or charter county, that is responsible for adopting and implementing the ordinance. The local agency is also responsible for the enforcement of this ordinance, including but not limited to, approval of a permit and plan check or design review of a project.

(pp) “local water purveyor” means any entity, including a public agency, city, county, or private water company that provides retail water service.

(qq) “low volume irrigation” means the application of irrigation water at low pressure through a system of tubing or lateral lines and low-volume emitters such as drip, drip lines, and bubblers. Low volume irrigation systems are specifically designed to apply small volumes of water slowly at or near the root zone of plants.

(rr) “main line” means the pressurized pipeline that delivers water from the water source to the valve or outlet.

(ss) “master shut-off valve” is an automatic valve installed at the irrigation supply point which controls water flow into the irrigation system. When this valve is closed water will not be supplied to the irrigation system. A master valve will greatly reduce any water loss due to a leaky station valve.

(tt) “Maximum Applied Water Allowance” (MAWA) means the upper limit of annual applied water for the established landscaped area as specified in Section 492.4. It is based upon the area’s reference evapotranspiration, the ET Adjustment Factor, and the size of the landscape area. The Estimated Total Water Use shall not exceed the Maximum Applied Water Allowance. Special Landscape Areas, including recreation areas, areas permanently and solely dedicated to edible plants such as orchards and vegetable gardens, and areas irrigated with recycled water are subject to the MAWA with an ETAF not to exceed 1.0. $MAWA = (ET_o) (0.62) [(ETAF \times LA) + ((1-ETAF) \times SLA)]$

(uu) “median” is an area between opposing lanes of traffic that may be unplanted or planted with trees, shrubs, perennials, and ornamental grasses.

(vv) “microclimate” means the climate of a small, specific area that may contrast with the climate of the overall landscape area due to factors such as wind, sun exposure, plant density, or proximity to reflective surfaces.

(ww) “mined-land reclamation projects” means any surface mining operation with a reclamation plan approved in accordance with the Surface Mining and Reclamation Act of 1975.

(xx) “mulch” means any organic material such as leaves, bark, straw, compost, or inorganic mineral materials such as rocks, gravel, or decomposed granite left loose and applied to the soil surface for the beneficial purposes of reducing evaporation, suppressing weeds, moderating soil temperature, and preventing soil erosion.

(yy) “new construction” means, for the purposes of this ordinance, a new building with a landscape or other new landscape, such as a park, playground, or greenbelt without an associated building.

(zz) “non-residential landscape” means landscapes in commercial, institutional, industrial and public settings that may have areas designated for recreation or public assembly. It also includes portions of common areas of common interest developments with designated recreational areas.

(aaa) “operating pressure” means the pressure at which the parts of an irrigation system are designed by the manufacturer to operate.

(bbb) “overhead sprinkler irrigation systems” or “overhead spray irrigation systems” means systems that deliver water through the air (e.g., spray heads and rotors).

(ccc) “overspray” means the irrigation water which is delivered beyond the target area.

(ddd) “parkway” means the area between a sidewalk and the curb or traffic lane. It may be planted or unplanted, and with or without pedestrian egress.

(eee) “permit” means an authorizing document issued by local agencies for new construction or rehabilitated landscapes.

(fff) “pervious” means any surface or material that allows the passage of water through the material and into the underlying soil.

(ggg) “plant factor” or “plant water use factor” is a factor, when multiplied by ETo, estimates the amount of water needed by plants. For purposes of this ordinance, the plant factor range for very low water use plants is 0 to 0.1, the plant factor range for low water use plants is 0.1 to 0.3, the plant factor range for moderate water use plants is 0.4 to 0.6, and the plant factor range for high water use plants is 0.7 to 1.0. Plant factors cited in this ordinance are derived from the publication “Water Use Classification of Landscape Species”. Plant factors may also be obtained from horticultural researchers from academic institutions or professional associations as approved by the California Department of Water Resources (DWR).

(hhh) “project applicant” means the individual or entity submitting a Landscape Documentation Package required under Section 492.3, to request a permit, plan check, or design review from the local agency. A project applicant may be the property owner or his or her designee.

(iii) “rain sensor” or “rain sensing shutoff device” means a component which automatically suspends an irrigation event when it rains.

(jjj) “record drawing” or “as-builts” means a set of reproducible drawings which show significant changes in the work made during construction and which are usually based on drawings marked up in the field and other data furnished by the contractor.

(kkk) “recreational area” means areas, excluding private single family residential areas, designated for active play, recreation or public assembly in parks, sports fields, picnic grounds, amphitheaters or golf course tees, fairways, roughs, surrounds and greens.

(lll) “recycled water,” “reclaimed water,” or “treated sewage effluent water” means treated or recycled waste water of a quality suitable for nonpotable uses such as landscape irrigation and water features. This water is not intended for human consumption.

(mmm) “reference evapotranspiration” or “ETo” means a standard measurement of environmental parameters which affect the water use of plants. ETo is expressed in inches per day, month, or year as represented in Appendix A, and is an estimate of the evapotranspiration of a large field of four- to seven-inch tall, cool-season grass that is well watered. Reference evapotranspiration is used as the basis of determining the Maximum Applied Water Allowances so that regional differences in climate can be accommodated.

(nnn) “Regional Water Efficient Landscape Ordinance” means a local Ordinance adopted by two or more local agencies, water suppliers and other stakeholders for implementing a consistent set of landscape provisions throughout a geographical region. Regional ordinances are strongly encouraged to provide a consistent framework for the landscape industry and applicants to adhere to.

(ooo) “rehabilitated landscape” means any relandscaping project that requires a permit, plan check, or design review, meets the requirements of Section 490.1, and the modified landscape area is equal to or greater than 2,500 square feet.

(ppp) “residential landscape” means landscapes surrounding single or multifamily homes.

(qqq) “run off” means water which is not absorbed by the soil or landscape to which it is applied and flows from the landscape area. For example, run off may result from water that is applied at too great a rate (application rate exceeds infiltration rate) or when there is a slope.

(rrr) “soil moisture sensing device” or “soil moisture sensor” means a device that measures the amount of water in the soil. The device may also suspend or initiate an irrigation event.

(sss) “soil texture” means the classification of soil based on its percentage of sand, silt, and clay.

(ttt) “Special Landscape Area” (SLA) means an area of the landscape dedicated solely to edible plants, recreational areas, areas irrigated with recycled water, or water features using recycled water.

(uuu) “sprinkler head” or “spray head” means a device which delivers water through a nozzle.

(vvv) “static water pressure” means the pipeline or municipal water supply pressure when water is not flowing.

(www) “station” means an area served by one valve or by a set of valves that operate simultaneously.

(xxx) “swing joint” means an irrigation component that provides a flexible, leak-free connection between the emission device and lateral pipeline to allow movement in any direction and to prevent equipment damage.

(yyy) “submeter” means a metering device to measure water applied to the landscape that is installed after the primary utility water meter.

(zzz) “turf” means a ground cover surface of mowed grass. Annual bluegrass, Kentucky bluegrass, Perennial ryegrass, Red fescue, and Tall fescue are cool-season grasses. Bermudagrass, Kikuyugrass, Seashore Paspalum, St. Augustinegrass, Zoysiagrass, and Buffalo grass are warm-season grasses.

(aaaa) “valve” means a device used to control the flow of water in the irrigation system.

(bbbb) “water conserving plant species” means a plant species identified as having a very low or low plant factor.

(cccc) “water feature” means a design element where open water performs an aesthetic or recreational function. Water features include ponds, lakes, waterfalls, fountains, artificial streams, spas, and swimming pools (where water is artificially supplied). The surface area of water features is included in the high water use hydrozone of the landscape area. Constructed wetlands used for on-site wastewater treatment or stormwater best management practices that are not irrigated and used solely for water treatment or stormwater retention are not water features and, therefore, are not subject to the water budget calculation.

(dddd) “watering window” means the time of day irrigation is allowed.

(eeee) “WUCOLS” means the Water Use Classification of Landscape Species published by the University of California Cooperative Extension and the Department of Water Resources 2014.

NOTE: Authority cited: Section 65595, Government Code; and sections 11 and 30, Governor’s Exec. Order No. B-29-15 (April 1, 2015). Reference: Sections 65592 and 65596, Government Code; and section 11, Governor’s Exec. Order No. B-29-15 (April 1, 2015).

HISTORY

1. New section filed 7-31-92; operative 7-31-92 (Register 92, No. 32).
2. Amendment of section and NOTE filed 9-10-2009; operative 9-10-2009 pursuant to Government Code section 11343.4 (Register 2009, No. 37).
3. Amendment of section and NOTE filed 9-15-2015; operative 9-15-2015. Exempt from OAL review and submitted to OAL for printing only pursuant to Governor’s Executive Order No. B-29-15 (4-1-2015) (Register 2015, No. 38).

§ 492. Provisions for New Construction or Rehabilitated Landscapes.

(a) A local agency may designate by mutual agreement, another agency, such as a water purveyor, to implement some or all of the requirements contained in this ordinance. Local agencies may collaborate with water purveyors to define each entity’s specific responsibilities relating to this ordinance.

NOTE: Authority cited: Section 65595, Government Code; and sections 11 and 30, Governor’s Exec. Order No. B-29-15 (April 1, 2015). Reference: Section 65596,

Government Code; and section 11, Governor's Exec. Order No. B-29-15 (April 1, 2015).

HISTORY

1. New section filed 7-31-92; operative 7-31-92 (Register 92, No. 32).
2. Amendment of section heading, repealer and new section and amendment of NOTE filed 9-10-2009; operative 9-10-2009 pursuant to Government Code section 11343.4 (Register 2009, No. 37).
3. Amendment of section and NOTE filed 9-15-2015; operative 9-15-2015. Exempt from OAL review and submitted to OAL for printing only pursuant to Governor's Executive Order No. B-29-15 (4-1-2015) (Register 2015, No. 38).

§ 492.1. Compliance with Landscape Documentation Package.

- (a) Prior to construction, the local agency shall:
 - (1) provide the project applicant with the ordinance and procedures for permits, plan checks or design reviews;
 - (2) review the Landscape Documentation Package submitted by the project applicant;
 - (3) approve or deny the Landscape Documentation Package;
 - (4) issue a permit or approve the plan check or design review for the project applicant; and
 - (5) upon approval of the Landscape Documentation Package, submit a copy of the Water Efficient Landscape Worksheet to the local water purveyor.
- (b) Prior to construction, the project applicant shall:
 - (1) submit a Landscape Documentation Package to the local agency.
- (c) Upon approval of the Landscape Documentation Package by the local agency, the project applicant shall:
 - (1) receive a permit or approval of the plan check or design review and record the date of the permit in the Certificate of Completion;
 - (2) submit a copy of the approved Landscape Documentation Package along with the record drawings, and any other information to the property owner or his/her designee; and
 - (3) submit a copy of the Water Efficient Landscape Worksheet to the local water purveyor.

NOTE: Authority cited: Section 65595, Government Code. Reference: Section 65596, Government Code.

HISTORY

1. New section filed 9-10-2009; operative 9-10-2009 pursuant to Government Code section 11343.4 (Register 2009, No. 37).

§ 492.2. Penalties.

- (a) A local agency may establish and administer penalties to the project applicant for non-compliance with the ordinance to the extent permitted by law.

NOTE: Authority cited: Section 65595, Government Code. Reference: Section 65596, Government Code.

HISTORY

1. New section filed 9-10-2009; operative 9-10-2009 pursuant to Government Code section 11343.4 (Register 2009, No. 37).

§ 492.3. Elements of the Landscape Documentation Package.

- (a) The Landscape Documentation Package shall include the following six (6) elements:
 - (1) project information;
 - (A) date
 - (B) project applicant
 - (C) project address (if available, parcel and/or lot number(s))
 - (D) total landscape area (square feet)
 - (E) project type (e.g., new, rehabilitated, public, private, cemetery, homeowner-installed)
 - (F) water supply type (e.g., potable, recycled, well) and identify the local retail water purveyor if the applicant is not served by a private well
 - (G) checklist of all documents in Landscape Documentation Package
 - (H) project contacts to include contact information for the project applicant and property owner
 - (I) applicant signature and date with statement, "I agree to comply with the requirements of the water efficient landscape ordinance and submit a complete Landscape Documentation Package".

- (2) Water Efficient Landscape Worksheet;

- (A) hydrozone information table
- (B) water budget calculations

1. Maximum Applied Water Allowance (MAWA)
2. Estimated Total Water Use (ETWU)
- (3) soil management report;
- (4) landscape design plan;
- (5) irrigation design plan; and
- (6) grading design plan.

NOTE: Authority cited: Section 65595, Government Code. Reference: Section 65596, Government Code.

HISTORY

1. New section filed 9-10-2009; operative 9-10-2009 pursuant to Government Code section 11343.4 (Register 2009, No. 37).

§ 492.4. Water Efficient Landscape Worksheet.

- (a) A project applicant shall complete the Water Efficient Landscape Worksheet in Appendix B which contains information on the plant factor, irrigation method, irrigation efficiency, and area associated with each hydrozone. Calculations are then made to show that the evapotranspiration adjustment factor (ETAF) for the landscape project does not exceed a factor of 0.55 for residential areas and 0.45 for non-residential areas, exclusive of Special Landscape Areas. The ETAF for a landscape project is based on the plant factors and irrigation methods selected. The Maximum Applied Water Allowance is calculated based on the maximum ETAF allowed (0.55 for residential areas and 0.45 for non-residential areas) and expressed as annual gallons required. The Estimated Total Water Use (ETWU) is calculated based on the plants used and irrigation method selected for the landscape design. ETWU must be below the MAWA.

- (1) In calculating the Maximum Applied Water Allowance and Estimated Total Water Use, a project applicant shall use the ETo values from the Reference Evapotranspiration Table in Appendix A. For geographic areas not covered in Appendix A, use data from other cities located nearby in the same reference evapotranspiration zone, as found in the CIMIS Reference Evapotranspiration Zones Map, Department of Water Resources, 1999.

- (b) Water budget calculations shall adhere to the following requirements:

- (1) The plant factor used shall be from WUCOLS or from horticultural researchers with academic institutions or professional associations as approved by the California Department of Water Resources (DWR). The plant factor ranges from 0 to 0.1 for very low water using plants, 0.1 to 0.3 for low water use plants, from 0.4 to 0.6 for moderate water use plants, and from 0.7 to 1.0 for high water use plants.

- (2) All water features shall be included in the high water use hydrozone and temporarily irrigated areas shall be included in the low water use hydrozone.

- (3) All Special Landscape Areas shall be identified and their water use calculated as shown in Appendix B.

- (4) ETAF for new and existing (non-rehabilitated) Special Landscape Areas shall not exceed 1.0.

NOTE: Authority cited: Section 65595, Government Code; and sections 11 and 30, Governor's Exec. Order No. B-29-15 (April 1, 2015). Reference: Section 65596, Government Code; and section 11, Governor's Exec. Order No. B-29-15 (April 1, 2015).

HISTORY

1. New section filed 9-10-2009; operative 9-10-2009 pursuant to Government Code section 11343.4 (Register 2009, No. 37).
2. Amendment of section and NOTE filed 9-15-2015; operative 9-15-2015. Exempt from OAL review and submitted to OAL for printing only pursuant to Governor's Executive Order No. B-29-15 (4-1-2015) (Register 2015, No. 38).

§ 492.5. Soil Management Report.

- (a) In order to reduce runoff and encourage healthy plant growth, a soil management report shall be completed by the project applicant, or his/her designee, as follows:

- (1) Submit soil samples to a laboratory for analysis and recommendations.

(A) Soil sampling shall be conducted in accordance with laboratory protocol, including protocols regarding adequate sampling depth for the intended plants.

(B) The soil analysis shall include:

1. soil texture;
2. infiltration rate determined by laboratory test or soil texture infiltration rate table;
3. pH;
4. total soluble salts;
5. sodium;
6. percent organic matter; and
7. recommendations.

(C) In projects with multiple landscape installations (i.e. production home developments) a soil sampling rate of 1 in 7 lots or approximately 15% will satisfy this requirement. Large landscape projects shall sample at a rate equivalent to 1 in 7 lots.

(2) The project applicant, or his/her designee, shall comply with one of the following:

(A) If significant mass grading is not planned, the soil analysis report shall be submitted to the local agency as part of the Landscape Documentation Package; or

(B) If significant mass grading is planned, the soil analysis report shall be submitted to the local agency as part of the Certificate of Completion.

(3) The soil analysis report shall be made available, in a timely manner, to the professionals preparing the landscape design plans and irrigation design plans to make any necessary adjustments to the design plans.

(4) The project applicant, or his/her designee, shall submit documentation verifying implementation of soil analysis report recommendations to the local agency with Certificate of Completion.

NOTE: Authority cited: Section 65595, Government Code; and sections 11 and 30, Governor's Exec. Order No. B-29-15 (April 1, 2015). Reference: Section 65596, Government Code; and section 11, Governor's Exec. Order No. B-29-15 (April 1, 2015).

HISTORY

1. New section filed 9-10-2009; operative 9-10-2009 pursuant to Government Code section 11343.4 (Register 2009, No. 37).
2. Amendment of subsection (a)(1)(B), new subsection (a)(1)(C) and amendment of NOTE filed 9-15-2015; operative 9-15-2015. Exempt from OAL review and submitted to OAL for printing only pursuant to Governor's Executive Order No. B-29-15 (4-1-2015) (Register 2015, No. 38).

§ 492.6. Landscape Design Plan.

(a) For the efficient use of water, a landscape shall be carefully designed and planned for the intended function of the project. A landscape design plan meeting the following design criteria shall be submitted as part of the Landscape Documentation Package.

(1) Plant Material

(A) Any plant may be selected for the landscape, providing the Estimated Total Water Use in the landscape area does not exceed the Maximum Applied Water Allowance. Methods to achieve water efficiency shall include one or more of the following:

1. protection and preservation of native species and natural vegetation;
2. selection of water-conserving plant, tree and turf species, especially local native plants;
3. selection of plants based on local climate suitability, disease and pest resistance;
4. selection of trees based on applicable local tree ordinances or tree shading guidelines, and size at maturity as appropriate for the planting area; and
5. selection of plants from local and regional landscape program plant lists.
6. selection of plants from local Fuel Modification Plan Guidelines.

(B) Each hydrozone shall have plant materials with similar water use, with the exception of hydrozones with plants of mixed water use, as specified in Section 492.7(a)(2)(D).

(C) Plants shall be selected and planted appropriately based upon their adaptability to the climatic, geologic, and topographical conditions of the

project site. Methods to achieve water efficiency shall include one or more of the following:

1. use the Sunset Western Climate Zone System which takes into account temperature, humidity, elevation, terrain, latitude, and varying degrees of continental and marine influence on local climate;
2. recognize the horticultural attributes of plants (i.e., mature plant size, invasive surface roots) to minimize damage to property or infrastructure [e.g., buildings, sidewalks, power lines]; allow for adequate soil volume for healthy root growth; and
3. consider the solar orientation for plant placement to maximize summer shade and winter solar gain.

(D) Turf is not allowed on slopes greater than 25% where the toe of the slope is adjacent to an impermeable hardscape and where 25% means 1 foot of vertical elevation change for every 4 feet of horizontal length (rise divided by run x 100 = slope percent).

(E) High water use plants, characterized by a plant factor of 0.7 to 1.0, are prohibited in street medians.

(F) A landscape design plan for projects in fire-prone areas shall address fire safety and prevention. A defensible space or zone around a building or structure is required per Public Resources Code Section 4291(a) and (b). Avoid fire-prone plant materials and highly flammable mulches. Refer to the local Fuel Modification Plan guidelines.

(G) The use of invasive plant species, such as those listed by the California Invasive Plant Council, is strongly discouraged.

(H) The architectural guidelines of a common interest development, which include community apartment projects, condominiums, planned developments, and stock cooperatives, shall not prohibit or include conditions that have the effect of prohibiting the use of low-water use plants as a group.

(2) Water Features

(A) Recirculating water systems shall be used for water features.

(B) Where available, recycled water shall be used as a source for decorative water features.

(C) Surface area of a water feature shall be included in the high water use hydrozone area of the water budget calculation.

(D) Pool and spa covers are highly recommended.

(3) Soil Preparation, Mulch and Amendments

(A) Prior to the planting of any materials, compacted soils shall be transformed to a friable condition. On engineered slopes, only amended planting holes need meet this requirement.

(B) Soil amendments shall be incorporated according to recommendations of the soil report and what is appropriate for the plants selected (see Section 492.5).

(C) For landscape installations, compost at a rate of a minimum of four cubic yards per 1,000 square feet of permeable area shall be incorporated to a depth of six inches into the soil. Soils with greater than 6% organic matter in the top 6 inches of soil are exempt from adding compost and tilling.

(D) A minimum three inch (3") layer of mulch shall be applied on all exposed soil surfaces of planting areas except in turf areas, creeping or rooting groundcovers, or direct seeding applications where mulch is contraindicated. To provide habitat for beneficial insects and other wildlife, up to 5 % of the landscape area may be left without mulch. Designated insect habitat must be included in the landscape design plan as such.

(E) Stabilizing mulching products shall be used on slopes that meet current engineering standards.

(F) The mulching portion of the seed/mulch slurry in hydro-seeded applications shall meet the mulching requirement.

(G) Organic mulch materials made from recycled or post-consumer shall take precedence over inorganic materials or virgin forest products unless the recycled post-consumer organic products are not locally available. Organic mulches are not required where prohibited by local Fuel Modification Plan Guidelines or other applicable local ordinances.

(b) The landscape design plan, at a minimum, shall:

(1) delineate and label each hydrozone by number, letter, or other method;

(2) identify each hydrozone as low, moderate, high water, or mixed water use. Temporarily irrigated areas of the landscape shall be included in the low water use hydrozone for the water budget calculation;

(3) identify recreational areas;

(4) identify areas permanently and solely dedicated to edible plants;

(5) identify areas irrigated with recycled water;

(6) identify type of mulch and application depth;

(7) identify soil amendments, type, and quantity;

(8) identify type and surface area of water features;

(9) identify hardscapes (pervious and non-pervious);

(10) identify location, installation details, and 24-hour retention or infiltration capacity of any applicable stormwater best management practices that encourage on-site retention and infiltration of stormwater. Project applicants shall refer to the local agency or regional Water Quality Control Board for information on any applicable stormwater technical requirements. Stormwater best management practices are encouraged in the landscape design plan and examples are provided in Section 492.16.

(11) identify any applicable rain harvesting or catchment technologies as discussed in Section 492.16 and their 24-hour retention or infiltration capacity;

(12) identify any applicable graywater discharge piping, system components and area(s) of distribution;

(13) contain the following statement: "I have complied with the criteria of the ordinance and applied them for the efficient use of water in the landscape design plan"; and

(14) bear the signature of a licensed landscape architect, licensed landscape contractor, or any other person authorized to design a landscape. (See Sections 5500.1, 5615, 5641, 5641.1, 5641.2, 5641.3, 5641.4, 5641.5, 5641.6, 6701, 7027.5 of the Business and Professions Code, Section 832.27 of Title 16 of the California Code of Regulations, and Section 6721 of the Food and Agriculture Code.).

NOTE: Authority cited: Section 65595, Government Code; and sections 11 and 30, Governor's Exec. Order No. B-29-15 (April 1, 2015). Reference: Section 65596, Government Code; Section 1351, Civil Code; and section 11, Governor's Exec. Order No. B-29-15 (April 1, 2015).

HISTORY

1. New section filed 9-10-2009; operative 9-10-2009 pursuant to Government Code section 11343.4 (Register 2009, No. 37).

2. Amendment of section and NOTE filed 9-15-2015; operative 9-15-2015. Exempt from OAL review and submitted to OAL for printing only pursuant to Governor's Executive Order No. B-29-15 (4-1-2015) (Register 2015, No. 38).

§ 492.7. Irrigation Design Plan.

(a) This section applies to landscaped areas requiring permanent irrigation, not areas that require temporary irrigation solely for the plant establishment period. For the efficient use of water, an irrigation system shall meet all the requirements listed in this section and the manufacturers' recommendations. The irrigation system and its related components shall be planned and designed to allow for proper installation, management, and maintenance. An irrigation design plan meeting the following design criteria shall be submitted as part of the Landscape Documentation Package.

(1) System

(A) Landscape water meters, defined as either a dedicated water service meter or private submeter, shall be installed for all non-residential irrigated landscapes of 1,000 sq. ft. but not more than 5,000 sq. ft. (the level at which Water Code 535 applies) and residential irrigated landscapes of 5,000 sq. ft. or greater. A landscape water meter may be either:

1. a customer service meter dedicated to landscape use provided by the local water purveyor; or

2. a privately owned meter or submeter.

(B) Automatic irrigation controllers utilizing either evapotranspiration or soil moisture sensor data utilizing non-volatile memory shall be required for irrigation scheduling in all irrigation systems.

(C) If the water pressure is below or exceeds the recommended pressure of the specified irrigation devices, the installation of a pressure regu-

lating device is required to ensure that the dynamic pressure at each emission device is within the manufacturer's recommended pressure range for optimal performance.

1. If the static pressure is above or below the required dynamic pressure of the irrigation system, pressure-regulating devices such as inline pressure regulators, booster pumps, or other devices shall be installed to meet the required dynamic pressure of the irrigation system.

2. Static water pressure, dynamic or operating pressure, and flow reading of the water supply shall be measured at the point of connection. These pressure and flow measurements shall be conducted at the design stage. If the measurements are not available at the design stage, the measurements shall be conducted at installation.

(D) Sensors (rain, freeze, wind, etc.), either integral or auxiliary, that suspend or alter irrigation operation during unfavorable weather conditions shall be required on all irrigation systems, as appropriate for local climatic conditions. Irrigation should be avoided during windy or freezing weather or during rain.

(E) Manual shut-off valves (such as a gate valve, ball valve, or butterfly valve) shall be required, as close as possible to the point of connection of the water supply, to minimize water loss in case of an emergency (such as a main line break) or routine repair.

(F) Backflow prevention devices shall be required to protect the water supply from contamination by the irrigation system. A project applicant shall refer to the applicable local agency code (i.e., public health) for additional backflow prevention requirements.

(G) Flow sensors that detect high flow conditions created by system damage or malfunction are required for all on non-residential landscapes and residential landscapes of 5000 sq. ft. or larger.

(H) Master shut-off valves are required on all projects except landscapes that make use of technologies that allow for the individual control of sprinklers that are individually pressurized in a system equipped with low pressure shut down features.

(I) The irrigation system shall be designed to prevent runoff, low head drainage, overspray, or other similar conditions where irrigation water flows onto non-targeted areas, such as adjacent property, non-irrigated areas, hardscapes, roadways, or structures.

(J) Relevant information from the soil management plan, such as soil type and infiltration rate, shall be utilized when designing irrigation systems.

(K) The design of the irrigation system shall conform to the hydrozones of the landscape design plan.

(L) The irrigation system must be designed and installed to meet, at a minimum, the irrigation efficiency criteria as described in Section 492.4 regarding the Maximum Applied Water Allowance.

(M) All irrigation emission devices must meet the requirements set in the American National Standards Institute (ANSI) standard, American Society of Agricultural and Biological Engineers/International Code Council's (ASABE/ICC) 802-2014 "Landscape Irrigation Sprinkler and Emitter Standard. All sprinkler heads installed in the landscape must document a distribution uniformity low quarter of 0.65 or higher using the protocol defined in ASABE/ICC 802-2014.

(N) It is highly recommended that the project applicant or local agency inquire with the local water purveyor about peak water operating demands (on the water supply system) or water restrictions that may impact the effectiveness of the irrigation system.

(O) In mulched planting areas, the use of low volume irrigation is required to maximize water infiltration into the root zone.

(P) Sprinkler heads and other emission devices shall have matched precipitation rates, unless otherwise directed by the manufacturer's recommendations.

(Q) Head to head coverage is recommended. However, sprinkler spacing shall be designed to achieve the highest possible distribution uniformity using the manufacturer's recommendations.

(R) Swing joints or other riser-protection components are required on all risers subject to damage that are adjacent to hardscapes or in high traffic areas of turfgrass.

(S) Check valves or anti-drain valves are required on all sprinkler heads where low point drainage could occur.

(T) Areas less than ten (10) feet in width in any direction shall be irrigated with subsurface irrigation or other means that produces no runoff or overspray.

(U) Overhead irrigation shall not be permitted within 24 inches of any non-permeable surface. Allowable irrigation within the setback from non-permeable surfaces may include drip, drip line, or other low flow non-spray technology. The setback area may be planted or unplanted. The surfacing of the setback may be mulch, gravel, or other porous material. These restrictions may be modified if:

1. the landscape area is adjacent to permeable surfacing and no runoff occurs; or

2. the adjacent non-permeable surfaces are designed and constructed to drain entirely to landscaping; or

3. the irrigation designer specifies an alternative design or technology, as part of the Landscape Documentation Package and clearly demonstrates strict adherence to irrigation system design criteria in Section 492.7 (a)(1)(I). Prevention of overspray and runoff must be confirmed during the irrigation audit.

(V) Slopes greater than 25% shall not be irrigated with an irrigation system with a application rate exceeding 0.75 inches per hour. This restriction may be modified if the landscape designer specifies an alternative design or technology, as part of the Landscape Documentation Package, and clearly demonstrates no runoff or erosion will occur. Prevention of runoff and erosion must be confirmed during the irrigation audit.

(2) Hydrozone

(A) Each valve shall irrigate a hydrozone with similar site, slope, sun exposure, soil conditions, and plant materials with similar water use.

(B) Sprinkler heads and other emission devices shall be selected based on what is appropriate for the plant type within that hydrozone.

(C) Where feasible, trees shall be placed on separate valves from shrubs, groundcovers, and turf to facilitate the appropriate irrigation of trees. The mature size and extent of the root zone shall be considered when designing irrigation for the tree.

(D) Individual hydrozones that mix plants of moderate and low water use, or moderate and high water use, may be allowed if:

1. plant factor calculation is based on the proportions of the respective plant water uses and their plant factor; or

2. the plant factor of the higher water using plant is used for calculations.

(E) Individual hydrozones that mix high and low water use plants shall not be permitted.

(F) On the landscape design plan and irrigation design plan, hydrozone areas shall be designated by number, letter, or other designation. On the irrigation design plan, designate the areas irrigated by each valve, and assign a number to each valve. Use this valve number in the Hydrozone Information Table (see Appendix B Section A). This table can also assist with the irrigation audit and programming the controller.

(b) The irrigation design plan, at a minimum, shall contain:

(1) location and size of separate water meters for landscape;

(2) location, type and size of all components of the irrigation system, including controllers, main and lateral lines, valves, sprinkler heads, moisture sensing devices, rain switches, quick couplers, pressure regulators, and backflow prevention devices;

(3) static water pressure at the point of connection to the public water supply;

(4) flow rate (gallons per minute), application rate (inches per hour), and design operating pressure (pressure per square inch) for each station;

(5) recycled water irrigation systems as specified in Section 492.14;

(6) the following statement: "I have complied with the criteria of the ordinance and applied them accordingly for the efficient use of water in the irrigation design plan"; and

(7) the signature of a licensed landscape architect, certified irrigation designer, licensed landscape contractor, or any other person authorized

to design an irrigation system. (See Sections 5500.1, 5615, 5641, 5641.1, 5641.2, 5641.3, 5641.4, 5641.5, 5641.6, 6701, 7027.5 of the Business and Professions Code, Section 832.27 of Title 16 of the California Code of Regulations, and Section 6721 of the Food and Agricultural Code.)

NOTE: Authority cited: Section 65595, Government Code; and sections 11 and 30, Governor's Exec. Order No. B-29-15 (April 1, 2015). Reference: Section 65596, Government Code; and section 11, Governor's Exec. Order No. B-29-15 (April 1, 2015).

HISTORY

1. New section filed 9-10-2009; operative 9-10-2009 pursuant to Government Code section 11343.4 (Register 2009, No. 37).

2. Amendment of section and NOTE filed 9-15-2015; operative 9-15-2015. Exempt from OAL review and submitted to OAL for printing only pursuant to Governor's Executive Order No. B-29-15 (4-1-2015) (Register 2015, No. 38).

§ 492.8. Grading Design Plan.

(a) For the efficient use of water, grading of a project site shall be designed to minimize soil erosion, runoff, and water waste. A grading plan shall be submitted as part of the Landscape Documentation Package. A comprehensive grading plan prepared by a civil engineer for other local agency permits satisfies this requirement.

(1) The project applicant shall submit a landscape grading plan that indicates finished configurations and elevations of the landscape area including:

(A) height of graded slopes;

(B) drainage patterns;

(C) pad elevations;

(D) finish grade; and

(E) stormwater retention improvements, if applicable.

(2) To prevent excessive erosion and runoff, it is highly recommended that project applicants:

(A) grade so that all irrigation and normal rainfall remains within property lines and does not drain on to non-permeable hardscapes;

(B) avoid disruption of natural drainage patterns and undisturbed soil; and

(C) avoid soil compaction in landscape areas.

(3) The grading design plan shall contain the following statement: "I have complied with the criteria of the ordinance and applied them accordingly for the efficient use of water in the grading design plan" and shall bear the signature of a licensed professional as authorized by law.

NOTE: Authority cited: Section 65595, Government Code. Reference: Section 65596, Government Code.

HISTORY

1. New section filed 9-10-2009; operative 9-10-2009 pursuant to Government Code section 11343.4 (Register 2009, No. 37).

§ 492.9. Certificate of Completion.

(a) The Certificate of Completion (see Appendix C for a sample certificate) shall include the following six (6) elements:

(1) project information sheet that contains:

(A) date;

(B) project name;

(C) project applicant name, telephone, and mailing address;

(D) project address and location; and

(E) property owner name, telephone, and mailing address;

(2) certification by either the signer of the landscape design plan, the signer of the irrigation design plan, or the licensed landscape contractor that the landscape project has been installed per the approved Landscape Documentation Package;

(A) where there have been significant changes made in the field during construction, these "as-built" or record drawings shall be included with the certification;

(B) A diagram of the irrigation plan showing hydrozones shall be kept with the irrigation controller for subsequent management purposes.

(3) irrigation scheduling parameters used to set the controller (see Section 492.10);

(4) landscape and irrigation maintenance schedule (see Section 492.11);

(5) irrigation audit report (see Section 492.12); and

(6) soil analysis report, if not submitted with Landscape Documentation Package, and documentation verifying implementation of soil report recommendations (see Section 492.5).

(b) The project applicant shall:

(1) submit the signed Certificate of Completion to the local agency for review;

(2) ensure that copies of the approved Certificate of Completion are submitted to the local water purveyor and property owner or his or her designee.

(c) The local agency shall:

(1) receive the signed Certificate of Completion from the project applicant;

(2) approve or deny the Certificate of Completion. If the Certificate of Completion is denied, the local agency shall provide information to the project applicant regarding reapplication, appeal, or other assistance.

NOTE: Authority cited: Section 65595, Government Code; and sections 11 and 30, Governor's Exec. Order No. B-29-15 (April 1, 2015). Reference: Section 65596, Government Code; and section 11, Governor's Exec. Order No. B-29-15 (April 1, 2015).

HISTORY

1. New section filed 9-10-2009; operative 9-10-2009 pursuant to Government Code section 11343.4 (Register 2009, No. 37).
2. New subsection (a)(2)(B) and amendment of NOTE filed 9-15-2015; operative 9-15-2015. Exempt from OAL review and submitted to OAL for printing only pursuant to Governor's Executive Order No. B-29-15 (4-1-2015) (Register 2015, No. 38).

§ 492.10. Irrigation Scheduling.

(a) For the efficient use of water, all irrigation schedules shall be developed, managed, and evaluated to utilize the minimum amount of water required to maintain plant health. Irrigation schedules shall meet the following criteria:

(1) Irrigation scheduling shall be regulated by automatic irrigation controllers.

(2) Overhead irrigation shall be scheduled between 8:00 p.m. and 10:00 a.m. unless weather conditions prevent it. If allowable hours of irrigation differ from the local water purveyor, the stricter of the two shall apply. Operation of the irrigation system outside the normal watering window is allowed for auditing and system maintenance.

(3) For implementation of the irrigation schedule, particular attention must be paid to irrigation run times, emission device, flow rate, and current reference evapotranspiration, so that applied water meets the Estimated Total Water Use. Total annual applied water shall be less than or equal to Maximum Applied Water Allowance (MAWA). Actual irrigation schedules shall be regulated by automatic irrigation controllers using current reference evapotranspiration data (e.g., CIMIS) or soil moisture sensor data.

(4) Parameters used to set the automatic controller shall be developed and submitted for each of the following:

- (A) the plant establishment period;
- (B) the established landscape; and
- (C) temporarily irrigated areas.

(5) Each irrigation schedule shall consider for each station all of the following that apply:

- (A) irrigation interval (days between irrigation);
- (B) irrigation run times (hours or minutes per irrigation event to avoid runoff);
- (C) number of cycle starts required for each irrigation event to avoid runoff;
- (D) amount of applied water scheduled to be applied on a monthly basis;
- (E) application rate setting;
- (F) root depth setting;
- (G) plant type setting;
- (H) soil type;
- (I) slope factor setting;
- (J) shade factor setting; and
- (K) irrigation uniformity or efficiency setting.

NOTE: Authority cited: Section 65595, Government Code. Reference: Section 65596, Government Code.

HISTORY

1. New section filed 9-10-2009; operative 9-10-2009 pursuant to Government Code section 11343.4 (Register 2009, No. 37).

§ 492.11. Landscape and Irrigation Maintenance Schedule.

(a) Landscapes shall be maintained to ensure water use efficiency. A regular maintenance schedule shall be submitted with the Certificate of Completion.

(b) A regular maintenance schedule shall include, but not be limited to, routine inspection; auditing, adjustment and repair of the irrigation system and its components; aerating and dethatching turf areas; topdressing with compost, replenishing mulch; fertilizing; pruning; weeding in all landscape areas, and removing obstructions to emission devices. Operation of the irrigation system outside the normal watering window is allowed for auditing and system maintenance.

(c) Repair of all irrigation equipment shall be done with the originally installed components or their equivalents or with components with greater efficiency.

(d) A project applicant is encouraged to implement established landscape industry sustainable Best Practices for all landscape maintenance activities.

NOTE: Authority cited: Section 65595, Government Code; and sections 11 and 30, Governor's Exec. Order No. B-29-15 (April 1, 2015). Reference: Section 65596, Government Code; and section 11, Governor's Exec. Order No. B-29-15 (April 1, 2015).

HISTORY

1. New section filed 9-10-2009; operative 9-10-2009 pursuant to Government Code section 11343.4 (Register 2009, No. 37).
2. Amendment of section and NOTE filed 9-15-2015; operative 9-15-2015. Exempt from OAL review and submitted to OAL for printing only pursuant to Governor's Executive Order No. B-29-15 (4-1-2015) (Register 2015, No. 38).

§ 492.12. Irrigation Audit, Irrigation Survey, and Irrigation Water Use Analysis.

(a) All landscape irrigation audits shall be conducted by a local agency landscape irrigation auditor or a third party certified landscape irrigation auditor. Landscape audits shall not be conducted by the person who designed the landscape or installed the landscape.

(b) In large projects or projects with multiple landscape installations (i.e. production home developments) an auditing rate of 1 in 7 lots or approximately 15% will satisfy this requirement.

(c) For new construction and rehabilitated landscape projects installed after December 1, 2015, as described in Section 490.1:

(1) the project applicant shall submit an irrigation audit report with the Certificate of Completion to the local agency that may include, but is not limited to: inspection, system tune-up, system test with distribution uniformity, reporting overspray or run off that causes overland flow, and preparation of an irrigation schedule, including configuring irrigation controllers with application rate, soil types, plant factors, slope, exposure and any other factors necessary for accurate programming;

(2) the local agency shall administer programs that may include, but not be limited to, irrigation water use analysis, irrigation audits, and irrigation surveys for compliance with the Maximum Applied Water Allowance.

NOTE: Authority cited: Section 65595, Government Code; and sections 11 and 30, Governor's Exec. Order No. B-29-15 (April 1, 2015). Reference: Section 65596, Government Code; and section 11, Governor's Exec. Order No. B-29-15 (April 1, 2015).

HISTORY

1. New section filed 9-10-2009; operative 9-10-2009 pursuant to Government Code section 11343.4 (Register 2009, No. 37).
2. Amendment of section and NOTE filed 9-15-2015; operative 9-15-2015. Exempt from OAL review and submitted to OAL for printing only pursuant to Governor's Executive Order No. B-29-15 (4-1-2015) (Register 2015, No. 38).

§ 492.13. Irrigation Efficiency.

(a) For the purpose of determining Estimated Total Water Use, average irrigation efficiency is assumed to be 0.75 for overhead spray devices and 0.81 for drip system devices.

NOTE: Authority cited: Section 65595, Government Code; and sections 11 and 30, Governor's Exec. Order No. B-29-15 (April 1, 2015). Reference: Section 65596,

Government Code; and section 11, Governor's Exec. Order No. B-29-15 (April 1, 2015).

HISTORY

1. New section filed 9-10-2009; operative 9-10-2009 pursuant to Government Code section 11343.4 (Register 2009, No. 37).
2. Amendment of section and NOTE filed 9-15-2015; operative 9-15-2015. Exempt from OAL review and submitted to OAL for printing only pursuant to Governor's Executive Order No. B-29-15 (4-1-2015) (Register 2015, No. 38).

§ 492.14. Recycled Water.

(a) The installation of recycled water irrigation systems shall allow for the current and future use of recycled water.

(b) All recycled water irrigation systems shall be designed and operated in accordance with all applicable local and State laws.

(c) Landscapes using recycled water are considered Special Landscape Areas. The ET Adjustment Factor for new and existing (non-rehabilitated) Special Landscape Areas shall not exceed 1.0.

NOTE: Authority cited: Section 65595, Government Code; and sections 11 and 30, Governor's Exec. Order No. B-29-15 (April 1, 2015). Reference: Section 65596, Government Code; and section 11, Governor's Exec. Order No. B-29-15 (April 1, 2015).

HISTORY

1. New section filed 9-10-2009; operative 9-10-2009 pursuant to Government Code section 11343.4 (Register 2009, No. 37).
2. Amendment of section and NOTE filed 9-15-2015; operative 9-15-2015. Exempt from OAL review and submitted to OAL for printing only pursuant to Governor's Executive Order No. B-29-15 (4-1-2015) (Register 2015, No. 38).

§ 492.15. Graywater Systems.

(a) Graywater systems promote the efficient use of water and are encouraged to assist in on-site landscape irrigation. All graywater systems shall conform to the California Plumbing Code (Title 24, Part 5, Chapter 16) and any applicable local ordinance standards. Refer to § 490.1 (d) for the applicability of this ordinance to landscape areas less than 2,500 square feet with the Estimated Total Water Use met entirely by graywater.

NOTE: Authority cited: Section 65595, Government Code; and sections 11 and 30, Governor's Exec. Order No. B-29-15 (April 1, 2015). Reference: Section 65596, Government Code; and section 11, Governor's Exec. Order No. B-29-15 (April 1, 2015).

HISTORY

1. New section filed 9-10-2009; operative 9-10-2009 pursuant to Government Code section 11343.4 (Register 2009, No. 37).
2. Renumbering of former section 492.15 to 492.16, new section 492.15 and amendment of NOTE filed 9-15-2015; operative 9-15-2015. Exempt from OAL review and submitted to OAL for printing only pursuant to Governor's Executive Order No. B-29-15 (4-1-2015) (Register 2015, No. 38).

§ 492.16. Stormwater Management and Rainwater Retention.

(a) Stormwater management practices minimize runoff and increase infiltration which recharges groundwater and improves water quality. Implementing stormwater best management practices into the landscape and grading design plans to minimize runoff and to increase on-site rainwater retention and infiltration are encouraged.

(b) Project applicants shall refer to the local agency or Regional Water Quality Control Board for information on any applicable stormwater technical requirements.

(c) All planted landscape areas are required to have friable soil to maximize water retention and infiltration. Refer to § 492.6(a)(3).

(d) It is strongly recommended that landscape areas be designed for capture and infiltration capacity that is sufficient to prevent runoff from impervious surfaces (i.e. roof and paved areas) from either: the one inch, 24-hour rain event or (2) the 85th percentile, 24-hour rain event, and/or additional capacity as required by any applicable local, regional, state or federal regulation.

(e) It is recommended that storm water projects incorporate any of the following elements to improve on-site storm water and dry weather runoff capture and use:

- Grade impervious surfaces, such as driveways, during construction to drain to vegetated areas.

- Minimize the area of impervious surfaces such as paved areas, roof and concrete driveways.
- Incorporate pervious or porous surfaces (e.g., gravel, permeable pavers or blocks, pervious or porous concrete) that minimize runoff.
- Direct runoff from paved surfaces and roof areas into planting beds or landscaped areas to maximize site water capture and reuse.
- Incorporate rain gardens, cisterns, and other rain harvesting or catchment systems.
- Incorporate infiltration beds, swales, basins and drywells to capture storm water and dry weather runoff and increase percolation into the soil.
- Consider constructed wetlands and ponds that retain water, equalize excess flow, and filter pollutants.

NOTE: Authority cited: Section 65595, Government Code; and sections 11 and 30, Governor's Exec. Order No. B-29-15 (April 1, 2015). Reference: Section 65596, Government Code; and section 11, Governor's Exec. Order No. B-29-15 (April 1, 2015).

HISTORY

1. New section filed 9-10-2009; operative 9-10-2009 pursuant to Government Code section 11343.4 (Register 2009, No. 37).
2. Renumbering of former section 492.16 to section 492.17 and renumbering of former section 492.15 to new section 492.16, including amendment of section heading, section and NOTE, filed 9-15-2015; operative 9-15-2015. Exempt from OAL review and submitted to OAL for printing only pursuant to Governor's Executive Order No. B-29-15 (4-1-2015) (Register 2015, No. 38).

§ 492.17. Public Education.

(a) Publications. Education is a critical component to promote the efficient use of water in landscapes. The use of appropriate principles of design, installation, management and maintenance that save water is encouraged in the community.

(1) A local agency or water supplier/purveyor shall provide information to owners of permitted renovations and new, single-family residential homes regarding the design, installation, management, and maintenance of water efficient landscapes based on a water budget.

(b) Model Homes. All model homes that are landscaped shall use signs and written information to demonstrate the principles of water efficient landscapes described in this ordinance.

(1) Signs shall be used to identify the model as an example of a water efficient landscape featuring elements such as hydrozones, irrigation equipment, and others that contribute to the overall water efficient theme. Signage shall include information about the site water use as designed per the local ordinance; specify who designed and installed the water efficient landscape; and demonstrate low water use approaches to landscaping such as using native plants, graywater systems, and rainwater catchment systems.

(2) Information shall be provided about designing, installing, managing, and maintaining water efficient landscapes.

NOTE: Authority cited: Section 65595, Government Code; and sections 11 and 30, Governor's Exec. Order No. B-29-15 (April 1, 2015). Reference: Section 65596, Government Code; and section 11, Governor's Exec. Order No. B-29-15 (April 1, 2015).

HISTORY

1. New section filed 9-10-2009; operative 9-10-2009 pursuant to Government Code section 11343.4 (Register 2009, No. 37).
2. Renumbering of former section 492.17 to new section 492.18 and renumbering of former section 492.16 to new section 492.17, including amendment of section and NOTE, filed 9-15-2015; operative 9-15-2015. Exempt from OAL review and submitted to OAL for printing only pursuant to Governor's Executive Order No. B-29-15 (4-1-2015) (Register 2015, No. 38).

§ 492.18. Environmental Review.

(a) The local agency must comply with the California Environmental Quality Act (CEQA), as appropriate.

NOTE: Authority cited: Section 21082, Public Resources Code; and sections 11 and 30, Governor's Exec. Order No. B-29-15 (April 1, 2015). Reference: Sections 21080 and 21082, Public Resources Code; and section 11, Governor's Exec. Order No. B-29-15 (April 1, 2015).

HISTORY

1. Renumbering of former section 492.17 to new section 492.18, including amendment of NOTE, filed 9-15-2015; operative 9-15-2015. Exempt from OAL review and submitted to OAL for printing only pursuant to Governor's Executive Order No. B-29-15 (4-1-2015) (Register 2015, No. 38).

§ 493. Provisions for Existing Landscapes.

(a) A local agency may by mutual agreement, designate another agency, such as a water purveyor, to implement some or all of the requirements contained in this ordinance. Local agencies may collaborate with water purveyors to define each entity's specific responsibilities relating to this ordinance.

NOTE: Authority cited: Section 65595, Government Code; and sections 11 and 30, Governor's Exec. Order No. B-29-15 (April 1, 2015). Reference: Section 65596, Government Code; and section 11, Governor's Exec. Order No. B-29-15 (April 1, 2015).

HISTORY

1. New section filed 7-31-92; operative 7-31-92 (Register 92, No. 32).
2. Repealer and new section and amendment of NOTE filed 9-10-2009; operative 9-10-2009 pursuant to Government Code section 11343.4 (Register 2009, No. 37).
3. Amendment of section and NOTE filed 9-15-2015; operative 9-15-2015. Exempt from OAL review and submitted to OAL for printing only pursuant to Governor's Executive Order No. B-29-15 (4-1-2015) (Register 2015, No. 38).

§ 493.1. Irrigation Audit, Irrigation Survey, and Irrigation Water Use Analysis.

(a) This section, 493.1, shall apply to all existing landscapes that were installed before December 1, 2015 and are over one acre in size.

(1) For all landscapes in 493.1 (a) that have a water meter, the local agency shall administer programs that may include, but not be limited to, irrigation water use analyses, irrigation surveys, and irrigation audits to evaluate water use and provide recommendations as necessary to reduce landscape water use to a level that does not exceed the Maximum Applied Water Allowance for existing landscapes. The Maximum Applied Water Allowance for existing landscapes shall be calculated as: $MAWA = (0.8)(ET_o)(LA)(0.62)$.

(2) For all landscapes in 493.1(a), that do not have a meter, the local agency shall administer programs that may include, but not be limited to, irrigation surveys and irrigation audits to evaluate water use and provide recommendations as necessary in order to prevent water waste.

(b) All landscape irrigation audits shall be conducted by a certified landscape irrigation auditor.

NOTE: Authority cited: Section 65595, Government Code; and sections 11 and 30, Governor's Exec. Order No. B-29-15 (April 1, 2015). Reference: Section 65596, Government Code; and section 11, Governor's Exec. Order No. B-29-15 (April 1, 2015).

HISTORY

1. New section filed 9-10-2009; operative 9-10-2009 pursuant to Government Code section 11343.4 (Register 2009, No. 37).
2. Amendment of subsection (a) and NOTE filed 9-15-2015; operative 9-15-2015. Exempt from OAL review and submitted to OAL for printing only pursuant to Governor's Executive Order No. B-29-15 (4-1-2015) (Register 2015, No. 38).

§ 493.2. Water Waste Prevention.

(a) Local agencies shall prevent water waste resulting from inefficient landscape irrigation by prohibiting runoff from leaving the target landscape due to low head drainage, overspray, or other similar conditions where water flows onto adjacent property, non-irrigated areas, walks, roadways, parking lots, or structures. Penalties for violation of these prohibitions shall be established locally.

(b) Restrictions regarding overspray and runoff may be modified if:

- (1) the landscape area is adjacent to permeable surfacing and no runoff occurs; or

- (2) the adjacent non-permeable surfaces are designed and constructed to drain entirely to landscaping.

NOTE: Authority cited: Section 65594, Government Code. Reference: Section 65596, Government Code.

HISTORY

1. New section filed 9-10-2009; operative 9-10-2009 pursuant to Government Code section 11343.4 (Register 2009, No. 37).

§ 494. Effective Precipitation.

(a) A local agency may consider Effective Precipitation (25% of annual precipitation) in tracking water use and may use the following equation to calculate Maximum Applied Water Allowance:

$MAWA = (ET_o - Eppt)(0.62) [(0.55 \times LA) + (0.45 \times SLA)]$ for residential areas.

$MAWA = (ET_o - EPPT)(0.62) [(0.45 \times LA) + (0.55 \times SLA)]$ for non-residential areas.

NOTE: Authority cited: Section 65595, Government Code; and sections 11 and 30, Governor's Exec. Order No. B-29-15 (April 1, 2015). Reference: Section 65596, Government Code; and section 11, Governor's Exec. Order No. B-29-15 (April 1, 2015).

HISTORY

1. Repealer and new section; new NOTE and new Appendices A-C filed 9-10-2009; operative 9-10-2009 pursuant to Government Code section 11343.4 (Register 2009, No. 37).
2. Amendment of section and NOTE filed 9-15-2015; operative 9-15-2015. Exempt from OAL review and submitted to OAL for printing only pursuant to Governor's Executive Order No. B-29-15 (4-1-2015) (Register 2015, No. 38).

§ 495. Reporting.

(a) Local agencies shall report on implementation and enforcement by December 31, 2015. Local agencies responsible for administering individual ordinances shall report on their updated ordinance, while those agencies developing a regional ordinance shall report on their existing ordinance. Those agencies crafting a regional ordinance shall also report on their new ordinance by March 1, 2016. Subsequently, reporting for all agencies will be due by January 31st of each year. Reports shall be submitted to the Department of Water Resources.

(b) Local agencies are to address the following:

(1) State whether you are adopting a single agency ordinance or a regional agency alliance ordinance, and the date of adoption or anticipated date of adoption.

(2) Define the reporting period. The reporting period shall commence on December 1, 2015 and the end on December 28, 2015. For local agencies crafting regional ordinances with other agencies, there shall be an additional reporting period commencing on February 1, 2016 and ending on February 28, 2016. In subsequent years, all local agency reporting will be for the calendar year.

(3) State if using a locally modified Water Efficient Landscape Ordinance (WELO) or the MWELo. If using a locally modified WELO, how is it different than MWELo, is it at least as efficient as MWELo, and are there any exemptions specified?

(4) State the entity responsible for implementing the ordinance.

(5) State number and types of projects subject to the ordinance during the specified reporting period.

(6) State the total area (in square feet or acres) subject to the ordinance over the reporting period, if available.

(7) Provide the number of new housing starts, new commercial projects, and landscape retrofits during the reporting period.

(8) Describe the procedure for review of projects subject to the ordinance.

(9) Describe actions taken to verify compliance. Is a plan check performed; if so, by what entity? Is a site inspection performed; if so, by what entity? Is a post-installation audit required; if so, by whom?

(10) Describe enforcement measures.

(11) Explain challenges to implementing and enforcing the ordinance.

(12) Describe educational and other needs to properly apply the ordinance.

NOTE: Authority cited: Section 65595, Government Code; and sections 11 and 30, Governor's Exec. Order No. B-29-15 (April 1, 2015). Reference: Section 65596, Government Code; and section 11, Governor's Exec. Order No. B-29-15 (April 1, 2015).

HISTORY

1. New section filed 9-15-2015; operative 9-15-2015. Exempt from OAL review and submitted to OAL for printing only pursuant to Governor's Executive Order No. B-29-15 (4-1-2015) (Register 2015, No. 38). For prior history, see Register 2009, No. 37.

Appendix A. Reference Evapotranspiration (ET_o) Table

Appendix A - Reference Evapotranspiration (ET_o) Table*													
County and City	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual ET_o
ALAMEDA													
Fremont	1.5	1.9	3.4	4.7	5.4	6.3	6.7	6.0	4.5	3.4	1.8	1.5	47.0
Livermore	1.2	1.5	2.9	4.4	5.9	6.6	7.4	6.4	5.3	3.2	1.5	0.9	47.2
Oakland	1.5	1.5	2.8	3.9	5.1	5.3	6.0	5.5	4.8	3.1	1.4	0.9	41.8
Oakland Foothills	1.1	1.4	2.7	3.7	5.1	6.4	5.8	4.9	3.6	2.6	1.4	1.0	39.6
Pleasanton	0.8	1.5	2.9	4.4	5.6	6.7	7.4	6.4	4.7	3.3	1.5	1.0	46.2
Union City	1.4	1.8	3.1	4.2	5.4	5.9	6.4	5.7	4.4	3.1	1.5	1.2	44.2
ALPINE													
Markleeville	0.7	0.9	2.0	3.5	5.0	6.1	7.3	6.4	4.4	2.6	1.2	0.5	40.6
AMADOR													
Jackson	1.2	1.5	2.8	4.4	6.0	7.2	7.9	7.2	5.3	3.2	1.4	0.9	48.9
Shanandoah Valley	1.0	1.7	2.9	4.4	5.6	6.8	7.9	7.1	5.2	3.6	1.7	1.0	48.8
BUTTE													
Chico	1.2	1.8	2.9	4.7	6.1	7.4	8.5	7.3	5.4	3.7	1.7	1.0	51.7
Durham	1.1	1.8	3.2	5.0	6.5	7.4	7.8	6.9	5.3	3.6	1.7	1.0	51.1
Gridley	1.2	1.8	3.0	4.7	6.1	7.7	8.5	7.1	5.4	3.7	1.7	1.0	51.9
Oroville	1.2	1.7	2.8	4.7	6.1	7.6	8.5	7.3	5.3	3.7	1.7	1.0	51.5
CALAVERAS													
San Andreas	1.2	1.5	2.8	4.4	6.0	7.3	7.9	7.0	5.3	3.2	1.4	0.7	48.8
COLUSA													
Colusa	1.0	1.7	3.4	5.0	6.4	7.6	8.3	7.2	5.4	3.8	1.8	1.1	52.8
Williams	1.2	1.7	2.9	4.5	6.1	7.2	8.5	7.3	5.3	3.4	1.6	1.0	50.8
CONTRA COSTA													
Brentwood	1.0	1.5	2.9	4.5	6.1	7.1	7.9	6.7	5.2	3.2	1.4	0.7	48.3
Concord	1.1	1.4	2.4	4.0	5.5	5.9	7.0	6.0	4.8	3.2	1.3	0.7	43.4
Courtland	0.9	1.5	2.9	4.4	6.1	6.9	7.9	6.7	5.3	3.2	1.4	0.7	48.0
Martinez	1.2	1.4	2.4	3.9	5.3	5.6	6.7	5.6	4.7	3.1	1.2	0.7	41.8
Moraga	1.2	1.5	3.4	4.2	5.5	6.1	6.7	5.9	4.6	3.2	1.6	1.0	44.9
Pittsburg	1.0	1.5	2.8	4.1	5.6	6.4	7.4	6.4	5.0	3.2	1.3	0.7	45.4
Walnut Creek	0.8	1.5	2.9	4.4	5.6	6.7	7.4	6.4	4.7	3.3	1.5	1.0	46.2
DEL NORTE													
Crescent City	0.5	0.9	2.0	3.0	3.7	3.5	4.3	3.7	3.0	2.0	0.9	0.5	27.7
EL DORADO													
Camino	0.9	1.7	2.5	3.9	5.9	7.2	7.8	6.8	5.1	3.1	1.5	0.9	47.3
FRESNO													
Clovis	1.0	1.5	3.2	4.8	6.4	7.7	8.5	7.3	5.3	3.4	1.4	0.7	51.4
Coalinga	1.2	1.7	3.1	4.6	6.2	7.2	8.5	7.3	5.3	3.4	1.6	0.7	50.9
Firebaugh	1.0	1.8	3.7	5.7	7.3	8.1	8.2	7.2	5.5	3.9	2.0	1.1	55.4
FivePoints	1.3	2.0	4.0	6.1	7.7	8.5	8.7	8.0	6.2	4.5	2.4	1.2	60.4
Fresno	0.9	1.7	3.3	4.8	6.7	7.8	8.4	7.1	5.2	3.2	1.4	0.6	51.1
Fresno State	0.9	1.6	3.2	5.2	7.0	8.0	8.7	7.6	5.4	3.6	1.7	0.9	53.7
Friant	1.2	1.5	3.1	4.7	6.4	7.7	8.5	7.3	5.3	3.4	1.4	0.7	51.3
Kerman	0.9	1.5	3.2	4.8	6.6	7.7	8.4	7.2	5.3	3.4	1.4	0.7	51.2
Kingsburg	1.0	1.5	3.4	4.8	6.6	7.7	8.4	7.2	5.3	3.4	1.4	0.7	51.6
Mendota	1.5	2.5	4.6	6.2	7.9	8.6	8.8	7.5	5.9	4.5	2.4	1.5	61.7
Orange Cove	1.2	1.9	3.5	4.7	7.4	8.5	8.9	7.9	5.9	3.7	1.8	1.2	56.7
Panoche	1.1	2.0	4.0	5.6	7.8	8.5	8.3	7.3	5.6	3.9	1.8	1.2	57.2
Parlier	1.0	1.9	3.6	5.2	6.8	7.6	8.1	7.0	5.1	3.4	1.7	0.9	52.0

Appendix A - Reference Evapotranspiration (ET_o) Table*													
County and City	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual ET_o
FRESNO													
Reedley	1.1	1.5	3.2	4.7	6.4	7.7	8.5	7.3	5.3	3.4	1.4	0.7	51.3
Westlands	0.9	1.7	3.8	6.3	8.0	8.6	8.6	7.8	5.9	4.3	2.1	1.1	58.8
GLENN													
Orland	1.1	1.8	3.4	5.0	6.4	7.5	7.9	6.7	5.3	3.9	1.8	1.4	52.1
Willows	1.2	1.7	2.9	4.7	6.1	7.2	8.5	7.3	5.3	3.6	1.7	1.0	51.3
HUMBOLDT													
Eureka	0.5	1.1	2.0	3.0	3.7	3.7	3.7	3.7	3.0	2.0	0.9	0.5	27.5
Ferndale	0.5	1.1	2.0	3.0	3.7	3.7	3.7	3.7	3.0	2.0	0.9	0.5	27.5
Garberville	0.6	1.2	2.2	3.1	4.5	5.0	5.5	4.9	3.8	2.4	1.0	0.7	34.9
Hoopa	0.5	1.1	2.1	3.0	4.4	5.4	6.1	5.1	3.8	2.4	0.9	0.7	35.6
IMPERIAL													
Brawley	2.8	3.8	5.9	8.0	10.4	11.5	11.7	10.0	8.4	6.2	3.5	2.1	84.2
Calipatria/Mulberry	2.4	3.2	5.1	6.8	8.6	9.2	9.2	8.6	7.0	5.2	3.1	2.3	70.7
El Centro	2.7	3.5	5.6	7.9	10.1	11.1	11.6	9.5	8.3	6.1	3.3	2.0	81.7
Holtville	2.8	3.8	5.9	7.9	10.4	11.6	12.0	10.0	8.6	6.2	3.5	2.1	84.7
Meloland	2.5	3.2	5.5	7.5	8.9	9.2	9.0	8.5	6.8	5.3	3.1	2.2	71.6
Palo Verde II	2.5	3.3	5.7	6.9	8.5	8.9	8.6	7.9	6.2	4.5	2.9	2.3	68.2
Seeley	2.7	3.5	5.9	7.7	9.7	10.1	9.3	8.3	6.9	5.5	3.4	2.2	75.4
Westmoreland	2.4	3.3	5.3	6.9	8.7	9.6	9.6	8.7	6.9	5.0	3.0	2.2	71.4
Yuma	2.5	3.4	5.3	6.9	8.7	9.6	9.6	8.7	6.9	5.0	3.0	2.2	71.6
INYO													
Bishop	1.7	2.7	4.8	6.7	8.2	10.9	7.4	9.6	7.4	4.8	2.5	1.6	68.3
Death Valley Jct	2.2	3.3	5.4	7.7	9.8	11.1	11.4	10.1	8.3	5.4	2.9	1.7	79.1
Independence	1.7	2.7	3.4	6.6	8.5	9.5	9.8	8.5	7.1	3.9	2.0	1.5	65.2
Lower Haiwee Res.	1.8	2.7	4.4	7.1	8.5	9.5	9.8	8.5	7.1	4.2	2.6	1.5	67.6
Oasis	2.7	2.8	5.9	8.0	10.4	11.7	11.6	10.0	8.4	6.2	3.4	2.1	83.1
KERN													
Arvin	1.2	1.8	3.5	4.7	6.6	7.4	8.1	7.3	5.3	3.4	1.7	1.0	51.9
Bakersfield	1.0	1.8	3.5	4.7	6.6	7.7	8.5	7.3	5.3	3.5	1.6	0.9	52.4
Bakersfield/Bonanza	1.2	2.2	3.7	5.7	7.4	8.2	8.7	7.8	5.7	4.0	2.1	1.2	57.9
Bakersfield/Greenlee	1.2	2.2	3.7	5.7	7.4	8.2	8.7	7.8	5.7	4.0	2.1	1.2	57.9
Belridge	1.4	2.2	4.1	5.5	7.7	8.5	8.6	7.8	6.0	3.8	2.0	1.5	59.2
Blackwells Corner	1.4	2.1	3.8	5.4	7.0	7.8	8.5	7.7	5.8	3.9	1.9	1.2	56.6
Buttonwillow	1.0	1.8	3.2	4.7	6.6	7.7	8.5	7.3	5.4	3.4	1.5	0.9	52.0
China Lake	2.1	3.2	5.3	7.7	9.2	10.0	11.0	9.8	7.3	4.9	2.7	1.7	74.8
Delano	0.9	1.8	3.4	4.7	6.6	7.7	8.5	7.3	5.4	3.4	1.4	0.7	52.0
Famoso	1.3	1.9	3.5	4.8	6.7	7.6	8.0	7.3	5.5	3.5	1.7	1.3	53.1
Grapevine	1.3	1.8	3.1	4.4	5.6	6.8	7.6	6.8	5.9	3.4	1.9	1.0	49.5
Inyokern	2.0	3.1	4.9	7.3	8.5	9.7	11.0	9.4	7.1	5.1	2.6	1.7	72.4
Isabella Dam	1.2	1.4	2.8	4.4	5.8	7.3	7.9	7.0	5.0	3.2	1.7	0.9	48.4
Lamont	1.3	2.4	4.4	4.6	6.5	7.0	8.8	7.6	5.7	3.7	1.6	0.8	54.4
Lost Hills	1.6	2.2	3.7	5.1	6.8	7.8	8.7	7.8	5.7	4.0	2.1	1.6	57.1
McFarland/Kern	1.2	2.1	3.7	5.6	7.3	8.0	8.3	7.4	5.6	4.1	2.0	1.2	56.5
Shafter	1.0	1.7	3.4	5.0	6.6	7.7	8.3	7.3	5.4	3.4	1.5	0.9	52.1
Taft	1.3	1.8	3.1	4.3	6.2	7.3	8.5	7.3	5.4	3.4	1.7	1.0	51.2
Tehachapi	1.4	1.8	3.2	5.0	6.1	7.7	7.9	7.3	5.9	3.4	2.1	1.2	52.9
KINGS													
Caruthers	1.6	2.5	4.0	5.7	7.8	8.7	9.3	8.4	6.3	4.4	2.4	1.6	62.7

Appendix A - Reference Evapotranspiration (ET_o) Table*

County and City	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual ET _o
KINGS													
Corcoran	1.6	2.2	3.7	5.1	6.8	7.8	8.7	7.8	5.7	4.0	2.1	1.6	57.1
Hanford	0.9	1.5	3.4	5.0	6.6	7.7	8.3	7.2	5.4	3.4	1.4	0.7	51.5
Kettleman	1.1	2.0	4.0	6.0	7.5	8.5	9.1	8.2	6.1	4.5	2.2	1.1	60.2
Lemoore	0.9	1.5	3.4	5.0	6.6	7.7	8.3	7.3	5.4	3.4	1.4	0.7	51.7
Stratford	0.9	1.9	3.9	6.1	7.8	8.6	8.8	7.7	5.9	4.1	2.1	1.0	58.7
LAKE													
Lakeport	1.1	1.3	2.6	3.5	5.1	6.0	7.3	6.1	4.7	2.9	1.2	0.9	42.8
Lower Lake	1.2	1.4	2.7	4.5	5.3	6.3	7.4	6.4	5.0	3.1	1.3	0.9	45.4
LASSEN													
Buntingville	1.0	1.7	3.5	4.9	6.2	7.3	8.4	7.5	5.4	3.4	1.5	0.9	51.8
Ravendale	0.6	1.1	2.3	4.1	5.6	6.7	7.9	7.3	4.7	2.8	1.2	0.5	44.9
Susanville	0.7	1.0	2.2	4.1	5.6	6.5	7.8	7.0	4.6	2.8	1.2	0.5	44.0
LOS ANGELES													
Burbank	2.1	2.8	3.7	4.7	5.1	6.0	6.6	6.7	5.4	4.0	2.6	2.0	51.7
Claremont	2.0	2.3	3.4	4.6	5.0	6.0	7.0	7.0	5.3	4.0	2.7	2.1	51.3
El Dorado	1.7	2.2	3.6	4.8	5.1	5.7	5.9	5.9	4.4	3.2	2.2	1.7	46.3
Glendale	2.0	2.2	3.3	3.8	4.7	4.8	5.7	5.6	4.3	3.3	2.2	1.8	43.7
Glendora	2.0	2.5	3.6	4.9	5.4	6.1	7.3	6.8	5.7	4.2	2.6	2.0	53.1
Gorman	1.6	2.2	3.4	4.6	5.5	7.4	7.7	7.1	5.9	3.6	2.4	1.1	52.4
Hollywood Hills	2.1	2.2	3.8	5.4	6.0	6.5	6.7	6.4	5.2	3.7	2.8	2.1	52.8
Lancaster	2.1	3.0	4.6	5.9	8.5	9.7	11.0	9.8	7.3	4.6	2.8	1.7	71.1
Long Beach	1.8	2.1	3.3	3.9	4.5	4.3	5.3	4.7	3.7	2.8	1.8	1.5	39.7
Los Angeles	2.2	2.7	3.7	4.7	5.5	5.8	6.2	5.9	5.0	3.9	2.6	1.9	50.1
Monrovia	2.2	2.3	3.8	4.3	5.5	5.9	6.9	6.4	5.1	3.2	2.5	2.0	50.2
Palmdale	2.0	2.6	4.6	6.2	7.3	8.9	9.8	9.0	6.5	4.7	2.7	2.1	66.2
Pasadena	2.1	2.7	3.7	4.7	5.1	6.0	7.1	6.7	5.6	4.2	2.6	2.0	52.3
Pearblossom	1.7	2.4	3.7	4.7	7.3	7.7	9.9	7.9	6.4	4.0	2.6	1.6	59.9
Pomona	1.7	2.0	3.4	4.5	5.0	5.8	6.5	6.4	4.7	3.5	2.3	1.7	47.5
Redondo Beach	2.2	2.4	3.3	3.8	4.5	4.7	5.4	4.8	4.4	2.8	2.4	2.0	42.6
San Fernando	2.0	2.7	3.5	4.6	5.5	5.9	7.3	6.7	5.3	3.9	2.6	2.0	52.0
Santa Clarita	2.8	2.8	4.1	5.6	6.0	6.8	7.6	7.8	5.8	5.2	3.7	3.2	61.5
Santa Monica	1.8	2.1	3.3	4.5	4.7	5.0	5.4	5.4	3.9	3.4	2.4	2.2	44.2
MADERA													
Chowchilla	1.0	1.4	3.2	4.7	6.6	7.8	8.5	7.3	5.3	3.4	1.4	0.7	51.4
Madera	0.9	1.4	3.2	4.8	6.6	7.8	8.5	7.3	5.3	3.4	1.4	0.7	51.5
Raymond	1.2	1.5	3.0	4.6	6.1	7.6	8.4	7.3	5.2	3.4	1.4	0.7	50.5
MARIN													
Black Point	1.1	1.7	3.0	4.2	5.2	6.2	6.6	5.8	4.3	2.8	1.3	0.9	43.0
Novato	1.3	1.5	2.4	3.5	4.4	6.0	5.9	5.4	4.4	2.8	1.4	0.7	39.8
Point San Pedro	1.1	1.7	3.0	4.2	5.2	6.2	6.6	5.8	4.3	2.8	1.3	0.9	43.0
San Rafael	1.2	1.3	2.4	3.3	4.0	4.8	4.8	4.9	4.3	2.7	1.3	0.7	35.8
MARIPOSA													
Coulterville	1.1	1.5	2.8	4.4	5.9	7.3	8.1	7.0	5.3	3.4	1.4	0.7	48.8
Mariposa	1.1	1.5	2.8	4.4	5.9	7.4	8.2	7.1	5.0	3.4	1.4	0.7	49.0
Yosemite Village	0.7	1.0	2.3	3.7	5.1	6.5	7.1	6.1	4.4	2.9	1.1	0.6	41.4
MENDOCINO													
Fort Bragg	0.9	1.3	2.2	3.0	3.7	3.5	3.7	3.7	3.0	2.3	1.2	0.7	29.0
Hopland	1.1	1.3	2.6	3.4	5.0	5.9	6.5	5.7	4.5	2.8	1.3	0.7	40.9

Appendix A - Reference Evapotranspiration (ET_o) Table*

County and City	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual ET _o
MENDOCINO													
Point Arena	1.0	1.3	2.3	3.0	3.7	3.9	3.7	3.7	3.0	2.3	1.2	0.7	29.6
Sanel Valley	1.0	1.6	3.0	4.6	6.0	7.0	8.0	7.0	5.2	3.4	1.4	0.9	49.1
Ukiah	1.0	1.3	2.6	3.3	5.0	5.8	6.7	5.9	4.5	2.8	1.3	0.7	40.9
MERCED													
Kesterson	0.9	1.7	3.4	5.5	7.3	8.2	8.6	7.4	5.5	3.8	1.8	0.9	55.1
Los Banos	1.0	1.5	3.2	4.7	6.1	7.4	8.2	7.0	5.3	3.4	1.4	0.7	50.0
Merced	1.0	1.5	3.2	4.7	6.6	7.9	8.5	7.2	5.3	3.4	1.4	0.7	51.5
MODOC													
Modoc/Alturas	0.9	1.4	2.8	3.7	5.1	6.2	7.5	6.6	4.6	2.8	1.2	0.7	43.2
MONO													
Bridgeport	0.7	0.9	2.2	3.8	5.5	6.6	7.4	6.7	4.7	2.7	1.2	0.5	43.0
MONTEREY													
Arroyo Seco	1.5	2.0	3.7	5.4	6.3	7.3	7.2	6.7	5.0	3.9	2.0	1.6	52.6
Castroville	1.4	1.7	3.0	4.2	4.6	4.8	4.0	3.8	3.0	2.6	1.6	1.4	36.2
Gonzales	1.3	1.7	3.4	4.7	5.4	6.3	6.3	5.9	4.4	3.4	1.9	1.3	45.7
Greenfield	1.8	2.2	3.4	4.8	5.6	6.3	6.5	6.2	4.8	3.7	2.4	1.8	49.5
King City	1.7	2.0	3.4	4.4	4.4	5.6	6.1	6.7	6.5	5.2	2.2	1.3	49.6
King City-Oasis Rd.	1.4	1.9	3.6	5.3	6.5	7.3	7.4	6.8	5.1	4.0	2.0	1.5	52.7
Long Valley	1.5	1.9	3.2	4.1	5.8	6.5	7.3	6.7	5.3	3.6	2.0	1.2	49.1
Monterey	1.7	1.8	2.7	3.5	4.0	4.1	4.3	4.2	3.5	2.8	1.9	1.5	36.0
Pajaro	1.8	2.2	3.7	4.8	5.3	5.7	5.6	5.3	4.3	3.4	2.4	1.8	46.1
Salinas	1.6	1.9	2.7	3.8	4.8	4.7	5.0	4.5	4.0	2.9	1.9	1.3	39.1
Salinas North	1.2	1.5	2.9	4.1	4.6	5.2	4.5	4.3	3.2	2.8	1.5	1.2	36.9
San Ardo	1.0	1.7	3.1	4.5	5.9	7.2	8.1	7.1	5.1	3.1	1.5	1.0	49.0
San Juan	1.8	2.1	3.4	4.6	5.3	5.7	5.5	4.9	3.8	3.2	2.2	1.9	44.2
Soledad	1.7	2.0	3.4	4.4	5.5	5.4	6.5	6.2	5.2	3.7	2.2	1.5	47.7
NAPA													
Angwin	1.8	1.9	3.2	4.7	5.8	7.3	8.1	7.1	5.5	4.5	2.9	2.1	54.9
Carneros	0.8	1.5	3.1	4.6	5.5	6.6	6.9	6.2	4.7	3.5	1.4	1.0	45.8
Oakville	1.0	1.5	2.9	4.7	5.8	6.9	7.2	6.4	4.9	3.5	1.6	1.2	47.7
St Helena	1.2	1.5	2.8	3.9	5.1	6.1	7.0	6.2	4.8	3.1	1.4	0.9	44.1
Yountville	1.3	1.7	2.8	3.9	5.1	6.0	7.1	6.1	4.8	3.1	1.5	0.9	44.3
NEVADA													
Grass Valley	1.1	1.5	2.6	4.0	5.7	7.1	7.9	7.1	5.3	3.2	1.5	0.9	48.0
Nevada City	1.1	1.5	2.6	3.9	5.8	6.9	7.9	7.0	5.3	3.2	1.4	0.9	47.4
ORANGE													
Irvine	2.2	2.5	3.7	4.7	5.2	5.9	6.3	6.2	4.6	3.7	2.6	2.3	49.6
Laguna Beach	2.2	2.7	3.4	3.8	4.6	4.6	4.9	4.9	4.4	3.4	2.4	2.0	43.2
Santa Ana	2.2	2.7	3.7	4.5	4.6	5.4	6.2	6.1	4.7	3.7	2.5	2.0	48.2
PLACER													
Auburn	1.2	1.7	2.8	4.4	6.1	7.4	8.3	7.3	5.4	3.4	1.6	1.0	50.6
Blue Canyon	0.7	1.1	2.1	3.4	4.8	6.0	7.2	6.1	4.6	2.9	0.9	0.6	40.5
Colfax	1.1	1.5	2.6	4.0	5.8	7.1	7.9	7.0	5.3	3.2	1.4	0.9	47.9
Roseville	1.1	1.7	3.1	4.7	6.2	7.7	8.5	7.3	5.6	3.7	1.7	1.0	52.2
Soda Springs	0.7	0.7	1.8	3.0	4.3	5.3	6.2	5.5	4.1	2.5	0.7	0.7	35.4
Tahoe City	0.7	0.7	1.7	3.0	4.3	5.4	6.1	5.6	4.1	2.4	0.8	0.6	35.5
Truckee	0.7	0.7	1.7	3.2	4.4	5.4	6.4	5.7	4.1	2.4	0.8	0.6	36.2

Appendix A - Reference Evapotranspiration (ET_o) Table*													
County and City	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual ET_o
PLUMAS													
Portola	0.7	0.9	1.9	3.5	4.9	5.9	7.3	5.9	4.3	2.7	0.9	0.5	39.4
Quincy	0.7	0.9	2.2	3.5	4.9	5.9	7.3	5.9	4.4	2.8	1.2	0.5	40.2
RIVERSIDE													
Beaumont	2.0	2.3	3.4	4.4	6.1	7.1	7.6	7.9	6.0	3.9	2.6	1.7	55.0
Blythe	2.4	3.3	5.3	6.9	8.7	9.6	9.6	8.7	6.9	5.0	3.0	2.2	71.4
Cathedral City	1.6	2.2	3.7	5.1	6.8	7.8	8.7	7.8	5.7	4.0	2.1	1.6	57.1
Coachella	2.9	4.4	6.2	8.4	10.5	11.9	12.3	10.1	8.9	6.2	3.8	2.4	88.1
Desert Center	2.9	4.1	6.4	8.5	11.0	12.1	12.2	11.1	9.0	6.4	3.9	2.6	90.0
Elsinore	2.1	2.8	3.9	4.4	5.9	7.1	7.6	7.0	5.8	3.9	2.6	1.9	55.0
Indio	3.1	3.6	6.5	8.3	10.5	11.0	10.8	9.7	8.3	5.9	3.7	2.7	83.9
La Quinta	2.4	2.8	5.2	6.5	8.3	8.7	8.5	7.9	6.5	4.5	2.7	2.2	66.2
Mecca	2.6	3.3	5.7	7.2	8.6	9.0	8.8	8.2	6.8	5.0	3.2	2.4	70.8
Oasis	2.9	3.3	5.3	6.1	8.5	8.9	8.7	7.9	6.9	4.8	2.9	2.3	68.4
Palm Desert	2.5	3.4	5.3	6.9	8.7	9.6	9.6	8.7	6.9	5.0	3.0	2.2	71.6
Palm Springs	2.0	2.9	4.9	7.2	8.3	8.5	11.6	8.3	7.2	5.9	2.7	1.7	71.1
Rancho California	1.8	2.2	3.4	4.8	5.6	6.3	6.5	6.2	4.8	3.7	2.4	1.8	49.5
Rancho Mirage	2.4	3.3	5.3	6.9	8.7	9.6	9.6	8.7	6.9	5.0	3.0	2.2	71.4
Ripley	2.7	3.3	5.6	7.2	8.7	8.7	8.4	7.6	6.2	4.6	2.8	2.2	67.8
Salton Sea North	2.5	3.3	5.5	7.2	8.8	9.3	9.2	8.5	6.8	5.2	3.1	2.3	71.7
Temecula East II	2.3	2.4	4.1	4.9	6.4	7.0	7.8	7.4	5.7	4.1	2.6	2.2	56.7
Thermal	2.4	3.3	5.5	7.6	9.1	9.6	9.3	8.6	7.1	5.2	3.1	2.1	72.8
Riverside UC	2.5	2.9	4.2	5.3	5.9	6.6	7.2	6.9	5.4	4.1	2.9	2.6	56.4
Winchester	2.3	2.4	4.1	4.9	6.4	6.9	7.7	7.5	6.0	3.9	2.6	2.1	56.8
SACRAMENTO													
Fair Oaks	1.0	1.6	3.4	4.1	6.5	7.5	8.1	7.1	5.2	3.4	1.5	1.0	50.5
Sacramento	1.0	1.8	3.2	4.7	6.4	7.7	8.4	7.2	5.4	3.7	1.7	0.9	51.9
Twitchell Island	1.2	1.8	3.9	5.3	7.4	8.8	9.1	7.8	5.9	3.8	1.7	1.2	57.9
SAN BENITO													
Hollister	1.5	1.8	3.1	4.3	5.5	5.7	6.4	5.9	5.0	3.5	1.7	1.1	45.1
San Benito	1.2	1.6	3.1	4.6	5.6	6.4	6.9	6.5	4.8	3.7	1.7	1.2	47.2
San Juan Valley	1.4	1.8	3.4	4.5	6.0	6.7	7.1	6.4	5.0	3.5	1.8	1.4	49.1
SAN BERNARDINO													
Baker	2.7	3.9	6.1	8.3	10.4	11.8	12.2	11.0	8.9	6.1	3.3	2.1	86.6
Barstow NE	2.2	2.9	5.3	6.9	9.0	10.1	9.9	8.9	6.8	4.8	2.7	2.1	71.7
Big Bear Lake	1.8	2.6	4.6	6.0	7.0	7.6	8.1	7.4	5.4	4.1	2.4	1.8	58.6
Chino	2.1	2.9	3.9	4.5	5.7	6.5	7.3	7.1	5.9	4.2	2.6	2.0	54.6
Crestline	1.5	1.9	3.3	4.4	5.5	6.6	7.8	7.1	5.4	3.5	2.2	1.6	50.8
Lake Arrowhead	1.8	2.6	4.6	6.0	7.0	7.6	8.1	7.4	5.4	4.1	2.4	1.8	58.6
Lucerne Valley	2.2	2.9	5.1	6.5	9.1	11.0	11.4	9.9	7.4	5.0	3.0	1.8	75.3
Needles	3.2	4.2	6.6	8.9	11.0	12.4	12.8	11.0	8.9	6.6	4.0	2.7	92.1
Newberry Springs	2.1	2.9	5.3	8.4	9.8	10.9	11.1	9.9	7.6	5.2	3.1	2.0	78.2
San Bernardino	2.0	2.7	3.8	4.6	5.7	6.9	7.9	7.4	5.9	4.2	2.6	2.0	55.6
Twentynine Palms	2.6	3.6	5.9	7.9	10.1	11.2	11.2	10.3	8.6	5.9	3.4	2.2	82.9
Victorville	2.0	2.6	4.6	6.2	7.3	8.9	9.8	9.0	6.5	4.7	2.7	2.1	66.2
SAN DIEGO													
Chula Vista	2.2	2.7	3.4	3.8	4.9	4.7	5.5	4.9	4.5	3.4	2.4	2.0	44.2
Escondido SPV	2.4	2.6	3.9	4.7	5.9	6.5	7.1	6.7	5.3	3.9	2.8	2.3	54.2
Miramar	2.3	2.5	3.7	4.1	5.1	5.4	6.1	5.8	4.5	3.3	2.4	2.1	47.1

Appendix A - Reference Evapotranspiration (ETo) Table*													
County and City	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual ETo
SAN DIEGO													
Oceanside	2.2	2.7	3.4	3.7	4.9	4.6	4.6	5.1	4.1	3.3	2.4	2.0	42.9
Otay Lake	2.3	2.7	3.9	4.6	5.6	5.9	6.2	6.1	4.8	3.7	2.6	2.2	50.4
Pine Valley	1.5	2.4	3.8	5.1	6.0	7.0	7.8	7.3	6.0	4.0	2.2	1.7	54.8
Ramona	2.1	2.1	3.4	4.6	5.2	6.3	6.7	6.8	5.3	4.1	2.8	2.1	51.6
San Diego	2.1	2.4	3.4	4.6	5.1	5.3	5.7	5.6	4.3	3.6	2.4	2.0	46.5
Santee	2.1	2.7	3.7	4.5	5.5	6.1	6.6	6.2	5.4	3.8	2.6	2.0	51.1
Torrey Pines	2.2	2.3	3.4	3.9	4.0	4.1	4.6	4.7	3.8	2.8	2.0	2.0	39.8
Warner Springs	1.6	2.7	3.7	4.7	5.7	7.6	8.3	7.7	6.3	4.0	2.5	1.3	56.0
SAN FRANCISCO													
San Francisco	1.5	1.3	2.4	3.0	3.7	4.6	4.9	4.8	4.1	2.8	1.3	0.7	35.1
SAN JOAQUIN													
Farmington	1.5	1.5	2.9	4.7	6.2	7.6	8.1	6.8	5.3	3.3	1.4	0.7	50.0
Lodi West	1.0	1.6	3.3	4.3	6.3	6.9	7.3	6.4	4.5	3.0	1.4	0.8	46.7
Manteca	0.9	1.7	3.4	5.0	6.5	7.5	8.0	7.1	5.2	3.3	1.6	0.9	51.2
Stockton	0.8	1.5	2.9	4.7	6.2	7.4	8.1	6.8	5.3	3.2	1.4	0.6	49.1
Tracy	1.0	1.5	2.9	4.5	6.1	7.3	7.9	6.7	5.3	3.2	1.3	0.7	48.5
SAN LUIS OBISPO													
Arroyo Grande	2.0	2.2	3.2	3.8	4.3	4.7	4.3	4.6	3.8	3.2	2.4	1.7	40.0
Atascadero	1.2	1.5	2.8	3.9	4.5	6.0	6.7	6.2	5.0	3.2	1.7	1.0	43.7
Morro Bay	2.0	2.2	3.1	3.5	4.3	4.5	4.6	4.6	3.8	3.5	2.1	1.7	39.9
Nipomo	2.2	2.5	3.8	5.1	5.7	6.2	6.4	6.1	4.9	4.1	2.9	2.3	52.1
Paso Robles	1.6	2.0	3.2	4.3	5.5	6.3	7.3	6.7	5.1	3.7	2.1	1.4	49.0
San Luis Obispo	2.0	2.2	3.2	4.1	4.9	5.3	4.6	5.5	4.4	3.5	2.4	1.7	43.8
San Miguel	1.6	2.0	3.2	4.3	5.0	6.4	7.4	6.8	5.1	3.7	2.1	1.4	49.0
San Simeon	2.0	2.0	2.9	3.5	4.2	4.4	4.6	4.3	3.5	3.1	2.0	1.7	38.1
SAN MATEO													
Hal Moon Bay	1.5	1.7	2.4	3.0	3.9	4.3	4.3	4.2	3.5	2.8	1.3	1.0	33.7
Redwood City	1.5	1.8	2.9	3.8	5.2	5.3	6.2	5.6	4.8	3.1	1.7	1.0	42.8
Woodside	1.8	2.2	3.4	4.8	5.6	6.3	6.5	6.2	4.8	3.7	2.4	1.8	49.5
SANTA BARBARA													
Betteravia	2.1	2.6	4.0	5.2	6.0	5.9	5.8	5.4	4.1	3.3	2.7	2.1	49.1
Carpenteria	2.0	2.4	3.2	3.9	4.8	5.2	5.5	5.7	4.5	3.4	2.4	2.0	44.9
Cuyama	2.1	2.4	3.8	5.4	6.9	7.9	8.5	7.7	5.9	4.5	2.6	2.0	59.7
Goleta	2.1	2.5	3.9	5.1	5.7	5.7	5.4	5.4	4.2	3.2	2.8	2.2	48.1
Goleta Foothills	2.3	2.6	3.7	5.4	5.3	5.6	5.5	5.7	4.5	3.9	2.8	2.3	49.6
Guadalupe	2.0	2.2	3.2	3.7	4.9	4.6	4.5	4.6	4.1	3.3	2.4	1.7	41.1
Lompoc	2.0	2.2	3.2	3.7	4.8	4.6	4.9	4.8	3.9	3.2	2.4	1.7	41.1
Los Alamos	1.8	2.0	3.2	4.1	4.9	5.3	5.7	5.5	4.4	3.7	2.4	1.6	44.6
Santa Barbara	2.0	2.5	3.2	3.8	4.6	5.1	5.5	4.5	3.4	2.4	1.8	1.8	40.6
Santa Maria	1.8	2.3	3.7	5.1	5.7	5.8	5.6	5.3	4.2	3.5	2.4	1.9	47.4
Santa Ynez	1.7	2.2	3.5	5.0	5.8	6.2	6.4	6.0	4.5	3.6	2.2	1.7	48.7
Sisquoc	2.1	2.5	3.8	4.1	6.1	6.3	6.4	5.8	4.7	3.4	2.3	1.8	49.2
Solvang	2.0	2.0	3.3	4.3	5.0	5.6	6.1	5.6	4.4	3.7	2.2	1.6	45.6
SANTA CLARA													
Gilroy	1.3	1.8	3.1	4.1	5.3	5.6	6.1	5.5	4.7	3.4	1.7	1.1	43.6
Los Gatos	1.5	1.8	2.8	3.9	5.0	5.6	6.2	5.5	4.7	3.2	1.7	1.1	42.9
Morgan Hill	1.5	1.8	3.4	4.2	6.3	7.0	7.1	6.0	5.1	3.7	1.9	1.4	49.5
Palo Alto	1.5	1.8	2.8	3.8	5.2	5.3	6.2	5.6	5.0	3.2	1.7	1.0	43.0

Appendix A - Reference Evapotranspiration (ET_o) Table*													
County and City	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual ET_o
SANTA CLARA													
San Jose	1.5	1.8	3.1	4.1	5.5	5.8	6.5	5.9	5.2	3.3	1.8	1.0	45.3
SANTA CRUZ													
De Laveaga	1.4	1.9	3.3	4.7	4.9	5.3	5.0	4.8	3.6	3.0	1.6	1.3	40.8
Green Valley Rd	1.2	1.8	3.2	4.5	4.6	5.4	5.2	5.0	3.7	3.1	1.6	1.3	40.6
Santa Cruz	1.5	1.8	2.6	3.5	4.3	4.4	4.8	4.4	3.8	2.8	1.7	1.2	36.6
Watsonville	1.5	1.8	2.7	3.7	4.6	4.5	4.9	4.2	4.0	2.9	1.8	1.2	37.7
Webb	1.8	2.2	3.7	4.8	5.3	5.7	5.6	5.3	4.3	3.4	2.4	1.8	46.2
SHASTA													
Burney	0.7	1.0	2.1	3.5	4.9	5.9	7.4	6.4	4.4	2.9	0.9	0.6	40.9
Fall River Mills	0.6	1.0	2.1	3.7	5.0	6.1	7.8	6.7	4.6	2.8	0.9	0.5	41.8
Glenburn	0.6	1.0	2.1	3.7	5.0	6.3	7.8	6.7	4.7	2.8	0.9	0.6	42.1
McArthur	0.7	1.4	2.9	4.2	5.6	6.9	8.2	7.2	5.0	3.0	1.1	0.6	46.8
Redding	1.2	1.4	2.6	4.1	5.6	7.1	8.5	7.3	5.3	3.2	1.4	0.9	48.8
SIERRA													
Downieville	0.7	1.0	2.3	3.5	5.0	6.0	7.4	6.2	4.7	2.8	0.9	0.6	41.3
Sierraville	0.7	1.1	2.2	3.2	4.5	5.9	7.3	6.4	4.3	2.6	0.9	0.5	39.6
SISKIYOU													
Happy Camp	0.5	0.9	2.0	3.0	4.3	5.2	6.1	5.3	4.1	2.4	0.9	0.5	35.1
MacDoel	1.0	1.7	3.1	4.5	5.9	7.2	8.1	7.1	5.1	3.1	1.5	1.0	49.0
Mt Shasta	0.5	0.9	2.0	3.0	4.5	5.3	6.7	5.7	4.0	2.2	0.7	0.5	36.0
Tule lake FS	0.7	1.3	2.7	4.0	5.4	6.3	7.1	6.4	4.7	2.8	1.0	0.6	42.9
Weed	0.5	0.9	2.0	2.5	4.5	5.3	6.7	5.5	3.7	2.0	0.9	0.5	34.9
Yreka	0.6	0.9	2.1	3.0	4.9	5.8	7.3	6.5	4.3	2.5	0.9	0.5	39.2
SOLANO													
Benicia	1.3	1.4	2.7	3.8	4.9	5.0	6.4	5.5	4.4	2.9	1.2	0.7	40.3
Dixon	0.7	1.4	3.2	5.2	6.3	7.6	8.2	7.2	5.5	4.3	1.6	1.1	52.1
Fairfield	1.1	1.7	2.8	4.0	5.5	6.1	7.8	6.0	4.8	3.1	1.4	0.9	45.2
Hastings Tract	1.6	2.2	3.7	5.1	6.8	7.8	8.7	7.8	5.7	4.0	2.1	1.6	57.1
Putah Creek	1.0	1.6	3.2	4.9	6.1	7.3	7.9	7.0	5.3	3.8	1.8	1.2	51.0
Rio Vista	0.9	1.7	2.8	4.4	5.9	6.7	7.9	6.5	5.1	3.2	1.3	0.7	47.0
Suisun Valley	0.6	1.3	3.0	4.7	5.8	7.0	7.7	6.8	5.3	3.8	1.4	0.9	48.3
Winters	0.9	1.7	3.3	5.0	6.4	7.5	7.9	7.0	5.2	3.5	1.6	1.0	51.0
SONOMA													
Bennett Valley	1.1	1.7	3.2	4.1	5.5	6.5	6.6	5.7	4.5	3.1	1.5	0.9	44.4
Cloverdale	1.1	1.4	2.6	3.4	5.0	5.9	6.2	5.6	4.5	2.8	1.4	0.7	40.7
Fort Ross	1.2	1.4	2.2	3.0	3.7	4.5	4.2	4.3	3.4	2.4	1.2	0.5	31.9
Healdsburg	1.2	1.5	2.4	3.5	5.0	5.9	6.1	5.6	4.5	2.8	1.4	0.7	40.8
Lincoln	1.2	1.7	2.8	4.7	6.1	7.4	8.4	7.3	5.4	3.7	1.9	1.2	51.9
Petaluma	1.2	1.5	2.8	3.7	4.6	5.6	4.6	5.7	4.5	2.9	1.4	0.9	39.6
Santa Rosa	1.2	1.7	2.8	3.7	5.0	6.0	6.1	5.9	4.5	2.9	1.5	0.7	42.0
Valley of the Moon	1.0	1.6	3.0	4.5	5.6	6.6	7.1	6.3	4.7	3.3	1.5	1.0	46.1
Windsor	0.9	1.6	3.0	4.5	5.5	6.5	6.5	5.9	4.4	3.2	1.4	1.0	44.2
STANISLAUS													
Denair	1.0	1.9	3.6	4.7	7.0	7.9	8.0	6.1	5.3	3.4	1.5	1.0	51.4
La Grange	1.2	1.5	3.1	4.7	6.2	7.7	8.5	7.3	5.3	3.4	1.4	0.7	51.2
Modesto	0.9	1.4	3.2	4.7	6.4	7.7	8.1	6.8	5.0	3.4	1.4	0.7	49.7
Newman	1.0	1.5	3.2	4.6	6.2	7.4	8.1	6.7	5.0	3.4	1.4	0.7	49.3
Oakdale	1.2	1.5	3.2	4.7	6.2	7.7	8.1	7.1	5.1	3.4	1.4	0.7	50.3

Appendix A - Reference Evapotranspiration (ET_o) Table*													
County and City	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual ET_o
STANISLAUS													
Patterson	1.3	2.1	4.2	5.4	7.9	8.6	8.2	6.6	5.8	4.0	1.9	1.3	57.3
Turlock	0.9	1.5	3.2	4.7	6.5	7.7	8.2	7.0	5.1	3.4	1.4	0.7	50.2
SUTTER													
Nicolaus	0.9	1.6	3.2	4.9	6.3	7.5	8.0	6.9	5.2	3.4	1.5	0.9	50.2
Yuba City	1.3	2.1	2.8	4.4	5.7	7.2	7.1	6.1	4.7	3.2	1.2	0.9	46.7
TEHAMA													
Corning	1.2	1.8	2.9	4.5	6.1	7.3	8.1	7.2	5.3	3.7	1.7	1.1	50.7
Gerber	1.0	1.8	3.5	5.0	6.6	7.9	8.7	7.4	5.8	4.1	1.8	1.1	54.7
Gerber Dryland	0.9	1.6	3.2	4.7	6.7	8.4	9.0	7.9	6.0	4.2	2.0	1.0	55.5
Red Bluff	1.2	1.8	2.9	4.4	5.9	7.4	8.5	7.3	5.4	3.5	1.7	1.0	51.1
TRINITY													
Hay Fork	0.5	1.1	2.3	3.5	4.9	5.9	7.0	6.0	4.5	2.8	0.9	0.7	40.1
Weaverville	0.6	1.1	2.2	3.3	4.9	5.9	7.3	6.0	4.4	2.7	0.9	0.7	40.0
TULARE													
Alpaugh	0.9	1.7	3.4	4.8	6.6	7.7	8.2	7.3	5.4	3.4	1.4	0.7	51.6
Badger	1.0	1.3	2.7	4.1	6.0	7.3	7.7	7.0	4.8	3.3	1.4	0.7	47.3
Delano	1.1	1.9	4.0	4.9	7.2	7.9	8.1	7.3	5.4	3.2	1.5	1.2	53.6
Dinuba	1.1	1.5	3.2	4.7	6.2	7.7	8.5	7.3	5.3	3.4	1.4	0.7	51.2
Lindcove	0.9	1.6	3.0	4.8	6.5	7.6	8.1	7.2	5.2	3.4	1.6	0.9	50.6
Porterville	1.2	1.8	3.4	4.7	6.6	7.7	8.5	7.3	5.3	3.4	1.4	0.7	52.1
Visalia	0.9	1.7	3.3	5.1	6.8	7.7	7.9	6.9	4.9	3.2	1.5	0.8	50.7
TUOLUMNE													
Groveland	1.1	1.5	2.8	4.1	5.7	7.2	7.9	6.6	5.1	3.3	1.4	0.7	47.5
Sonora	1.1	1.5	2.8	4.1	5.8	7.2	7.9	6.7	5.1	3.2	1.4	0.7	47.6
VENTURA													
Camarillo	2.2	2.5	3.7	4.3	5.0	5.2	5.9	5.4	4.2	3.0	2.5	2.1	46.1
Oxnard	2.2	2.5	3.2	3.7	4.4	4.6	5.4	4.8	4.0	3.3	2.4	2.0	42.3
Piru	2.8	2.8	4.1	5.6	6.0	6.8	7.6	7.8	5.8	5.2	3.7	3.2	61.5
Port Hueneme	2.0	2.3	3.3	4.6	4.9	4.9	4.9	5.0	3.7	3.2	2.5	2.2	43.5
Thousand Oaks	2.2	2.6	3.4	4.5	5.4	5.9	6.7	6.4	5.4	3.9	2.6	2.0	51.0
Ventura	2.2	2.6	3.2	3.8	4.6	4.7	5.5	4.9	4.1	3.4	2.5	2.0	43.5
YOLO													
Bryte	0.9	1.7	3.3	5.0	6.4	7.5	7.9	7.0	5.2	3.5	1.6	1.0	51.0
Davis	1.0	1.9	3.3	5.0	6.4	7.6	8.2	7.1	5.4	4.0	1.8	1.0	52.5
Esparto	1.0	1.7	3.4	5.5	6.9	8.1	8.5	7.5	5.8	4.2	2.0	1.2	55.8
Winters	1.7	1.7	2.9	4.4	5.8	7.1	7.9	6.7	5.3	3.3	1.6	1.0	49.4
Woodland	1.0	1.8	3.2	4.7	6.1	7.7	8.2	7.2	5.4	3.7	1.7	1.0	51.6
Zamora	1.1	1.9	3.5	5.2	6.4	7.4	7.8	7.0	5.5	4.0	1.9	1.2	52.8
YUBA													
Browns Valley	1.0	1.7	3.1	4.7	6.1	7.5	8.5	7.6	5.7	4.1	2.0	1.1	52.9
Brownsville	1.1	1.4	2.6	4.0	5.7	6.8	7.9	6.8	5.3	3.4	1.5	0.9	47.4

* The values in this table were derived from:

- 1) California Irrigation Management Information System (CIMIS);
- 2) Reference EvapoTranspiration Zones Map, UC Dept. of Land, Air & Water Resources and California Dept of Water Resources 1999; and
- 3) Reference Evapotranspiration for California, University of California, Department of Agriculture and Natural Resources (1987) Bulletin 1922;
- 4) Determining Daily Reference Evapotranspiration, Cooperative Extension UC Division of Agriculture and Natural Resources (1987), Publication Leaflet 21426

HISTORY

1. New Appendix A filed 9-10-2009; operative 9-10-2009 pursuant to Government Code section 11343.4 (Register 2009, No. 37).

2. Repealer and new Appendix A filed 9-15-2015; operative 9-15-2015. Exempt from OAL review and submitted to OAL for printing only pursuant to Governor's Executive Order No. B-29-15 (4-1-2015) (Register 2015, No. 38).

Appendix B — Sample Water Efficient Landscape Worksheet.

WATER EFFICIENT LANDSCAPE WORKSHEET

This worksheet is filled out by the project applicant and it is a required element of the Landscape Documentation Package.

Reference Evapotranspiration (ET_o) _____

Hydrozone # /Planting Description ^a	Plant Factor (PF)	Irrigation Method ^b	Irrigation Efficiency (IE) ^c	ETAF (PF/IE)	Landscape Area (sq. ft.)	ETAF x Area	Estimated Total Water Use (ETWU) ^e
Regular Landscape Areas							
Totals					(A)	(B)	
Special Landscape Areas							
				1			
				1			
				1			
Totals					(C)	(D)	
ETWU Total							
Maximum Allowed Water Allowance (MAWA) ^e							

^aHydrozone #/Planting Description

E.g.

1.) front lawn

2.) low water use plantings

3.) medium water use planting

^bIrrigation Methodoverhead spray
or drip^cIrrigation Efficiency0.75 for spray head
0.81 for drip^dETWU (Annual Gallons Required) =ET_o x 0.62 x ETAF x Area

where 0.62 is a conversion
factor that converts acre-
inches per acre per year to
gallons per square foot per
year.

^eMAWA (Annual Gallons Allowed) = (ET_o) (0.62) [(ETAF x LA)
+ ((1-ETAF) x SLA)]

where 0.62 is a conversion factor that converts acre-
inches per acre per year to gallons per square foot per
year. LA is the total landscape area in square feet, SLA
is the total special landscape area in square feet,
and ETAF is .55 for residential areas and 0.45 for non-
residential areas.

ETAF Calculations**Regular Landscape Areas**

Total ETAF x Area	(B)
Total Area	(A)
Average ETAF	B ÷ A

**Average ETAF for Regular Landscape Areas must
be 0.55 or below for residential areas, and 0.45 or
below for non-residential areas.**

All Landscape Areas

Total ETAF x Area	(B+D)
Total Area	(A+C)
Sitewide ETAF	(B+D) ÷ (A+C)

HISTORY

1. New Appendix B filed 9–10–2009; operative 9–10–2009 pursuant to Govern-
ment Code section 11343.40 (Register 2009, No. 37).

2. Repealer and new Appendix B filed 9–15–2015; operative 9–15–2015. Exempt
from OAL review and submitted to OAL for printing only pursuant to Gover-
nor's Executive Order No. B–29–15 (4–1–2015) (Register 2015, No. 38).

Appendix C — Sample Certificate of Completion.

CERTIFICATE OF COMPLETION

This certificate is filled out by the project applicant upon completion of the landscape project.

PART 1. PROJECT INFORMATION SHEET

Date		
Project Name		
Name of Project Applicant	Telephone No.	
	Fax No.	
Title	Email Address	
Company	Street Address	
City	State	Zip Code

Project Address and Location:

Street Address		Parcel, tract or lot number, if available.
City		Latitude/Longitude (optional)
State	Zip Code	

Property Owner or his/her designee:

Name	Telephone No.	
	Fax No.	
Title	Email Address	
Company	Street Address	
City	State	Zip Code

Property Owner

"I/we certify that I/we have received copies of all the documents within the Landscape Documentation Package and the Certificate of Completion and that it is our responsibility to see that the project is maintained in accordance with the Landscape and Irrigation Maintenance Schedule."

Property Owner Signature

Date

Please answer the questions below:

1. Date the Landscape Documentation Package was submitted to the local agency _____
2. Date the Landscape Documentation Package was approved by the local agency _____
3. Date that a copy of the Water Efficient Landscape Worksheet (including the Water Budget Calculation) was submitted to the local water purveyor _____

PART 2. CERTIFICATION OF INSTALLATION ACCORDING TO THE LANDSCAPE DOCUMENTATION PACKAGE

"I/we certify that based upon periodic site observations, the work has been completed in accordance with the ordinance and that the landscape planting and irrigation installation conform with the criteria and specifications of the approved Landscape Documentation Package."

Signature*		Date	
Name (print)		Telephone No.	
		Fax No.	
Title		Email Address	
License No. or Certification No.			
Company		Street Address	
City	State	Zip Code	

*Signer of the landscape design plan, signer of the irrigation plan, or a licensed landscape contractor.

PART 3. IRRIGATION SCHEDULING

Attach parameters for setting the irrigation schedule on controller per ordinance Section 492.10.

PART 4. SCHEDULE OF LANDSCAPE AND IRRIGATION MAINTENANCE

Attach schedule of Landscape and Irrigation Maintenance per ordinance Section 492.11.

PART 5. LANDSCAPE IRRIGATION AUDIT REPORT

Attach Landscape Irrigation Audit Report per ordinance Section 492.12.

PART 6. SOIL MANAGEMENT REPORT

Attach soil analysis report, if not previously submitted with the Landscape Documentation Package per ordinance Section 492.6.

Attach documentation verifying implementation of recommendations from soil analysis report per ordinance Section 492.6.

HISTORY

1. New Appendix C filed 9–10–2009; operative 9–10–2009 pursuant to Government Code section 11343.4 (Register 2009, No. 37).

2. Repealer and new Appendix C filed 9–15–2015; operative 9–15–2015. Exempt from OAL review and submitted to OAL for printing only pursuant to Governor's Executive Order No. B–29–15 (4–1–2015) (Register 2015, No. 38).

Appendix D — Prescriptive Compliance Option.

(a) This appendix contains prescriptive requirements which may be used as a compliance option to the Model Water Efficient Landscape Ordinance.

(b) Compliance with the following items is mandatory and must be documented on a landscape plan in order to use the prescriptive compliance option:

(1) Submit a Landscape Documentation Package which includes the following elements:

- (A) date
- (B) project applicant
- (C) project address (if available, parcel and/or lot number(s))
- (D) total landscape area (square feet), including a breakdown of turf and plant material
- (E) project type (e.g., new, rehabilitated, public, private, cemetery, homeowner-installed)
- (F) water supply type (e.g., potable, recycled, well) and identify the local retail water purveyor if the applicant is not served by a private well
- (G) contact information for the project applicant and property owner
- (H) applicant signature and date with statement, "I agree to comply with the requirements of the prescriptive compliance option to the MWE-LO".

(2) Incorporate compost at a rate of at least four cubic yards per 1,000 square feet to a depth of six inches into landscape area (unless contra-indicated by a soil test);

(3) Plant material shall comply with all of the following;

(A) For residential areas, install climate adapted plants that require occasional, little or no summer water (average WUCOLS plant factor 0.3) for 75% of the plant area excluding edibles and areas using recycled water; For non-residential areas, install climate adapted plants that require occasional, little or no summer water (average WUCOLS plant factor 0.3) for 100% of the plant area excluding edibles and areas using recycled water;

(B) A minimum three inch (3") layer of mulch shall be applied on all exposed soil surfaces of planting areas except in turf areas, creeping or rooting groundcovers, or direct seeding applications where mulch is contraindicated.

(4) Turf shall comply with all of the following:

(A) Turf shall not exceed 25% of the landscape area in residential areas, and there shall be no turf in non-residential areas;

(B) Turf shall not be planted on sloped areas which exceed a slope of 1 foot vertical elevation change for every 4 feet of horizontal length;

(C) Turf is prohibited in parkways less than 10 feet wide, unless the parkway is adjacent to a parking strip and used to enter and exit vehicles. Any turf in parkways must be irrigated by sub-surface irrigation or by other technology that creates no overspray or runoff.

(5) Irrigation systems shall comply with the following:

(A) Automatic irrigation controllers are required and must use evapotranspiration or soil moisture sensor data and utilize a rain sensor.

(B) Irrigation controllers shall be of a type which does not lose programming data in the event the primary power source is interrupted.

(C) Pressure regulators shall be installed on the irrigation system to ensure the dynamic pressure of the system is within the manufacturers recommended pressure range.

(D) Manual shut-off valves (such as a gate valve, ball valve, or butterfly valve) shall be installed as close as possible to the point of connection of the water supply.

(E) All irrigation emission devices must meet the requirements set in the ANSI standard, ASABE/ICC 802-2014. "Landscape Irrigation Sprinkler and Emitter Standard," All sprinkler heads installed in the landscape must document a distribution uniformity low quarter of 0.65 or higher using the protocol defined in ASABE/ICC 802-2014.

(F) Areas less than ten (10) feet in width in any direction shall be irrigated with subsurface irrigation or other means that produces no runoff or overspray.

(6) For non-residential projects with landscape areas of 1,000 sq. ft. or more, a private submeter(s) to measure landscape water use shall be installed.

(c) At the time of final inspection, the permit applicant must provide the owner of the property with a certificate of completion, certificate of installation, irrigation schedule and a schedule of landscape and irrigation maintenance.

HISTORY

1. New Appendix D filed 9-15-2015; operative 9-15-2015. Exempt from OAL review and submitted to OAL for printing only pursuant to Governor's Executive Order No. B-29-15 (4-1-2015) (Register 2015, No. 38).

Chapter 2.7.1. Flood Protection Corridor Program of the Costa-Machado Water Act of 2000

§ 497.1. Scope.

(a) These regulations implement Sections 79035 through 79044, and 79044.9 in Article 2.5 of Chapter 5 of Division 26 of the Water Code, which Division is the Costa-Machado Water Act of 2000. They establish a process for funding acquisition of property rights and related activities for flood protection corridor projects undertaken by the Department of Water Resources directly or through grants to local public agencies or nonprofit organizations.

(b) The Flood Protection Corridor Program is statewide in scope. Within the geographic scope of the CALFED Bay-Delta Program, funds in the subaccount for this program shall be used for projects that, to the greatest extent possible, are consistent with the CALFED long-term plan identified in the Programmatic Record of Decision of August 28, 2000.

NOTE: Authority cited: Sections 8300, 12580 and 79044.9, Water Code; 2000 Cal. Stat. Ch. 52, Item No. 3860-101-6005; 2001 Cal. Stat. Ch. 106, Item No. 3860-001-0001, Provision 3; and 2002 Cal. Stat. Ch. 379, Item No. 3860-101-6005. Reference: Sections 79037, 79043, 79044 and 79044.9, Water Code

HISTORY

1. New chapter 2.7.1 (sections 497.1-497.12) and section filed 8-19-2003; operative 8-19-2003 pursuant to Government Code section 11343.4 (Register 2003, No. 34).

§ 497.2. Definitions.

The words used in this chapter have meanings set forth as follows:

(a) "A List" means the preferred priority list of projects described in Section 497.6.

(b) "Applicant" means an entity that is acting as the principal party making an application for funding under the provisions of the Costa-Machado Water Act of 2000.

(c) "B List" means the reserve priority list of projects described in Section 497.6.

(d) "CEQA" means the California Environmental Quality Act, Public Resources Code Sections 21000 *et seq.*

(e) "Department" means the California Department of Water Resources.

(f) "Director" means the Director of the Department of Water Resources.

(g) "FEMA" means the Federal Emergency Management Agency.

(h) "Fully funded" with respect to a grant project means funded to the full amount of the requested funds or to the funding limit, whichever is less.

(i) "Grant application form" means the Department's form entitled "Flood Protection Corridor Program Project Evaluation Criteria and Competitive Grant Application Form" dated April 9, 2003 and incorporated herein by this reference.

(j) "Local public agency" means any political subdivision of the State of California, including but not limited to any county, city, city and county, district, joint powers agency, or council of governments.

(k) “Milestone” means a time when a significant portion of a project is completed, as defined in the contract as a time for disbursement of grant funds.

(l) “Nonprofit organization” means an organization that does not operate for profit and has no official governmental status, including but not limited to clubs, societies, neighborhood organizations, advisory councils, conservation organizations and privately run local community conservation corps.

(m) “Program” means the Flood Protection Corridor Program established by Water Code Division 26, Chapter 5, Article 2.5.

(n) “Property interest” means any right in real property, including easement, fee title, and any other kind of right acquired by legally binding means.

(o) “Project” means all planning, engineering, acquisition of real property interests, construction and related activities undertaken to implement a discrete action undertaken under the program pursuant to Water Code Section 79037.

(p) “Sponsor” means an applicant who has received grant funding through the application process described in these regulations.

(q) “Subaccount” means the Flood Protection Corridor Subaccount created by Water Code Section 79035(a).

NOTE: Authority cited: Sections 8300, 12580 and 79044.9, Water Code. Reference: Sections 79035, 70937, 79038(a) and 79043, Water Code; and Sections 21000 *et seq.*, Public Resources Code.

HISTORY

1. New section filed 8–19–2003; operative 8–19–2003 pursuant to Government Code section 11343.4 (Register 2003, No. 34).

§ 497.3. Program Management Process.

The Department selects, approves, funds, and monitors projects funded by grants under the program. The process of managing the program includes these steps:

(a) The Department shall appoint and maintain a Project Evaluation Team composed of Department staff and other consulting governmental agencies. The Department may request consultation with any appropriate government agency, including but not limited to the Department of Conservation, the Department of Fish and Game, the Department of Food and Agriculture, the Office of Emergency Services, and the CALFED Bay–Delta Program.

(b) Local public agencies or nonprofit organizations qualified under Section 497.4 may apply for program grants for projects at such times as

the Department may designate. Applications for proposed projects shall be submitted in response to a solicitation issued by the Department. As long as uncommitted funds remain available to fund new projects, the Department shall solicit proposals at least once per calendar year. The time period for submitting applications shall be 90 days from the date notice is given by the Department that project proposals are being solicited. Notices shall be provided to cities, counties, flood control districts, reclamation districts, and other local government entities that manage flood plains and flood control projects. The Department will also provide notice to nonprofit organizations with interest in flood management issues, and shall send notice to all individuals and organizations that have requested notice of the opportunity to submit applications. Notices may be given by mail, electronic mail, website posting, or any other method that provides easy access and prompt availability. Projects shall meet the requirements of Section 497.5. Applications shall meet the requirements of Section 497.7.

(c) The Project Evaluation Team shall review each application and evaluate the subject project within 60 days of the close of the specified submittal period, or within 60 days of receipt of requested additional information, whichever is later.

(d) The Project Evaluation Team shall notify the Department to request the applicant to provide additional information within 30 days of the Department’s request if:

- (1) The project appears potentially eligible but is missing information needed to evaluate the merits of the project, or
- (2) Additional information is needed to evaluate the merits of the project in comparison to others received.

(e) If the requested additional information cannot be provided in 30 days, the applicant may refile its application with the additional information at the Department’s next solicitation of proposals.

(f) When a proposal that meets minimum qualifications is complete and all requested additional information has been supplied, the Project Evaluation Team shall complete the evaluation of the project including recommending its place on a priority list as described in Section 497.6.

(g) After each solicitation of proposals, Department staff, using the evaluations and recommended priorities of the Project Evaluation Team, shall recommend projects, priority, and amounts per project to be funded and submit the recommendations to the Director for approval of the priority lists. Department staff may recommend:

[The next page is 38.15.]

The 2015 Updated Model Water Efficient Landscape Ordinance

Guidance for California Local Agencies

INTRODUCTION

Governor Brown's Drought Executive Order of April 1, 2015 (EO B-29-15) directed DWR to update the State's Model Water Efficient Landscape Ordinance (MWELO) through expedited regulation. The California Water Commission approved the revised MWELO Ordinance on July 15, 2015. This fact sheet provides guidance to cities and counties (local agencies) in California, who are responsible for adopting and reporting on a water efficient landscape ordinance. The focus is on major changes in the MWELO which must be addressed when local agencies are revising their own local or regional ordinances.

DEADLINES AND OPTIONS FOR LOCAL AGENCY ACTIONS (Section 490.1)

Local agencies have until **December 1, 2015** to adopt the MWELO or to adopt a Local Ordinance which must be at least as effective in conserving water as MWELO. Local agencies working together to develop a Regional Ordinance have until **February 1, 2016** to adopt, but they are still subject to the December 2015 reporting requirements (see Reporting Requirements). A local agency will either integrate MWELO into an existing ordinance or establish a new, separate program. To comply, a local agency must perform one of the following actions:

- Adopt *by reference* Sections 490-495, Chapter 2.7, Division 2, Title 23 in the California Code of Regulations
- Adopt the MWELO *in detail* - Sections 490-495, Chapter 2.7, Division 2, Title 23 in the California Code of Regulations
- Amend an existing or adopt a new Local Ordinance or Regional Ordinance to meet the requirements contained in the regulations
- Take no action and allow the MWELO to go into effect by default

A local agency may choose to allow MWELO to become effective by default and then adopt a Local or Regional Ordinance at a later time. Subsequent reporting must include the details of Local or Regional Ordinances.

Local agencies are not limited to require only the levels of water conservation stipulated by MWELO. The Local or Regional Ordinance can require higher levels of water conservation, as determined appropriate by the local agency to address one of these local conditions:

- climate
- geology
- topography
- environmental conditions.

However, in such situations where a more restrictive requirement is incorporated, the local agency must make express findings that the requirement is reasonably necessary for one or more of the above conditions. Like all ordinance adoption processes, the adoption must follow the applicable rules for a public process including a public comment period and formal public proceeding during adoption.

SIGNIFICANT REVISIONS TO MWELO

Projects Subject to the Ordinance (Section 490.1)

The size of landscapes subject to the ordinance has been lowered from 2500 sq. ft. to 500 sq. ft. The size threshold applies to residential, commercial, industrial and institutional projects that require a permit, plan check or design review.

To reduce the complexity and costs for the smaller landscapes now subject to ordinance, the revised MWELO has a prescriptive compliance approach (Appendix D) for landscapes between 500 and 2500 sq. ft. Landscapes within this size range can comply either through meeting the traditional MWELO approach or through the prescriptive approach in Appendix D. The size threshold for existing landscapes that are being rehabilitated has not changed, remaining at **2500 square feet**. Only rehabilitated landscapes that are associated with a building or landscape permit, plan check, or design review are subject to the Ordinance.

Definitions (Section 491)

The definitions section of MWELO has been expanded to include new terms and concepts. Please see the strike-out version of MWELO at <http://www.water.ca.gov/wateruseefficiency/landscapeordinance/> to review definition changes.

Water Efficient Worksheet and Water Budget (Section 492.4)

The maximum applied water allowance (MAWA) has been lowered from 70% of the reference evapotranspiration (ET_o) to 55% for residential landscape projects, and to 45% of ET_o for non-residential projects. This water allowance reduces the landscape area that can be planted with high water use plants such as cool season turf. For typical residential projects, the reduction in the MAWA reduces the percentage of landscape area that can be planted to high water use plants from 33% to 25%. In typical non-residential landscapes, the reduction in MAWA limits the planting of high water use plants to special landscape areas. The revised MWELO still uses a water budget approach and larger areas of high water use plants can be installed if the water use is reduced in the other areas provided the overall landscape stays within the budget. The use of special landscape areas (SLA) was not changed in the revised MWELO. The SLA provides for an extra water allowance in non-residential areas for specific functional landscapes, such as recreation, areas for public assembly, and edible gardens or for areas irrigated with recycled water.

The revised MWELO allows the irrigation efficiency to be entered for each area of the landscape. The site-wide irrigation efficiency of the previous ordinance (2010) was 0.71; for the purposes of estimating total water use, the revised MWELO defines the irrigation efficiency (IE) of drip irrigation as 0.81 and overhead irrigation and other technologies must meet a minimum IE of 0.75.

The worksheets for Maximum Applied Water Allowance (MAWA) and the Estimated Total Water Use (ETWU) have been combined into one table. (See Appendix B, Water Efficient Landscape Worksheet). As explained above, rather than using a site-wide default IE, irrigation efficiency is calculated for each hydrozone.

The revised ordinance also precludes the use of high water use plants in street median strips.

Also because of the requirement to irrigate areas less than ten feet wide with subsurface irrigation or other means that produces no runoff or overspray, the use of cool season turf in parkways is limited.

Soil Management Report (Section 492.5)

For multi-lot projects, the revised MWELO added clarification that soil testing should be completed using a soil sampling rate of approximately 1 in 7 lots or 15 percent.

Landscape Design Plan (Section 492.6)

The following changes were made to Landscape Design Plan section:

Prior to planting, 4 yards of compost must be incorporated per 1000 sq. ft. of permeable area. Compacted soils must be transformed to a friable condition. The depth of mulch required was increased from 2 to 3 inches. Graywater and storm retention components must be indicated on the landscape plan.

Irrigation Design Plan (Section 492.7)

The following changes were made to the Irrigation Design section:

Dedicated landscape water meters or submeters are required for residential landscapes over 5,000 square feet and non-residential landscapes over 1000 square feet. Dedicated meters or submeters may be either a meter supplied by the local water supplier or a privately owned submeter.

Irrigation systems are required to have ***pressure regulation*** to ensure correct and efficient operation.

All irrigation emission devices must meet the American National Standards Institute standard, American Society of Agricultural and Biological Engineers'/International Code Council's 802-2014 "Landscape Irrigation Sprinkler and Emitter Standard". ***Flow sensors*** that detect and report high flow conditions due to broken pipes and/or popped sprinkler heads are required for landscape areas greater than 5,000 square feet. Master shut-off valves that prevent water waste in case of large failures of irrigation systems due to breakage or vandalism are required on all landscapes except where sprinklers can be individually controlled.

The ***minimum width of areas that can be overhead irrigated was increased from 8 feet to 10 feet***; areas less than 10 feet wide must be irrigated with subsurface drip or other technology that produces no over spray or runoff.

The revised update requires ***the irrigation auditor to be a local agency auditor or third party auditor*** to reduce conflicts of interest. All landscape irrigation auditors must be certified by one of the U.S. EPA WaterSense labeled auditing programs. EPA WaterSense: http://www.epa.gov/watersense/outdoor/cert_programs.html

Graywater Systems (Section 492.15)

The revised MWELO added a graywater section that specifies that landscapes less than 2,500 square feet that are irrigated entirely with graywater or captured rainwater are subject only to the irrigation system requirements of Appendix D, Prescriptive Compliance Option. Graywater is allowed throughout the state under the California Plumbing Code, Ch. 16. Applicants should consult with the local building authority regarding graywater systems.

Stormwater and Rainwater Retention (Section 492.16)

A requirement was added that landscape area should have friable soil to maximize stormwater infiltration. Additional stormwater measures were recommended, but not required.

Reporting (Section 495)

Executive Order B-29-15 and the revised ordinance require that local agencies report on the implementation and enforcement of their single agency Local Ordinances to DWR by December 31, 2015. Local agencies developing a Regional Ordinance must report on adoption by March 1, 2016. Reporting for all agencies is due by January 31st of each year thereafter. The reporting requirement is a new addition to the MWELO.

In the initial reporting, a local agency states whether they are adopting a single agency ordinance or a regional agency ordinance, and specifies the date of adoption or anticipated date of adoption.

The following information is to be included in the first report by the local agency. Once stated, the information does not have to be repeated in subsequent reports unless the information changes.

- State if using a locally modified Water Efficient Landscape Ordinance (Local or Regional Ordinance) or the MWELO. If using a Local or Regional Ordinance, how is it different than MWELO; is it at least as efficient as MWELO; and are there any exemptions specified?
- State the entity responsible for implementing the ordinance.

In subsequent years, all local agency reporting will be for the calendar year. For the initial reporting period after new ordinance adoption and each year thereafter, include the following information during each reporting period:

- Number and types of projects subject to the ordinance
- Total area (in square feet or acres) subject to the ordinance
- Number of new housing starts, new commercial projects, and landscape retrofits

For the initial reporting period after new ordinance adoption and each year thereafter, describe the following:

- The procedure for review of projects subject to the ordinance
- The actions taken to verify compliance- Is a plan check performed; if so, by what entity? Is a site inspection performed; if so, by what entity? Is a post-installation audit required; if so, by whom?
- Enforcement measures
- The challenges to implementing and enforcing the ordinance
- The educational, training, and other needs to properly apply the ordinance

Contact Information:

Julie Saare-Edmonds, DWR Senior Environmental Scientist at Julie.Saare-Edmonds@water.ca.gov or (916) 651-9676

**CITY OF PITTSBURG
PLANNING COMMISSION
STAFF REPORT
August 13, 2019**

**ITEM: Mt. Diablo Resource Recovery Park Recycle Smart Program
Implementation, AP-17-1235 (UP)**

ORIGINATED BY: Robert Hammonds, Mt. Diablo Resource Recovery, P.O. Box 5397, Concord, CA, 94520

SUBJECT: This is a public hearing on a request for approval of a use permit to establish a small recycling facility and mail order/direct selling establishment ancillary to the existing Mt. Diablo Resource Recovery administrative office at 555 California Avenue, in the Railroad Avenue Specific Plan (RASP) PD (Planned Development, Ord. 1319) District. APN: 073-270-089.

RECOMMENDATION:

Staff recommends that the Planning Commission adopt Resolution No. 10127, approving a small recycling facility and mail order/direct selling establishment, subject to conditions.

BACKGROUND:

The primary project site at 555 California Avenue was constructed in 1994 and is the former location of Wonder Bread and California Carpets. The site was vacated in 2012 and purchased by Mt. Diablo Resource Recovery (formerly Pittsburg Disposal) several years later. Mt. Diablo has since relocated their downtown business office to this location.

On March 5, 2015, and April 10, 2017, the project was presented to the Land Use Subcommittee to request input on the potential use of the site as a recycling center which would include warehousing of reusable items with a retail component (later modified to a “mail order or direct selling establishment” rather than a “secondhand clothing and appliance store” in order to better match the best fit land use classification as defined in PMC section 18.08.080). During these meetings the Subcommittee voiced concerns about safety, security, outdoor storage/debris, noise, grocery carts that could accumulate in the area, and scavengers picking through garbage bins in the nearby neighborhoods, but generally supported the application to facilitate this use, subject to approval of a use permit. Specific recommendations were made to address each of these issues, and the applicant was in agreement with all Subcommittee recommendations discussed, including a limit on the days and hours of operation to minimize any nearby scavenging.

On June 13, 2017, the Planning Commission held a public hearing to consider the zoning text amendment and voted 5-0, with two absent, to adopt Resolution 10064 recommending City Council approval of the zoning text amendment. On July 17, 2017, the City Council held a public hearing to consider the proposed zoning text amendment.

Following the public hearing, the City Council voted 2-1 to continue this item to the next meeting. The item was subsequently continued to a date uncertain to allow the applicant additional time to meet with neighboring residents to address concerns raised during the meeting.

On May 8, 2018, the applicant held an informational meeting, and invited residents of the neighboring Stone Harbour subdivision to tour the site and provide feedback to the applicant. On July 18, 2018, the project was once again brought before the Land Use Subcommittee to provide an update on the applicant's outreach efforts and discuss potential conditions of approval related to the potential use permit application. During this meeting, Councilmembers Craft and Banales, as well as Commissioner Robinson, voiced their concerns regarding noise resulting from the recycling component. The applicant stated that recyclables would be collected in smaller containers within the existing building and proposed that the bins could be taken from the site by bin trucks, which are smaller trucks with a forklift like attachment, which would eliminate much of the noise resulting from recyclable materials being dumped into a standard truck bed. Councilmember Banales recommended a condition be added to address where the trucks would be loaded, and how trucks and other clients would enter the parking area of the facility.

On October 15, 2018, the City Council voted 3-1 to adopt the proposed zoning text amendment to allow "small recycling facility," and "mail order or direct selling of merchandise," (as defined by PMC sections 18.08.080[27][b] and 18.08.080[26][e]), as conditionally permitted uses in the M (Mixed-Use) District (as described in detail below, the site's PD Zoning and Transit-Oriented Development, Medium Density RASP Designation, specify allowable uses in this area shall be the same as those allowed within the M District).

PROJECT DESCRIPTION:

Existing Conditions: The project site is an approximately 20,000 square foot building located on a 1.42-acre parcel at the northwest corner of California Avenue and Newport Drive, approximately 800 feet east of the California Avenue/Harbor Street intersection.

A wide drive aisle wraps around the west and north sides of the building (generally considered the "back" or "rear" of the site) and connects California Avenue to Newport Drive. Public parking is provided along the east side of the building, adjacent to the main entrance along Newport Drive. A loading dock is located at the northwest corner of the building, opposite the main building entrance. The rear parking area and drive aisle along the north and west sides of the building are gated to allow the operator to limit access. Several mature trees in excellent health are located throughout the site, including six along California Avenue that shade and screen the building along the public right of way. An approximately five-foot wide path connects the sidewalk along California Avenue to the main entrance. A six-foot tall masonry wall runs along the northern boundary of the parcel, separating the site from the neighboring residential area.

See Attachment 5 for photos of the project site.

Surrounding Land Uses:

North: Stone Harbour Residential Subdivision
West: Public Storage
South: California Avenue, State Route 4
East: Newport Drive, "California Center" commercial center

See Attachment 3 for a map of surrounding land uses.

Proposed Project: The proposed use would allow Mt. Diablo to further the implementation of its "Recycle Smart Program," which seeks to reduce the amount of refuse deposited at landfills.

The proposed retail/mail order or direct selling use would be limited to an 1,805 sq. ft. area within the existing warehouse along the eastern (front) end of the building (as shown in Attachment 2). This area would utilize display tables and include two new offices: one for salespeople who would handle both the online sales and future walk-in customers, and one for the warehouse manager. All proceeds would be distributed to non-profit organizations.

The proposed recycling area, where recycling bins and a small scale would be located, would occupy a maximum of 500 s.f. of the 20,000 s.f. building (approximately 2.5 percent of the entire building, and less than one percent of the entire site) and would be located at the southwestern corner of the building along California Avenue, more than 130 feet from the nearest residence. The use would utilize only small intake equipment, and no large processing equipment. Collected recyclables would be stored inside the building and removed from the site once filled to control odor. There would be no outside storage of bins or materials, and the operation would utilize smaller, quieter "bin trucks" rather than normal large refuse vehicles in order to keep noise at a minimum. Trucks would also be kept at the Loveridge Road facility, and not the site. Operations would be limited to the hours of 9:00 a.m. and 3:00 p.m., and noise levels are not anticipated to exceed 60 decibels (which is a generally acceptable noise level for residential areas, according to the General Plan). The applicant intends to continue the primary use of the building as an administrative office and payment center, which is a permitted use.

The overhead (rollup) doors at the truck dock and one of the two doors on the west would be open during normal business hours as necessary to receive re-use material or for access to bring the recycling containers to and from the recycling truck. Per the request of the Land Use Subcommittee, all customer traffic would enter through the gate at the northside of the building, and off of Newport Drive; customers would then park in the rear of the building across from the small recycling area. The gate along California Avenue would remain closed to customers.

Due to the current low price of the recycled materials market, the initial customer-per-day count (both walk-in and drive in) will likely be low; likely no more than a few per day. Should recycling material prices rise in the future, the customer count could be as much as 20 to 30 per day (expectation is 75 percent by car; 25 percent pedestrian). The operation would employ up to nine people.

See Attachment 2 for project plans.

GENERAL PLAN/CODE COMPLIANCE:

General Plan: The proposed project site is located within the “East Central” Subarea of the General Plan and has a land use designation of “Mixed-Use.” The Mixed-Use land use designation has been established to allow for greater flexibility of land uses around and accessible by transit. These land uses are specified through the Railroad Avenue Specific Plan (RASP) and the City’s Zoning Ordinance (PMC Title 18).

Railroad Avenue Specific Plan: The property is also located within the “High School Village” Subarea of the RASP and has a RASP designation of TOD-M (Transit-Oriented Development – Medium Density). Allowable land uses in this district are the same as those of the M District as specified in Title 18 of the PMC, and there is no required minimum residential component.

Zoning: The project site is within the PD (Planned Development, Ord. 1319) District, which defaults to development regulations and allowable uses prescribed within the RASP.

As specified above, allowable uses within the TOD-M land use designation are the same as those of the M District as specified in Title 18 of the PMC. Pursuant to PMC section 18.53.020, both “small recycling facilities” and “mail order or direct selling establishments” are conditionally permitted uses.

See Attachment 4 for Property Development Regulations.

Parking: The RASP specifies that there is no minimum number of parking spaces required for commercial uses; however, the RASP also specifies a maximum of one parking space per 333 s.f. of commercial space.

The site includes approximately 68 parking spaces, exceeding the maximum amount of 60 allowed under the RASP (20,000 s.f. / 333 s.f. = 60 spaces). However, as the site would not increase the existing legally established non-conformity, staff believes the proposed parking allotment is consistent with the zoning ordinance and RASP.

Landscaping: The RASP specifies the minimum amount of required on-site landscaping is to be 10 percent. The proposed project site provides more than the required landscaping amount (approximately 6,200 s.f.) and is well-maintained, provides

screening and shading along California Avenue, and includes adequate parking lot trees.

Required Use Permit Findings: In accordance with PMC section 18.16.040, a use permit may be granted only if the Planning Commission can make findings that the proposed use:

- A. is in accord with the objective of the Zoning Ordinance, the purposes of the land use district in which it is located and is appropriate to the specific location;
- B. is not detrimental to the health, safety, and general welfare of the City;
- C. will not adversely affect the orderly development of property within the City;
- D. will not adversely affect the preservation of property values and the protection of the tax base and other substantial revenue sources within the City;
- E. is consistent with the objectives, policies, general land uses and programs specified in the general plan and applicable specific plan;
- F. will not create a nuisance or enforcement problem within the neighborhood;
- G. will not encourage marginal development within the neighborhood;
- H. will not create a demand for public services within the City beyond that of the ability of the City to meet in light of taxation and spending restraints imposed by law; and
- I. is consistent with the City's approved funding priorities.

Environmental: This project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) under Class 1, 'Existing Facilities', of the State CEQA Guidelines, section 15301.

Public Notice: On or prior to August 3, 2019, notice of the August 13, 2019, public hearing to consider this application was posted at City Hall, at the proposed project site, and on the 'Public Notices' section of the city's website; was delivered to the Pittsburg Library; and was mailed via first class or electronic mail to the applicant/property owner, to owners of property located within 300 feet of the proposed project site, to local service agencies expected to provide services to the use, and to individuals who had previously filed written request for such notice, in accordance with PMC section 18.14.010 and Government Code section 65091. The notice was also posted on www.nextdoor.com (Nextdoor) and was sent directly to all subscribed residents in the "Stone Harbour" Nextdoor neighborhood.

STAFF ANALYSIS:

The proposed use permit request is part of Mt. Diablo's "Recycle Smart Program," a comprehensive effort by Mt. Diablo to provide resource recovery to the fullest extent possible. To date, the applicant estimates more than 2,000,000 pounds of recyclable materials have been diverted from the landfill. The proposed relocation of the buyback center from the heavily industrial Loveridge Road facility to 555 California Avenue would provide a more convenient, safer alternative for the community to recycle. The use would also support the City's recycling goals by providing new avenues to divert useable items from the waste stream, and all profits would be donated to non-profit causes.

As multiple concerns have been previously raised by the City Council, Planning Commission, Land Use Subcommittee, and neighboring residents, staff has drafted several key conditions of approval intended to address potential issues. Key conditions include:

- The small recycling facility shall not use power-driven processing equipment (Condition No. 3).
- No outdoor operations, including but not limited to outside storage or sorting of materials (Condition No. 20).
- Customer parking shall be limited to those spaces along the western property boundary and those spaces east of the existing security gate (Condition No. 9).
- Storage bins utilized as part of the buyback program shall be removed and replaced a minimum of once per day, or as needed when filled to capacity (Condition No. 6).
- The business operator shall maintain service with a private pest control company (Condition No. 10).
- Public business hours shall be limited to the hours of 9:00 a.m. and 3:00 p.m. (maximum hours) during weekdays only, and the small recycling buy-back facility shall be closed on the day Stone Harbour trash collection occurs (Condition No. 11).
- Loading and delivery of materials shall be limited to the hours of 7:00 a.m. to 5:00 p.m. weekdays and Saturday (Condition No. 12).
- The business operator shall ensure no idling of trucks takes place on the premises (Condition No. 13).
- The facility may not exceed noise levels of 60 dBA as measured at the property line of residentially zoned or occupied property, or otherwise not exceed 70 dBA (Condition No. 14).
- The business operator shall be required to refuse accepting any materials brought to the site via shopping carts (Condition No. 15).

ACTION REQUIRED:

Move to adopt Resolution No. 10127, approving Planning Application No. 17-1235, subject to conditions.

ATTACHMENTS:

1. Draft Resolution No. 10127
2. Project Plans
3. Surrounding Uses
4. Property Development Regulations
5. Site Photos
6. Photos of Bin Trucks
7. Recycle Smart Brochure
8. Public Hearing Notice

Prepared by: Celina Palmer, Assistant Planner

PROPOSED

BEFORE THE PLANNING COMMISSION OF THE CITY OF PITTSBURG

In the Matter of:

Resolution Granting a Use Permit to	)	Resolution No. 10127
Allow a Small Recycling Facility and Mail	)	
Order or Direct Selling Establishment,	)	
located at 555 California Avenue for, "Mt.	)	
Diablo Resource Recovery Park Recycle	)	
Smart Program Implementation, AP-17-	)	
1235 (UP)"	)	

The Planning Commission DOES RESOLVE as follows:

Section 1. Background

- A. On April 3, 2017, Robert Hammond of Mt. Diablo Resource recovery filed Planning Application No. 17-1235, requesting a zoning text amendment to allow small recycling facilities and mail order or direct selling establishments (as defined by PMC sections 18.08.080(27)(b) and 18.08.080(26)(e)), as conditionally permitted uses in the M (Mixed-Use) District, as well as a use permit to establish a small recycling facility and mail order/direct selling establishment ancillary to the existing Mt. Diablo Resource Recovery administrative office at 555 California Avenue, in the Railroad Avenue Specific Plan (RASP) PD (Planned Development, Ord. 1319) District. APN: 073-270-089.
- B. The proposed project is governed by the policies, development standards, and guidelines contained in the Pittsburg General Plan, the Railroad Avenue Specific Plan (RASP), and Pittsburg Municipal Code (PMC) Title 18 (Zoning).
- C. The primary project site at 555 California Avenue was constructed in 1994 and is the former location of Wonder Bread and California Carpets. The site was vacated in 2012 and purchased by Mt. Diablo Resource Recovery (formerly Pittsburg Disposal) several years later. Mt. Diablo has since relocated their downtown business office to this location.
- D. On March 5, 2015, and April 10, 2017, the project was presented to the Land Use Subcommittee to request input on the potential use of the site as a recycling center which would include warehousing of reusable items with a retail component (later modified to a "mail order or direct selling establishment" rather than a "secondhand clothing and appliance store" in order to better match the best fit land use classification as defined in PMC section 18.08.080). During these meetings the Subcommittee voiced concerns about safety, security, outdoor storage/debris, noise, grocery carts that could accumulate in the area, and scavengers picking through garbage bins in the nearby neighborhoods, but generally supported the application to facilitate this use, subject to approval of a use permit. Specific recommendations were made to address each of these

PROPOSED

issues, and the applicant was in agreement with all Subcommittee recommendations discussed, including a limit on the days and hours of operation to minimize any nearby scavenging.

- E. On June 13, 2017, the Planning Commission held a public hearing to consider the zoning text amendment and voted 5-0, with two absent, to adopt Resolution 10064 recommending City Council approval of the zoning text amendment.
- F. On July 17, 2017, the City Council held a public hearing to consider the proposed zoning text amendment. Following the public hearing, the City Council voted 2-1 to continue this item to the next meeting. The item was subsequently continued to a date uncertain to allow the applicant additional time to meet with neighboring residents to address concerns raised during the meeting.
- G. On May 8, 2018, the applicant held an informational meeting, and invited residents of the neighboring Stone Harbour subdivision to tour the site and provide feedback to the applicant.
- H. On July 18, 2018, the project was once again brought before the Land Use Subcommittee to provide an update on the applicant's outreach efforts and discuss potential conditions of approval related to the potential use permit application. During this meeting, Councilmembers Craft and Banales, as well as Commissioner Robinson, voiced their concerns regarding noise resulting from the recycling component. The applicant stated that recyclables would be collected in smaller containers within the existing building and proposed that the bins could be taken from the site by bin trucks, which are smaller trucks with a forklift like attachment, which would eliminate much of the noise resulting from recyclable materials being dumped into a standard truck bed. Councilmember Banales recommended a condition be added to address where the trucks would be loaded, and how trucks and other clients would enter the parking area of the facility.
- I. On October 15, 2018, the City Council voted 3-1 to adopt the proposed zoning text amendment to allow "small recycling facility," and "mail order or direct selling of merchandise," (as defined by PMC sections 18.08.080[27][b] and 18.08.080[26][e]), as conditionally permitted uses in the M (Mixed-Use) District (as described in detail below, the site's PD Zoning and Transit-Oriented Development, Medium Density RASP Designation, specify allowable uses in this area shall be the same as those allowed within the M District).
- J. Pursuant to PMC section 18.16.040, a use permit may be granted only after the Planning Commission makes a determination that the proposed use:
 - 1. is in accord with the objective of this title, the purposes of the land use district in which it is located and is appropriate to the specific location;
 - 2. is not detrimental to the health, safety, and general welfare of the city;

3. will not adversely affect the orderly development of property within the city;
 4. will not adversely affect the preservation of property values and the protection of the tax base and other substantial revenue sources within the city;
 5. is consistent with the objectives, policies, general land uses, and programs specified in the general plan and applicable specific plan;
 6. will not create a nuisance or enforcement problem within the neighborhood;
 7. will not encourage marginal development within the neighborhood;
 8. will not create a demand for public services within the city beyond that of the ability of the city to meet in the light of taxation and spending restraints imposed by law; and
 9. is consistent with the city's approved funding priorities.
- K. This project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) under Class 1, 'Existing Facilities', of the State CEQA Guidelines, section 15301.
- L. On or prior to August 3, 2019, notice of the August 13, 2019, public hearing to consider this application was posted at City Hall, at the proposed project site, and on the 'Public Notices' section of the city's website; was delivered to the Pittsburg Library; and was mailed via first class or electronic mail to the applicant/property owner, to owners of property located within 300 feet of the proposed project site, to local service agencies expected to provide services to the use, and to individuals who had previously filed written request for such notice, in accordance with PMC section 18.14.010 and Government Code section 65091. The notice was also posted on www.nextdoor.com (Nextdoor) and was sent directly to all subscribed residents in the "Stone Harbour" Nextdoor neighborhood.
- M. On August 13, 2019, the Planning Commission held a public hearing on Use Permit Application No. 17-1235, at which time oral and/or written testimony was considered.

Section 2. Findings

- A. Based on the Planning Commission Staff Report entitled, "Mt. Diablo Resource Recovery Park Recycle Smart Program Implementation, AP-17-1235 (UP)," dated August 13, 2019, 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 meeting, the Planning Commission finds that:

1. All recitals above are true and correct and are incorporated herein by reference.
2. The proposed use is in accord with the objective of the Zoning Ordinance, the purposes of the land use district in which it is located, and is appropriate to the specific location. The property is located within the "High School Village" Subarea of the RASP and has a RASP designation of TOD-M (Transit-Oriented Development – Medium Density), where allowable land uses are the same as those of the M District as specified in Title 18 of the PMC. Small recycling facilities and mail order or direct selling establishments are conditionally permitted uses in the M District.
3. The proposed use will not be detrimental to the health, safety, and general welfare of the City, if the proposed project complies with all applicable local, state, and federal agency regulations affecting recycling centers, and conditions are added to require that: 1) the facility accept only glass, aluminum cans, plastic containers, papers and reusable items; 2) the facility not use power-driven processing equipment; 3) the small recycling facility be located within the existing building, with no outdoor operation; 4) all customer vehicles enter and exit the site from the driveway off of Newport Drive; 5) storage bins utilized as part of the buyback program be removed and replaced a minimum of once per week, or as needed when filled to capacity; 6) the business operator maintain service with a private pest control company at all times; 7) public business hours and delivery hours be limited; 8) the facility not exceed noise levels of 60 dBA as measured at the property line of residentially zoned or occupied property, or otherwise not exceed 70 dBA on-site; and 9) the business operator be required to refuse accepting any materials brought to the site via shopping carts.
4. The proposed use will not adversely affect the orderly development of property within the City, if a condition of approval is added to require all activities take place within the existing building.
5. The proposed use will not adversely affect the preservation of property values, if conditions of approval are added to require: 1) the facility limit noise and not use power-driven processing equipment; 2) the small recycling facility be located within the existing building, with no outdoor operation; 3) storage bins utilized as part of the buyback program be removed and replaced a minimum of once per week, or as needed when filled to capacity, to control odor; 4) the business operator maintain service with a private pest control company at all times; 5) public business hours and delivery hours be limited; and 6) the facility not exceed noise levels of 60 dBA as measured at the property line of residentially zoned or

occupied property, or otherwise not exceed 70 dBA.

6. The proposed use is consistent with the General Plan. The proposed project site is located within the “East Central” Subarea of the General Plan and has a land use designation of “Mixed-Use.” The Mixed-Use land use designation has been established to allow for greater flexibility of land uses around and accessible by transit.
 7. The proposed use will not create a nuisance or enforcement problem, if conditions of approval are added to require: 1) the facility accept only glass, aluminum cans, plastic containers, papers and reusable items; 2) the facility not use power-driven processing equipment; 3) the small recycling facility be located within the existing building, with no outdoor operation; 4) all customer vehicles enter and exit the site from the driveway off of Newport Drive; 5) storage bins utilized as part of the buyback program be removed and replaced a minimum of once per week, or as needed when filled to capacity; 6) the business operator maintain service with a private pest control company at all times; 7) public business hours and delivery hours be limited; 8) the facility not exceed noise levels of 60 dBA as measured at the property line of residentially zoned or occupied property, or otherwise not exceed 70 dBA on-site; and 9) the business operator be required to refuse accepting any materials brought to the site via shopping carts.
 8. The proposed use will not encourage marginal development within the neighborhood, if a condition of approval is added to require all activities take place within the existing building.
 9. The proposed use will not create a demand for public services within the City beyond that of the ability of the City to meet in the light of taxation and spending restraints, in that the project site is located in an area of the City served by existing utilities, and the business will be maintained and operated at the cost of the applicant.
 10. The proposed use is consistent with the City’s approved funding priorities in that there is no public money involved in this project.
- B. The staff report entitled, “Mt. Diablo Resource Recovery Park Recycle Smart Program Implementation, AP-17-1235 (UP),” dated August 13, 2019, is referenced hereto as additional support for the findings.

Section 3. Decision

- A. Based on the findings set forth above, the Commission hereby approves Use Permit Application No. 17-1235, subject to the following conditions:

1. Substantial Conformity. The approved use shall be operated substantially as presented to the Planning Commission in the staff report identified in Section 2 above, except as modified by the conditions below. Operation of the approved business in a manner inconsistent with this description and this use permit shall be grounds for revocation of the use permit.
2. Materials. The small recycling facility shall accept only glass, aluminum cans, plastic containers, papers and reusable items.
3. Equipment. The small recycling facility shall not use power-driven processing equipment.
4. Location. The small recycling facility and all buyback operations shall be located fully within the existing building. No outdoor operations, including but not limited to outside storage or sorting of materials, shall be allowed.
5. Bins & Containers. Only smaller containers that can be removed by a bin truck shall be used to collect and store recyclable materials on-site. These bins, along with any and all buyback program containers, shall be stored inside the building at all times.
6. Container Pickup & Removal. Storage bins utilized as part of the buyback program shall be removed and replaced a minimum of once per day, or as needed when filled to capacity (this shall not be construed as to require empty, clean bins be removed). All containers shall be picked up within the existing building using bin trucks.
7. Customer Access. All customer vehicles shall enter the site from the driveway off of Newport Drive. The entrance off of California Avenue shall remain closed to customers under all non-emergency circumstances.
8. Business Operator Access. Vehicles, including trucks, owned and operated by the business operator, shall only enter the site from the driveway off of Newport Drive, unless it can be demonstrated, to the satisfaction and under the sole discretion of the City Engineer, that these vehicles may safely enter the site from California Avenue without entering into the No. 1 lane on westbound California Avenue or otherwise impeding traffic. The access gate along California Avenue shall be opened no sooner than 15 minutes before a vehicle is expected and shall be closed immediately after the vehicle enters the site. In no circumstance shall these vehicles enter the site from California Avenue between the hours of 7:00 a.m. and 9:00 a.m. and 3:00 p.m. and 6:00 p.m.
9. Parking. Customer parking shall be limited to those spaces along the western property boundary and those spaces east of the existing security gate along the north side of the existing building. All spaces adjacent to

the northern property line west of the existing gate along the north side of the building shall be reserved for employee parking.

10. Pest Control. The business operator shall maintain regular service with a private pest control company at all times in order to avoid any pest infestations.
11. Hours of Operation. Public business hours shall be limited to the hours of 9:00 a.m. and 3:00 p.m. (maximum hours) during weekdays only. The small recycling buy-back facility shall be closed on the day the surrounding Stone Harbour neighborhood trash collection occurs.
12. Loading & Delivery Hours. Loading and delivery of materials shall be limited to the hours of 7:00 a.m. to 5:00 p.m. weekdays and Saturday. It shall be the business owner's responsibility to ensure that all possible measures are taken to avoid large trucks on site outside of 8:00 a.m. to 5:00 pm.
13. Idling. The business operator shall ensure no idling of trucks takes place on the premises.
14. Noise. The facility may not exceed noise levels of 60 dBA as measured at the property line of any adjacent residentially zoned or occupied property, or otherwise not exceed 70 dBA on-site.
15. Shopping Carts. The business operator shall refuse any materials brought to the site via shopping carts. The business operator shall maintain signage, approved by the Planning Division and subject to all requirements of Title 19 of the PMC, at both entry gates stating: "No Shopping Carts Allowed on Premises."
16. Bicycle Parking. The developer shall maintain permanent, fixed bicycle racks or lockers for a minimum of 8 bicycles. The final design and location of any new bicycle rack(s) shall be subject to review and approval by the Planning Division.
17. Trash Enclosure. The developer shall repair all sections of missing gate lattice on existing trash structure and ensure that the structure maintains a roof above the trash enclosure, consistent with the City of Pittsburgh Trash/Recycling Enclosure Detail.
18. Sound Wall. The masonry wall located along the northern property line shall be repaired and refinished so as to fix any chipped or broken portions of the wall and ensure consistent color/design across the entire length of the wall.

19. Site Maintenance. The site shall be kept clean and free of all litter, debris and refuse, and all landscaping on site shall be kept weed free and maintained in a healthy condition.
20. Outdoor Storage Limitations. There shall be no outdoor display or storage of any kind.
21. Hazardous Materials. The business owner shall ensure that recyclable items on site do not contain hazardous materials. If the business operator encounters an accidental spill or leak of oil or other hazardous contaminants, they must be immediately cleaned using dry cleanup methods.
22. Theft Prevention. The business owner shall work with a City-approved theft prevention specialist to help identify and reject stolen goods. The operator shall work with the Police Department to the maximum extent feasible to report stolen items.
23. Annexation Documentation for CFD 2014-1. *Railroad Avenue Specific Plan Community Facilities District*: If not already completed, the property owner shall deliver written approval in a manner acceptable to the Community Development Director, that the owner of the parcel is electing to annex the subject property into the 2014-01 Railroad Avenue Specific Plan Area Community Facilities District (CFD 2014-1), prior to operation of the small recycling facility.
24. Public Peace. The business operator shall be responsible for maintaining the peace and order on the premises. All necessary steps shall be taken to ensure that the customers refrain from incidents of violence that adversely impact the safety of the community. Should the business operator fail to control loitering, noise, public disturbances or incidents of violence, and in the event that the business necessitates an increased police presence, the Chief of Police may require the business owner to provide additional public safety measures, including but not limited to, video cameras, additional exterior lighting, hiring licensed and bonded security guards approved by the Police Department, or such other measures as determined necessary by the Chief of Police. Any such required additional measures shall be at the business owner/operator's sole expense.
25. Site Maintenance. The site and adjacent street and sidewalk shall be kept clean and free of all litter, debris, and refuse that may be generated from the operation of the business, at all times. There shall be no outside storage of materials, supplies, bins, or other equipment related to the business operation.

26. Clean Up Methods. The business owner shall practice dry clean-up methods for outdoor sidewalk and patio surface areas, in accordance with the guidelines established by the Bay Area Stormwater Management Agencies Association (BASMAA).
27. Clean Up Methods. The business owner shall ensure employees collect and dispose of water and cleaning liquids to the sanitary sewer, not the exterior storm drain inlets/catch basins.
28. Clean Up Methods. The business owner shall not allow floor mats to be cleaned or rinsed outdoors.
29. Clean Up Methods. The business owner shall ensure detergents/degreasers are never used in the process of outdoor cleaning.

Standard Conditions:

30. Standard Conditions. The Standard Conditions of Development as adopted by the Pittsburg Planning Commission by Resolution No. 8931 shall apply as conditions of approval for this project as applicable. Where there is a conflict between the Standard Conditions of Development and the project-specific conditions identified in this resolution, the specific conditions of this resolution shall govern.
31. Other Agency Requirements. The business owner shall comply with all the requirements of the City's Community Development Department, Contra Costa County Fire Protection District, and all other applicable local, state and federal agencies. It is the responsibility of the business owner to contact each local, state, or federal agency for requirements that may pertain to this project.
32. Indemnification. Business owner agrees to indemnify, defend, and hold harmless the City, its officials, officers, employees, agents and consultants from any and all administrative, legal or equitable actions or other proceedings instituted by any person challenging the validity of this project approval, subsequent project approval, or other action arising out of, or in connection with, this project approval. The parties shall cooperate in defending such action or proceeding. The parties shall use reasonable efforts to select mutually agreeable defense counsel but, if the parties cannot reach agreement, City may select its own legal counsel at applicant's sole cost and expense. Business owner may select its own legal counsel to represent business owner's interests at business owner's sole cost and expense. Business owner shall pay for City's costs of defense, whether directly or by timely reimbursement to City on a monthly basis. Such costs shall include, but not be limited to, all court costs and attorneys' fees expended by City in defense of any such action or other

proceeding, plus staff and City Attorney time spent responding to and defending the claim, action or proceeding.

33. Expiration. This use permit will expire on August 13, 2020, unless the use has been legally established prior to the expiration date, or a written request for an extension is filed with the Planning Division prior to the expiration date and subsequently approved by the Planning Commission.

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 13th day of August 2019, 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. 10127 was adopted by the Planning Commission of the City of Pittsburg on August 13, 2019.

KRISTIN POLLOT, AICP, SECRETARY
PITTSBURG PLANNING COMMISSION

Mt. Diablo Resource Recovery Park Recycle Smart Program
Implementation, AP-17-1235 (UP)

- ROGER J.
WILSON
Architect

 1600 North Main St.
Northridge, CA 91321
 P: 818.708.7272
 F: 818.708.7273
 www.rjwilsonarchitect.com
 THE CITY OF LOS ANGELES


Tenant Improvements

PITTSBURG DISPOSAL SERVICE OFFICE
 555 California Blvd.
 Burbank, CA

General Conditions:
 All Work Must Be Done
 In Accordance With
 Current Code

EXISTING SITE PLAN AND SITE DETAILS

Date	By	Description
10/10/18	JW	Initial
10/10/18	JW	Revised
10/10/18	JW	Final

SHEET NO. A1.0
- The site plan illustrates the proposed tenant improvements for the Pittsburgh Disposal Service Office. The main building footprint is shown with internal room divisions and structural columns. Key features include:

 - Notes:** A callout box labeled 'NOTES' contains the following text: "ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE CALIFORNIA BUILDING CODE AND ALL APPLICABLE ORDINANCES." Another note indicates "EXISTING SITE PLAN AND SITE DETAILS".
 - Dimensions:** Various dimensions are provided for different sections of the building and parking areas, such as "10'-0\" and "10'-0\".
 - Site Details:** Several circular callouts provide detailed views of specific areas, including "DETAIL A" through "DETAIL G". These details show cross-sections of walls, floors, and roof structures, along with material specifications and construction methods.
 - Parking Areas:** The plan shows existing and proposed parking spaces, with some areas designated for "NEW PARKING SPACES".
 - Orientation:** A north arrow is located in the upper right corner, pointing towards the top of the page.
 - Scale:** A graphic scale bar is provided at the bottom left, indicating distances up to 10 feet.

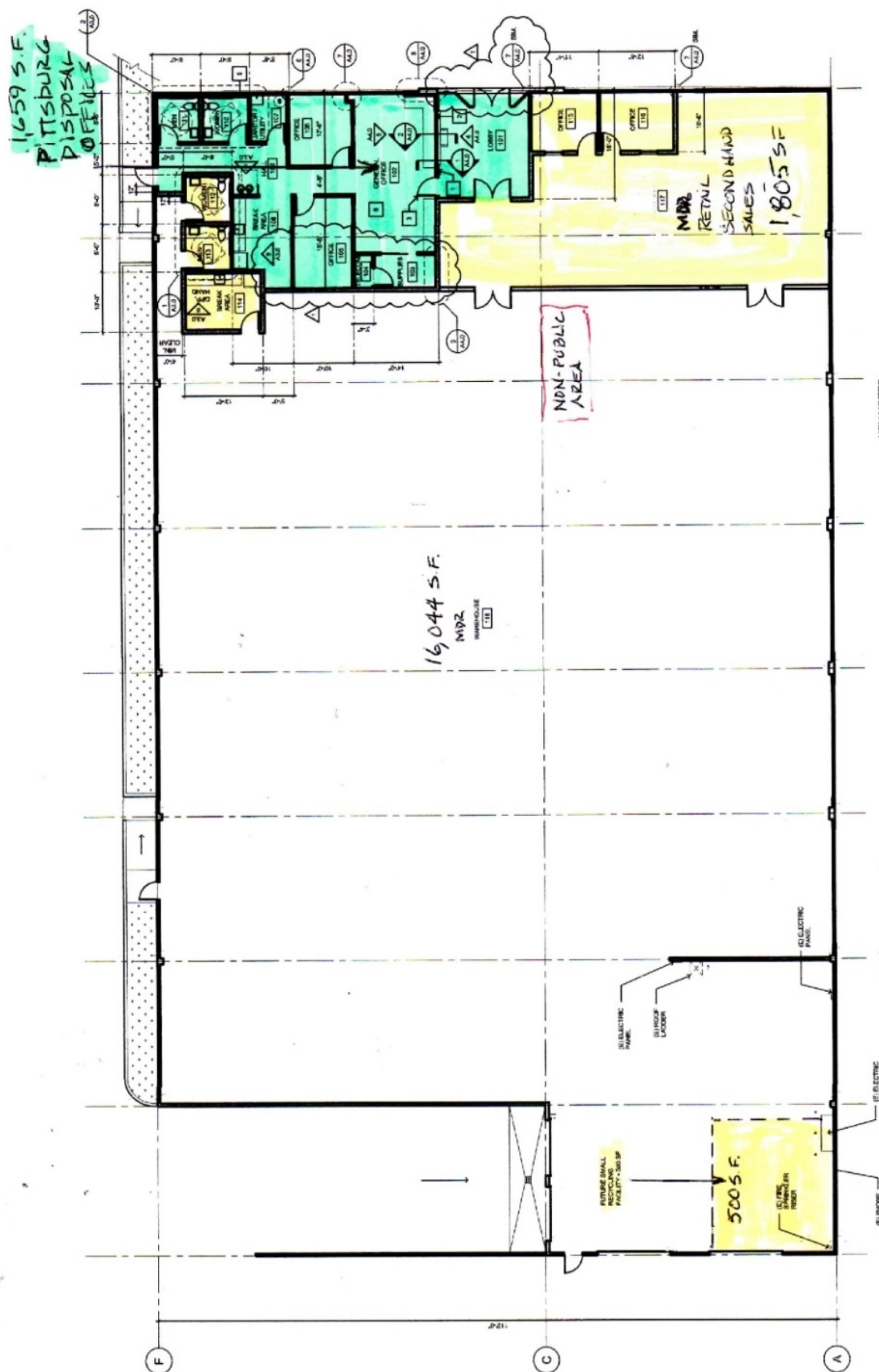
62

Attachment 2: Project Plans

Mt. Diablo Resource Recovery Park Recycle Smart Program
Implementation, AP-17-1235 (UP)

2. PROJECT PLAN

Mt. Diablo Resource Recovery Park Recycle Smart Program
Implementation, AP-17-1235 (UP)



Attachment 2: Project Plans

Mt. Diablo Resource Recovery Park Recycle Smart Program Implementation, AP-17-1235 (UP)

20,008 SF Building Constructed in 1994. 1,659 SF is for Pittsburg Disposal offices; 16,044 SF Main Warehouse area used as receiving and sorting re-use items; 500 SF recycling and buy-back area (Maximum allowed for small recycling facility); and 1,805 SF is offices and showroom for public sales of reuse items(10% max of area per ordinance) ancillary to Pittsburg Disposal Services

Attachment 3: Map of Surrounding Uses

Mt. Diablo Resource Recovery Park Recycle Smart Program Implementation, AP-17-1235 (UP)



Attachment 4:
Property Development Regulations
Mt. Diablo Resource Recovery Park Recycle Smart Program
Implementation, AP-17-1235 (UP)

Development Regulations: <i>TOD-M Land Use</i>	Requirement:	Proposed Project:
Residential Density (units/acre)	15 (min.) – 30 (max.)	N/A. The applicant has not proposed any residential units.
Min. Building Height	25 ft.	20 ft.*
Max Building Height	40 ft.	20 ft.
Minimum Number of Stories	2	1*
Maximum Floor Area Ratio	1.0	Approx. 0.34
Min. Ground Floor Commercial Ceiling Height	15 ft.	20 ft.
Front Yard Setback	0-15 ft.	16 ft.*
Side Yard Setback	N/A	N/A
Rear Yard Setback	10 ft.	52 ft.
Min. Site Landscaping	10%	10.1%
Parking Lot Trees (requirement: 1 tree for every 4 parking spaces)	17 trees	26 trees
Commercial Parking (1 space / 333 S.F. of floor space)	60 (max)	68*
Residential Parking	1 (min.) to 1.5 (max.)	N/A. The applicant has not proposed any residential units.
Bicycle Parking (requirement: 1 space for every 2,500 s.f. of floor area)	8 spaces	8 spaces (as conditioned)

* Existing uses and structures not consistent with the land use and development regulations set forth in the Specific Plan, and that were established prior to the effective date of the Specific Plan, are considered non-conforming and may be continued.

Attachment 5: Site Photos

Mt. Diablo Resource Recovery Park Recycle Smart Program Implementation, AP-17-1235 (UP)

Photo 1: Looking northwest across California Avenue and Newport Drive to project site



Photo 2: Looking north towards across Newport Drive at project entry and Stone Harbour Residential Subdivision



Attachment 5: Site Photos

Mt. Diablo Resource Recovery Park Recycle Smart Program Implementation, AP-17-1235 (UP)

Photo 3: Looking west at gated access and wall along Stone Harbour residential to north



Photo 4: Looking easterly along California Avenue.

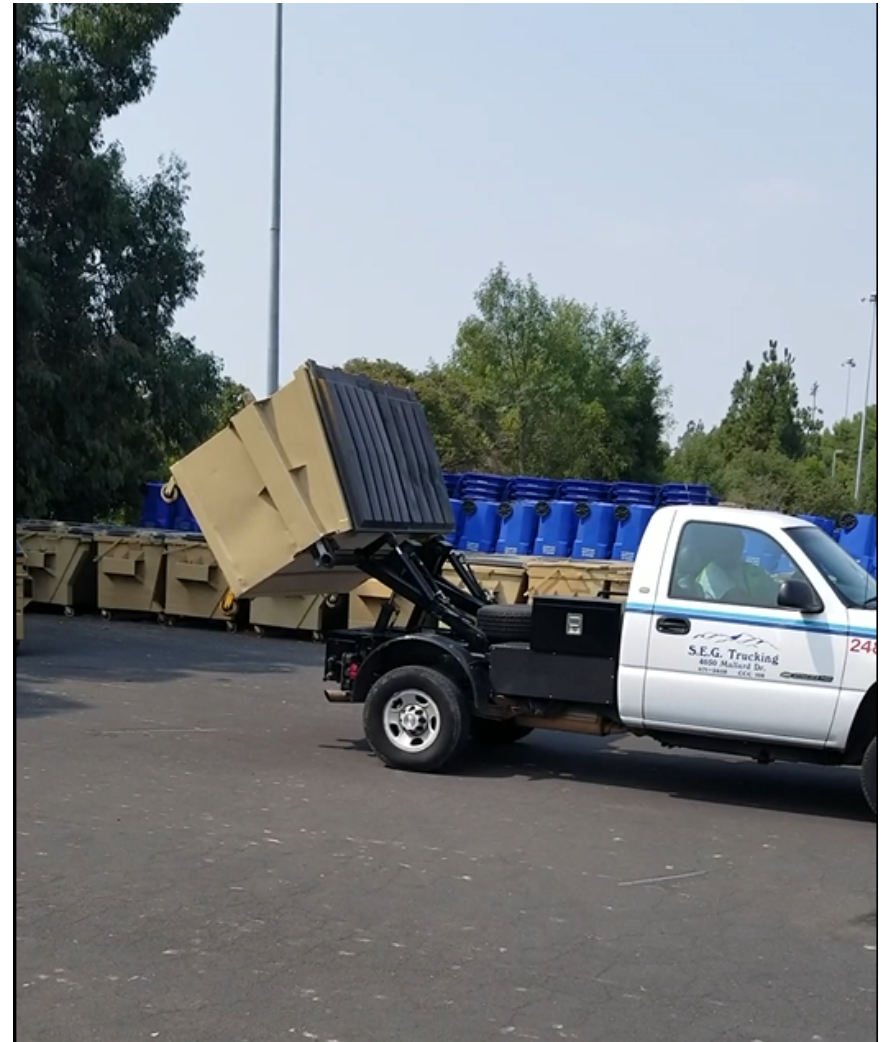
Attachment 5: Site Photos

Mt. Diablo Resource Recovery Park Recycle Smart Program Implementation, AP-17-1235 (UP)



Attachment 6: Photos of Bin Trucks

Mt. Diablo Resource Recovery Park Recycle Smart Program Implementation, AP-17-1235 (UP)



Attachment 7: Recycle Smart Brochure

Mt. Diablo Resource Recovery Park Recycle Smart Program Implementation, AP-17-1235 (UP)

REUSE IN ACTION
The items you put out on Reuse Day help...



How Your Contributions Are Helping our Communities
 Your reusable items are creating jobs, providing aid to the needy and keeping materials out of the landfill.
Congratulations!

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 **Mt. Diablo Recycling**
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 A Garaventia Company

P.O. Box 5397
 Concord, CA 94524

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YOUR CLEAN-UP DAY IS:

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www.RecycleSmart.org



Recycle Smart
 Central Contra Costa Solid Waste Authority

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 A Garaventia Company



City of Pittsburg

Community Development Department – Planning Division

65 Civic Avenue, Pittsburg, CA 94565 | Tel: (925) 252-4920 | Fax: (925) 252-4814

NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that the **PLANNING COMMISSION** of the **City of Pittsburg** will conduct a Public Hearing on:

DATE: August 13, 2019
TIME: 7:00 p.m.
PLACE: City Council Chamber at City Hall
65 Civic Avenue, Pittsburg, California

Concerning the following matter:

Mt. Diablo Resource Recovery Park Recycle Smart Program Implementation, AP-17-1235 (UP).

This is a public hearing on a request for approval of a use permit to establish a small recycling facility and mail order/direct selling establishment ancillary to the existing Mt. Diablo Resource Recovery administrative office at 555 California Avenue, in the Railroad Avenue Specific Plan (RASP) PD (Planned Development, Ord. 1319) District. APN: 073-270-089.

PROJECT PLANNER: Celina Palmer, (925) 252-4029 or cpalmer@ci.pittsburg.ca.us

Why am I receiving this notice? You are receiving this notice because you have either previously requested notifications from the Planning Division, or a project has been proposed in your neighborhood and all property owners within a minimum 300-foot radius of the project site are required to be notified under the Pittsburg Municipal Code.

Where can I get more information about this project?

The complete file for this project is available for public inspection at the Planning Division, weekdays during the hours of 8:00 AM to 12:00 PM and 1:00 PM to 5:00 PM. You can also find out more about the project by contacting the project planner listed above.

What can I do if I have comments on the project?

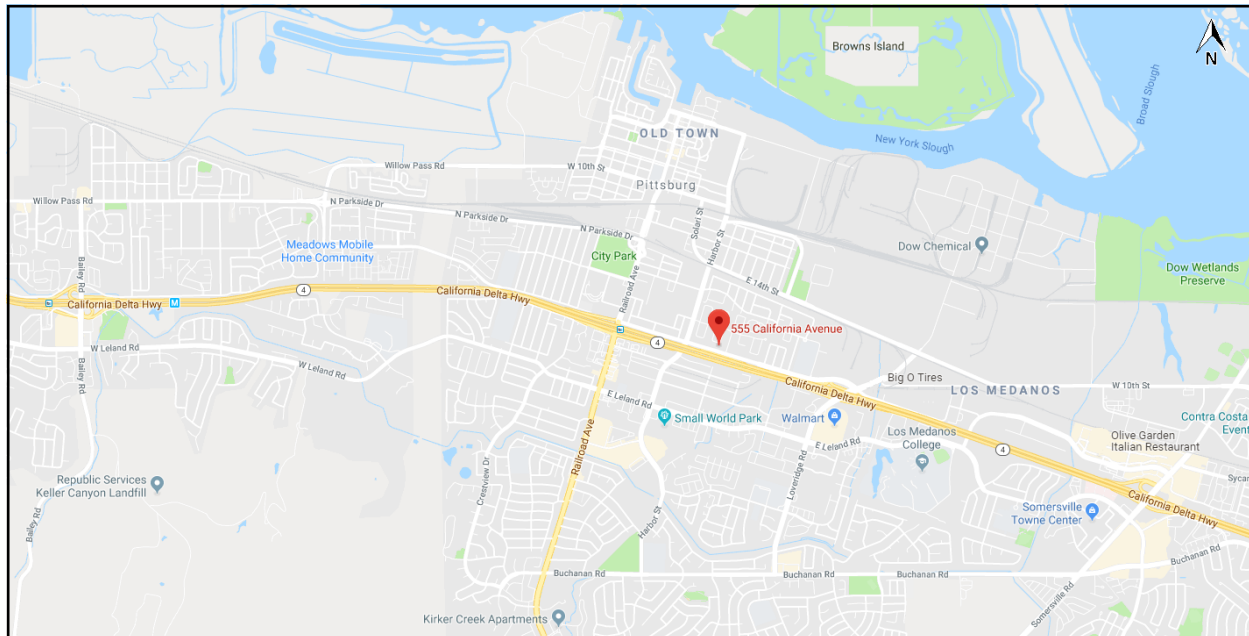
Comments or objections to the project can be made by writing or through oral testimony during the public meeting. Written comments citing the project name may be emailed to the project planner listed above, or may be mailed or delivered to: Pittsburg Planning Division, 65 Civic Avenue, Pittsburg, CA 94565. You may also register your comments or objections by attending the public meeting on the date and time listed above.

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 meeting described in this notice, or in written correspondence on the matter delivered to this agency at, or prior to the public meeting. 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.

KRISTIN POLLOT, AICP, SECRETARY
PITTSBURG PLANNING COMMISSION

Project Title: Mt. Diablo Resource Recovery Park Recycle Smart Program Implementation, AP-17-1235 (UP).

Location: APN: 073-270-089



City of Pittsburg

Community Development Department - Planning Division
65 Civic Avenue
Pittsburg, CA 94565

NOTICE OF PUBLIC HEARING

**CITY OF PITTSBURG
PLANNING COMMISSION
STAFF REPORT
August 13, 2019**

ITEM: Golden State Utility Company, AP-18-1390 (UP, DR).

ORIGINATED BY: Golden State Utility Company, 11818 SE Mills Plain Blvd, Ste. 410, Vancouver, WA 98684.

SUBJECT: This is a public hearing on a request for approval of a use permit to legalize an existing contractor yard on an approximately 135,000 square-foot portion of an existing 40.5 acre parcel, and design review to legalize the installation of a 1,440 square-foot office trailer, a two (2) carport structures, and three (3) storage containers, located at 1501 Loveridge Road, within the IG (General Industrial) District. Assessor's Parcel No. 073-230-033.

RECOMMENDATION:

Staff recommends the Planning Commission adopt Resolution No. 10126, approving Planning Application No. 18-1390, subject to conditions.

BACKGROUND:

The project site for this request was previously owned by the federal government for use by the U.S. Navy. Contra Costa Industrial Group purchased the property in 1992.

On February 27, 2018, Carol Bausinger of Electric Guard Dog, LLC, filed Planning Application No. 18-1321, requesting approval of a use permit to establish a 10-foot tall electric security fence around an existing contractor's yard located at the site. During review of that application, it was discovered that the contractor's yard did not have its own use permit to operate, so on September 13, 2018, Peter Stevenson of Golden State Utility Company filed Planning Application AP-18-1390, requesting approval of a use permit to legalize the existing contractor yard, and design review to legalize the placement of an office trailer, two carport structures and three storage containers. As the electric fence would operate and be maintained independent from the contractor's yard, a separate use permit was obtained.

On June 11, 2019, the Planning Commission adopted Resolution No. 10122, approving the use permit to allow the installation of the electric security fence.

PROJECT DESCRIPTION:

Existing Conditions: The project site is located within the City of Pittsburg, north of Pittsburg-Antioch Highway, east of Loveridge Road, west of Standard Oil Avenue, and south of the BNSF railroad tracks. The approximate three-acre site is developed with a 1,440 square-foot portable office building, two 960 square-foot carport structures and three 320 square-foot storage containers, with the remainder of the site being utilized for the storage of materials, trucks and equipment related to the business. As

mentioned above, an application for a use permit requesting approval to install an electric security fence has been approved separately. The site has an existing eight-foot tall chain link fence with solid mesh surrounding the property with a 30-foot wide entry gate for access.

The subject site is entirely contained within a larger parcel (APN: 073-230-033) which has an address of 1501 Loveridge Road. 1501 Loveridge Road contains several industrial type businesses, including: Savage Services, a truck terminal use; ISCO Industries Inc., a wholesaling and storage use; Joel Hewatt Co. Inc., a contractor use; Commercial Scaffolding of CA, a contractor use; Concord Iron Works, a limited manufacturing use; and Shaker Cabinet Co., a limited manufacturing use.

The project site is accessed via a shared driveway located at the western edge of the 1501 Loveridge parcel.

See Attachment 3 for a map of the site and the surrounding uses.

Proposed Project: The applicant is requesting Planning Commission approval of a use permit to legalize an existing contractor yard, and design review to legalize the installation of two storage containers and three shipping containers. The contractor yard typically operates Monday through Friday between 5:30 a.m. and 3:00 p.m., with employees accessing the yard occasionally on weekends. There would be a total of five daily employees, with six additional employees working less frequently throughout the week. Security features on-site include a security camera system in addition to the approved electric security fence.

Golden State Utility Company is an outside plant and wireless contractor serving the telecommunication and utility industries and specializes in the construction of OSP fiber and wireless telecommunications, as well as other client-specific infrastructure. The contractor yard would include fiber and inner duct reel storage, dirt, rock and sand storage, handhole and manhole storage, and fiber optic cable reels. Equipment stored on-site include four pickup trucks, two cars, a dump truck, a flat bed, a forklift, a front loader, a trailer air compressor and two conduit trailers. There is an existing 20-yard garbage enclosure on-site.

CODE COMPLIANCE:

General Plan: The project site is located in the 'Loveridge Subarea' of the General Plan. The project is consistent with the goals of the Loveridge subarea, specifically 2-G-15, in that the proposed project would maintain an industrial activity in an appropriately designated area. The site has a land use designation of 'Industrial'. Manufacturing, wholesale, warehousing and distribution, commercial and business services, research and development, and storage uses are permitted under this land use designation.

Zoning: The property is located within the IG (General Industrial) District, and Golden State Utility's proposed operation falls under the use classification of 'Contractor Yard,'

which is a sub category of “Industrial Service”, as defined by the Pittsburg Municipal Code (PMC) section 18.08.100(B)(2)(a).

Per the schedule in PMC section 18.54.010, this use classification is permitted in the IG District, subject to Limitation L-112, which states, “Permitted; provided, that: (1) vehicles with gross vehicle weight in excess of 15,000 pounds, equipment, supplies or merchandise are stored indoors, or, if stored outdoors, are not visible from public right(s)-of-way by means of screening by a building or an eight-foot-tall masonry wall constructed prior to the establishment of the use, and (2) the city engineer has determined that deliveries to and from the site can be made safely and without disruption of circulation patterns or modification to the existing streets that provide access to the site. Use permit required for any use that does not meet all of these provisions.” For the proposed project, vehicles, equipment and supplies would be stored outdoors and would not be fully screened from Pittsburg-Antioch Highway by a building or an eight-foot-tall masonry wall.

Development Standards: As shown in Attachment 4 of this report, the proposed project meets, exceeds, or conditionally meets the applicable IG District property development regulations (PMC section 18.52.115), for height, FAR (floor-area-ratio), lot coverage, lot area, lot width, setbacks, and bicycle parking.

Parking: A ‘contractor yard’ use does not have a minimum number of off-street parking spaces specified in PMC 18.78.040, Schedule A. Per PMC 18.78.040(F), if a use permit is required to establish a use, and the use classification is not included in Schedule A, the planning commission or zoning administrator, as appropriate, shall determine the required number of parking or loading spaces for the use in conjunction with the commission’s or zoning administrator’s review of the use permit.

As shown in the project plans and as mentioned in the ‘Proposed Project’ section above, there is an approximately 972 square-foot area available for employee parking in front of the building, which appears to be approximately 54 feet by 18 feet. This area would accommodate up to six standard parking stalls (9-foot by 18-foot parking spaces). The project has been conditioned to include at least one van accessible ADA parking space.

Landscaping: Due to the unique qualities of the site, in that the project site is a portion within a larger parcel, an electric fence will surround the site with an accompanying perimeter fence covered in solid mesh, and a 67-foot drainage easement with existing trees partially obscures the site from the public right of way, staff recommends allowing landscaping improvements be limited to the landscaped planter required by PMC section 18.84.315.G, separating the parking lot from the vehicle aisle or driveway. The landscaped planter is 12 feet by 2 feet and surrounded by two protected bollards.

When calculating the landscaping coverage for the project site, there would be approximately .017% landscaping, which is under the minimum 10% required by PMC section 18.52.115.

Planning Commission Staff Report
Golden State Utility Company, AP-18-1390 (UP, DR)

Pursuant to PMC section 18.76.060, an applicant for a zoning permit in a C or I district for occupancy of a site or structure that is nonconforming due to lack of required planting areas must present a schedule for elimination or substantial reduction of these nonconformities over a period not to exceed two years. The section also states that the City Planner may require the priority be given to the elimination of nonconformities that have significant adverse impacts on surrounding parcels over a commitment to remove nonconformities that have minor impact and would be costly to eliminate due to configuration of the site and the location of existing structures. Although the proposed project does not meet the minimum required landscaping percentage, due to the unique qualities to the site and its location, removing the nonconformity would only have a minor impact.

Required Use Permit Findings: In accordance with PMC section 18.16.040, a use permit may be granted only if the Planning Commission can make findings that the proposed use:

1. is in accord with the objective of the Zoning Ordinance, the purposes of the land use district in which it is located and is appropriate to the specific location;
2. is not detrimental to the health, safety, and general welfare of the City;
3. will not adversely affect the orderly development of property within the City;
4. will not adversely affect the preservation of property values and the protection of the tax base and other substantial revenue sources within the City;
5. is consistent with the objectives, policies, general land uses and programs specified in the general plan and applicable specific plan;
6. will not create a nuisance or enforcement problem within the neighborhood;
7. will not encourage marginal development within the neighborhood;
8. will not create a demand for public services within the City beyond that of the ability of the City to meet in light of taxation and spending restraints imposed by law;
9. is consistent with the City's approved funding priorities; and
10. if located within the Pedestrian Commercial (CP) District, will support the goals of creating a vibrant, economically prosperous, visually interesting, and engaging pedestrian oriented atmosphere along the primary downtown corridor.

Required Design Review Findings: In accordance with PMC section 18.36.220(B), design review approval may be granted only if the Planning Commission can make findings that:

Planning Commission Staff Report
Golden State Utility Company, AP-18-1390 (UP, DR)

- A. the structure conforms with good taste, good design and in general contributes to the character and image of the City as a place of beauty, spaciousness, balance, taste, fitness, broad vistas, and high quality.
- B. the structure will be protected against exterior and interior noise, vibrations and other factors that may tend to make the environment less desirable.
- C. the exterior design and appearance of the structure is not of inferior quality as to cause the nature of the neighborhood to materially depreciate in appearance and value.
- D. the structure is in harmony with proposed developments on land in the general area.
- E. the application conforms with the criteria set forth in any applicable City adopted Design Guidelines.

Environmental: The proposed project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) under Class 32, "In-Fill Development Projects," of the state CEQA Guidelines, section 15332.

Public Notice: On or prior to August 3, 2019, notice of the August 13, 2019, public hearing to consider this application was posted at City Hall, at the proposed project site, and on the 'Public Notices' section of the city's website; was delivered to the Pittsburg Library; and was mailed via first class or electronic mail to the applicant/property owner, to owners of property located within 300 feet of the proposed project site, to local service agencies expected to provide services to the use, and to individuals who had previously filed written request for such notice, in accordance with PMC section 18.14.010 and Government Code section 65091. The notice was also posted on www.nextdoor.com (Nextdoor) and was sent directly to all subscribed residents in the "Pittsburg-Antioch" Nextdoor neighborhood.

ANALYSIS:

Staff believes that the Planning Commission can make the required findings to approve the proposed project, with the inclusion of several conditions of approval, as detailed below:

1. The office trailer's exterior, including any attached mechanical equipment and skirting, and the carport structures and storage containers shall all be painted similar shades of tan with brown trim, or similar complimentary earth tones.
(Condition No. 2)
2. The business operator shall ensure that the site is maintained in a neat and clean manner at all times. Trash, debris, weeds and/or other unkempt shrubbery shall not be allowed to accumulate on or around the site, on

perimeter fencing, or on the street gutters and sidewalks. (Condition No. 8)

The proposed use permit application would legalize the existing contractor yard that has been operating on-site. The contractor yard would not adversely affect the orderly development of property within the city, nor would it encourage marginal development within the neighborhood because the use is surrounded by similar industrial uses.

The office trailer, carport structures and storage containers would be compatible in size and materials with the general industrial uses in the vicinity. The 'brown' or similar complimentary earth tone colors would provide a cohesive appearance to the yard, and allow for the development to better integrate with the surrounding landscape. Conditions of approval have been recommended for the maintenance of the exteriors of all structures, and the maintenance of the site in a clean and neat manner.

The proposed use would not be detrimental to the health, safety and general welfare of the City, nor would it create an enforcement problem within the neighborhood, if the applicant abides by all conditions of approval included with the use permit, all City codes and regulations, and all regulations of any other affected outside agencies. As further detailed in the Code Compliance section of this staff report, staff believes that the proposed use is consistent with the General Plan and the zoning of the property as prescribed by the Pittsburg Municipal Code.

ACTION REQUIRED:

Move to adopt Resolution No. 10126, approving Planning Application No. 18-1390, subject to conditions.

ATTACHMENTS:

1. Proposed Resolution No. 10126
2. Project Plans, dated July 5, 2019
3. Project Location & Surrounding Land Uses Map
4. Property Development Regulations Table
5. Development Review Design Guidelines
6. Public Hearing Notice/Vicinity Map

Prepared by: John Dacey, AICP, Assistant Planner

PROPOSED
BEFORE THE PLANNING COMMISSION OF THE CITY OF PITTSBURG

In the Matter of:

Resolution Granting a Use Permit to	)	
Legalize an Existing Contractor Yard and	)	
Design Review Approval to Legalize the	)	Resolution No. 10126
Installation of an Office Trailer, Two	)	
Carport Structures and Three Storage	)	
Containers, Located at 1501 Loveridge	)	
Road for, "Golden State Utility Company,	)	
AP-18-1390 (UP, DR)".	)	
The Planning Commission DOES RESOLVE as follows:		

Section 1. Background

- A. On September 13, 2018, Peter Stevenson of Golden State Utility Company, filed Planning Application No. 18-1390, requesting approval of a use permit to legalize an existing contractor yard on an approximate 135,000 square-foot portion of an existing 40.5 acre parcel, and design review to legalize the installation of a 1,440 square-foot office trailer, two 960 square-foot carport structures, and three 320 square-foot storage containers located at 1501 Loveridge Road, within the IG (General Industrial) District. Assessor's Parcel No. 073-230-033.
- B. The proposed project is governed by the policies, development standards, and guidelines contained in the Pittsburg General Plan, and Pittsburg Municipal Code (PMC) Title 18 (Zoning).
- C. This project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) under Class 32, 'In-Fill Development Projects', of the State CEQA Guidelines, sections 15332.
- D. On or prior to August 3, 2019, notice of the August 13, 2019, public hearing to consider this application was posted at City Hall, near the proposed project site, and on the "Public Notices" section of the City's website; was delivered to the Pittsburg Library; and was mailed via first class or electronic mail to the applicant, to the property owner, to owners of property located within 300 feet of the proposed project site, and to individuals who had previously filed written request for such notice, in accordance with PMC section 18.14.010 and Government Code section 65091. Although not required, the notice was also posted on www.nextdoor.com (Nextdoor) and was sent directly to all subscribed residents in the "Pittsburg-Antioch" Nextdoor neighborhood.
- E. On August 13, 2019, the Planning Commission held a public hearing on Use Permit and Design Review Application No. 18-1390, at which time oral and/or written testimony was considered.

Section 2. Findings

A. Based on the Planning Commission Staff Report entitled, "Golden State Utility Company, AP-18-1390 (UP, DR)," 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 meeting, the Planning Commission finds that:

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

Use Permit:

2. The existing contractor yard:
 - a. Is in accord with the objective of the Zoning Ordinance, the purposes of the land use district in which it is located and is appropriate to the specific location, in that a contractor yard is a conditionally permitted use in the IG District.
 - b. Will not be detrimental to the health, safety, and general welfare of the City, if the proposed project complies with all applicable local, state, and federal agency regulations.
 - c. Will not adversely affect the orderly development of property within the City, in that, the project is located in an area where infrastructure is already present, and no changes are needed that could impact the orderly development of the surrounding area.
 - d. Will not adversely affect the preservation of property values, rather, it will help to improve values as the proposed project provides a commercial business that will have a positive impact on the City tax base.
 - e. Is consistent with the General Plan, specifically goal 2-G-15, in that the proposed use will maintain an industrial activity in an appropriately designated area.
 - f. Will not create a nuisance or enforcement problem if the applicant abides by all conditions of approval included with the use permit, all City codes and regulation, and all regulations of any other affected out agencies.
 - g. Will not encourage marginal development within the neighborhood, in that the proposed structures are compatible with surrounding uses,

and are substantially setback (67 feet) and partially screened from Pittsburg-Antioch Highway.

- h. Will not create a demand for public services within the City beyond that of the ability of the City to meet in the light of taxation and spending restraints, in that the project site is located in an area of the City served by existing utilities, and the business will be maintained and operated at the cost of the applicant.
- i. Is consistent with the City's approved funding priorities in that there is no public money involved in this project.
- j. Will not be located in the Pedestrian Commercial (CP) District.

Design Review:

- 3. The 1,440 square foot office trailer, two carports and three storage containers:
 - a. Will conform with good taste, good design and in general contributes to the character and image of the City as a place of beauty, spaciousness, balance, taste, fitness, broad vistas, and high quality, if the office trailer's exterior, including any attached mechanical equipment and skirting, and the carport structures and storage containers are all be painted similar shades of tan with brown trim, or similar complimentary earth tones.
 - b. Will be protected against exterior and interior noise, vibrations and other factors that may tend to make the environment less desirable in that the site is substantially set back from the closest roadway and the office trailer is located approximately 200 feet away from the material storage areas of the contractor yard.
 - c. Will not be of inferior quality in terms of exterior design and appearance as to cause the nature of the neighborhood to materially depreciate in appearance and value, if the office trailer's exterior, including any attached mechanical equipment and skirting, and the carport structures and storage containers are all be painted similar shades of tan with brown trim, or similar complimentary earth tones to ensure they are not only compatible with each other, but also with other nearby existing structures in the project vicinity.
 - d. Will be in harmony with proposed development on land in the general area, in that there are no known proposed developments on land in the structure's immediate vicinity.
 - e. Will be in conformance with the criteria set forth in the City's adopted

Development Review Design Guidelines (DRDG, Planning Commission Resolution No. 9864), if a condition is added requiring the applicant to provide fixed bicycle parking on-site for at least one bicycle (DRDG VI.D.9)

Section 3. Decision

- A. Based on the findings set forth above, the Commission hereby approves Planning Application No. 18-1390, subject to the following conditions:
1. Reference to Project Plans: The approved use shall be operated in a manner substantially as presented to the Planning Commission in the staff report identified above and as presented in the project plans, dated July 5, 2019, except as may be modified by the conditions below. Operation of the approved contractor yard in a manner inconsistent with this use permit shall be grounds for revocation of the approval.
 2. Exterior color. The office trailer's exterior, including any attached mechanical equipment and skirting, and the carport structures and storage containers shall all be painted similar shades of tan with brown trim, or similar complimentary earth tones.
 3. Skirting: Skirting shall be maintained along the trailer's base perimeter to screen any unsightly elements.
 4. Exterior Appearance. The exteriors of all structures shall be maintained in a good state of repair and the exterior finishes must be clean and well maintained.
 5. On-Site Parking. The applicant shall provide a minimum of six (6) parking spaces (including one van accessible ADA space). Parking spaces shall be located in front of the office trailer, as shown on the project plans.
 6. Bicycle Parking. The applicant shall maintain permanent, fixed bicycle parking for at least one (1) bicycle on-site in a location providing convenient access and natural surveillance. The final location of bicycle parking stall shall be subject to review and approval by the Planning Division prior to installation, and installation must be completed within 60 days of approval of this resolution
 7. Fence Maintenance. The existing chain-link fence surrounding the site shall be maintained in a good state of repair and the exterior finish must be clean and well maintained. If the electric security fence is installed, the business operator shall inspect the perimeter fence regularly in order to maintain the integrity of the barrier between the security fence and other

properties. Should the mesh covering on the perimeter fence deteriorate, tear or otherwise be removed, it shall be replaced immediately.

8. Site Maintenance. The business operator shall ensure that the site is maintained in a neat and clean manner at all times. Trash, debris, weeds and/or other unkempt shrubbery shall not be allowed to accumulate on or around the site, on perimeter fencing, or on the street gutters and sidewalks.
9. On-site Occupancy Prohibited. No person shall live on-site.
10. Business License. The business operator shall obtain and maintain a valid business license for the business at all times.
11. Landscape Maintenance: The applicant shall be responsible for maintaining landscaping with the planter area.
12. Trash Enclosure. The trash enclosure on site shall be consistent with the City of Pittsburg Trash Enclosure Design Standards.

Standard Conditions:

13. Site Accessibility: All public and pedestrian facilities shall be designed in accordance with Title 24, Handicap Access, and the California Department of State Architect's standards for accessibility compliance.
14. Standard Conditions: The Standard Conditions of Development as adopted by the Pittsburg Planning Commission by Resolution No. 8931 shall apply as conditions of approval for this project as applicable. Where there is a conflict between the Standard Conditions of Development, and this Resolution, this Resolution shall prevail. Where there is a conflict between Planning Commission Resolution No. 8931 and the conditions identified herein, the specific conditions of this resolution shall apply.
15. Other Agency Requirements: The applicant shall comply with all the requirements of the Planning Division, Engineering Division, Contra Costa County Fire Protection District, Delta Diablo Sanitation District, State Water Resources Control Board, Bay Area Air Quality Management District, and all other applicable local, state and federal agencies.
16. Other Municipal Code Requirements: All site development shall comply with Title 12 (Streets, Sidewalks, and Utilities), Title 13 (Water and Sewers) and Chapter 15.88 (Grading, Erosion and Sediment Control) of the PMC as determined by the City Engineer. Issuance of a site development permit will be required whereby specific engineering

requirements will be made as conditions of approval.

17. Indemnification: The applicant agrees to indemnify, defend, and hold harmless the City, its officials, officers, employees, agents and consultants from any and all administrative, legal or equitable actions or other proceedings instituted by any person challenging the validity of this project approval, subsequent project approval, or other action arising out of, or in connection with, this project approval. The parties shall cooperate in defending such action or proceeding. The parties shall use reasonable efforts to select mutually agreeable defense counsel but, if the parties cannot reach agreement, City may select its own legal counsel at applicant's sole cost and expense. Applicant may select its own legal counsel to represent applicant's interests at applicant's sole cost and expense. Applicant shall pay for City's costs of defense, whether directly or by timely reimbursement to City on a monthly basis. Such costs shall include, but not be limited to, all court costs and attorneys' fees expended by City in defense of any such action or other proceeding, plus staff and City Attorney time spent responding to and defending the claim, action or proceeding.
18. Expiration: This use permit approval will expire on August 13, 2020, unless the use has been legally established prior to the expiration date, or a written request for extension is filed with the Planning Division prior to the expiration date and subsequently approved by the Planning Commission.

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 13th day of August, 2019, 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. 10126 was adopted by the Planning Commission of the City of Pittsburg on August 13, 2019.

KRISTIN POLLOT, AICP, SECRETARY
PITTSBURG PLANNING COMMISSION

AERIAL VIEW OF UNIT 12 - 1501 LOVERIDGE PITTSBURG, CA 94565



RECEIVED

JUL 05 2019

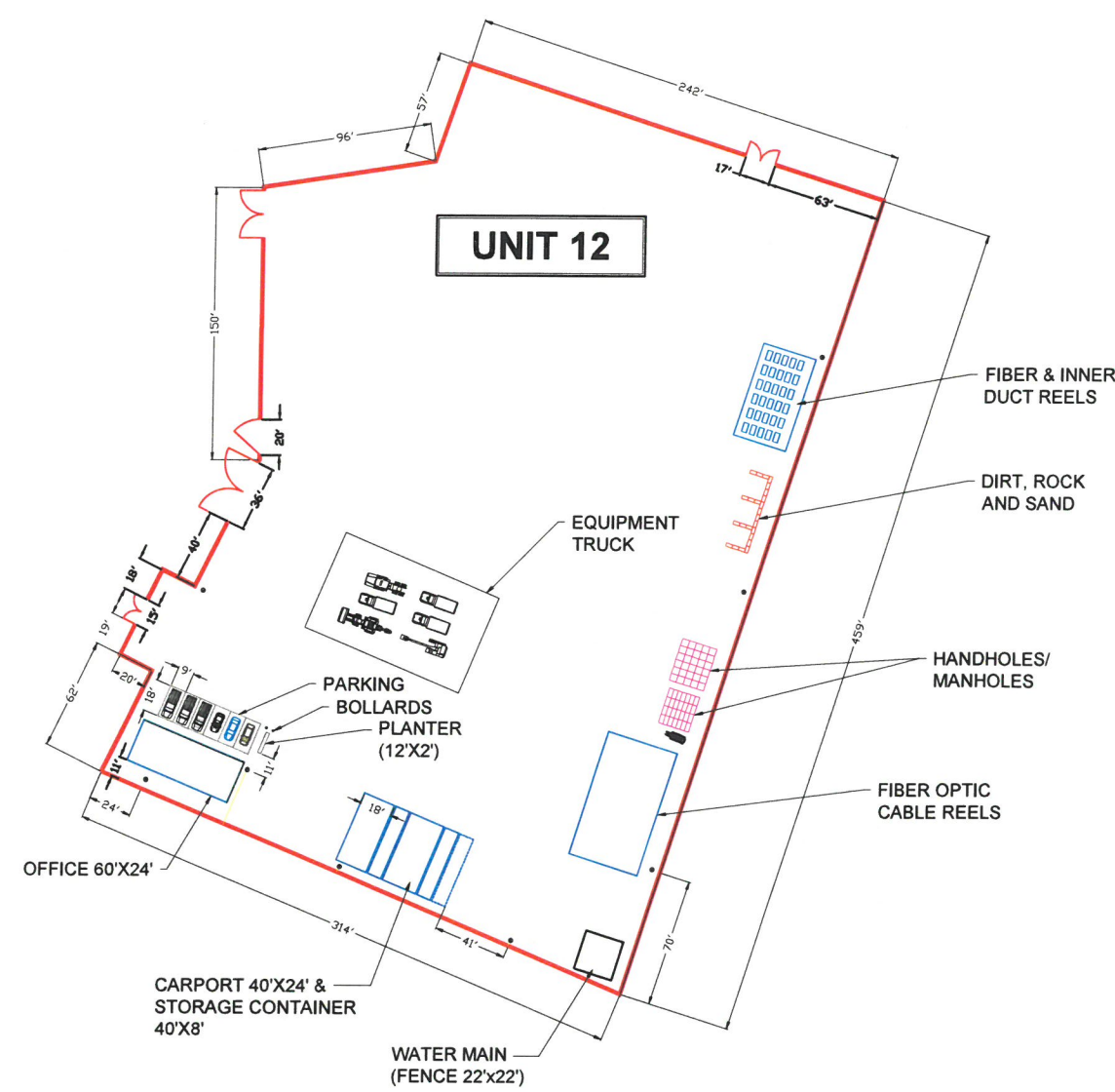
PLANNING DIVISION



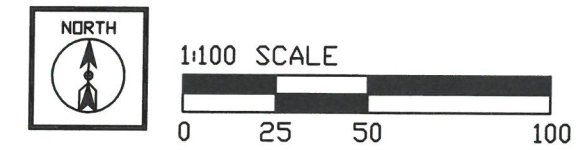
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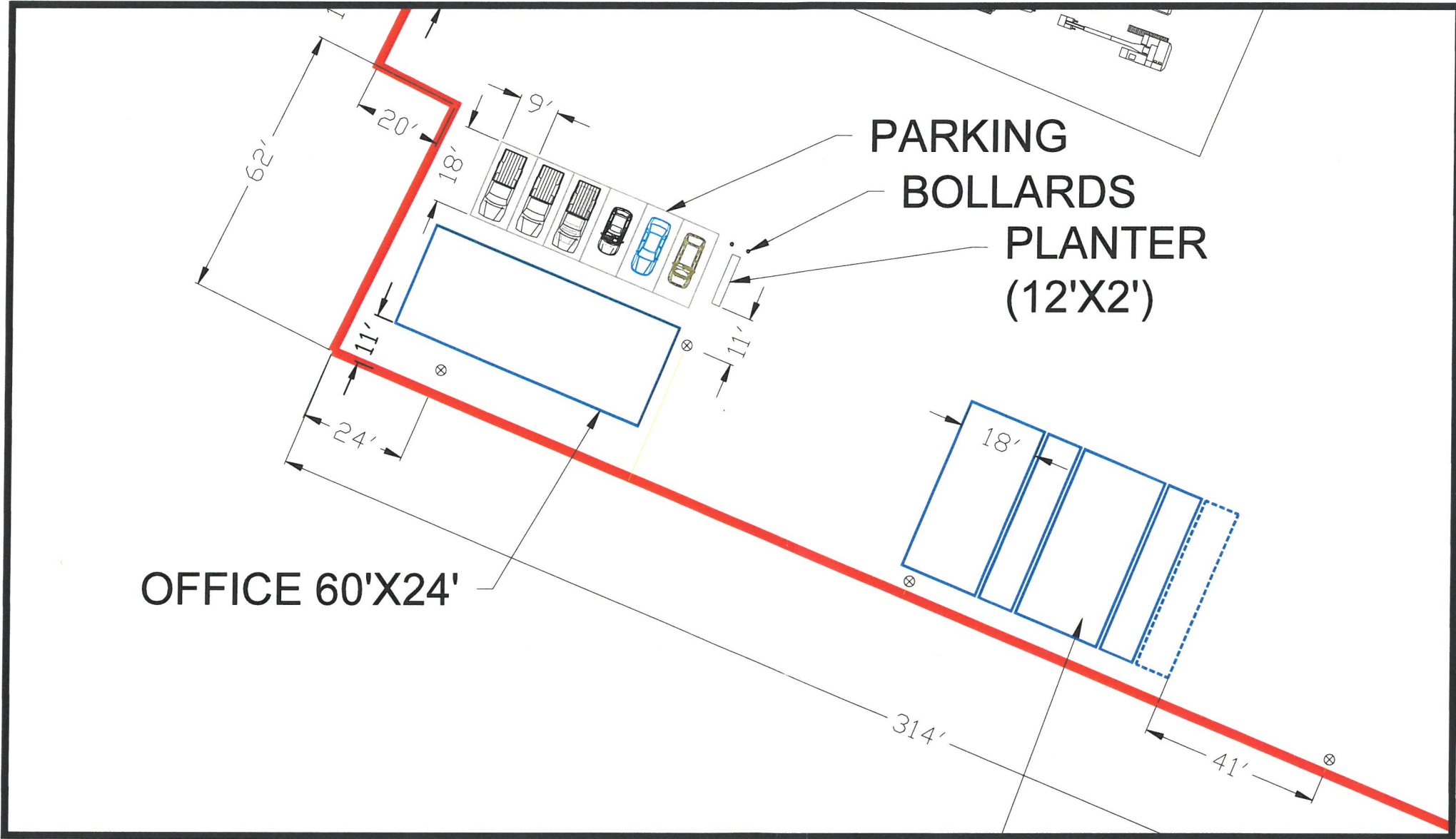
AERIAL PLAN VIEW OF UNIT 12 - 1501 LOVERIDGE PITTSBURG, CA 94565



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AERIAL PLAN VIEW OF UNIT 12 - 1501 LOVERIDGE PITTSBURG, CA 94565



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AERIAL VIEW OF UNIT 12 - 1501 LOVERIDGE PITTSBURG, CA 94565



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JUL 05 2013

PLANNING DIVISION



1:200 SCALE



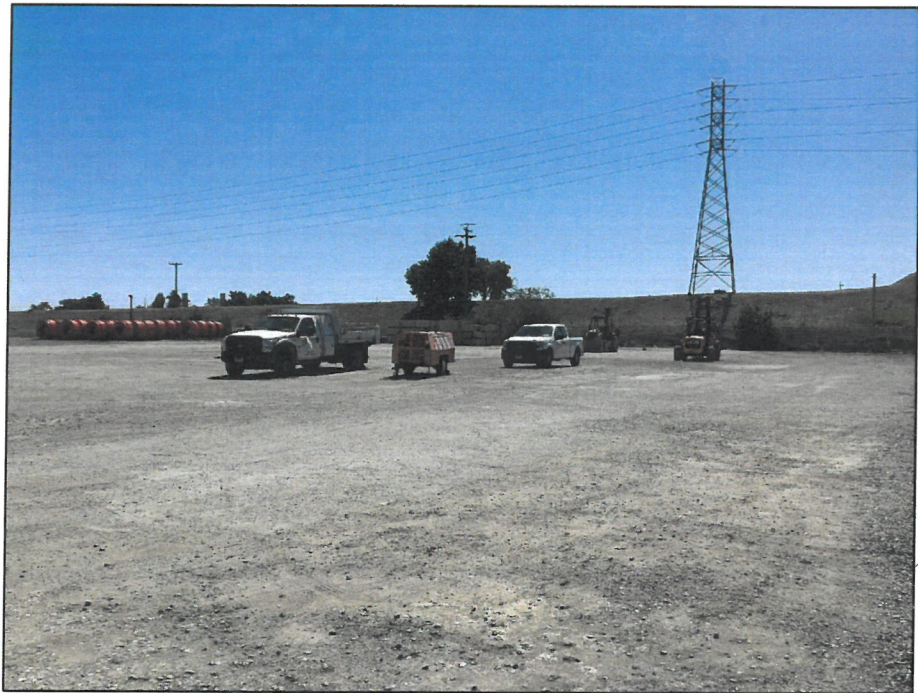
PHOTOS OF UNIT 12 - 1501 LOVERIDGE PITTSBURG, CA 94565



Office Trailer



Carport & Storage Containers



Yard (Northeast 1)



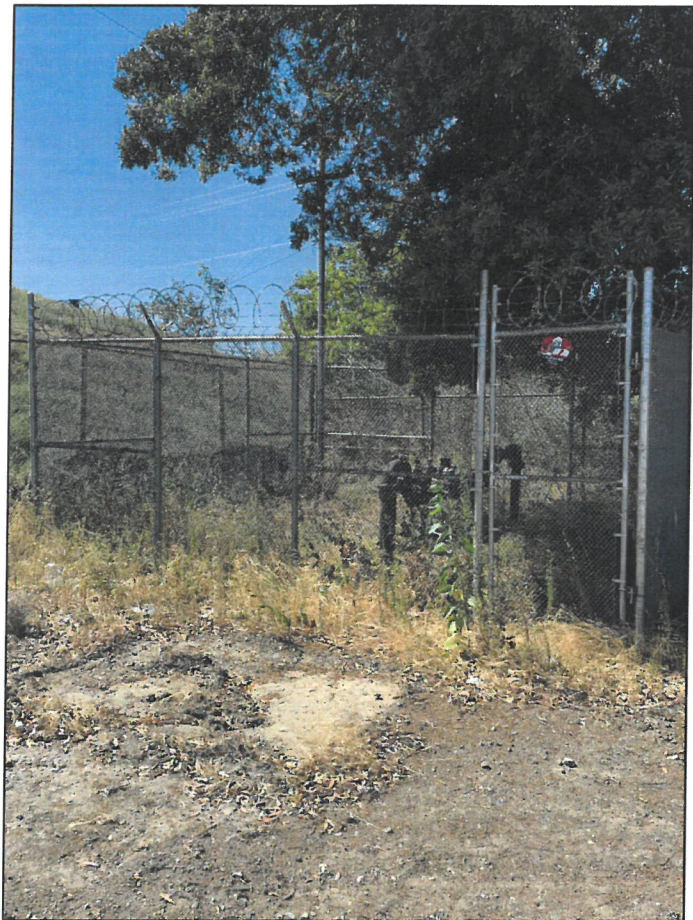
Yard (Northeast 2)

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JUL 05 2019
PLANNING DIVISION

PHOTOS OF UNIT 12 - 1501 LOVERIDGE PITTSBURG, CA 94565



Entrance



**Water Main enclosed
22'x22' Fence**



**12'X2' Planter
with two (2) Bollards**

RECEIVED

JUL 05 2019

PLANNING DIVISION

PHOTOS OF UNIT 12 - 1501 LOVERIDGE PITTSBURG, CA 94565



**Office Trailer
(rear left view)**



**Office Trailer
(rear right view)**



**Office Trailer
(rear view)**

RECEIVED

JUL 05 2019

PLANNING DIVISION

Attachment 3
Location & Surrounding Uses Map
Golden State Utility Company, AP-18-1390 (UP, DR)



Property Development Regulations
Golden State Utility Company, Contractor Yard
AP-18-1390 (UP, DR)

Development Regulations: <i>IG District</i>	Requirement:	Proposed Project:
Minimum Lot Area:	20,000 s.f.	Approx. 135,000 s.f of a 40.5 acre lot.
Minimum Lot Width:	100 ft.	n/a
Minimum Yards:	-	-
Front:	25 ft.	N/A, project site is a portion of larger site that fronts Loveridge Road
Side	-	78 ft.
Rear:	-	118 ft.
Maximum Height of Structures:	50 ft.	10 ft.
Maximum Lot Coverage:	75%	3.2%
Maximum Floor-Area Ratio (FAR):	0.8	0.0.032
Minimum Site Landscaping:	10%	.017% (See Compliance section in Staff Report for further discussion)
Off Street Parking Requirement:	Contractor Yard not specified in PMC 18.78.040 Schedule A Per PMC 18.78.040F. Uses Not Specified. If a use permit is required to establish a use, and the use classification is not included in Schedule A, the planning commission or zoning administrator, as appropriate, shall determine the required number of parking or loading spaces for the use in conjunction with the commission's or zoning administrator's review of the use permit.	6 employee parking spaces 1 van accessible ADA parking space (conditionally)
Bicycle Parking and Storage:	Based on the Number of Off-Street Parking Spaces Required	1 (conditionally)

Attachment 5
Development Review Design Guidelines
Golden State Utility Company, AP-18-1390 (UP, DR)

Design Review Guideline	Meets Guideline?
IV.a: Parking areas should be screened from view from any public right-of-way (beaming or hedge-type plant material). Parking areas should be broken up (landscape islands, projections, etc.) to eliminate vast areas of parking especially along street frontages.	Yes. The proposed on-site parking is screened by the office trailer from the Pittsburg-Antioch Highway.
IV.b: Provisions should be made for permanent shopping cart corrals in retail shopping centers.	Not applicable. This guideline is intended to apply to retail shopping centers.
IV.c: Existing trees on site should be incorporated into the project site design, unless waived by the City Planner or Planning Commission.	Yes. Existing trees are to remain on site
IV.d: Developer should elect, at least, one of the schemes provided in Appendix #1 for screening all utility box transformers, backflow preventers, meters and junction boxes.	Not applicable. None on site.
IV.e: Projects with many buildings (greater than three) should have a variety of building sizes and masses.	Yes. There structures on-site, include an office trailer, two carport structures and three storage containers.
IV.f: Continuous horizontal roof lines should be broken up whenever possible. An expanse should not exceed 50 (fifty) feet in length unless architecture or size dictate a greater expanse.	N/A. No proposed structure is over 50 feet in length.
IV.g: Building entries should be designed as a focal point. They should be designed to set the theme or be the primary feature of the building or commercial center.	Yes. A stairway leads to the building door and helps create a focal point.

IV.h: Building elevations (example: rear of shopping centers) visible from public right-of-ways should be addressed in design review and treated appropriately.	Yes. Structure on-site are to be colored <u>tan</u> <u>with</u> brown <u>trim</u> , or similar earth tones to match surroundings.
IV.i: A free-standing structure within an existing commercial or industrial center should be architecturally compatible with the center, including but not limited to materials, colors and architectural elements.	Yes. The structure's industrial features are in keeping with the character of the area.
IV.j: All roof mounted equipment should be screened completely from view from all public right-of-ways. A site-line study may be necessary to determine appropriate screening method.	Not applicable. None on-site.
IV.k: All Structures, including, but not limited to, "tilt-up" type structures, should have structural reliefs and articulated entries (Encourage the creation of shadow lines).	Yes. The building has articulated entries through trim surrounding the doors and windows.
IV.l: Exterior fire escapes, stairs and other appurtenances should be designed or treated as integral parts of the building façade.	Conditionally. A standard condition of approval requires all vents, gutters, downspouts, flashing electrical conduits, etc. be painted or finished to match the exterior to which they are attached.
IV.m: Downspouts should be designed into the façade of the building unless architecturally treated.	
IV.n: Add murals, lattice or some other spaceframe type treatment to blank walls visible from public view.	Not Applicable. No blank walls will be visible from public view.
IV.o: Prototype or "theme" architecture is discouraged.	Not applicable. No themed architecture is proposed.
IV.p: New or remodeled buildings should be designed to be compatible in design, color and materials with adjacent development.	Yes. The industrial features of the structures are keeping in with the character of the area, in design, color, and materials.

IV.q: The street-oriented elevations shall be designed so as not to present the appearance of a rear elevation (i.e., no loading doors or large blank walls, absence of architectural features found on other elevations, and limited landscaping as typically found on interior property lines).	N/A. The street-oriented elevation is significantly setback from the right-of-way, and will be partially screened by existing trees in the drainage easement, as well as security fencing to be placed around the site.
IV.r: Trash enclosures should include area for collection of recyclables (example: space for two 90-gallon containers minimum, See Appendix #2 Trash Enclosure Design Standards).	Conditionally. The trash enclosure on site shall be consistent with the City of Pittsburgh Trash Enclosure Design Standards.
Green Building Design Guideline	Meets Guideline?
VI.D.1: Roofs should be designed to integrate renewable energy generation systems and provide a cool urban environment.	Not applicable. This item is meant to apply to permanent buildings on foundation, the proposed project contains a mobile office trailer, two carport structures and three storage containers, and therefore is not applicable.
VI.D.2: Parking lot impacts should be minimized.	Yes. Parking for the project would be located on gravel, rather than asphalt or concrete.
VI.D.3: Hardscapes should be constructed with permeable surfaces (e.g. pervious concrete, porous asphalt, unit pavers, and granular materials). Permeable paving consisting of porous above-ground materials, a 6- inch porous sub-base, and a base layer that is designed to ensure proper drainage away from the building and neighboring properties. Alternatively, impermeable surfaces may be used if they direct all runoff toward an appropriate permanent infiltration feature (e.g. vegetated swale, on-site rain garden, or rainwater cistern).	Yes. New gravel is proposed to allow for a permeability

VI.D.4: Design choices should incorporate or prepare for electric vehicle charging or used vegetable oil fueling infrastructure.	Not applicable. This item is meant to apply to permanent buildings on foundation, the proposed project contains a mobile office trailer, two carport structures and three storage containers, and therefore is not applicable.
VI.D.5: Fuel cell technology should be considered for application where (1) space or cost prohibits non-emitting on-site generation (such as solar, wind or geothermal), AND either (2) the heat resulting from fuel combustion is utilized for water or space heating, and/or (3) the fuel cells would be used primarily during peak utility hours.	Not applicable. This item is meant to apply to permanent buildings on foundation, the proposed project contains a mobile office trailer, two carport structures and three storage containers, and therefore is not applicable.
VI.D.6: Reclaimed (purple pipeline) water should be used for as much non-potable water uses as feasible and practical. Landscaping water fixtures using reclaimed water should be purple, and purple and white signage should clearly mark areas that are irrigated with reclaimed water.	Not applicable. Recycled water is currently not available to serve the project site.
VI.D.7: Large commercial and institutional facilities that are anticipated to employ more than 50 employees, should consider providing on-site shops and services for those employees.	Not applicable. Less than 50 employees are expected.
VI.D.8: Street side building faces should encourage walking.	Not applicable. The project site is located in an industrial area where the public will have little access to walk.

VI.D.9: Secure bicycle parking facilities should be provided for at least 10% of expected peak hour trips. Bicycle parking structures should be complementary to the surrounding structures and may be partially obscured by vegetation or painted with a mural design that is consistent with surrounding aesthetics. Shade trees should be planted if the parking facility is located in an area not shaded by surrounding structures. They should be located in an accessible and visible space to discourage misuse.	Conditionally. A proposed condition of approval requires the applicant to provide secure bicycle parking for 1 bicycle.
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City of Pittsburg

Community Development Department – Planning Division

65 Civic Avenue, Pittsburg, CA 94565 | Tel: (925) 252-4920 | Fax: (925) 252-4814

NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that the **PLANNING COMMISSION** of the City of Pittsburg will conduct a Public Hearing on:

DATE: August 13, 2019
TIME: 7:00 p.m.
PLACE: City Council Chamber at City Hall
65 Civic Avenue, Pittsburg, California

Concerning the following matter:

Golden State Utility Company, AP-18-1390 (UP, DR).

This is a public hearing on a request by Golden State Utility Company, requesting approval of a use permit to legalize an existing contractor yard on an approximate 135,000 square-foot portion of an existing 40.5 acre parcel, and design review to legalize the installation of a 1,440 square-foot office trailer, two (2) carport structures, and three (3) storage containers located at 1501 Loveridge Road, within the IG (General Industrial) District. Assessor's Parcel No. 073-230-033.

PROJECT PLANNER: John Dacey, (925) 252-4824 or jdacey@ci.pittsburg.ca.us

Why am I receiving this notice? You are receiving this notice because you have either previously requested notifications from the Planning Division, or a project has been proposed in your neighborhood and all property owners within a minimum 300-foot radius of the project site are required to be notified under the Pittsburg Municipal Code.

Where can I get more information about this project?

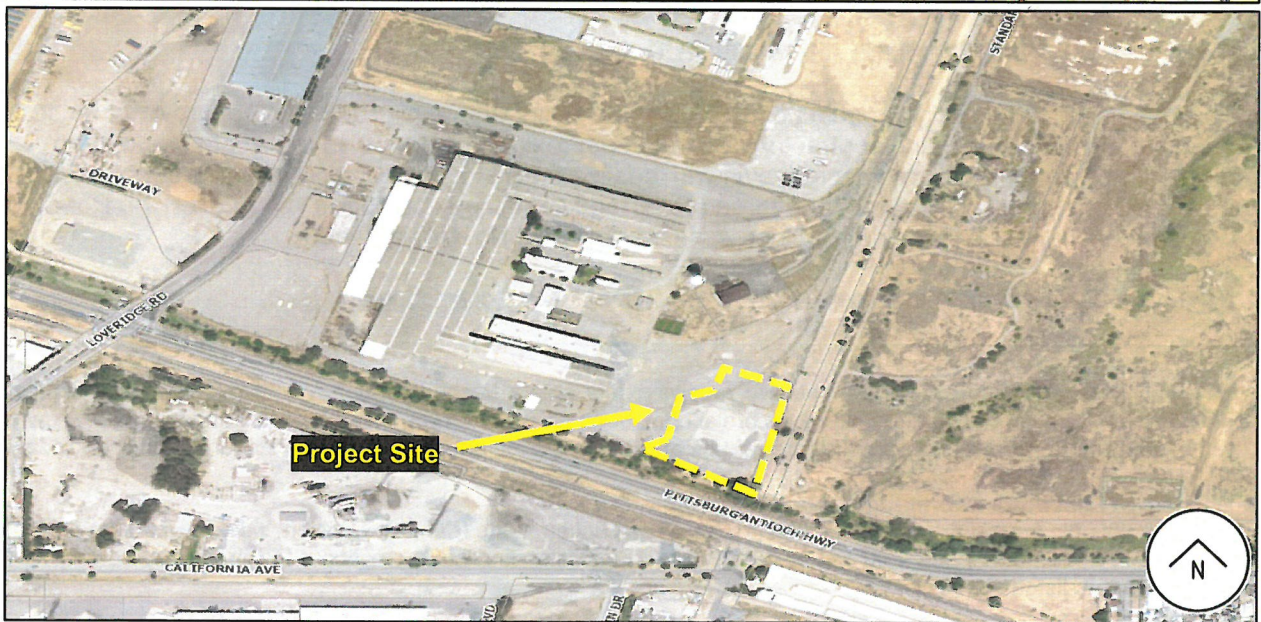
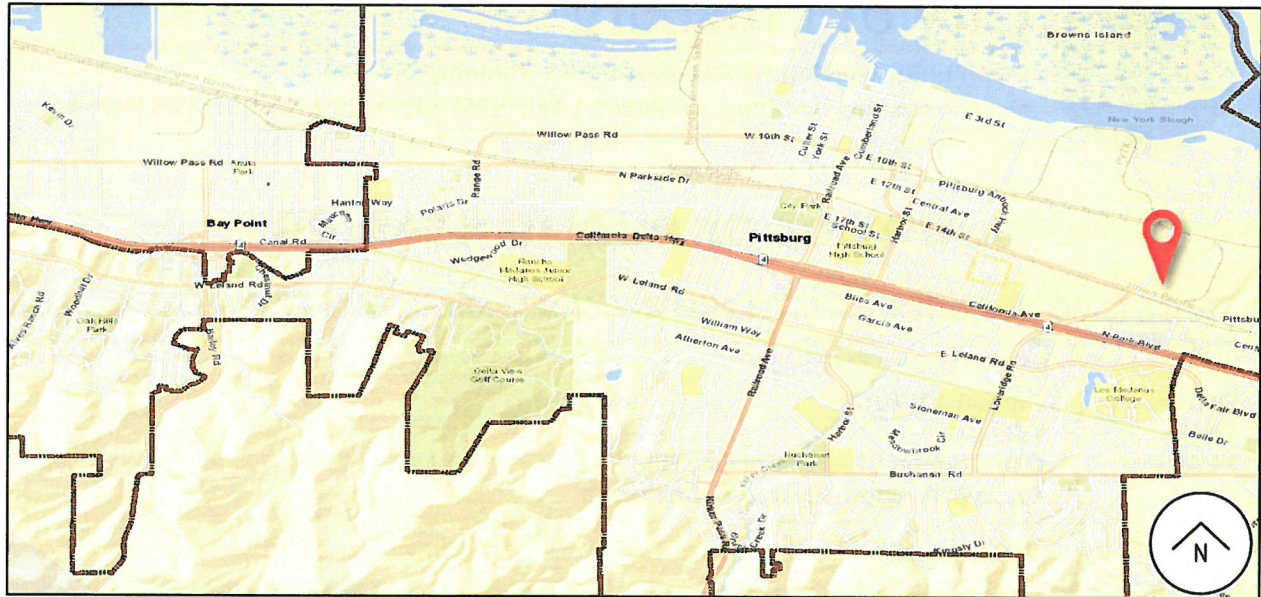
The complete file for this project is available for public inspection at the Planning Division, weekdays during the hours of 8:00 AM to 12:00 PM and 1:00 PM to 5:00 PM. You can also find out more about the project by contacting the project planner listed above.

What can I do if I have comments on the project?

Comments or objections to the project can be made by writing or through oral testimony during the public hearing. 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. You may also register your comments or objections by attending the public hearing on the date and time listed above.

KRISTIN POLLOT, SECRETARY
PITTSBURG PLANNING COMMISSION

Project Title: Golden State Utility Company, AP-18-1390 (UP, DR).
Location: 1501 Loveridge Road, APN: 073-230-033



**CITY OF PITTSBURG
PLANNING COMMISSION
STAFF REPORT
August 13, 2019**

ITEM: Los Medanos Industrial Park, AP-18-1353 (DR)

ORIGINATED BY: Sierra Pacific Properties, 1800 Willow Pass Court, Concord, CA 94520

SUBJECT: This is a public meeting on a request for design review approval of plans to construct four shell buildings, totaling 109,884 square feet on the 2.5-acre lot located south of the intersection of Garcia Avenue and Martin Street, the 0.89-acre lot located west of the terminus of Kelley Court, and the 3.77-acre lot located east of the terminus of Kelley Court in the IP (Industrial Park) District. Assessor's Parcel Nos. 088-530-004, -005, & -006, and 088-540-007, -014, & -018

RECOMMENDATION:

Staff recommends that the Planning Commission adopt Resolution No. 10128, approving Planning Application No. 18-1353, subject to conditions.

BACKGROUND:

On October 10, 1979, the City Council adopted Resolution No. 79-6461, approving the subdivision of approximately 24 acres of industrial land into 19 parcels, known as the Los Medanos Industrial Center, Phase II. Throughout the 1980s and 1990s, 13 of the parcels were developed with various industrial buildings.

In 2017, the applicant submitted an application for a preliminary plan review of four shell buildings for future industrial uses, as well as incidental site improvements, within an existing industrial park located along Garcia Avenue and Kelley Court. The applicant submitted preliminary site plans showing the orientation of the four buildings and lot coverage. Staff presented to the Planning Commission on October 24, 2017 to receive feedback on the project. Commissioners voiced concerns with internet connectivity and trash enclosure locations, as well as recommended the project incorporate Kirker Creek into the design of the project.

PROJECT DESCRIPTION:

Existing Conditions: The project site consists of three separate lots, totaling approximately 7.16 acres located south of the intersection of Garcia Avenue and Martin Street and at the terminus of Kelley Court. The first lot is located south of Garcia Avenue and makes up 2.5 acres of the project total. The second lot is a 0.89-acre lot located west of the terminus of Kelley Court and the third lot is a 3.77-acre lot located east of the terminus of Kelley Court. Each lot is flat, vacant and regularly disked for weed control and general maintenance. The first lot located south of Garcia Avenue, has an existing eight-foot tall sound wall stretching the entire length of the site, which separates the site from the existing residential uses to the south. Kirker Creek runs

generally south to north and is located immediately to the west of the first lot. Ruderal vegetation exists over the edges of the lots, with scattered ornamental trees and shrubs along the site frontages to Garcia Avenue and Kelley Court.

See Attachment 7 for photos of the project site.

Surrounding Land Uses:

Lot south of the intersection of Garcia Avenue and Martin Street (Proposed Building A)

North: Industrial Warehouse
West: Industrial Warehouse
South: Low Density Residential
East: Industrial Warehouse

Lot west of the terminus of Kelley Court (Proposed Building B)

North: Industrial Warehouse, Kirker Creek
West: Kirker Creek, Industrial Warehouse
South: Industrial Warehouse
East: Future Industrial Warehouse (part of project)

Lot east of the terminus of Kelley Court (Proposed Buildings C and D)

North: State Route 4
West: Future Industrial Warehouse (part of project)
South: Industrial Warehouse
East: Industrial Warehouse

See Attachment 8 for a map of surrounding uses.

Proposed Project: The proposed project includes development of six separate parcels (3 total separate sites) with four shell buildings, totaling 109,884 square feet as well as various other site improvements related to internal vehicle circulation, stormwater management, and landscaping. Stormwater drainage for all buildings is proposed to flow through existing drainage channels. The proposed project includes construction of Christy V12 and Christy V64 catch basins as well as earth swales lined with cobble stone at each building site. Buildings C and D on the lot east of the terminus of Kelley Court would provide outfall to an existing drainage channel on the eastern side of the buildings.

All buildings would use either existing or proposed trash enclosures for waste disposal. The enclosures would be constructed as gray split face concrete walls covered by metal rooves. All proposed enclosures would be concealed from view of the street, either behind or beside the proposed buildings.

The four buildings would be developed as follows:

Building A

The applicant proposes to develop the lot south of the intersection of Garcia Avenue and Martin Street with “Building A” – a 47,517-sf warehouse consisting of 37,517 sf of warehouse space and 10,000 sf of office space. The building would be 33 feet tall with five-foot-tall raised parapets along the building frontage lining Garcia Avenue and the interior elevations to enhance the design and provide roof breaks. The building would be constructed with concrete tilt-up wall panels with six metal canopy accents over specified entry doors. The exterior colors would be a warm gray flannel with an accent of gallery grey on the top and cathedral stone on the bottom. The building would include a total of 12 aluminum storefront window/door systems, six painted metal canopies, and three raised parapets on the north elevation, two aluminum storefront windows and one raised parapet on the west elevation, two aluminum storefront window/door systems, one man-door, and one raised parapet on the east elevation, and 12 metal roll-up doors and man-doors on the south elevation.

Building A would include eight bike racks and 65 parking spaces, including six electric vehicle charging parking stalls and three ADA compliant spaces, meeting the parking requirement of 65 parking spaces. Additionally, Building A includes landscaping along the building frontage lining Garcia Avenue to screen parking from pedestrian view with a 30- to 36-inch-high evergreen plant screen. The applicant also proposes to landscape 15 percent of the lot to meet city code and proposes to break up parking areas with landscaped islands. Primary site access is provided by Garcia Avenue. Building A would include the construction of a driveway with entry directly from Garcia Avenue. Pedestrian access to the project site would be provided by connections to the existing sidewalk along Garcia Avenue.

Site plans for Building A include connection of a six-inch sanitary sewer line to an existing six-inch sewer line within Garcia Avenue. Water utilities for Building A would be provided by connection of a two-inch water lateral to an existing eight-inch water lateral within Garcia Avenue.

Building B

The applicant proposes to develop the lot west of the terminus of Kelley Court with “Building B” – a 14,616-sf warehouse consisting of 10,616 sf warehouse space and 4,000 sf office space. The building would be 26 feet tall with three-foot-tall raised parapets on the elevation lining Kelley Court and along the proposed building frontage on the north elevation to enhance the architectural design and provide roof breaks. The building would be constructed with concrete tilt-up wall panels with metal canopy accents over specified entry doors. The exterior colors would be a warm gray flannel with an accent of gallery grey on the top and cathedral stone on the bottom. The building would include a total of 8 aluminum storefront window/door systems, four painted metal canopies, and two raised parapets on the north elevation, one aluminum storefront window on the west elevation, one aluminum storefront window, three man-

doors, and one raised parapet on the east elevation, and eight metal roll-up doors and man-doors on the south elevation.

Building B would include six bike racks and 23 parking spaces, including three electric charging stations parking stalls and two ADA spaces, meeting the parking requirement of 23 parking stalls. Additionally, Building B includes landscaping along the building elevation lining Kelley Court to screen parking from pedestrian view with a 30- to 36-inch-high evergreen plant screen. The applicant also proposes to landscape 15 percent of the lot to meet city code and proposes to break up parking areas with landscaped islands. Primary site access is provided by Kelley Court. Building B would include the construction of a driveway with entry directly from Kelley Court.

Site plans for Building B include connection to a six-inch sanitary sewer line to an existing eight-inch sewer line running beneath Kelley Court. Water utilities for Building B include connection to a two-inch water lateral to an existing eight-inch water lateral running beneath Kelley Court.

Building C

The applicant proposes to develop the lot east of the terminus of Kelley Court with “Building C” – a 25,300-sf warehouse consisting of 19,000 sf warehouse space and 6,300 sf office space. The building would be 28 feet tall with three-foot-tall raised parapets on the building frontage lining Kelley Court and the interior elevations (i.e., north and south) to enhance the architectural design and provide roof breaks. The building would be constructed with concrete tilt-up wall panels with metal canopy accents over specified entry doors. The exterior colors would be a warm gray flannel with an accent of gallery grey on the top and cathedral stone on the bottom. The building would include a total of 10 aluminum storefront window/door systems, six painted metal canopies, and three raised parapets on the west elevation, two aluminum storefront window/door systems, two man-doors, and one raised parapet on the north elevation, two aluminum storefront windows and one raised parapet on the south elevation, and 10 metal roll-up doors and man-doors on the east elevation.

Building C would include six bike racks and 50 parking spaces, including seven electric charging station parking stalls and three ADA spaces, meeting the parking requirement of 37 parking stalls. Additionally, Building C would include landscaping along the building elevation lining Kelley Court to screen parking from pedestrian view with a 30- to 36-inch-high evergreen plant screen. The applicant also proposes to landscape 15 percent of the lot to meet city code and proposes to break up parking areas with landscaped islands. Primary site access is provided by Kelley Court. Building C would include the construction of a driveway with entry directly from Kelley Court.

Site plans for Building C include connection to a six-inch sanitary sewer line to an existing eight-inch sewer line running beneath Kelley Court. Water utilities for Building C include connection to a two-inch water lateral to an existing eight-inch water lateral running beneath Kelley Court.

Building D

The applicant proposes to develop the lot east of the terminus of Kelley Court and north of Building C with “Building D” – a 23,225-sf warehouse consisting of 15,925 sf warehouse space and 7,300 sf office space. The applicant proposes to leave a 5,508-sf portion of the northernmost area adjacent to Kirker Creek undeveloped.

The building would be 28 feet tall with three-foot-tall raised parapets on the building frontage lining Kelley Court and the interior elevation lining Kelley Court (i.e., west) to enhance the architectural design and provide roof breaks. The building would be constructed with concrete tilt-up wall panels with metal canopy accents over specified entry doors. The exterior colors would be a warm gray flannel with an accent of gallery grey on the top and cathedral stone on the bottom. The building would include a total of eight aluminum storefront window/door systems, four painted metal canopies, and two raised parapets on the south elevation, two aluminum storefront window/door systems, two man-doors, and one raised parapet on the west elevation, three aluminum storefront windows on the east elevation, and eight metal roll-up doors and man-doors on the north elevation.

Building D would include six bike racks and 52 parking spaces, including six electric charging station parking stalls and three ADA spaces, meeting the parking requirement of 40 parking stalls. Additionally, Building D includes landscaping along the building elevation lining Kelley Court to screen parking from pedestrian view with a 30- to 36-inch-high evergreen plant screen. The applicant proposes to landscape approximately five percent of the lot and leave 10 percent undeveloped landscaped as to meet city code requirement for site landscaping. Additionally, the applicant proposes to break up parking areas with landscaped islands. Primary site access is provided by Kelley Court. Building D would include the construction of a driveway with entry directly from Kelley Court.

Site plans for Building D includes connection to a six-inch sanitary line to an existing eight-inch sewer line running beneath the proposed parking lot. Water utilities for Building C include connection to a two-inch water lateral to an existing eight-inch water lateral running beneath Kelley Court.

See Attachment 2 for project plans.

GENERAL PLAN/CODE COMPLIANCE:

General Plan: The project site is located in the ‘Los Medanos Industrial Center sub-area of the Railroad Avenue Specific Plan (RASP)’ and has a General Plan land use designation of ‘Business Commercial’. This land use designation is intended to provide sites for administrative, financial, business, professional, medical, research and development, and public offices, as well as custom manufacturing, limited assembly, light manufacturing, warehousing and distribution, and support commercial uses.

The project conforms with the General Plan and more specifically, Goal 2-G-2, which promotes large-scale office/business development in designated locations accessible from regional transportation systems. The project site is located within a 0.15 mile from the nearest bus station allowing future employees to utilize the local regional transportation system. Further, the project conforms with Goals 2-G-22 and 2-G-23, which encourages the redevelopment of the existing industrial area along Garcia Avenue with higher-end business commercial activities. The project also conforms with Policy 6-P-7, which recommends the City continue to provide incentives, encourage employment, and promote businesses within the City's Enterprise Zone. As high-tech industries continue to spread into eastern Contra Costa County, locating in Pittsburg becomes a more worthy business venture as more up-and-coming business/industrial complexes develop. The proposed project would develop vacant lots in a business/industrial park area providing new spaces for businesses to locate in the City.

RASP: As previously stated, the project site is located in the Los Medanos Industrial Center sub-area of the RASP requiring the project be subject to comply with the goals, policies, and design and site criteria outlined in the plan.

RASP Goals and Policies

As shown in Attachment 5 of this report, the project also conforms with the RASP. More specifically, Goal 3-G-3, which promotes preservation of industrial uses and jobs by allowing similar compatible uses in designated light industrial areas with the Transit Village, Industrial/Mixed Use Center and Los Medanos Industrial Center sub-areas. The proposed project is located in an existing industrial park and would include development of vacant lots with similar industrial buildings preserving the industrial uses within the Los Medanos Industrial Center sub-areas. Additionally, the project conforms with Goal 3-G-1, which promotes maximizing the benefit of the proposed eBART Station and other transit options. As previously stated, the project is located within 0.15-miles from the nearest bus station allowing for future employees to utilize the existing regional transportation system. Further, the project conforms with Policy 4-P-1, which requires high quality, pedestrian-friendly design and high level of transparency along street fronts and pathways to activate the street and environment, promote social interaction and support crime prevention. The street-oriented elevations of each building contain aluminum storefront window systems and enhanced architectural features, such as raised parapets, to provide a break to the façade. Additionally, each lot includes a 30- to 36-inch evergreen plant screen and trees along the public rights-of-way along Garcia Avenue and Kelley Court to activate the street and environment.

RASP Architectural and Site Design Criteria

As shown in Attachment 6 of this report, the proposed project complies with the architectural and site design criteria (ASDC) set forth in the RASP with the exception of the design criteria specific to the Business Commercial (BC) land use, ASDC 4.5.5, ASDC 4.5.7, ASDC 4.5.14, and ASDC 4.5.20.

With respect to the design criteria specific to the BC land use, the RASP requires projects include clearly delineated pedestrian-friendly pathways throughout the surface parking lots. The project does not show any pedestrian pathways clearly delineated on the project plans; therefore, staff recommends a condition of approval be included requiring the applicant to utilize stamped and/or colored concrete or other decorative material to provide clearly-delineated pedestrian-friendly pathways throughout the proposed parking lots. Additionally, the BC land use design criteria requires projects to incorporate permeable surfaces and pavers where feasible. The project does not note any permeable surfaces or pavers included on the project plans. Staff recommend a condition of approval be included requiring the applicant to incorporate permeable surfaces and pavers for parking lots, driveways, and alleys where feasible.

Zoning: The project site is zoned 'IP (Industrial Park) District'. As mentioned before, the project includes the development of four shell buildings, totaling 109,884 sf on six vacant parcels for future business/industrial uses. As shown in Attachment 3 of this report, the Buildings B and C meet or exceeds the IP District property development regulations, which include height, FAR, lot coverage, lot area, lot width, setbacks, landscape coverage, parking for both cars and bicycles.

As proposed, Building A would exceed the maximum building height requirement of 35 feet by 3 feet for a maximum building height of 38 feet; however, staff believes the project is consistent with the development regulations because the building includes raised parapets which meet the criteria for a height exception, as outlined in PMC 18.80.020, since they do not cover more than 10% of the total ground area of the full structure. Without the raised parapets the building height is 33 feet, which is two feet below the maximum building height. Because the raised parapets are considered architectural features to enhance the building design, staff believes Building A meets the property development regulations.

With respect to landscaping, Building D is proposing to leave a ±5,508 sf portion of the lot that backs up to State Route 4 undeveloped. Additionally, to meet the 15 percent landscape coverage requirement the applicant is including the undeveloped area. PMC Section 18.54.130.C.1 notes that undeveloped areas for preservation of natural features such as walks, creeks, wetlands, adjacent riparian vegetation and slopes to be retained in their natural state can get credit as planting areas; however, staff does not believe that this undeveloped area meets that criteria as proposed. Therefore, staff recommend a condition of approval be included requiring the applicant to provide innovative landscaping or architectural design on the undeveloped portion, which could include, but not limited to, irrigated landscaping, non-irrigated landscaping, and/or hardscape.

Bike Parking: With respect to bicycle parking, PMC 18.78.045 requires a total of 28 bicycle parking spaces to be spread among the four building sites, which is consistent with what the applicant has proposed (see Attachment 3 for more details).

Design Guidelines: In 2010, the Planning Commission adopted Resolution No. 9864 amending the City's Development Review Design Guidelines (DRDGs). The DRDGs

provide a framework for the design review of residential, commercial, and industrial projects. As shown in Attachment 4 of this report, the proposed project complies with the City's DRDGs with the exception of DRDGs IV.h., IV.j., IV.m., IV.n., IV.q., IV.D.1., IV.D.2. and IV.D.3. which encourage, a) building elevations (example: rear of shopping centers) visible from public rights-of-way to include enhanced architectural features; b) all roof mounted equipment be screened completely from view from all public rights-of-way; c) downspouts be designed into the façade of the building; d) murals, lattice, or other spaceframe type treatment to blank walls visible from public views, e) street-oriented elevations be designed so as not to present the appearance of a rear elevation; f) roofs to integrate renewable energy generation systems and provide a cool environment; g) roofs to host a renewable energy generation system appropriate to its natural resources; and h) roof be covered with a cool roof underneath any generation structures. Specifically, the south elevations of Building A and B are visible from public rights-of-way (i.e., Turnstone Circle, Whimbrel Circle, Garcia Avenue, and Kelley Court) and public views. Therefore, staff recommend a condition of approval be included requiring the applicant to modify the elevations to include enhanced architectural features to provide façade variations, which may include, but not limited to, murals, lattices, or other spaceframe type treatment to blank walls consistent with Guideline IV.h, IV.n., and IV.q of the City of Pittsburg Development Review Design Guidelines.

Additional discussion about these guidelines is included in the staff analysis section below.

HCP/NCCP: In 2007, the City Council adopted Ordinance No. 07-1293 requiring new development projects with certain land cover types to comply with the East Contra Costa County Habitat Conservation Plan/Natural Community Conservation Plan (HCP/NCCP). Projects subject to, and meeting the requirements of the HCP/NCCP, may be authorized an incidental 'take' of species listed under the federal Endangered Species Act (ESA) and Natural Community Conservation Planning Act. Under the ESA, 'take' means "to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct."

The project site has a ruderal land cover type, which is subject to the requirements of the HCP/NCCP, and as such, the applicant has prepared a draft Planning Survey Report (PSR) as required under the HCP/NCCP (see Attachment 9). The PSR identifies several standard mitigation measures intended to avoid and minimize impacts to the western burrowing owl and golden eagle, which the HCP/NCCP assumes present in the project area but were not observed on site during field surveys. The proposed project would develop a total of 7.40 acres of ruderal land cover within the HCP/NCCP Zone 3 of the Fee Zone map. Additionally, a total of 0.213 acres of riparian woodland scrub would be permanently impacted within the project site and a total of 0.53 acres of ruderal habitat would be permanently impacted within the required stream setback for Kirker Creek and the concrete channel. The applicant has agreed to incorporate the recommended measures as part of their overall project description and agrees to pay the development fee of \$97,446.84 in HCP/NCCP fees. Upon approval by the Planning Commission and receipt of the development fee, 'take' authorization for the site would

be issued by the City of Pittsburg as the HCP/NCCP implementing agency. These fees would be used by the East Contra Costa Habitat Conservancy to fund mitigation projects that offset losses of species and habitat covered by the HCP/NCCP. The avoidance and mitigation measures are incorporated as mitigation measures in the Los Medanos Industrial Park Initial Study (see Attachment 9)

Required Design Review Findings: In accordance with PMC section 18.36.220(B), design review approval may be granted only if the Planning Commission can make findings that:

- A. The structure conforms with good taste, good design and in general contributes to the character and image of the City as a place of beauty, spaciousness, balance, taste, fitness, broad vistas, and high quality.
- B. The structure will be protected against exterior and interior noise, vibrations and other factors that may tend to make the environment less desirable.
- C. The exterior design and appearance of the structure is not of inferior quality as to cause the nature of the neighborhood to materially depreciate in appearance and value.
- D. The structure is in harmony with proposed developments on land in the general area.
- E. The application conforms with the criteria set forth in any applicable City adopted Design Guidelines.

Environmental: An Initial Study/Mitigated Negative Declaration (IS/MND) was prepared for this project in accordance with the CEQA indicating that the proposed project would not have a significant effect on the environment. The IS/MND provides a thorough description and analysis of the potential environmental effects of the project. The public review period for the proposed IS/MND was from June 14, 2019, to July 15, 2019. The City received one comment letter on the IS/MND.

The letter from the Contra Costa Mosquito & Vector Control District does not address the adequacy of the CEQA document, rather it requests the IS/MND include discussions related to the California Health & Safety Code 2000-2093. Specifically, the letter asks if the project would increase potential of diseases spreading due to an increase in potential exposure to disease vectors (e.g., mosquitoes, flies, ticks, and rats) and the increase potential of mosquito/vector breeding habitat.

A copy of the project IS/MND was delivered to the Planning Commissioners (via email) on June 14, 2019. A copy is also available as Attachment 9 to this report, and is also available on the City's website at:

<http://www.ci.pittsburg.ca.us/Modules/ShowDocument.aspx?documentid=11077>

Public Notice: Although not required, on or prior to August 2, 2019, notice of the August 13, 2019, public meeting was posted at City Hall and on the “Public Notices” section of the city’s website; was delivered for posting at the Pittsburg Library; and was mailed via first class or electronic mail to the applicant, to the property owner, to owners of property located within 300 feet of the proposed project site, to local service agencies expected to provide services to the building, and to individuals who had previously filed written request for such notice, in accordance with PMC section 18.14.010 and Government Code section 65091.

ANALYSIS: Staff believes that the Planning Commission can make the required findings to approve the requested design review application, subject to conditions. The proposed project would improve the neighborhood by developing three unattractive, empty lots with well-designed buildings and fully landscaped grounds. The building’s design, materials, and colors would be compatible with other industrial park buildings in the area.

Additionally, the project conforms with the goals, policies, development standards, and design and site criteria outlined in the RASP and all applicable criteria set forth in the City’s adopted DRDGs, if conditions of approval are adopted, requiring the project to: a) utilize stamped and/or colored concrete or other decorative material to provide clearly-delineated pedestrian-friendly pathways throughout the proposed parking lots; b) incorporate permeable surfaces and pavers for parking lots, driveways and alleys where feasible; c) revise the south elevations of Buildings A and B visible from the public rights-of-way and public views to include enhanced architectural features to provide façade variations, which may include, but not limited to, murals, lattices, or other spaceframe type treatment to blank walls (i.e., ASDC 4.5.5, ASDC 4.5.7, DRDGs IV.h., IV.n., IV.q.); d) submit roof plans to ensure all utility box transformers, backflow preventers, meters, and junction boxes are adequately screened from public view (i.e., DRDG IV.j.); e) install downspouts behind building walls (DRDG IV.m.); and f) incorporate a cool roof on the building (ASDC 4.5.20, DRDGs IV.D.1., IV.D.2. and IV.D.3.).

ACTION REQUIRED:

Move to adopt Resolution No. 10128 approving Planning Application No. 18-1353, subject to conditions.

ATTACHMENTS:

1. Proposed Resolution No. 10128
2. Project Plans, dated June 3, 2019
3. Property Development Regulations Table
4. Development Review Design Guidelines Table
5. RASP Applicable Goals and Policies
6. RASP Development Review Design Guidelines Table
7. Site Photos

Planning Commission Staff Report
Los Medanos Industrial Park, AP-18-13533 (DR)
August 13, 2019

- 8. Map of Surrounding Uses
- 9. Los Medanos Industrial Park Initial Study
- 10. Public Meeting Notice & Vicinity Map

Prepared by: Cindy Gnos, AICP, Contract Planner

BEFORE THE PLANNING COMMISSION OF THE CITY OF PITTSBURG

In the Matter of:

Resolution Granting Design Review	)	
Approval to Construct Four Shell	)	
Buildings, Totaling 109,884 SF on the 2.5-	)	
Acre Lot Located South of the Intersection	)	Resolution No. 10128
of Garcia Avenue and Martin Street, the	)	
0.89-Acre Lot Located West of the	)	
Terminus of Kelley Court, and the 3.77-	)	
Acre Lot Located East of the Terminus of	)	
Kelley Court in the IP (Industrial Park)	)	
District, for "Los Medanos Industrial Park,	)	
AP-18-1353 (DR)."	)	

The Planning Commission DOES RESOLVE as follows:

Section 1. Background

- A. On April 24, 2019, Sierra Pacific Properties, Inc. filed Planning Application No. AP-18-1353 requesting design review approval for plans to construct four shell buildings, totaling 109,884 sf on the 2.5-acre lot located south of the intersection of Garcia Avenue and Martin Street, the 0.89-acre lot located west of the terminus of Kelley Court, and the 3.77-acre lot located east of the terminus of Kelley Court in the IP (Industrial Park) District. Assessor's Parcel No. 088-530-004, -005, & -006, and 088-540-007, -014, & -018.
- B. On October 10, 1979, the City Council adopted Resolution No. 79-6461, approving the subdivision of approximately 24 acres of industrial land into 19 parcels, known as the Los Medanos Industrial Center, Phase II. Throughout the 1980s and 1990s, 13 of the parcels were developed with various industrial buildings.
- C. In 2017, the applicant submitted an application for a preliminary plan review of four shell buildings for future industrial uses, as well as incidental site improvements, within an existing industrial park located along Garcia Avenue and Kelley Court. The applicant submitted preliminary site plans showing the orientation of the four buildings and lot coverage.
- D. On October 24, 2017, the Planning Commission held a study session to receive feedback on the project. Commissioners voiced concerns with internet connectivity and trash enclosure locations, as well as recommended the project incorporate Kirker Creek into the design of the project.
- E. An Initial Study/Mitigated Negative Declaration (IS/MND) was prepared for this project in accordance with the California Environmental Quality Act (CEQA) indicating that the proposed project would not have a significant effect on the environment. The IS/MND provides a thorough description and analysis of the potential environmental effects of

the project. The public review period for the proposed IS/MND was from June 14, 2019 to July 15, 2019.

- F. Although not required, on or prior to August 2, 2019, notice of the August 13, 2019, public meeting was posted at City Hall and on the “Public Notices” section of the city’s website; was delivered for posting at the Pittsburg Library; and was mailed via first class or electronic mail to the applicant, to the property owner, to owners of property located within 300 feet of the proposed project site, to local service agencies expected to provide services to the building, and to individuals who had previously filed written request for such notice, in accordance with PMC section 18.14.010 and Government Code section 65091.
- G. Pittsburg Municipal Code (PMC) section 18.36.220(B) specifies that the following findings must be made before granting design review approval. The Planning Commission may grant design review approval if it finds that:
 - 1. the structure conforms with good taste, good design and in general contributes to the character and image of the city as a place of beauty, spaciousness, balance, taste, fitness, broad vistas, and high quality;
 - 2. the structure will be protected against exterior and interior noise, vibrations and other factors that may tend to make the environment less desirable;
 - 3. the exterior design and appearance of the structure is not of inferior quality as to cause the nature of the neighborhood to materially depreciate in appearance and value;
 - 4. the structure is in harmony with proposed developments on land in the general area; and
 - 5. the application conforms with the criteria set forth in any applicable city-adopted design guidelines.
- H. On August 13, 2019, the Planning Commission held a public meeting on Design Review Application No. 18-1353, at which time oral and/or written testimony was considered.

Section 2. Findings

- A. Based on the Planning Commission Staff Report entitled, “Los Medanos Industrial Park, AP-18-1353 (DR),” 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 meeting, the Planning Commission finds that:
 - 1. All recitals above are true and correct and are incorporated herein by reference.

2. The Mitigated Negative Declaration for the project was prepared in compliance with Public Resources Code section 21000 et seq. and the Planning Commission has independently reviewed and considered the information contained therein.

Design Review

3. The project will conform with good taste, good design and in general will contribute to the character and image of the City as a place of beauty, spaciousness, balance, taste, fitness, broad vistas, and high quality, in that the project will provide attractive exteriors and improve the neighborhood (i.e., Los Medanos Industrial Center sub-area) by developing three unattractive, empty lots with well-designed buildings and fully-landscaped grounds.
 4. The proposed buildings will be protected against exterior and interior noise, vibrations and other factors that may tend to make the environment less desirable, in that the building will be built to standard building codes that include requirements to regulate construction and meet standard noise level requirements for the area.
 5. The exterior design and appearance of the proposed project will not be of inferior quality as to cause the nature of the neighborhood to materially depreciate in appearance and value; rather, the project will improve the area by developing three unattractive, empty lots with well-designed buildings and fully-landscaped grounds.
 6. The proposed project will be in harmony with proposed developments on land in the general area, in that the building's colors, materials, and architecture will generally coordinate with industrial buildings in the 'Los Medanos Industrial Center sub-area of the Railroad Avenue Specific Plan'.
 7. The proposed project will conform to the criteria set forth in the City's adopted Development Review Design Guidelines (DRDGs), if conditions of approval are adopted requiring the project to: a) revise the building elevations visible from the public rights-of-way (i.e., Turnstone Circle, Whimbrel Circle, Garcia Avenue, and Kelley Court) and public views to include enhanced architectural features to provide façade variations and murals, lattices, or other spaceframe type treatment to blank walls; b) submit roof plans to ensure all utility box transformers, backflow preventers, meters, and junction boxes are adequately screened from public view; c) break up any continuous roof line expanses exceeding 50 feet in length; d) install downspouts behind building walls; and e) incorporate a cool roof on the building.
- B. The staff report entitled, "Los Medanos Industrial Park, AP-18-1353 (DR)," dated August 13, 2019, is referenced hereto as additional support for the findings.

Section 3. Decision

Based on the findings set forth above, the Planning Commission hereby approves Planning Application No. 16-1190, subject to the following conditions:

Planning Conditions:

1. **Conformity with Project Plans.** The project shall be constructed in substantial conformity with the project plans dated June 3, 2019, except as may be hereinafter modified. Any major changes to the project plans shall be subject to review and approval by the Planning Commission at the City Planner's discretion.
2. **Undeveloped Landscape.** The applicant shall revise the landscaping plan to include innovative landscaping or architectural design, which may include, but not limited to, irrigated landscaping, non-irrigated landscaping, and/or hardscape, on the undeveloped land north of Building D. Final design of this landscaped area shall be subject to review and approval by the Planning Division prior to the issuance of a building permit.
3. **Building Elevations.** The south elevations of Building A and B visible from the public rights-of-way (i.e., Turnstone Circle, Whimbrel Circle, Garcia Avenue, and Kelley Court) and public views shall be modified to include enhanced architectural features to provide façade variations, which may include, but not limited to, murals, lattices, or other spaceframe type treatment to blank walls consistent with Guideline IV.h, IV.n., and IV.q of the City of Pittsburgh Development Review Design Guidelines. The modifications shall be incorporated into the construction drawings for the project and shall be reviewed and approved by the Planning Division prior to the issuance of a building permit.
4. **Roof Plan/Utility Screening.** The applicant shall submit a roof plan for all buildings to ensure all air conditioning units, utility boxes, transformers, backflow preventers, meters, and junction boxes are substantially screened from public view using a block or retaining wall screen, wood/architectural screen, or dense landscaping screen, consistent with Guideline IV.j of the City of Pittsburgh Development Review Design Guidelines (Planning Commission Resolution No. 9864). Final utility screening methods shall be included on the construction drawings and shall be subject to review and approval by the Planning Division prior to issuance of a building permit.
5. **Gutters & Downspouts.** All gutters and downspouts shall be integrated into the building and placed behind exterior walls, consistent with Guideline IV.m of the City of Pittsburgh Development Review Design Guidelines (Planning Commission Resolution No. 9864). Final gutter and/or downspout placement shall be identified on the construction drawings and shall be subject to review and approval by the Planning Division prior to issuance of a building permit.
6. **Cool Roof.** The entire roofing surface behind the building parapets shall be painted white to create a 'cool roof', consistent with Guideline IV.D.1, IV.D.2., and IV.D.3. of the City of Pittsburgh Development Review Design Guidelines (Planning Commission Resolution No. 9864).
7. **Pedestrian-Friendly Pathways.** The applicant shall use stamped and/or colored concrete or other decorative material to provide clearly-delineated pedestrian-friendly pathways throughout the proposed parking lots consistent with the Business Commercial design criteria in the Railroad Avenue Specific Plan.

8. Permeable Surfaces and Pavers. The applicant shall incorporate permeable surfaces and pavers for parking lots, driveways and alleys where feasible.
9. Site Maintenance. The site shall be kept clean and free of all litter, debris and refuse at all times. All landscaping on site shall be kept weed free and maintained in a healthy and thriving condition. Outdoor storage on-site shall be prohibited.
10. Signage. Signage for the use is not approved with this resolution. The applicant shall submit proposed signs as part of a separate sign permit application, which will be subject to review and approval by the Planning Division prior to installation.

Environmental Mitigation Measures:

11. Air Quality MM III-1. Prior to approval of any grading plans, the project applicant shall show on the plans via notation that the contractor shall ensure that all heavy-duty diesel-powered equipment (e.g., rubber-tired dozers, scrapers, cranes, etc.) to be used in the construction of the project (including owned, leased, and subcontractor vehicles) shall, at a minimum, meet U.S. Environmental Protection Agency standards for Tier 2 engines or equivalent. The plans shall be submitted to the Community Development Department for review and approval.
12. Biology MM IV-1 (Swainson's Hawk). Prior to any ground disturbance related to covered activities that occurs during the nesting season (March 15 – September 15), a qualified biologist shall conduct a preconstruction survey no more than one month prior to construction to establish whether Swainson's hawk nests within 1,000 feet of the project site are occupied. If potentially occupied nests within 1,000 feet are off the project site, then their occupancy shall be determined by observation from public roads or by observations of Swainson's hawk activity (e.g., foraging) near the project site. If nests are occupied, minimization measures and construction monitoring are required (see below). A written summary of the survey results shall be submitted to the City of Pittsburgh Community Development Department.

During the nesting season (March 15 – September 15), covered activities within 1,000 feet of occupied nests or nests under construction shall be prohibited to prevent nest abandonment. If site-specific conditions or the nature of the covered activity (e.g., steep topography, dense vegetation, limited activities) indicate that a smaller buffer could be used, the Implementing Entity will coordinate with CDFW/USFWS to determine the appropriate buffer size.

If young fledge prior to September 15, covered activities shall proceed normally. If the active nest site is shielded from view and noise from the project site by other development, topography, or other features, the project applicant may apply to the City of Pittsburgh Community Development Department for a waiver of this avoidance measure. Any waiver must also be approved by USFWS and CDFW. While the nest is occupied, activities outside the buffer can take place.

13. Biology MM IV-2 (Western Burrowing Owl). The project applicant shall retain a qualified biologist to conduct a pre-construction survey for western burrowing owls within the

disturbance footprint and within 500 feet from the perimeter of the footprint where possible. Surveys shall take place no more than 30 days prior to construction and shall be conducted near sunrise or sunset in accordance with CDFW guidelines. All burrows or burrowing owls shall be identified and mapped. During the breeding season (February 1 to August 31), surveys shall document whether burrowing owls are nesting in or directly adjacent to disturbance areas. During the nonbreeding season (September 1 to January 31), surveys shall document whether burrowing owls are using habitat in or directly adjacent to any disturbance area. Survey results shall be valid only for the season (breeding or nonbreeding) during which the survey is conducted. Surveys shall be submitted to the City Community Development Department for review. If the survey does not identify any nesting burrowing owls on the project site, further mitigation is not required.

If burrowing owls are found during the breeding season (February 1 to August 31), the project proponent shall avoid all nest sites that could be disturbed by project construction during the remainder of the breeding season or while the nest is occupied by adults or young. Avoidance shall include establishment of a non-disturbance buffer zone of at least 250 feet around each occupied burrow (nest site) in which no construction activities shall occur. The buffer shall be delineated by highly visible, temporary construction fencing.

If burrowing owls are found during the nonbreeding season (September 1 to January 31), the project proponent shall avoid the owls and the burrows they are using, if possible. Avoidance shall include the establishment of a buffer zone of 160 feet around each burrow. The buffer shall be delineated by highly visible, temporary construction fencing.

If occupied burrows for burrowing owls are not avoided, passive relocation shall be implemented. Owls shall be excluded from burrows in the immediate impact zone and within a 160-foot buffer zone by installing one-way doors in burrow entrances. The doors shall be in place for 48 hours prior to excavation. The project area shall be monitored daily for 1 week to confirm that the owl has abandoned the burrow. Whenever possible, burrows shall be excavated using hand tools and refilled to prevent reoccupation (California Department of Fish and Game 1995). Plastic tubing or a similar structure shall be inserted in the tunnels during excavation to maintain an escape route for any owls inside the burrow.

14. Biology MM IV-3 (Nesting Migratory Birds). A pre-construction survey for nesting birds shall be conducted by a qualified biologist within on-site ground-nesting habitat and a 250-foot buffer around the project site boundaries, if feasible, not more than 14 days prior to site disturbance during the breeding season (February 1st to August 31st). If site disturbance commences outside the breeding season, a pre-construction survey for nesting birds is not required. If active nests of migratory birds are not detected within approximately 250 feet of the project site, further mitigation is not required. Results of the pre-construction survey shall be submitted to the City's Community Development Department for verification.

If nesting raptors or other migratory birds are detected on or adjacent to the site during the survey, the City's Community Development Department shall be notified, and an

appropriate construction-free buffer shall be established around all active nests. Actual size of the buffer would be determined by the project biologist, and would depend on species, topography, and type of activity that would occur in the vicinity of the nest. Typical buffers are 25 feet for non-raptors and up to 250 feet for raptors. The project buffer would be monitored periodically by the project biologist to ensure compliance. After the nesting is completed, as determined by the biologist, the buffer would no longer be required. Buffers shall remain in place for the duration of the breeding season or until a qualified biologist has confirmed that all chicks have fledged and are independent of their parents.

15. Biology MM IV-4 (ECCC HCP/NCCP). The proposed project shall establish a 50-foot stream setback from the top of bank along Kirker Creek and a 20-foot setback from the associated concrete-lined channel. If the proposed project would encroach on the stream setback, the applicant shall pay additional fees to address setback encroachment on both Kirker Creek and the concrete-lined channel.

Prior to the issuance of grading or construction permits, the applicant shall pay the applicable ECCC HCP/NCCP fees in effect at the time of permit issuance. The current fees are as follows: \$39,341.26 per acre of stream setback encroachment, \$78,682.52 per acre of riparian woodland/scrub habitat disturbance, and \$7,862.89 per acre of development within Zone 3. Thus, based on the current fees, the applicant would pay the following amounts: \$20,850.87 for 0.53 acres of stream setback encroachment, \$16,759.38 for 0.213 acres of riparian/woodland scrub habitat disturbance, and \$59,836.59 for 7.61 acres of development within Zone 3 for a total of \$97,446.84 in fees.

Alternately, the project applicant may, in accordance with the terms of PMC Chapter 15.108, offer to dedicate land or create and restore wetlands in lieu of some or all of the mitigation fees. All applicable mitigation fees shall be paid, or an "in-lieu-of fee" agreement executed, prior to the issuance of a grading permit for the project.

The Pittsburg Community Development Department and the Contra Costa County Conservancy shall approve the final method of compliance with the ECCC HCP/NCCP provisions.

16. Cultural Resources MM V-1. If any prehistoric or historic artifacts, or other indications of cultural deposits are found once ground disturbing activities are underway, all work within the vicinity of the find(s) shall cease, the Community Development Department shall be notified, and the find(s) shall be immediately evaluated by a qualified archaeologist. If the find is determined to be a historical or unique paleontological or archaeological resource, contingency funding and a time allotment to allow for implementation of avoidance measures or appropriate mitigation shall be made available (CEQA Guidelines Section 15064.5). Work may continue on other parts of the project site while historical or unique archaeological resource mitigation takes place (Public Resources Code Sections 21083 and 21087).
17. Cultural Resources MM V-2. In the event of the accidental discovery or recognition of any human remains, further excavation or disturbance of the find or any nearby area reasonably suspected to overlie adjacent human remains shall not occur until

compliance with the provisions of CEQA Guidelines Section 15064.5(e)(1) and (2) has occurred. The Guidelines specify that in the event of the discovery of human remains other than in a dedicated cemetery, no further excavation at the site or any nearby area suspected to contain human remains shall occur until the County Coroner has been notified to determine if an investigation into the cause of death is required. If the coroner determines that the remains are Native American, then, within 24 hours, the Coroner must notify the Native American Heritage Commission, which in turn will notify the most likely descendants who may recommend treatment of the remains and any grave goods. If the Native American Heritage Commission is unable to identify a most likely descendant or most likely descendant fails to make a recommendation within 48 hours after notification by the Native American Heritage Commission, or the landowner or his authorized agent rejects the recommendation by the most likely descendant and mediation by the Native American Heritage Commission fails to provide a measure acceptable to the landowner, then the landowner or his authorized representative shall rebury the human remains and grave goods with appropriate dignity at a location on the property not subject to further disturbances. Should human remains be encountered, a copy of the resulting County Coroner report noting any written consultation with the Native American Heritage Commission shall be submitted as proof of compliance to the City's Community Development Department.

18. Geology & Soils MM VII-1. Prior to grading permit issuance, the applicant shall submit a final geotechnical evaluation of the project site that addresses soil stability including soil expansion, and the potential for lateral spreading, subsidence, liquefaction or collapse. The report shall identify any on site soil and seismic hazards and provide design recommendations for onsite soil and seismic conditions. The geotechnical evaluation shall be reviewed and approved by the Director of Public Works/City Engineer and a qualified Geotechnical Engineer to ensure that all geotechnical recommendations specified in the geotechnical report are properly incorporated and utilized in the project design.
19. Geology & Soils MM VII-2. Prior to issuance of grading permits, the project applicant shall submit, for the review and approval by the City Engineer, an erosion and sediment control plan that utilizes standard construction practices to limit the erosion effects during construction of the proposed project. Measures shall include, but are not limited to, the following:
 - Hydro-seeding, cribbing, walls, or terracing;
 - Placement of erosion control measures within drainage ways and ahead of drop inlets;
 - Directing subcontractors to a single designation "wash-out" location (as opposed to allowing them to wash-out in any location they desire);
 - The use of siltation fences; and
 - The use of sediment basins and dust palliatives.
20. Geology & Soils MM VII-3. Implement Mitigation Measure VII-1.
21. Geology & Soils MM VII-4. Implement Mitigation Measure V-I.

22. Hydrology & Water Quality MM X-1. Prior to issuance of grading permits, the applicant shall prepare a Storm Water Pollution Prevention Plan (SWPPP). The developer shall file the Notice of Intent (NOI) and associated fee to the SWRCB. The SWPPP shall serve as the framework for identification, assignment, and implementation of BMPs. The SWPPP shall be submitted to the Director of Public Works/City Engineer for review and approval and shall remain on the project site during all phases of construction. Following implementation of the SWPPP, the contractor shall subsequently demonstrate the SWPPP's effectiveness and provide for necessary and appropriate revisions, modifications, and improvements to reduce pollutants in stormwater discharges to the maximum extent practicable. The contractor shall implement BMPs to reduce pollutants in stormwater discharges to the maximum extent practicable.
23. Hydrology & Water Quality MM X-2. In addition to a SWPPP, prior to issuance of grading permits, the project applicant shall create an interim and final erosion and sediment control plan which shall include a delineation and brief description of the measures to be undertaken to retain sediment on the site, including but not limited to, the design and specifications of berms and sediment detention basins and a schedule for maintenance. The plan shall also contain a delineation and brief description of the surface runoff and erosion control measures, including but not limited to, types and method of applying mulches, and designs and specifications for diverters, dikes, and drains. The plan shall be reviewed and approved by the City Community Development Department.
24. Hydrology & Water Quality MM X-3. The project applicant shall submit a complete Stormwater Control Plan and Report compliant with the requirements set forth in the City's most current NPDES permit. The C.3 treatment facilities shall be adequately sized to treat the stormwater runoff from the associated drainage management areas. The grading and/or building plans shall include drawings and specifications necessary to implement all measures in the approved Stormwater Control Plan. Design features shall incorporate low impact development design standards as outlined in the most current edition of the Contra Costa Clean Water Program's C.3 Guidebook. All plans shall be reviewed and approved by the City Community Development Department.
25. Hydrology & Water Quality MM X-3. Prior to the issuance of a grading permit, a hydraulic study shall be conducted to assess the current streambed flow of Kirker Creek and how the new infrastructure would affect the streambed and/or the 100-year floodplain. If the hydraulic study identifies improvements needed to the Kirker Creek channel, the applicant shall implement the improvements and obtain the necessary permits for work within the flood zone. Furthermore, if the hydraulic study shows that the new infrastructure would affect the 100-year floodplain in a manner that would alter the FEMA flood hazard zone boundaries, the project applicant shall submit a map showing the updated flood hazard zone boundaries to FEMA for flood insurance purposes under the National Flood Insurance Program.

Although alteration of the on-site flood hazard zone boundaries may occur, improvements that would result in an increase in floodwater surface elevations shall not occur off the project site. In the case that any proposed structures or stormwater basin berms on the project site would be located within the updated flood hazard zone

boundaries, the project applicant shall obtain a Conditional Letter of Map Revision Based on Fill from FEMA that demonstrates that all proposed structures would be set above the base flood elevation.

The hydraulic study shall be submitted to the City Engineer and the Community Development Department for review and approval prior to issuance of a grading permit for the site construction.

26. Noise MM XIII-1. Prior to approval of improvement plans, project plans shall specify, through notation, that any compaction required less than 26 feet from the adjacent residential structures to the south shall be accomplished by using static drum rollers which use weight instead of vibrations to achieve soil compactions. As an alternative to this requirement, prior to issuance of a building permit, preconstruction crack documentation and construction vibration monitoring could be conducted to ensure that construction vibrations do not cause damage to any adjacent structures. Documentation and monitoring shall be reviewed and approved by the City Community Development Department.

27. Tribal Cultural Resources MM XVIII-1. Implement Mitigation Measures V-1 and V-2.

Engineering Fees:

28. Improvement and Grading Plan Review fees. The applicant shall provide an initial payment for review of the grading and improvement plans with the first submittal. These fees are based on the engineer's estimated costs for site improvements and grading, which shall be submitted with the plans. The improvement plan check fee is 6% of the cost of the improvements. The grading plan check fee is 2.5% of the cost for grading, or it may be based upon cubic yards of earth disturbance as set forth in the City's Master Fee Schedule. Fifty percent (50%) of these total fees are to be paid with the initial submittal of plans and engineer's cost estimate. These initial payments will be credited towards the final fees as determined at engineering permit. The remainder of the fees shall be due payable prior to issuance of an engineering permit.

29. Improvement and Grading Inspection fees. The applicant shall pay the improvement and/or grading inspection fee(s) to the Engineering Division prior to the issuance of a single parcel development permit. The current improvement inspection fee is 5.75% of the engineer's estimated cost for improvements. The grading inspection fee is 3% of the engineer's estimated cost of grading. The grading inspection fee may also be based upon an approved engineer's estimate of total cubic yards, according to the current schedule of grading fee charges as set forth in the City's Master Fee Schedule.

30. Facility Reserve Charge. Prior to the issuance of a building permit, the applicant shall pay the City of Pittsburg Facilities Reserve Charge (PMC Chapters 13.08, 13.12 and 13.24) (the "FRC") to the Engineering Division for water and sewer service in the amounts in effect at the time of building permit issuance. The applicant understands that the current FRC on file, effective August 20, 2005, shall be paid in accordance with the fee schedule approved by Resolution No. 05-10290, and amended by Resolution No. 12-11778, on February 21, 2012, a copy of which is available at the City.

31. Local Traffic Mitigation Fee. Prior to issuance of a building permit, the applicant shall pay the Local Transportation Mitigation Fee (PMC Chapter 15.90) (the "LTMF") amount in effect at the time of building permit issuance. The applicant understands that the LTMF is reviewed and adjusted annually to the current Construction Cost Index (CCI) and may be increased at the City Council's discretion based on revised cost estimates for roadway and transit facilities and other factors that demonstrate an increase is needed to offset traffic impacts caused by new development. The LTMF is calculated by dividing the total fee share of improvement costs by the total number of Dwelling Unit Equivalencies ("DUE") in the City, as described in PMC Chapter 15.90 and the Pittsburgh Local Transportation Mitigation Fee Program Update, copies of which are available from the City.
32. Regional Traffic Mitigation Fee. Prior to issuance of a building permit, the applicant shall pay the Regional Transportation-Development Impact Mitigation Fee (PMC Chapter 15.103) (the "RTDIM") amount in effect at the time of building permit issuance. The RTDIM will be automatically increased or decreased on January 1 of each year based on the percent change in the Engineering News-Record Construction Costs Index – San Francisco Bay Area, between September 1 and September 1 of the preceding two calendar years.
33. GIS Update. Prior to the issuance of an engineering permit, the applicant shall pay the Geographic Information System (GIS) fee as set forth in the City's Master Fee Schedule. The current fee is \$0.05/sf of parcel for non-residential uses.
34. Supplemental Studies. If additional engineering studies are deemed necessary by the City Engineer, i.e. geotechnical, structural, hydraulic, etc., or expedited reviews are requested by the applicant, the applicant shall pay for all costs related to the extra work. The costs shall be paid at the time of first plan check submittal, and they may include all costs associated with the preparation of special studies, additional staff time, and/or reviews of the special studies if studies are prepared by the applicant's engineer.

Engineering Submittals:

35. Improvement Plans. The applicant shall submit five (5) copies of the engineering plans to the Engineering Division for review and approval. The plans shall be prepared by a registered civil engineer, to include but not be limited to the following:
- a) A Site Plan;
 - b) A Grading and Drainage Plan;
 - c) A Utilities Plan;
 - d) A Landscaping and Irrigation Plan;
 - e) An Erosion and Sedimentation Control Plan; and
 - f) Offsite Improvements due to Project Impacts.
36. Geotechnical Report. The applicant shall submit a current geotechnical report that supports the design features incorporated into this project including, but not limited to,

grading activities, compaction requirements, utility construction, slopes, retaining walls, and roadway sections. The geotechnical report shall be submitted to the Engineering Division for review prior to the approval of any civil plans and/or the issuance of a site development permit.

NPDES Requirements:

37. Stormwater Pollutants. The applicant shall incorporate long-term best management practices (BMP's) for the reduction or elimination of storm water pollutants. The project design shall incorporate wherever feasible, the following long term BMPs to limit pollutant generation, discharge, and runoff. Such source control design measures may include:

- a) Incorporating landscaping that minimizes irrigation and runoff, promotes surface infiltration where possible, minimizes the use of pesticides and fertilizers, and incorporates appropriate sustainable landscaping practices;
- b) Providing covered trash, food waste, and compactor enclosures;
- c) Using pavers for walkways and other appropriate hardscape surfaces to minimize impervious areas;
- d) Minimizing the amount of directly connected impervious surface area;
- e) Marking all storm drains with "No Dumping, Drains to Delta" messages;
- f) Constructing concrete driveway weakened plane joins at angles to assist in directing run-off to landscaped/pervious areas prior to entering the street curb and gutter; and
- g) Plumbing of the following discharges to the sanitary sewer, subject to Delta Diablo's authority and standards:
 - Discharges from indoor floor mat/equipment/hood filter wash racks or covered outdoor wash racks for restaurant.
 - Dumpster drips from covered trash and food compactor enclosures.
 - Discharges from outdoor covered wash areas for vehicles, equipment, and accessories.
 - Fire sprinkler test water, if discharge to onsite vegetated areas is not a feasible option.

38. Stormwater Pollution Protection During Construction. Prior to the issuance of a grading permit, the applicant shall submit an Erosion and Sedimentation Control Plan or Stormwater Pollution Prevention Plan (if the project requires a permit from the State Water Resources Control Board under the provisions of the General Construction Permit) to the Engineering Division for review. The Stormwater Pollution Prevention Plan measures shall also include measures to prevent soil, dirt, and debris from entering the storm drain system, in accordance with California Stormwater Quality Association's (CASQA's) construction handbook.

General Engineering Conditions:

39. Compliance with PMC. All grading work shall be done in accordance with the provisions of Chapter 15.88 of the Pittsburg Municipal Code. All site development shall comply with Title 12 (Streets, Sidewalks, and Utilities), Title 13 (Water and Sewers), and Title 15 (Buildings

and Construction) of the Pittsburg Municipal Code as determined by the City Engineer. Issuance of a Site Development Permit will be required whereby specific engineering requirements will be made as conditions of approval.

40. Handicap Access. All public and pedestrian facilities shall be designed in accordance with Title 24, Handicap Access, and the California Department of State Architect's standards for accessibility compliance.
41. Off-Site Capacity Evaluation. The applicant shall evaluate the existing, receiving storm, sewer, and water facilities for adequate capacity and provide the results to the City to identify any service or supply problems. The cost for installation of additional facilities required to be constructed to accommodate the project shall be borne by the applicant.
42. Sanitary Sewer. The applicant shall provide 6-inch sanitary sewer laterals located 5-feet horizontally from the water service lateral, with two-way cleanouts at the property line or within the PUEs.
43. Parcel Map Waiver. Prior to issuance of a building permit, the applicant shall file a parcel map waiver to the Engineering Department to merge lots 4, 5, and 6 for Building A.
44. Flood Zone. The project is located within Flood Zone AO FIRM Panel 060138G. Applicant to implement design measures in accordance with Pittsburg Municipal Code Section 15.80.050 Provisions for Flood Hazard Reduction. The structures shall be certified by a registered engineer or architect prior to the issuance of a certificate of occupancy.
45. Access Easements. The applicant shall provide the City with a 25' wide access easement on 2143 Kelly Court (Site for Building "C") and 2103 Kelly Court (Site for Building "D") for maintenance access of the concrete drainage channel, running north-south to the east of these properties.
46. Trash Enclosure Relocation. The applicant shall relocate the trash enclosures for Building B to be within the limits of the property.

Engineering Exactions (CFD inclusion):

47. Annexation Documentation for CFD 2005-1. The applicant shall agree to annex into Community Facilities District 2005-1, which is for public safety services. The fees collected will provide funding for an increase of police coverage in the area. The rate of the CFD 2005-1 fee is subject to City Council Resolution No. 05-10342. The applicant shall deliver written approval in a manner acceptable to the Community Development Director, that the owner of the parcel is electing to annex the subject property into the 2005-1 Public Safety Services Community Facilities District (CFD 2005-1), prior to the issuance of any building or engineering permits.
48. Annexation Documentation for CFD 2016-1. The applicant shall agree to annex into Community Facilities District 2016-1, which is for maintenance of project facilities. The fees collected will provide funding for maintenance of the offsite bioretention facility as part of the applicant's request for alternate compliance of C.3 Low Impact Development

Requirements. The applicant shall deliver written approval in a manner acceptable to the Community Development Director, that the owner of the parcel is electing to annex the subject property into the 2016-1 Maintenance of Project Facilities District (CFD 2016-1), prior to the issuance of any building or engineering permits.

49. Annexation Documentation for CFD 2017-1. The applicant shall agree to annex into Community Facilities District 2017-1, which is for fire facilities and fire safety and emergency services. The rate of the CFD 2017-1 fee is subject to City Council Resolution No. 17-13311. The applicant shall deliver written approval in a manner acceptable to the Community Development Director, that the owner of the parcel is electing to annex the subject property into the 21017-1 Fire Facilities and Fire Safety and Emergency Services Community Facilities District (CFD 2017-1), prior to the issuance of any building or engineering permits.

Standard Conditions:

50. Standard Conditions of Development: The Standard Conditions of Development as adopted by the Pittsburg Planning Commission by Resolution No. 8931 shall apply as conditions of approval for this project as applicable. Where there is a conflict between the Standard Conditions of Development and the project-specific conditions identified in this resolution, the specific conditions of this resolution shall govern.
51. Other Agency Requirements: The developer shall comply with all the requirements of the City's Community Development Department, Contra Costa County Fire Protection District, and all other applicable local, state and federal agencies. It is the responsibility of the developer to contact each local, state, or federal agency for requirements that may pertain to this project.
52. Indemnification: Developer agrees to indemnify, defend, and hold harmless the City, its officials, officers, employees, agents and consultants from any and all administrative, legal or equitable actions or other proceedings instituted by any person challenging the validity of this project approval, subsequent project approval, or other action arising out of, or in connection with, this project approval. The parties shall cooperate in defending such action or proceeding. The parties shall use reasonable efforts to select mutually agreeable defense counsel but, if the parties cannot reach agreement, City may select its own legal counsel at applicant's sole cost and expense. Developer may select its own legal counsel to represent developer's interests at developer's sole cost and expense. Developer shall pay for City's costs of defense, whether directly or by timely reimbursement to City on a monthly basis. Such costs shall include, but not be limited to, all court costs and attorneys' fees expended by City in defense of any such action or other proceeding, plus staff and City Attorney time spent responding to and defending the claim, action or proceeding.
53. Expiration of Approval: Design review approval will expire on August 13, 2021, unless a building permit or grading permit has been issued or a written request for extension is filed with the Planning Division prior to the expiration date and subsequently approved by the Planning Commission. The approval shall be valid for no more than six months from the date of building or grading permit issuance, unless work is commenced and

diligently pursued prior to the expiration of the building or grading permit.

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 13th day of August, 2019, by the Planning Commission of the City of Pittsburg, California by the following vote:

AYES:

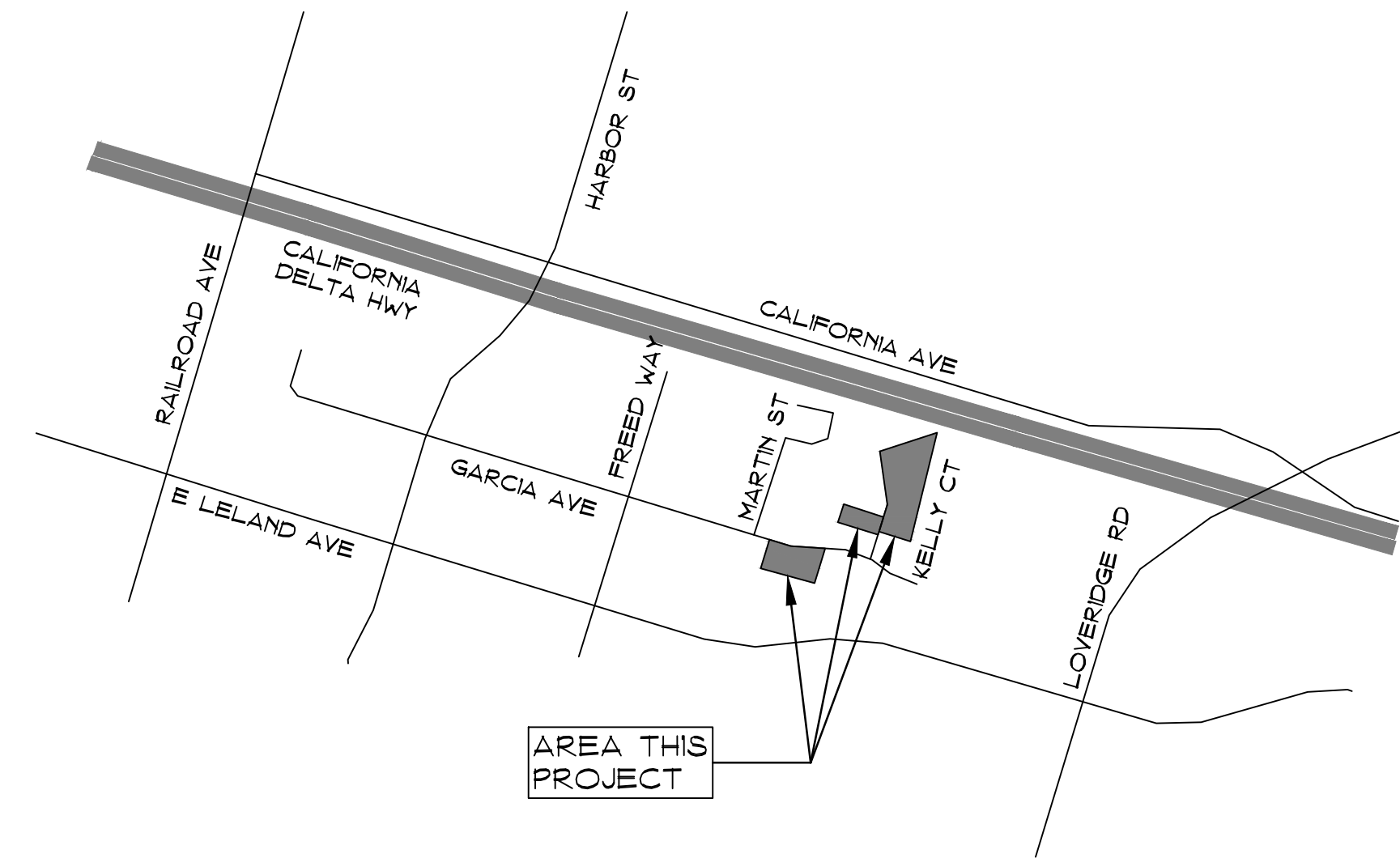
NAYES:

ABSTAIN:

ABSENT:

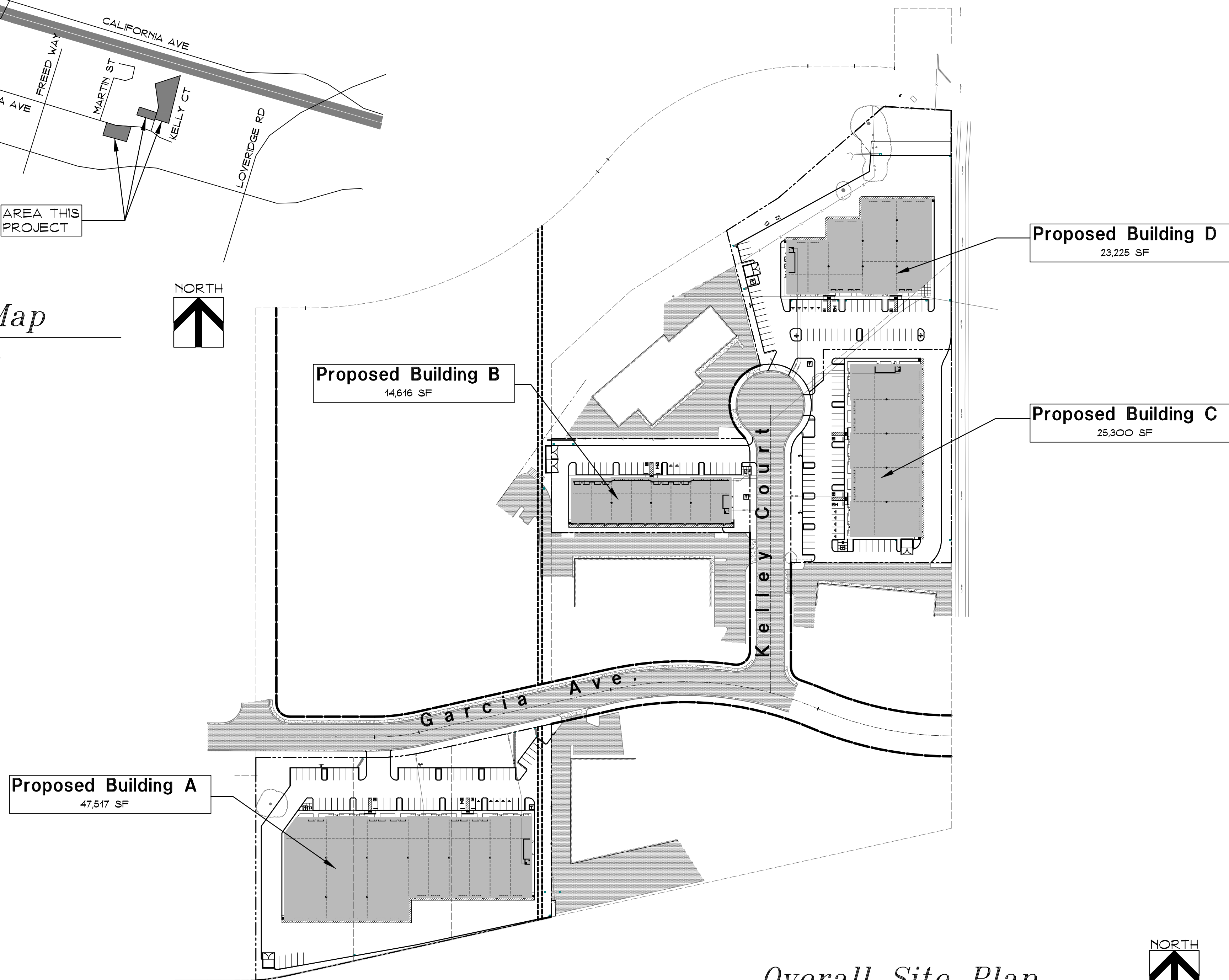
I hereby certify that the above Resolution No. 10128 was adopted by the Planning Commission of the city of Pittsburg on August 13, 2019.

KRISTIN POLLOT, AICP, SECRETARY
PITTSBURG PLANNING COMMISSION



Vicinity Map

NOT TO SCALE



Overall Site Plan

1" = 100'

SHEET INDEX			
ARCHITECTURAL		CIVIL	
A0.1	OVERALL SITE PLAN / COVER	1	TITLE SHEET
A0.2	SITE PLAN BLDG A	2	NOTES AND DETAILS
A0.3	SITE PLAN BLDG B, C & D	3	SECTIONS
A0.4	SITE DETAILS	4	PRELIMINARY GRADING, DRAINAGE, AND UTILITY PLAN BUILDING 'A'
A1.1	BLDG A FLOOR PLAN	5	PRELIMINARY GRADING, DRAINAGE, AND UTILITY PLAN BUILDING 'C'
A1.2	BLDG A ELEVATIONS	6	PRELIMINARY GRADING, DRAINAGE, AND UTILITY PLAN BUILDING 'D'
A2.1	BLDG B FLOOR PLAN	7	
A2.2	BLDG B ELEVATIONS		
A3.1	BLDG C FLOOR PLAN		
A3.2	BLDG C ELEVATIONS		
A4.1	BLDG D FLOOR PLAN		
A4.2	BLDG D ELEVATIONS		
A5.1	AERIAL CONTEXTUAL PHOTOS		
A5.2	SITE LEVEL CONTEXTUAL PHOTOS		
		PHOTOMETRIC	
		E1.1	SITE PHOTOMETRIC BUILDING A
		E1.2	SITE PHOTOMETRIC BUILDING B-C-D
		LANDSCAPE	
		L1	LANDSCAPE PLAN BLDG. A
		L2	LANDSCAPE PLAN BLDG. B, C, & D

BUILDING A	
ACRES:	2.93 ACRES (127,457 S.F.)
APN:	088-530-004, 005, 006
ZONING:	IP (INDUSTRIAL PARK)
GROSS BLDG AREA:	47,517 (1.09 ACRES)
TOTAL PAVED AREA:	1.41 ACRES
TOTAL LANDSCAPED AREA	19,687 S.F. (0.45 ACRES)
BUILDING COVERAGE:	37.2%
PARKING:	
PARKING SPACES REQUIRED:	
WAREHOUSE: (37,517 SF / 1,500 S.F.)	= 25 SPACES
BUSINESS: (10,000 SF / 250 S.F.)	= 40 SPACES
TOTAL SPACES REQUIRED:	65 SPACES
PROPOSED PARKING STALLS:	
STANDARD STALLS:	57 STANDARD
ACCESSIBLE STALLS:	3 ACCESSIBLE (1 VAN)
FUTURE EV STALLS:	5 EV (PLUS 1 VAN)
	65 TOTAL PROVIDED
REQUIRED BICYCLE PARKING:	8
PROVIDED BICYCLE PARKING:	8
BUILDING B	
ACRES:	.92 ACRES (40,073 S.F.)
APN:	088-540-007
ZONING:	IP (INDUSTRIAL PARK)
GROSS BLDG AREA:	14,616 (0.34 ACRES)
TOTAL PAVED AREA:	.44 ACRES
TOTAL LANDSCAPED AREA	6,286 S.F. (0.144 ACRES)
BUILDING COVERAGE:	36.5%
PARKING:	
PARKING SPACES REQUIRED:	
WAREHOUSE: (10,616 SF / 1,500 S.F.)	= 7 SPACES
BUSINESS: (4,000 SF / 250 S.F.)	= 16 SPACES
TOTAL SPACES REQUIRED:	23 SPACES
PROPOSED PARKING STALLS:	
STANDARD STALLS:	18 STANDARD
ACCESSIBLE STALLS:	2 ACCESSIBLE (1 VAN)
FUTURE EV STALLS:	3 EV (PLUS 1 VAN)
	23 TOTAL PROVIDED
REQUIRED BICYCLE PARKING:	6
PROVIDED BICYCLE PARKING:	6
BUILDING C	
ACRES:	1.68 ACRES (68,810 S.F.)
APN:	088-540-014
ZONING:	IP (INDUSTRIAL PARK)
GROSS BLDG AREA:	25,300 (0.58 ACRES)
TOTAL PAVED AREA:	.95 ACRES
TOTAL LANDSCAPED AREA	10,639 S.F. (0.244 ACRES)
BUILDING COVERAGE:	36.8%
PARKING:	
PARKING SPACES REQUIRED:	
WAREHOUSE: (19,000 SF / 1,500 S.F.)	= 12 SPACES
BUSINESS: (6,300 SF / 250 S.F.)	= 25 SPACES
TOTAL SPACES REQUIRED:	37 SPACES
PROPOSED PARKING STALLS:	
STANDARD STALLS:	42 STANDARD
ACCESSIBLE STALLS:	3 ACCESSIBLE (1 VAN)
FUTURE EV STALLS:	5 EV (PLUS 1 VAN)
	50 TOTAL PROVIDED
REQUIRED BICYCLE PARKING:	6
PROVIDED BICYCLE PARKING:	6
BUILDING D	
ACRES:	2.16 ACRES (94,166 S.F.)
APN:	088-540-018
ZONING:	IP (INDUSTRIAL PARK)
GROSS BLDG AREA:	23,225 (0.53 ACRES)
TOTAL PAVED AREA:	1.03 ACRES
TOTAL LANDSCAPED AREA	22,927 S.F. (0.52 ACRES)
BUILDING COVERAGE:	24.7%
PARKING:	
PARKING SPACES REQUIRED:	
WAREHOUSE: (15,925 SF / 1,500 S.F.)	= 11 SPACES
BUSINESS: (7,300 SF / 250 S.F.)	= 29 SPACES
TOTAL SPACES REQUIRED:	40 SPACES
PROPOSED PARKING STALLS:	
STANDARD STALLS:	43 STANDARD
ACCESSIBLE STALLS:	3 ACCESSIBLE (1 VAN)
FUTURE EV STALLS:	5 EV (PLUS 1 VAN)
	51 TOTAL PROVIDED
REQUIRED BICYCLE PARKING:	6
PROVIDED BICYCLE PARKING:	6

Los Medanos Industrial Park
Pittsburg, California

PROJECT CONSULTANTS:

APPLICANT
SIERRA PACIFIC PROPERTIES, INC.
1800 WILLOW PASS COURT
CONCORD, CALIFORNIA 94520
PHONE: (925) 609-6200

CIVIL
APEX CIVIL ENGINEERING & LAND SURVEYING
817 ARNOLD DRIVE, STE 50
MARTINEZ, CALIFORNIA 94553
PHONE: (925) 476-8499

ARCHITECT
PERKINS, WILLIAMS & COTTERILL ARCHITECTS
3320 DATA DRIVE, SUITE 200
RANCHO CORDOVA, CALIFORNIA 95670
PHONE: (916) 851-1400

LANDSCAPE
GARTH RUFFNER, LANDSCAPE ARCHITECT
4120 DOUGLAS BOULEVARD
ROSEVILLE, CALIFORNIA 95746
PHONE: (916) 797-2576

PERKINS, WILLIAMS & COTTERILL

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pwarch@pwarchitects.com

Site Plan

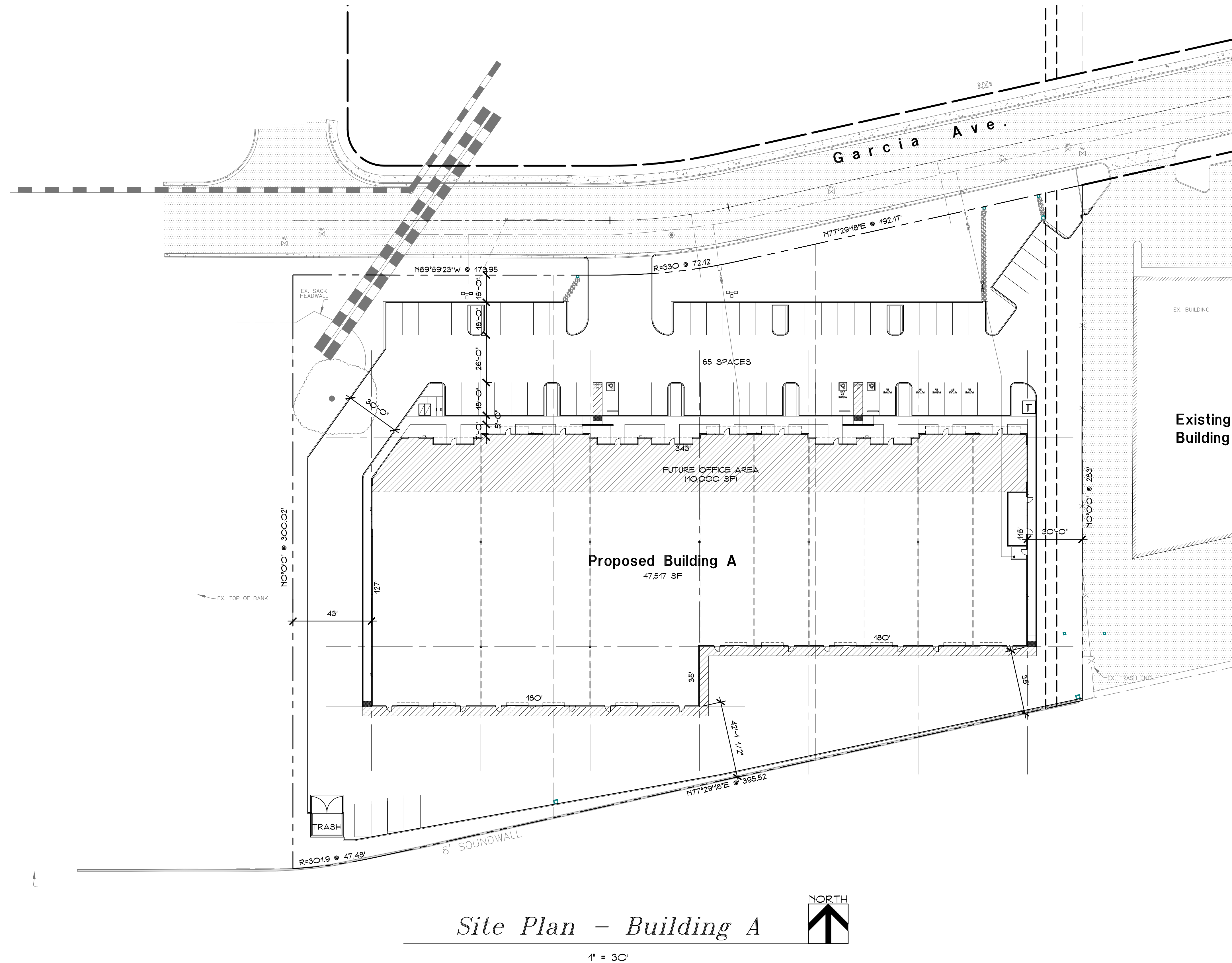
Project: LOS MEDANOS

Job No. 17712 Date: 04-17-19

Scale: 1" = 100'

PLANNING UPDATE #1
1-9-19
PLANNING UPDATE #2
04-17-19

A0.1



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Site Plan

Project: LOS MEDANOS

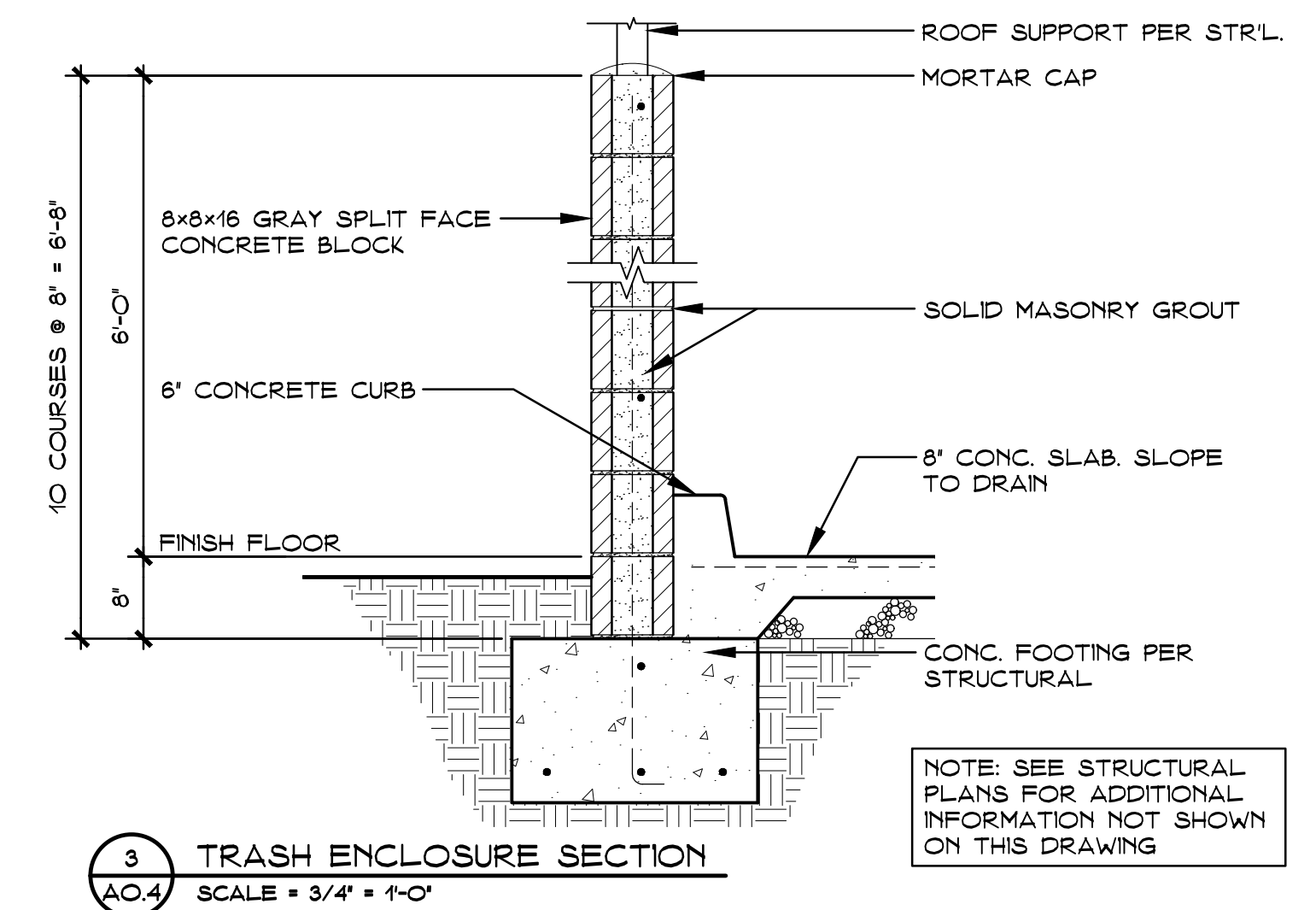
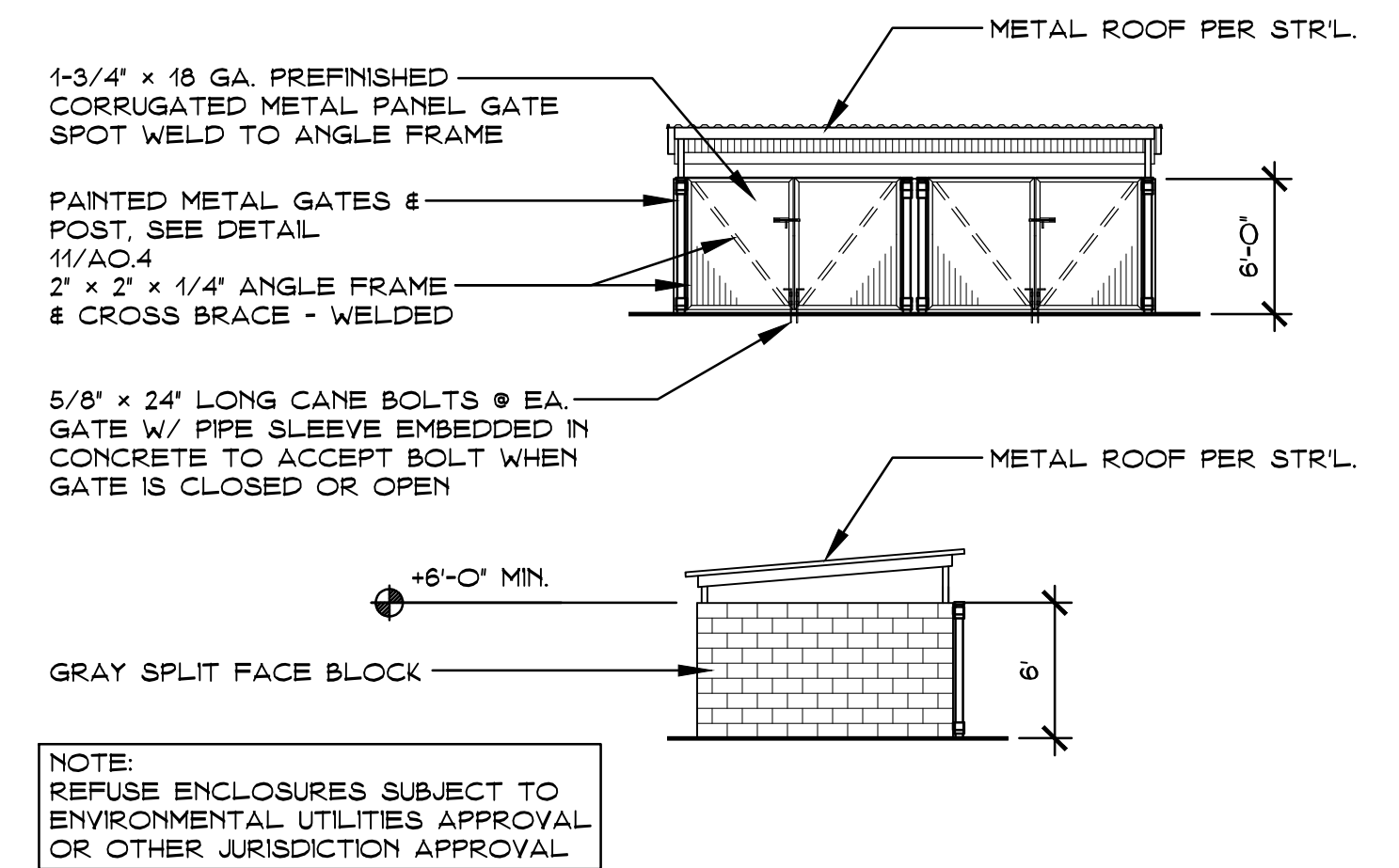
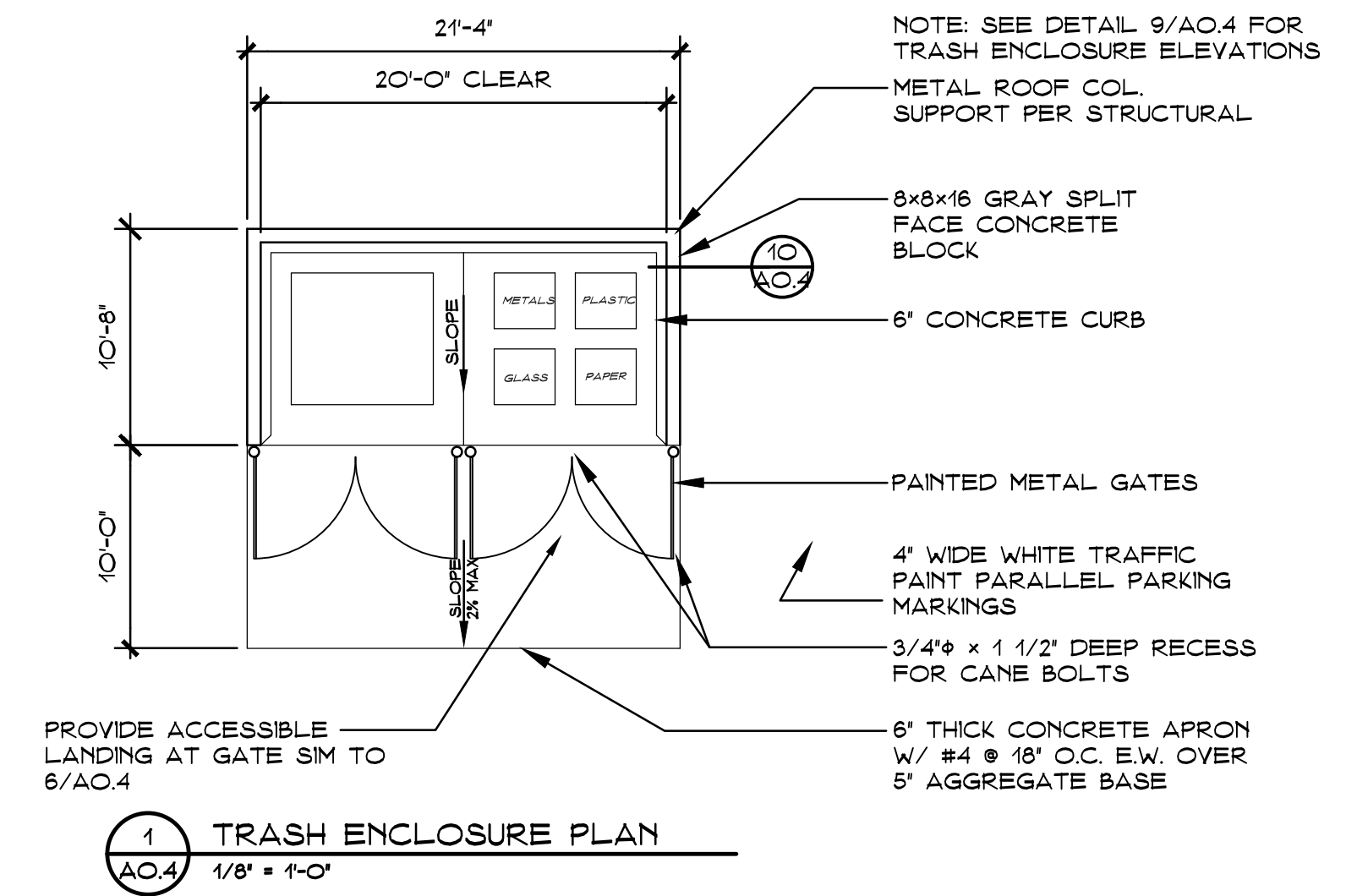
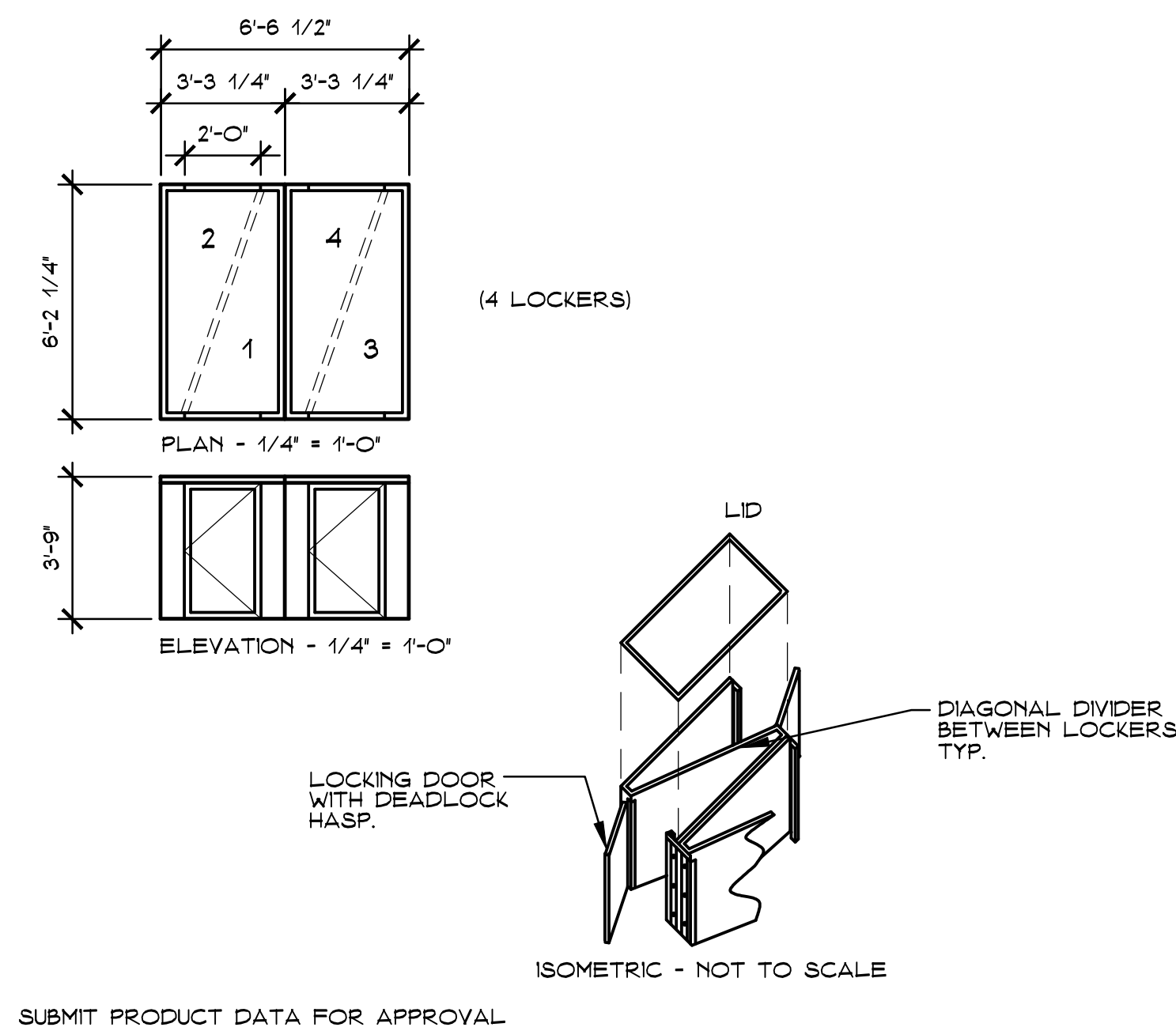
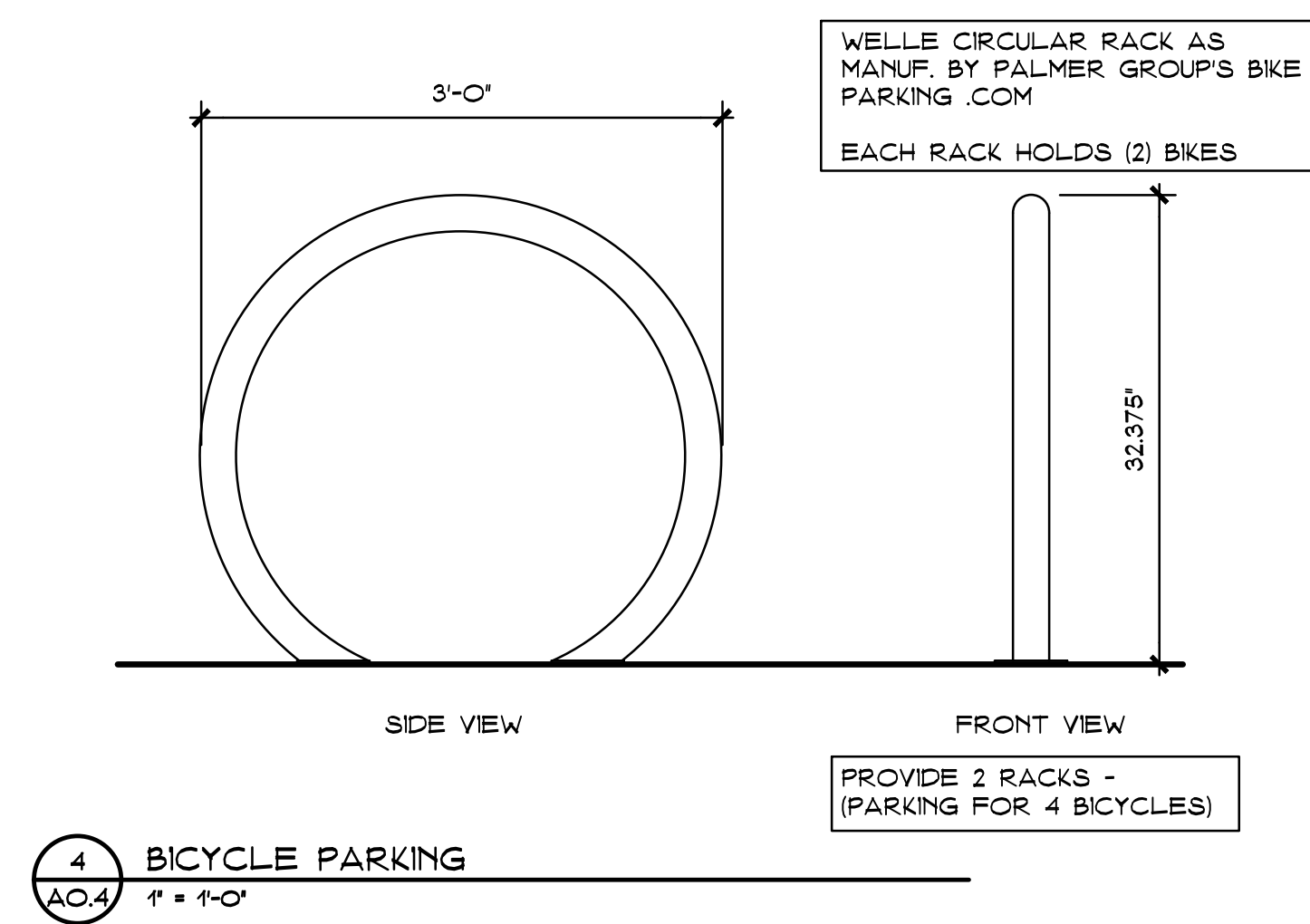
Job No. 17712 **Date:** 6-03-19

Scale: 1" = 100'

A0.2

Los Medanos Industrial Park
 Pittsburg, California





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pwcarb@pwcarbitects.com

Site Plan

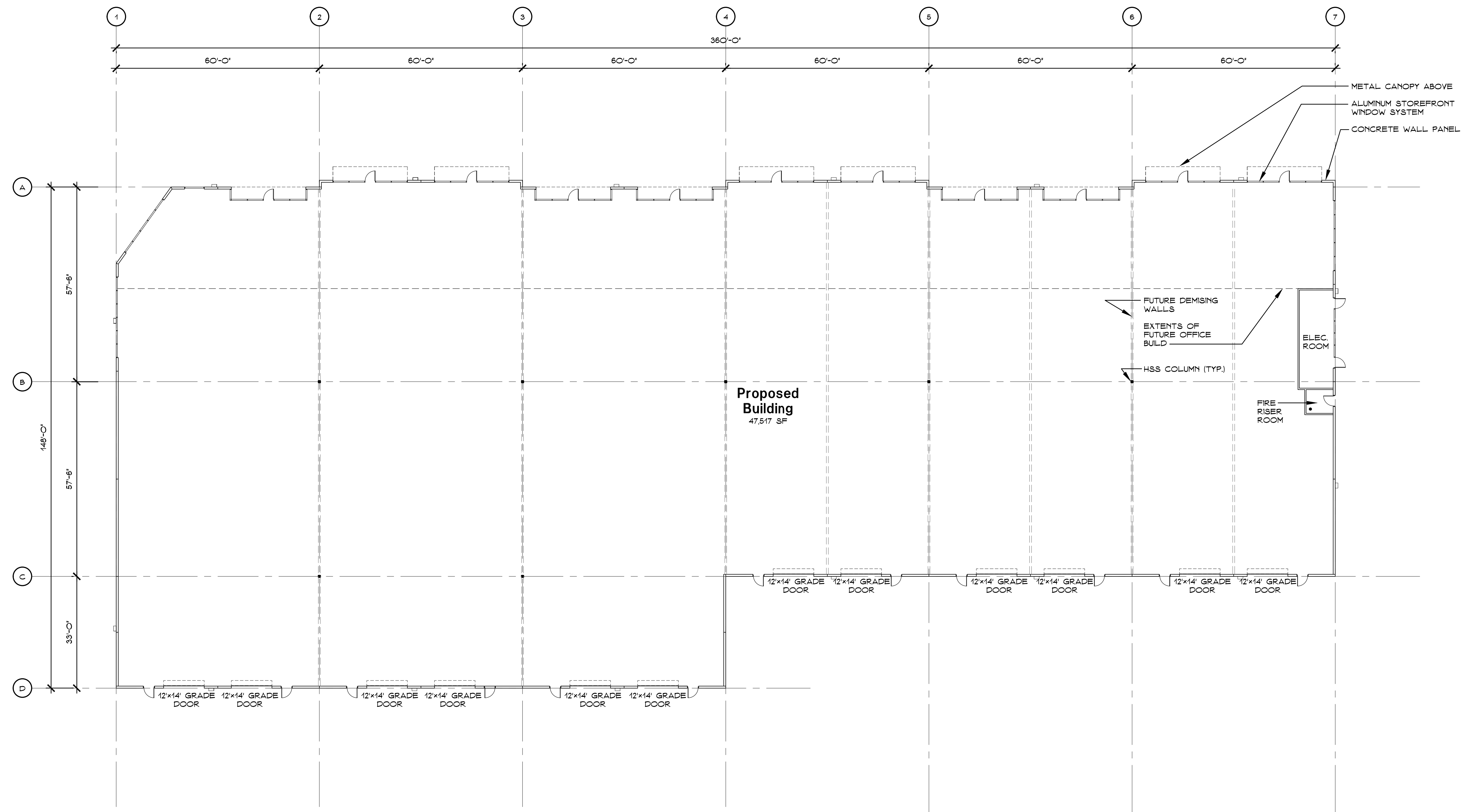
Project: LOS MEDANOS

Job No. 17712 **Date:** 04-17-19

Scale: 1" = 100'

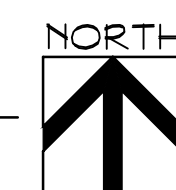
A0.4

Los Medanos Industrial Park
Pittsburg, California



Floor Plan - Bldg A

1/16" = 1'-0"



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Floor Plan - Bldg A

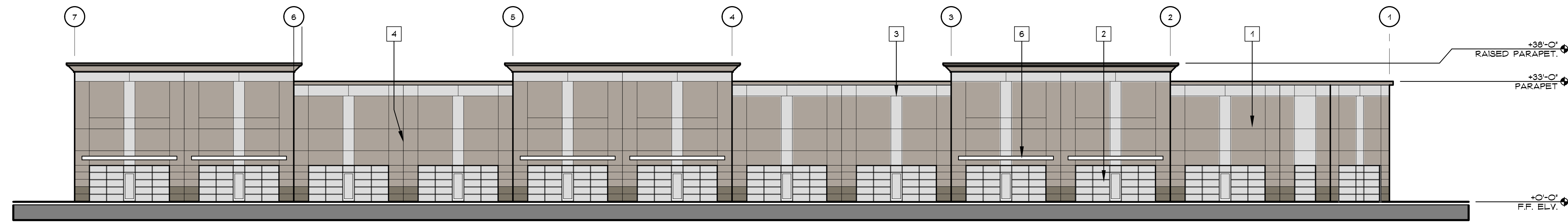
Project: LOS MEDANOS

Job No. 17712 **Date:** 04-17-19

Scale: 1/16" = 1'-0"

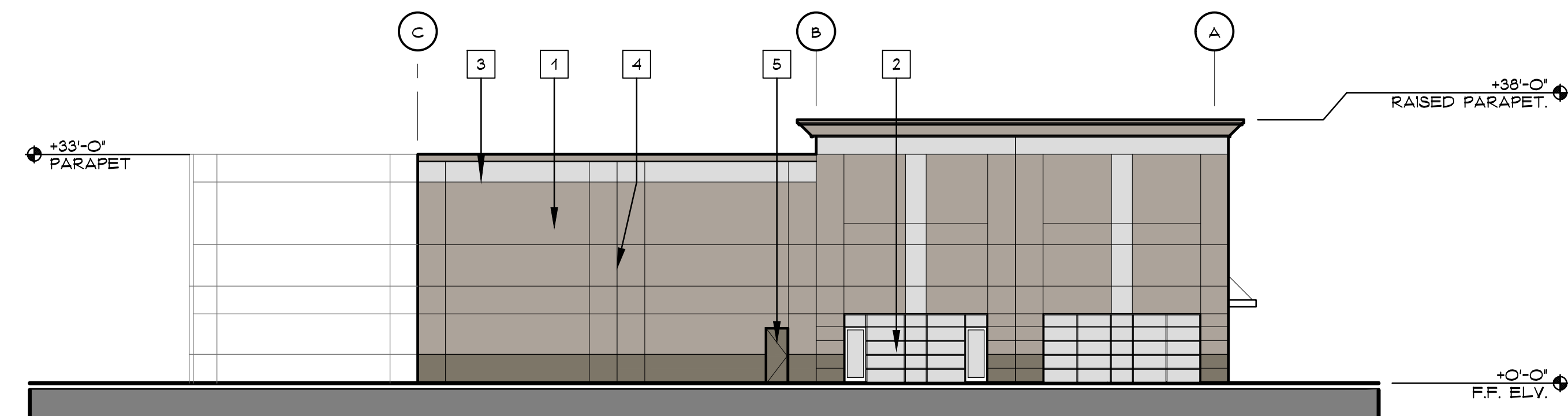
Los Medanos Industrial Buildings
 Pittsburg, California

A1.1



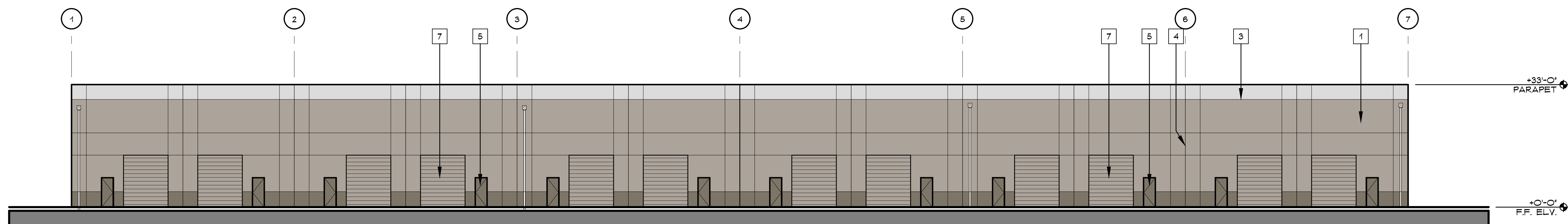
North Elevation

SCALE: 1/16" = 1'-0"



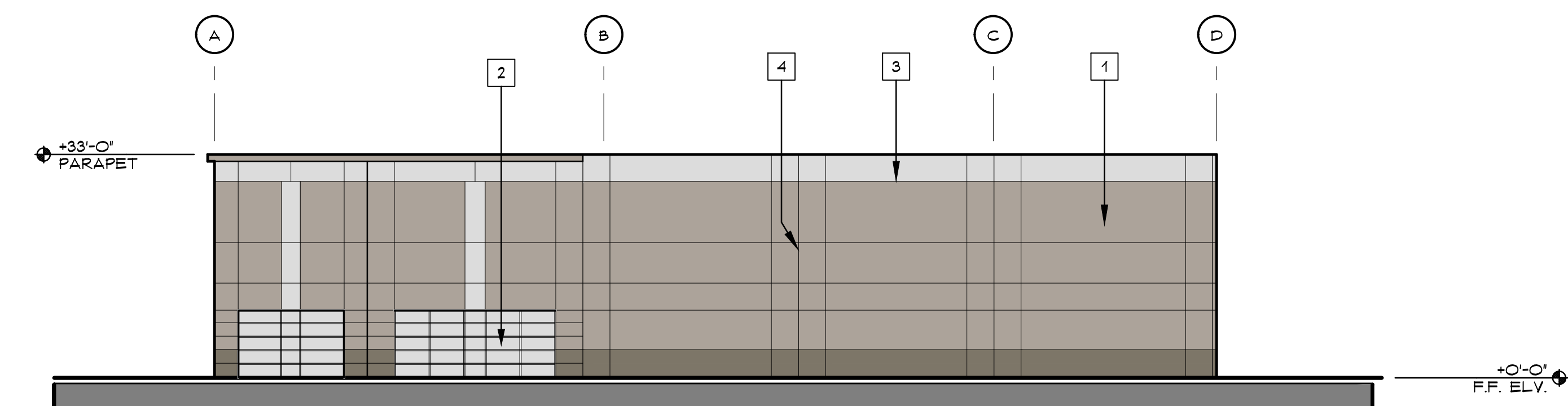
East Elevation

SCALE: 1/16" = 1'-0"



South Elevation

SCALE: 1/16" = 1'-0"



West Elevation

SCALE: 1/16" = 1'-0"

BUILDING INTERIOR CLEAR HEIGHT SHALL BE 24'-0"

KEYNOTES

- 1 CONCRETE WALL PANEL - PAINTED
- 2 ALUMINUM STOREFRONT WINDOW SYSTEM W/ TINTED GLASS
- 3 3/4" DEEP REVEAL IN CONCRETE (TYP.)
- 4 PANEL JOINT (TYP.)
- 5 METAL MAN-DOOR - PAINTED
- 6 PAINTED METAL CANOPY
- 7 12'-0" X 14'-0" ROLL-UP GRADE LEVEL DOOR - PAINTED

LEGEND

PAINT

- P1 - KM4907-1 'GALLERY GRAY'
- P2 - KM4929-2 'WARM GRAY FLANNEL'
- P3 - KM4931-3 'CATHEDRAL STONE'

STOREFRONT

- CLEAR ANODIZED STOREFRONT WITH BRONZE GLAZING

NOTES:

BUILDING INTERIOR CLEAR HEIGHT SHALL BE 24'-0"

PARAPET AREA:
2.3 FEET WIDE PARAPET X 256 LF = 593.4 S.F.
593.4 S.F. / ROOF AREA 47,516 S.F. = (0.0125) 1.25%
1.25% IS LESS THAN 10% = OK

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pwarc@pwarcbltects.com

Elevations – Bldg A

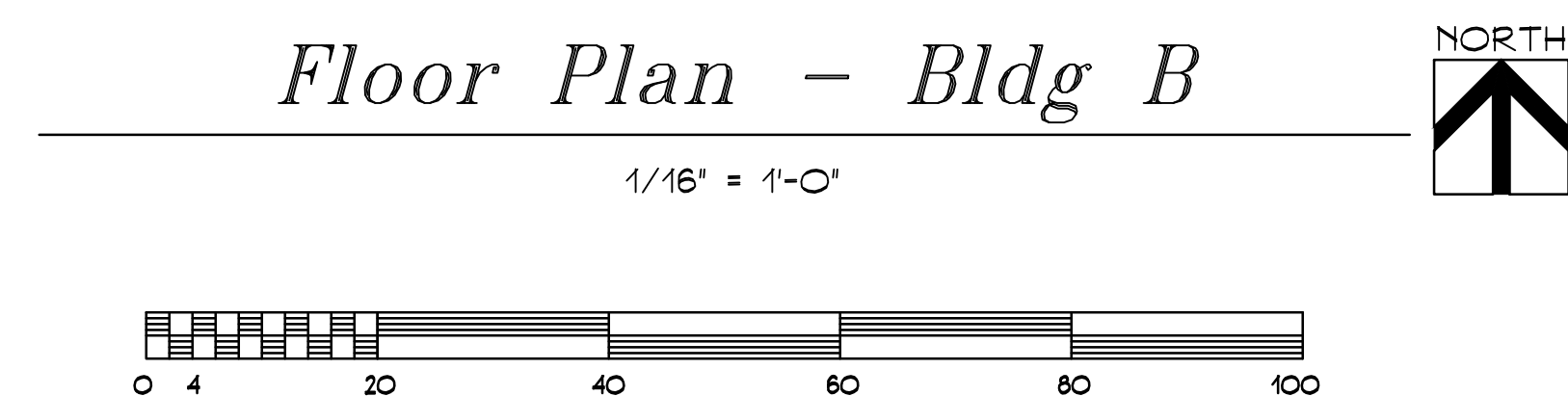
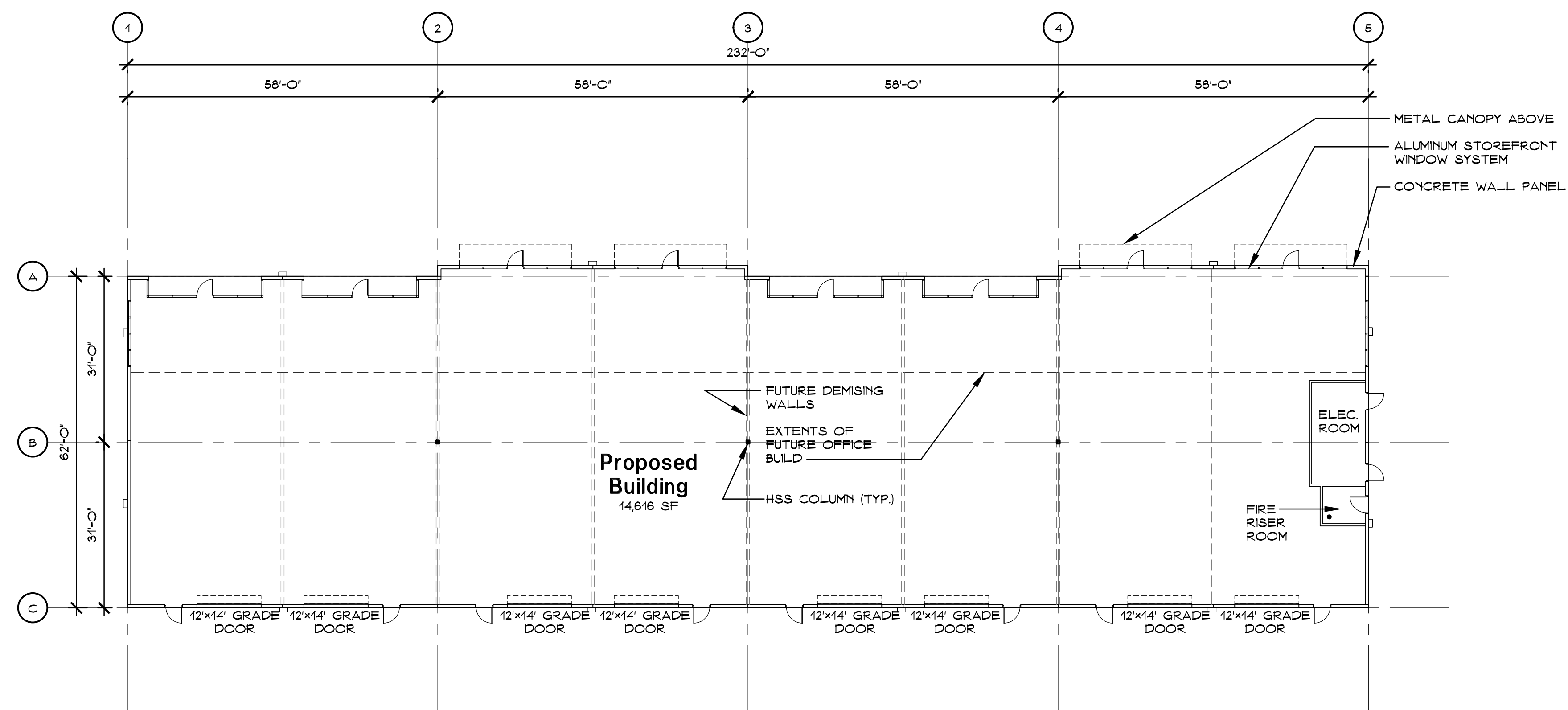
Project: LOS MEDANOS

Job No. 17712 **Date:** 04-17-19

Scale: 1/16" = 1'-0"

Los Medanos Industrial Buildings
Pittsburg, California

A1.2



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 pwarch@pwarchitects.com

Floor Plan - Bldg B

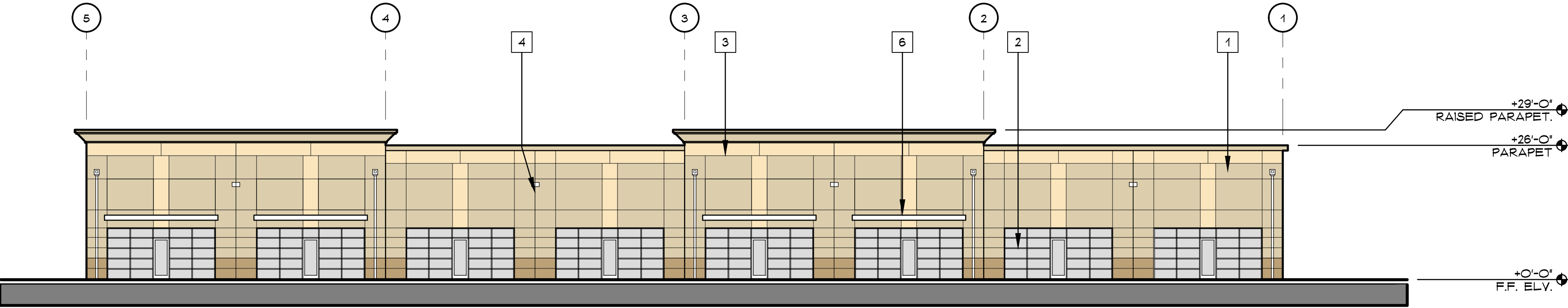
Project: LOS MEDANOS

Job No. 17712 **Date:** 04-17-19

Scale: 1/16" = 1'-0"

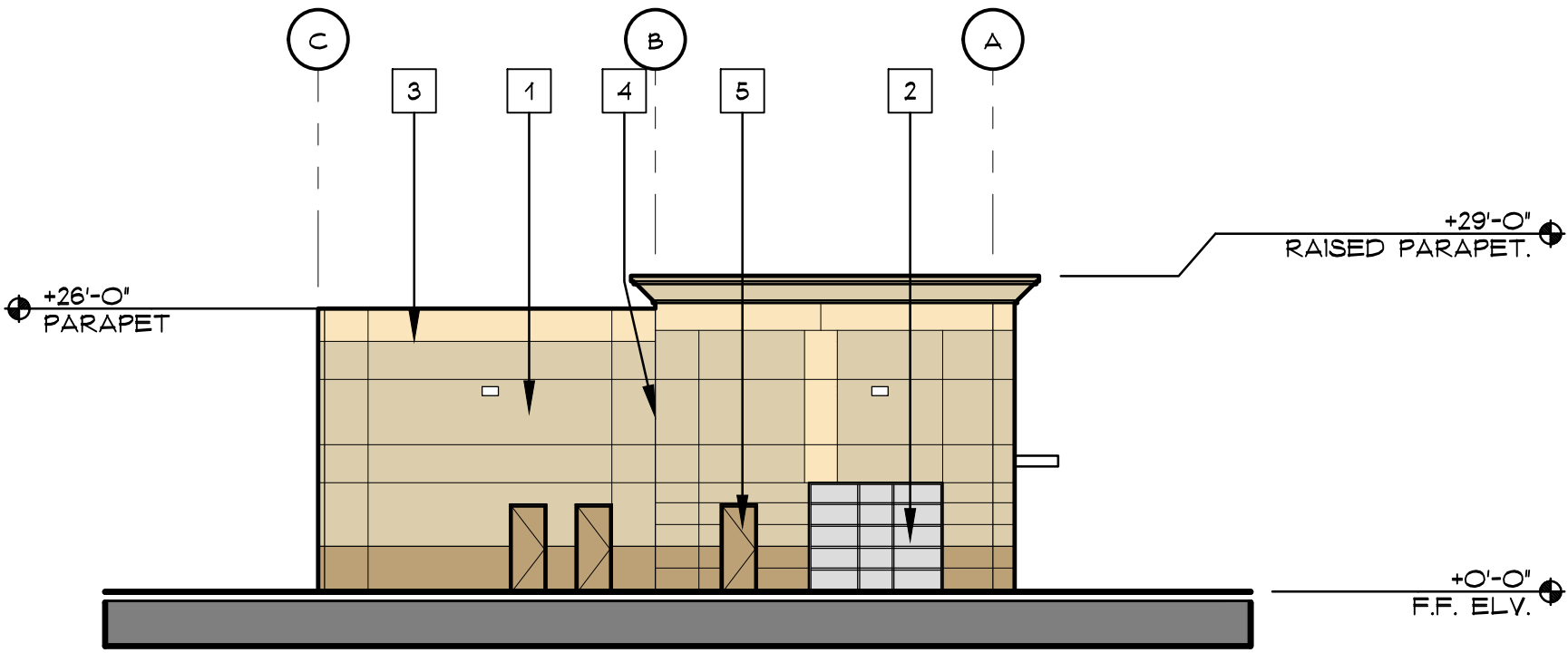
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Los Medanos Industrial Buildings
 Pittsburg, California



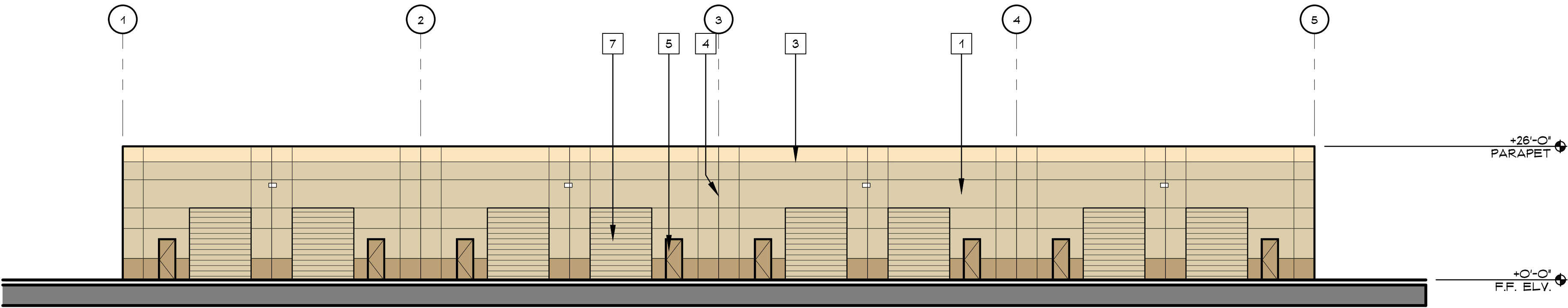
North Elevation

SCALE: 1/16" = 1'-0"



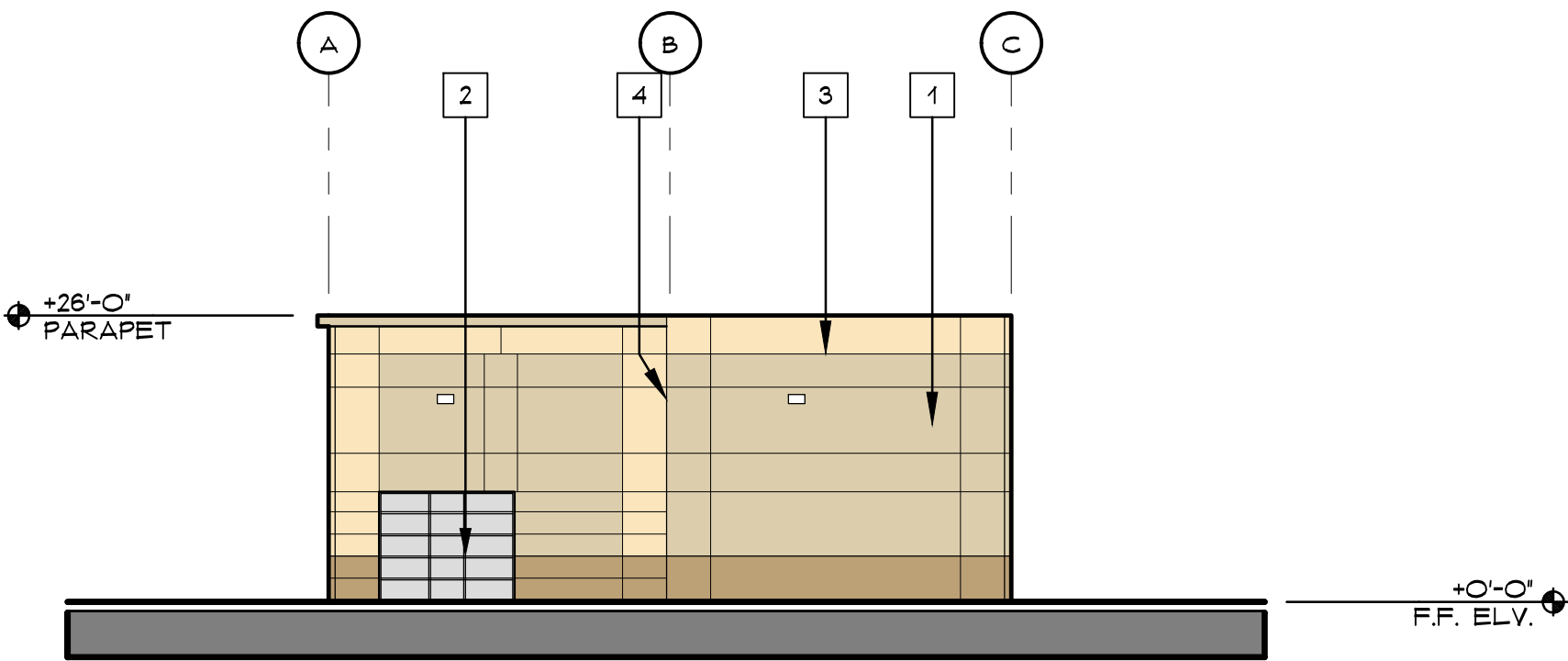
East Elevation

SCALE: 1/16" = 1'-0"



South Elevation

SCALE: 1/16" = 1'-0"



West Elevation

SCALE: 1/16" = 1'-0"

KEYNOTES	
1	CONCRETE WALL PANEL - PAINTED
2	ALUMINUM STOREFRONT WINDOW SYSTEM W/ TINTED GLASS
3	3/4" DEEP REVEAL IN CONCRETE (TYP.)
4	PANEL JOINT (TYP.)
5	METAL MAN-DOOR - PAINTED
6	PAINTED METAL CANOPY
7	12'-0" X 14'-0" ROLL-UP GRADE LEVEL DOOR - PAINTED

LEGEND	
PAINT	
P1 - KM4907-1 'GALLERY GRAY'	
P2 - KM4929-2 'WARM GRAY FLANNEL'	
P3 - KM4931-3 'CATHEDRAL STONE'	
STOREFRONT	
CLEAR ANODIZED STOREFRONT WITH BRONZE GLAZING	

NOTES:
BUILDING INTERIOR CLEAR HEIGHT SHALL BE 18'-0"
PARAPET AREA:
2.3 FEET WIDE PARAPET X 162.5 LF = 373.75 S.F.
373.75 S.F. / ROOF AREA 14,816 S.F. = (0.025) 2.5%
2.5% IS LESS THAN 10% = OK

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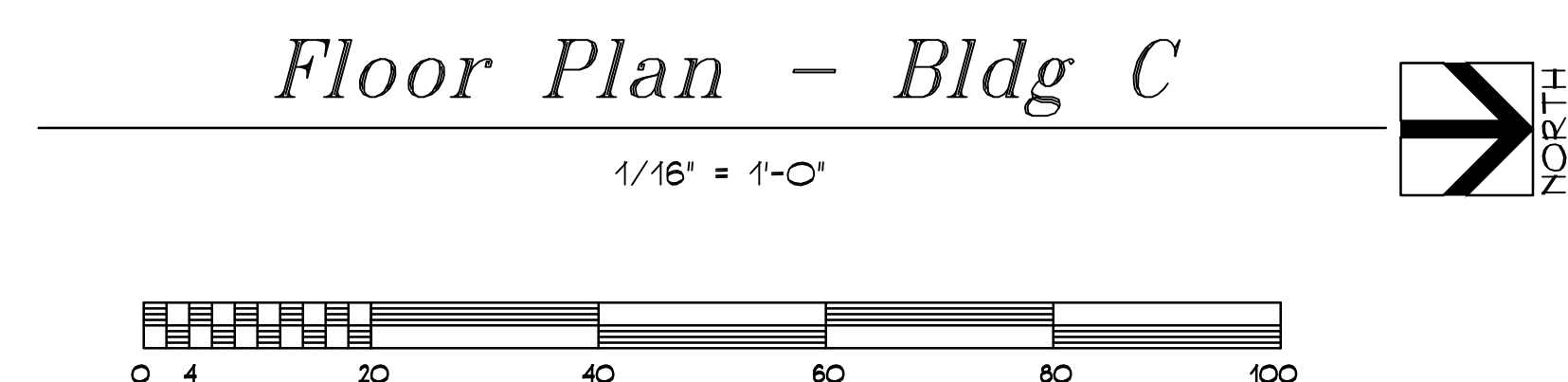
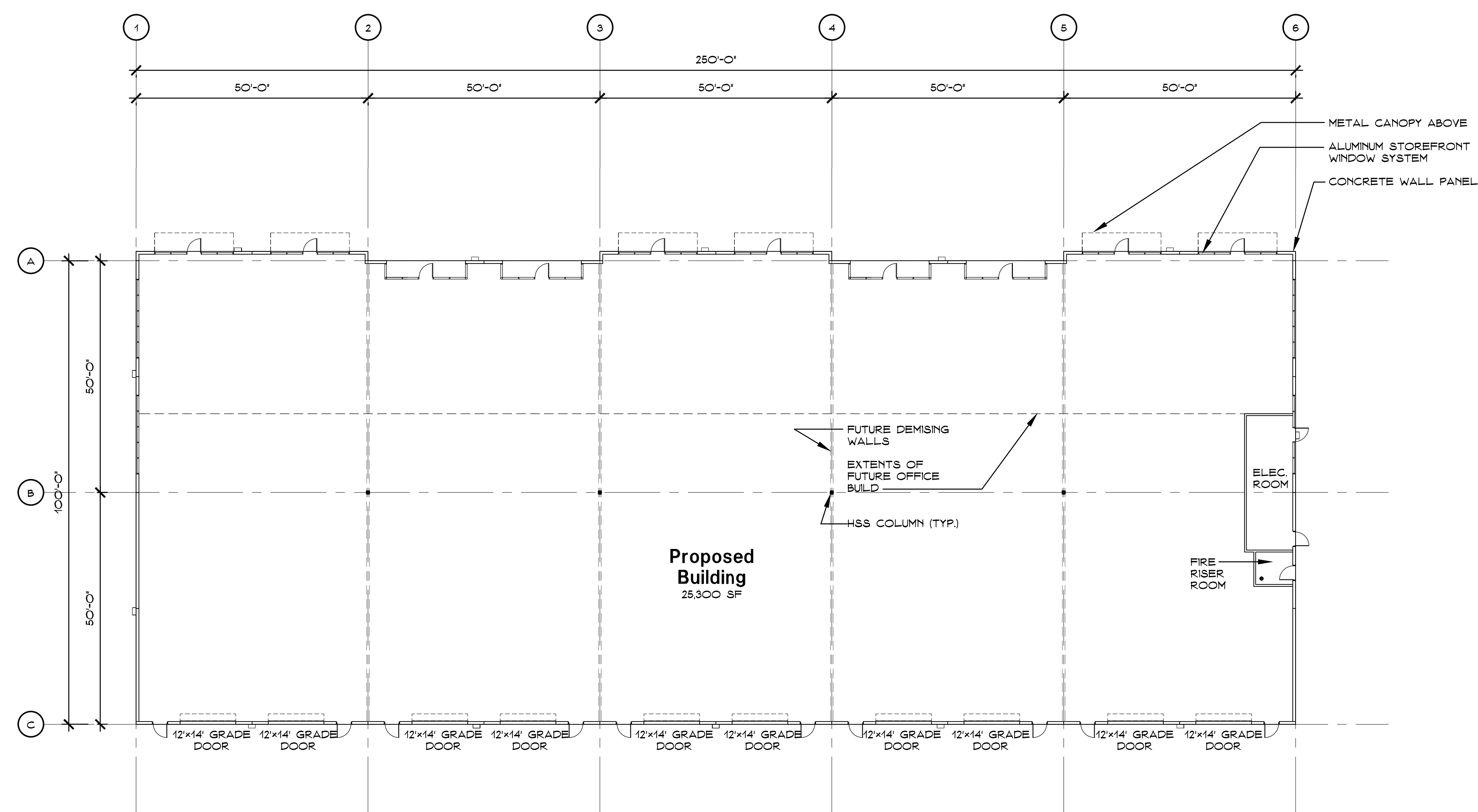
Elevations - Bldg B

Project: LOS MEDANOS

Job No. 17712 Date: 04-17-19

Scale: 1/16" = 1'-0"

Los Medanos Industrial Buildings
Pittsburg, California



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Floor Plan – Bldg C

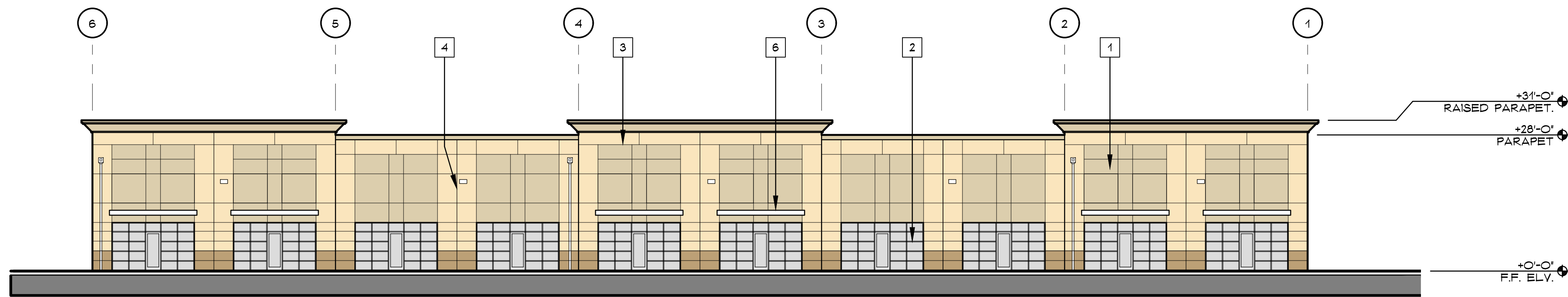
Project: LOS MEDANOS

Job No. 17712 **Date:** 04-17-19

Scale: 1/16" = 1'-0"

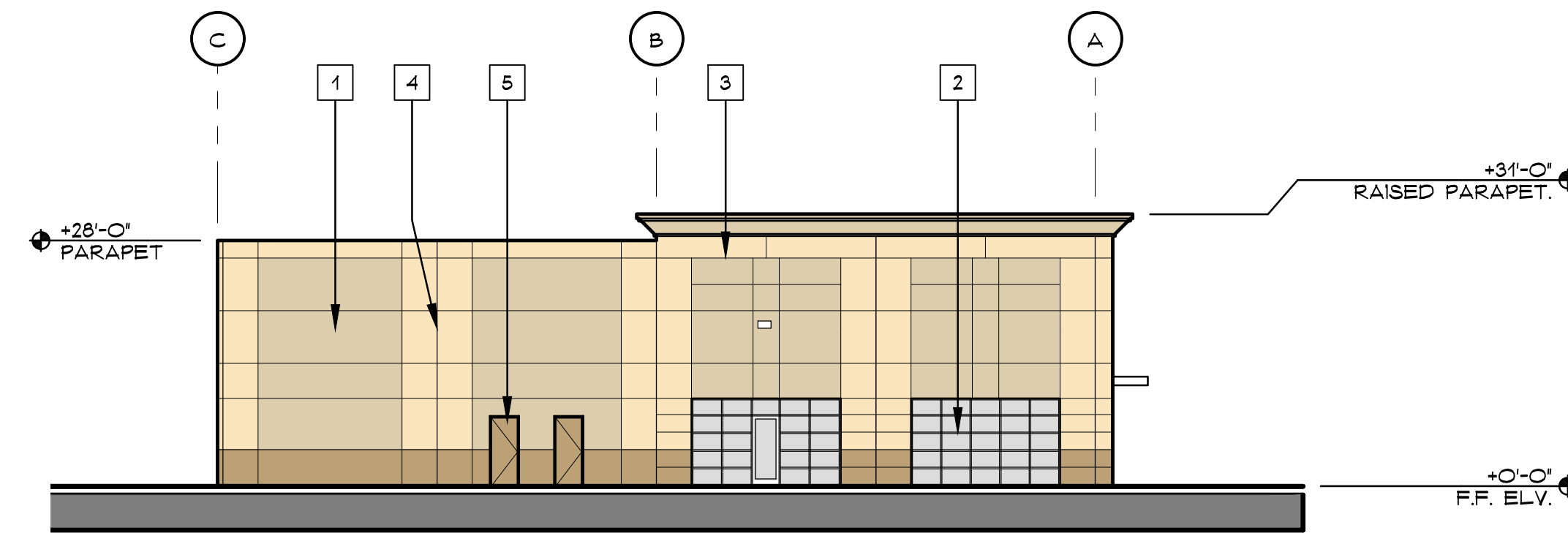
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Los Medanos Industrial Buildings
 Pittsburg, California



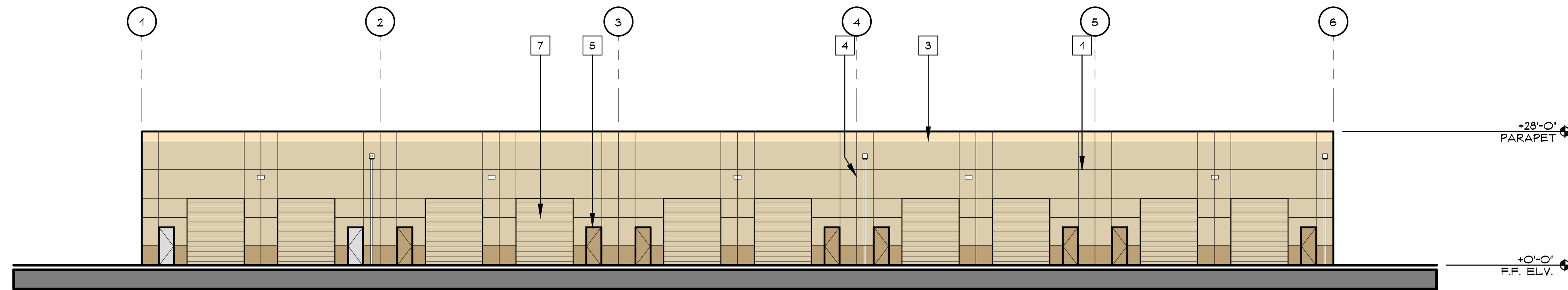
West Elevation

SCALE: 1/16" = 1'-0"



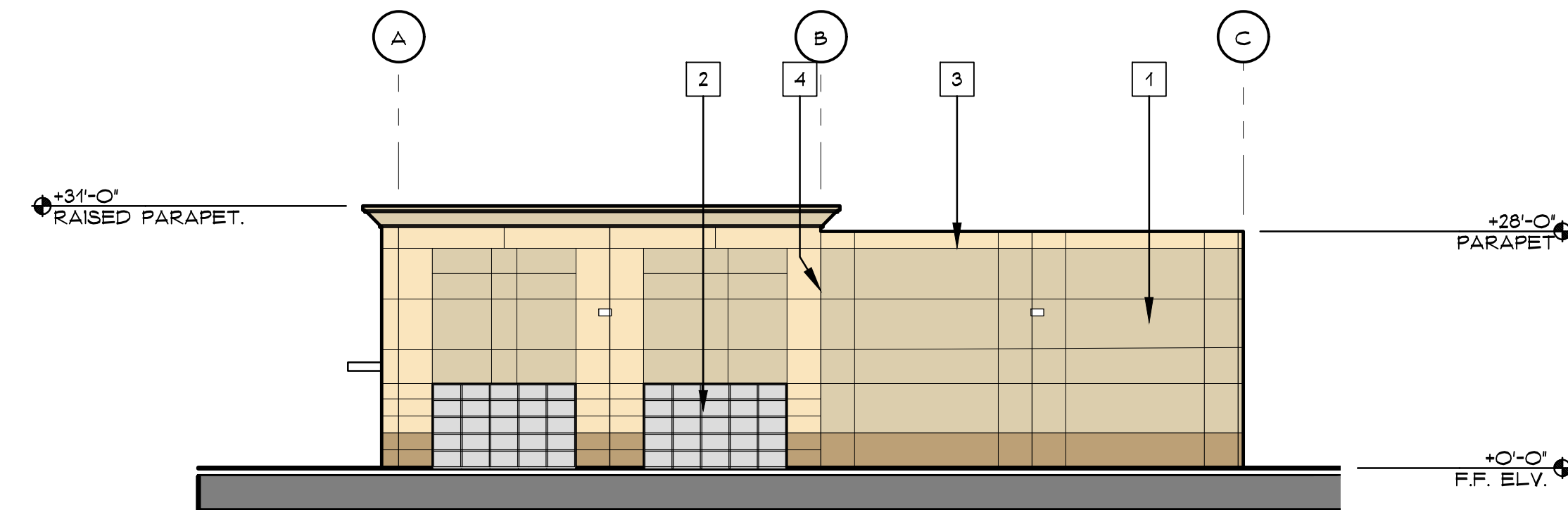
North Elevation

SCALE: 1/16" = 1'-0"



East Elevation

SCALE: 1/16" = 1'-0"



South Elevation

SCALE: 1/16" = 1'-0"

KEYNOTES

- | | |
|---|--|
| 1 | CONCRETE WALL PANEL - PAINTED |
| 2 | ALUMINUM STOREFRONT WINDOW SYSTEM W/ TINTED GLASS |
| 3 | 3/4" DEEP REVEAL IN CONCRETE (TYP.) |
| 4 | PANEL JOINT (TYP.) |
| 5 | METAL MAN-DOOR - PAINTED |
| 6 | PAINTED METAL CANOPY |
| 7 | 12'-0" X 14'-0" ROLL-UP GRADE LEVEL DOOR - PAINTED |

LEGEND

PAINT

- | |
|-----------------------------------|
| P1 - KM4907-1 'GALLERY GRAY' |
| P2 - KM4929-2 'WARM GRAY FLANNEL' |
| P3 - KM4931-3 'CATHEDRAL STONE' |

STOREFRONT

- | |
|---|
| CLEAR ANODIZED STOREFRONT WITH BRONZE GLAZING |
|---|

NOTES:

BUILDING INTERIOR CLEAR HEIGHT SHALL BE 20'-0"

PARAPET AREA:
2.3 FEET WIDE PARAPET X 276.5 LF = 635.95 S.F.
635.95 S.F. / ROOF AREA 25300 S.F. = (0.025) 2.5%
2.5% IS LESS THAN 10% = OK

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Elevations – Bldg C

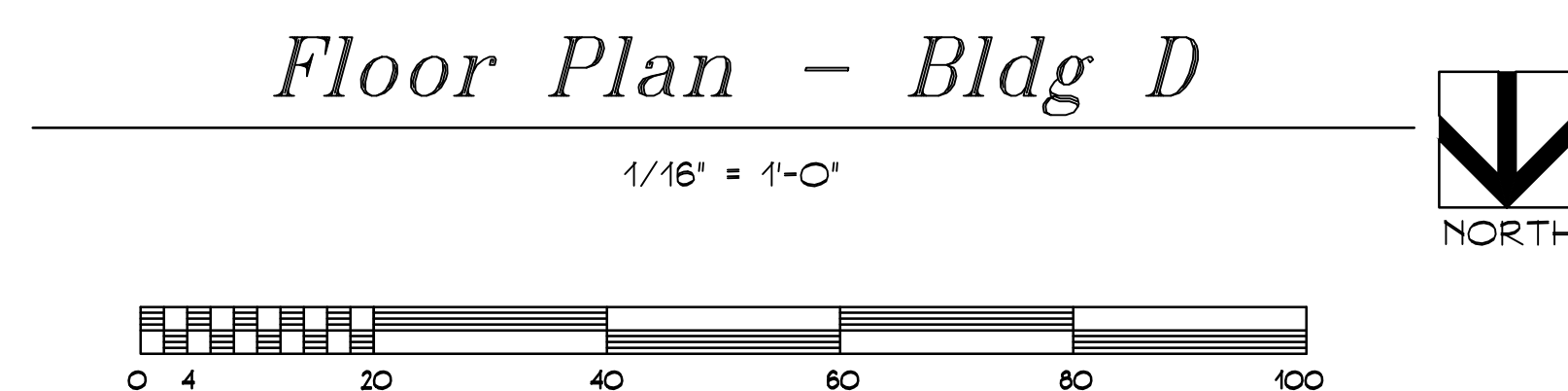
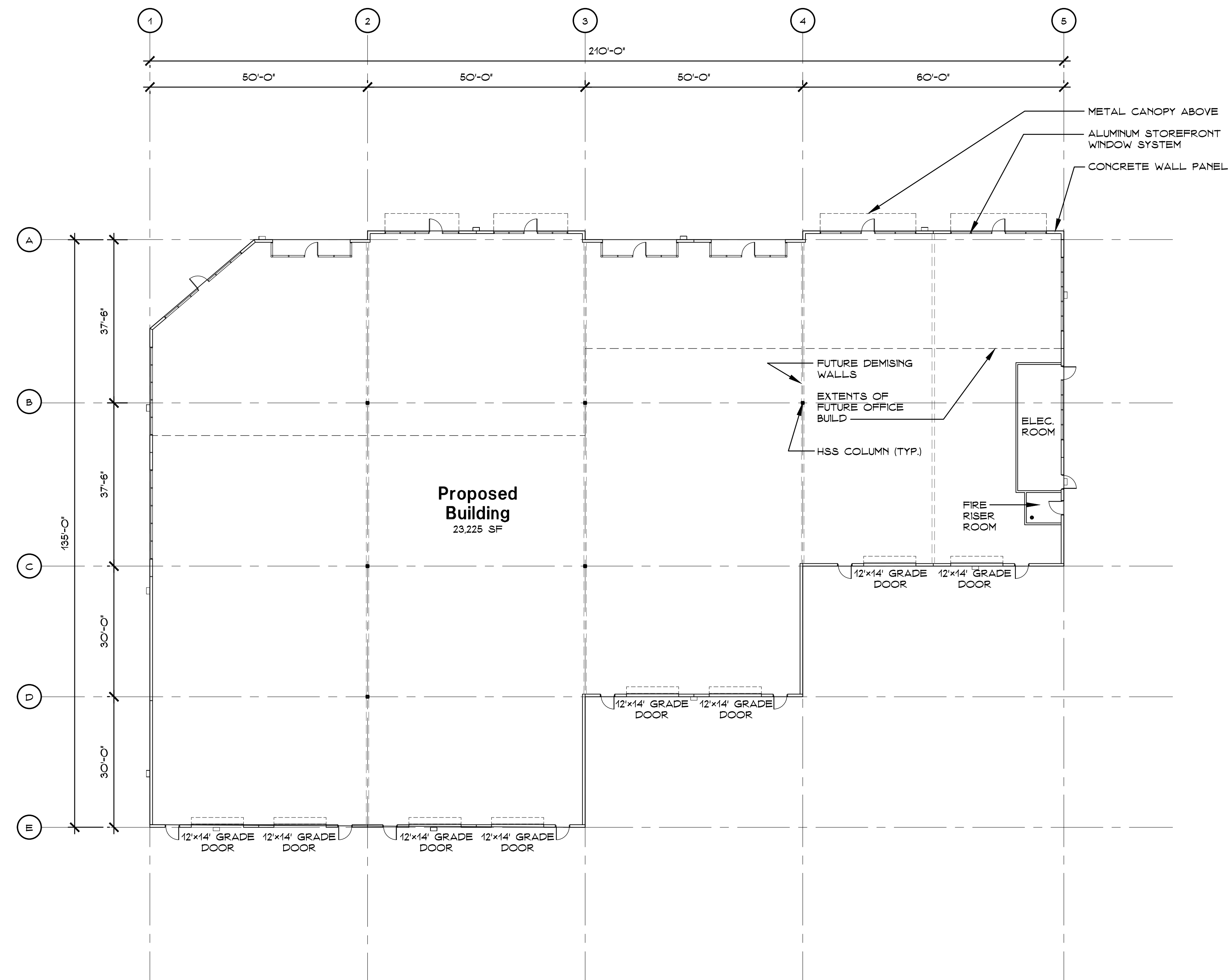
Project: LOS MEDANOS

Job No. 17712 **Date:** 04-17-19

Scale: 1/16" = 1'-0"

A3.2

Los Medanos Industrial Buildings
Pittsburg, California



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 pwarch@pwarchitects.com

Floor Plan - Bldg D

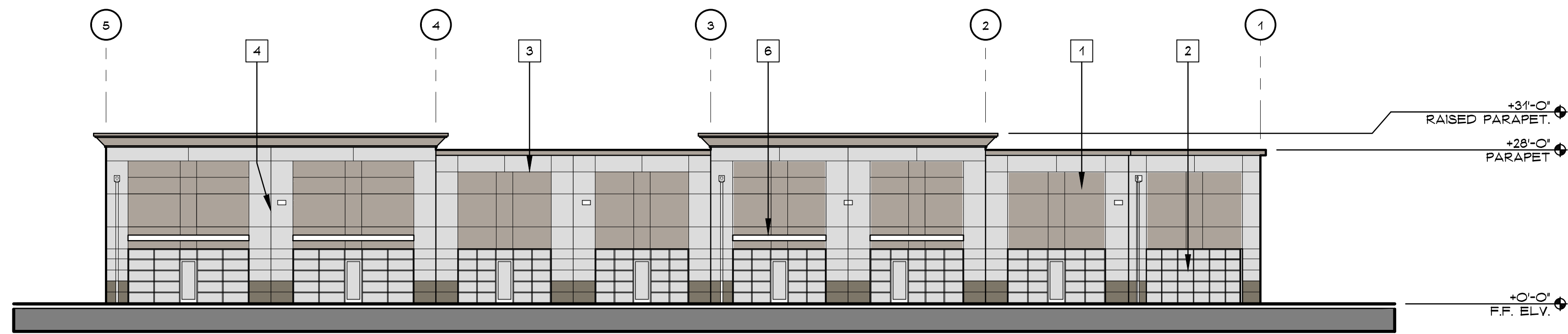
Project: LOS MEDANOS

Job No. 17712 **Date:** 04-17-19

Scale: 1/16" = 1'-0"

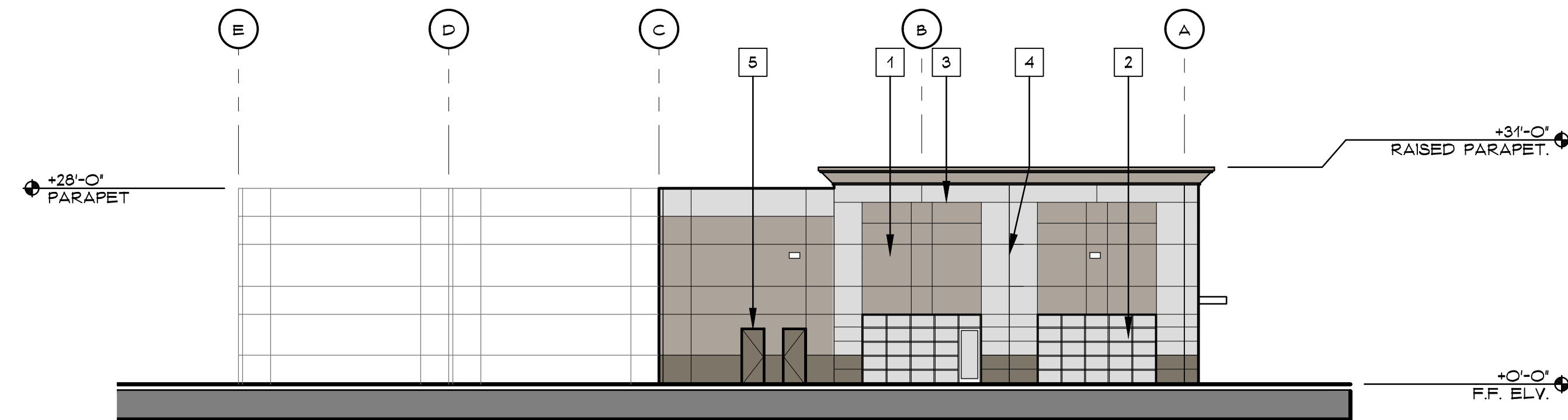
Los Medanos Industrial Buildings
 Pittsburg, California

A4.1



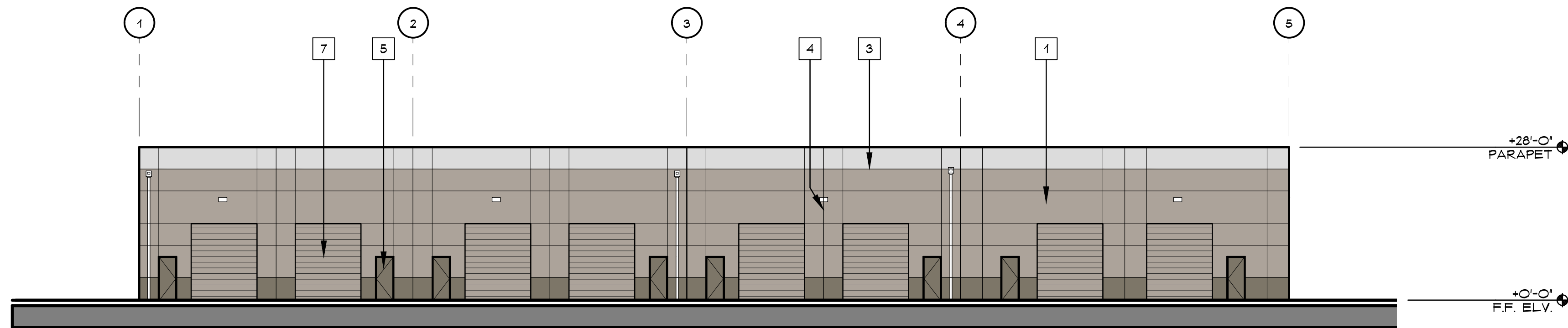
South Elevation

SCALE: 1/16" = 1'-0"



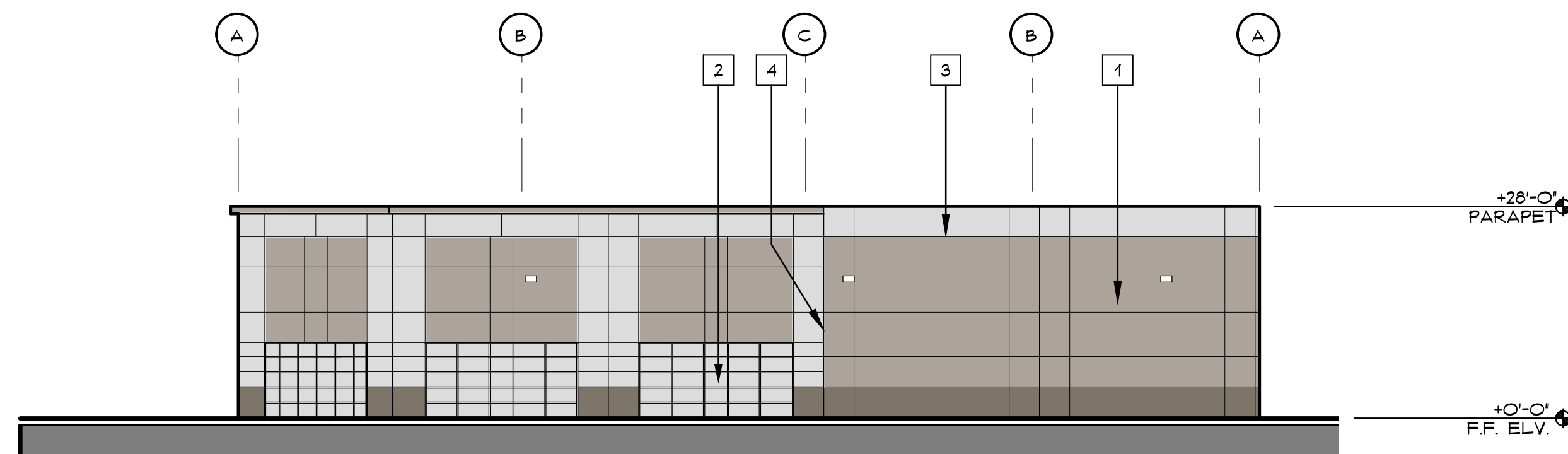
West Elevation

SCALE: 1/16" = 1'-0"



North Elevation

SCALE: 1/16" = 1'-0"



East Elevation

SCALE: 1/16" = 1'-0"

KEYNOTES

- 1 CONCRETE WALL PANEL - PAINTED
- 2 ALUMINUM STOREFRONT WINDOW SYSTEM W/ TINTED GLASS
- 3 3/4" DEEP REVEAL IN CONCRETE (TYP.)
- 4 PANEL JOINT (TYP.)
- 5 METAL MAN-DOOR - PAINTED
- 6 PAINTED METAL CANOPY
- 7 12'-0" X 14'-0" ROLL-UP GRADE LEVEL DOOR - PAINTED

LEGEND

PAINT

- P1 - KM4907-1 'GALLERY GRAY'
- P2 - KM4929-2 'WARM GRAY FLANNEL'
- P3 - KM4931-3 'CATHEDRAL STONE'

STOREFRONT

- CLEAR ANODIZED STOREFRONT WITH BRONZE GLAZING

NOTES:

BUILDING INTERIOR CLEAR HEIGHT SHALL BE 20'-0"

PARAPET AREA:
23 FEET WIDE PARAPET X 175.5 LF = 4036.5 SF.
4036.5 SF. / ROOF AREA 23,225 SF. = (0.0174) 1.74%
1.74% IS LESS THAN 10% = OK

PERKINS, WILLIAMS & COTTERILL
A·R·C·H·I·T·E·C·T·S
3320 DATA DRIVE, SUITE 200, RANCHO CORDOVA, CA 95670
916 · 851 · 1400 FAX: 916 · 851 · 1408
pwcarch@pwcarchitects.com

Elevations – Bldg D

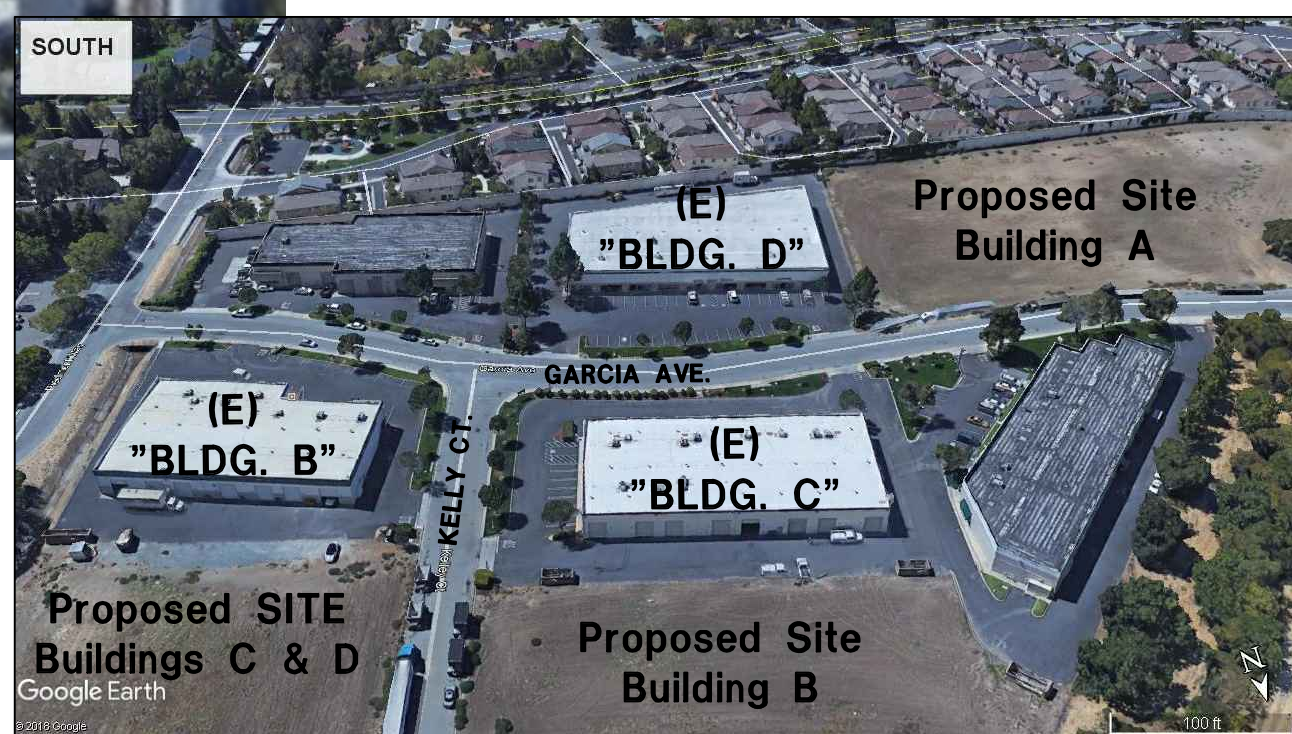
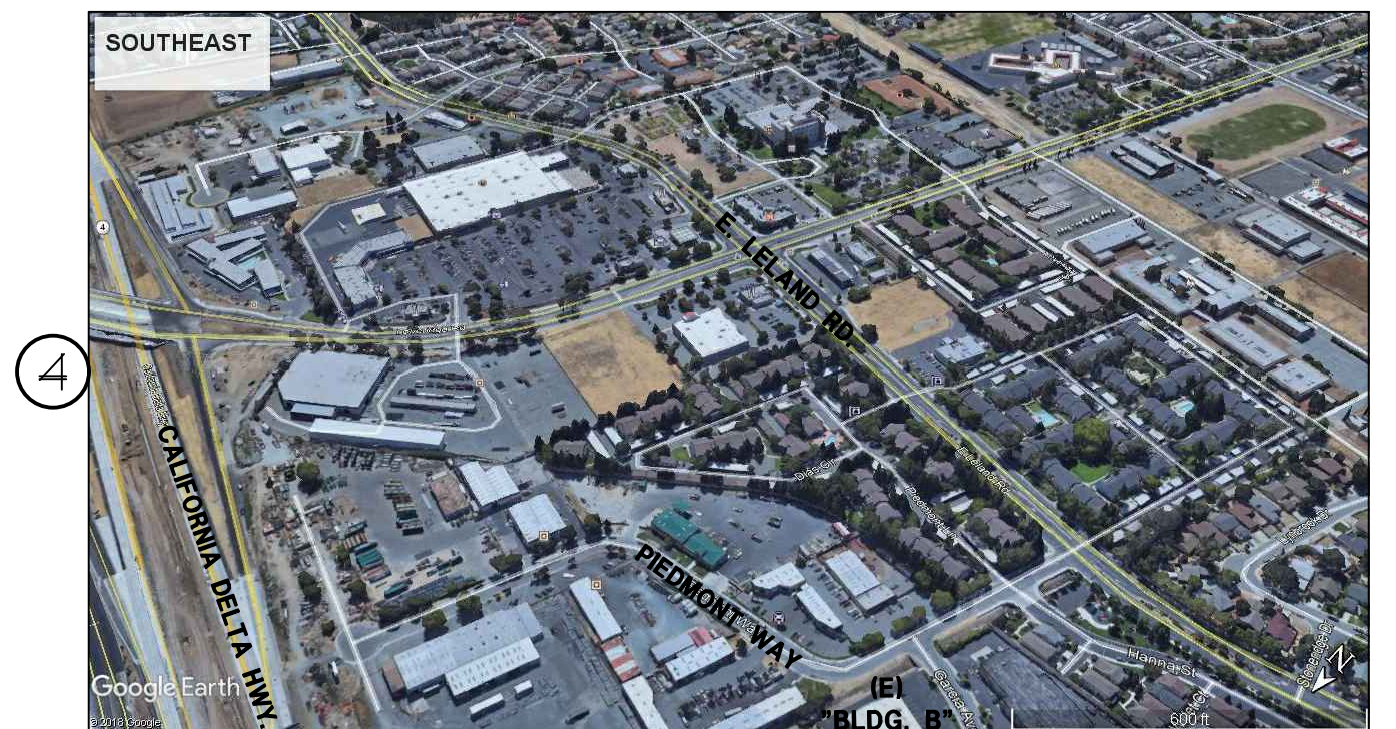
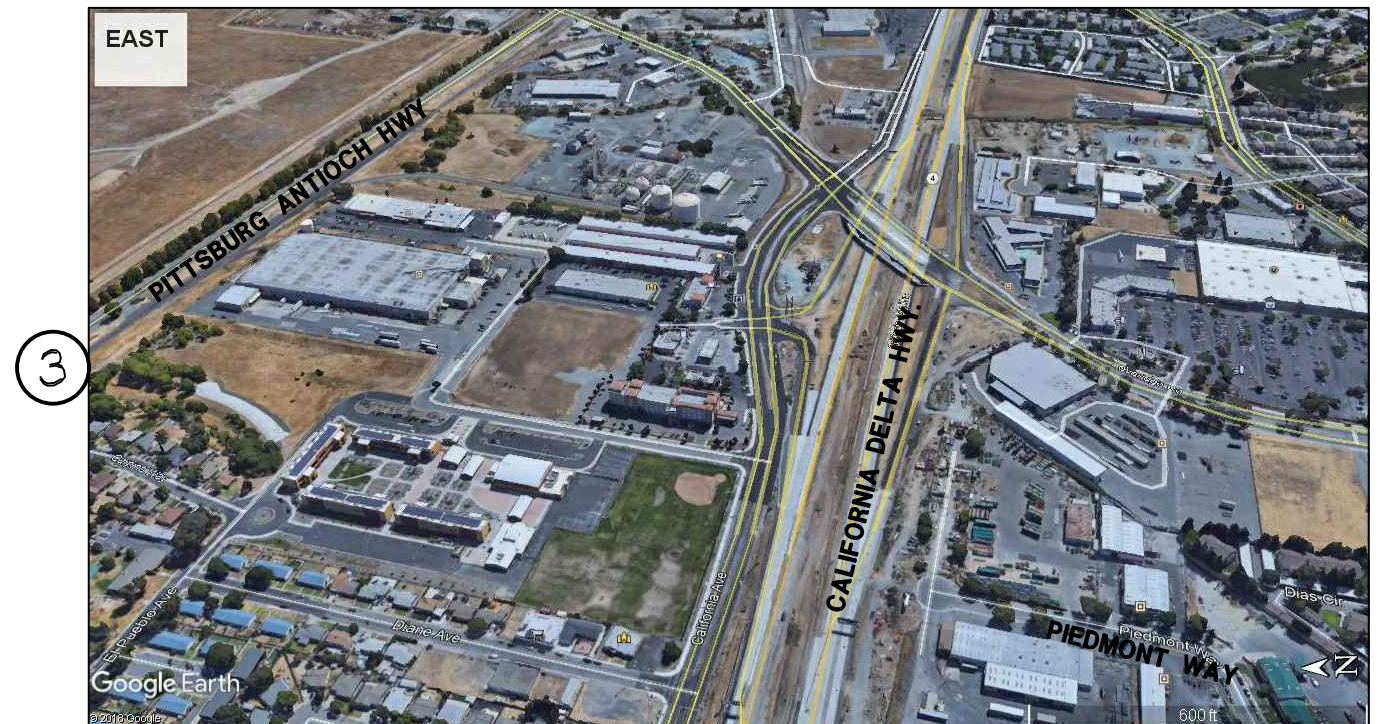
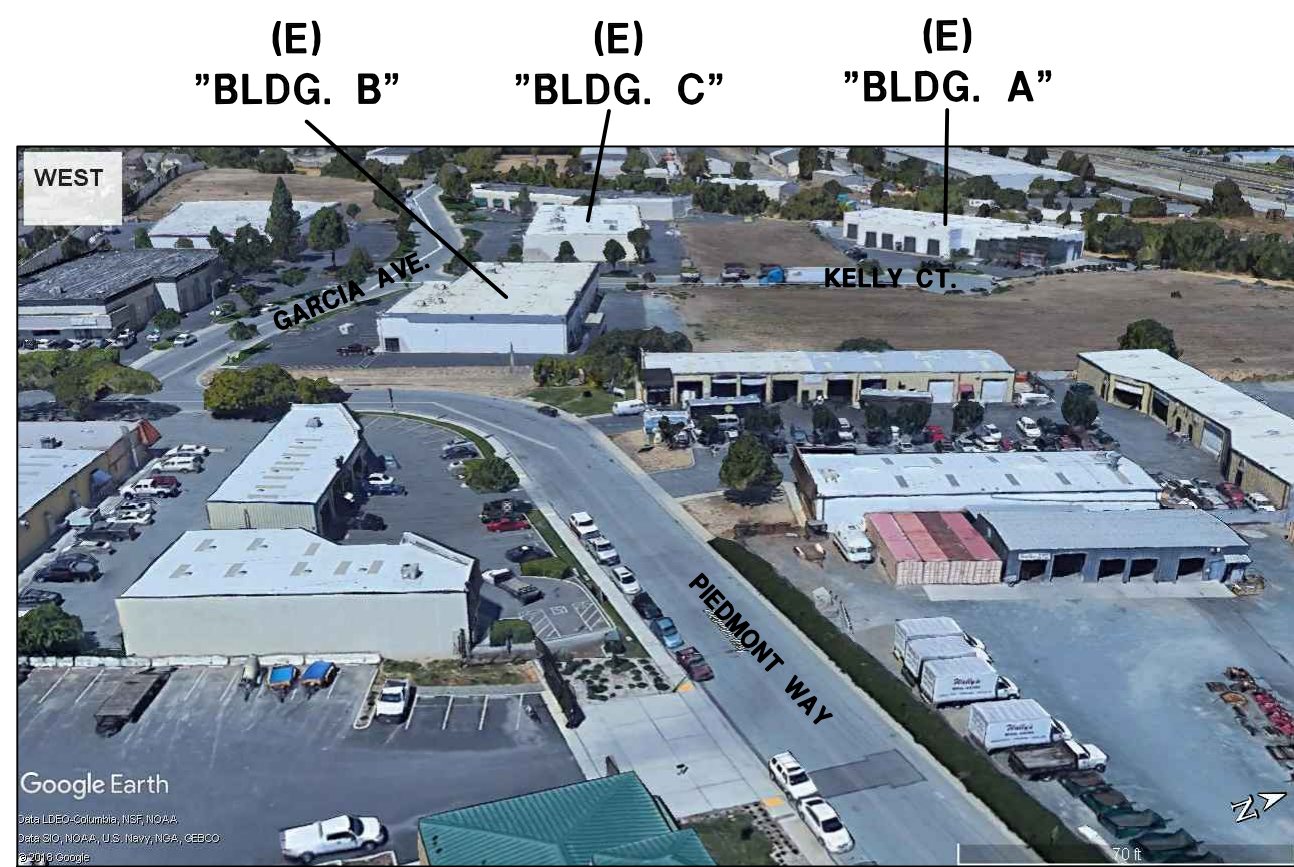
Project: LOS MEDANOS

Job No. 17712 **Date:** 04-17-19

Scale: 1/16" = 1'-0"

A4.2

Los Medanos Industrial Buildings
Pittsburg, California



PERKINS, WILLIAMS & COTTERILL
A.R.C.H.I.T.E.C.T.S
 3320 DATA DRIVE, SUITE 200, RANCHO CORDOVA, CA 95670
 916-851-1400 FAX: 916-851-1408
 pwcarch@pwcarchitects.com

Aerial CONTEXTURAL PHOTOS

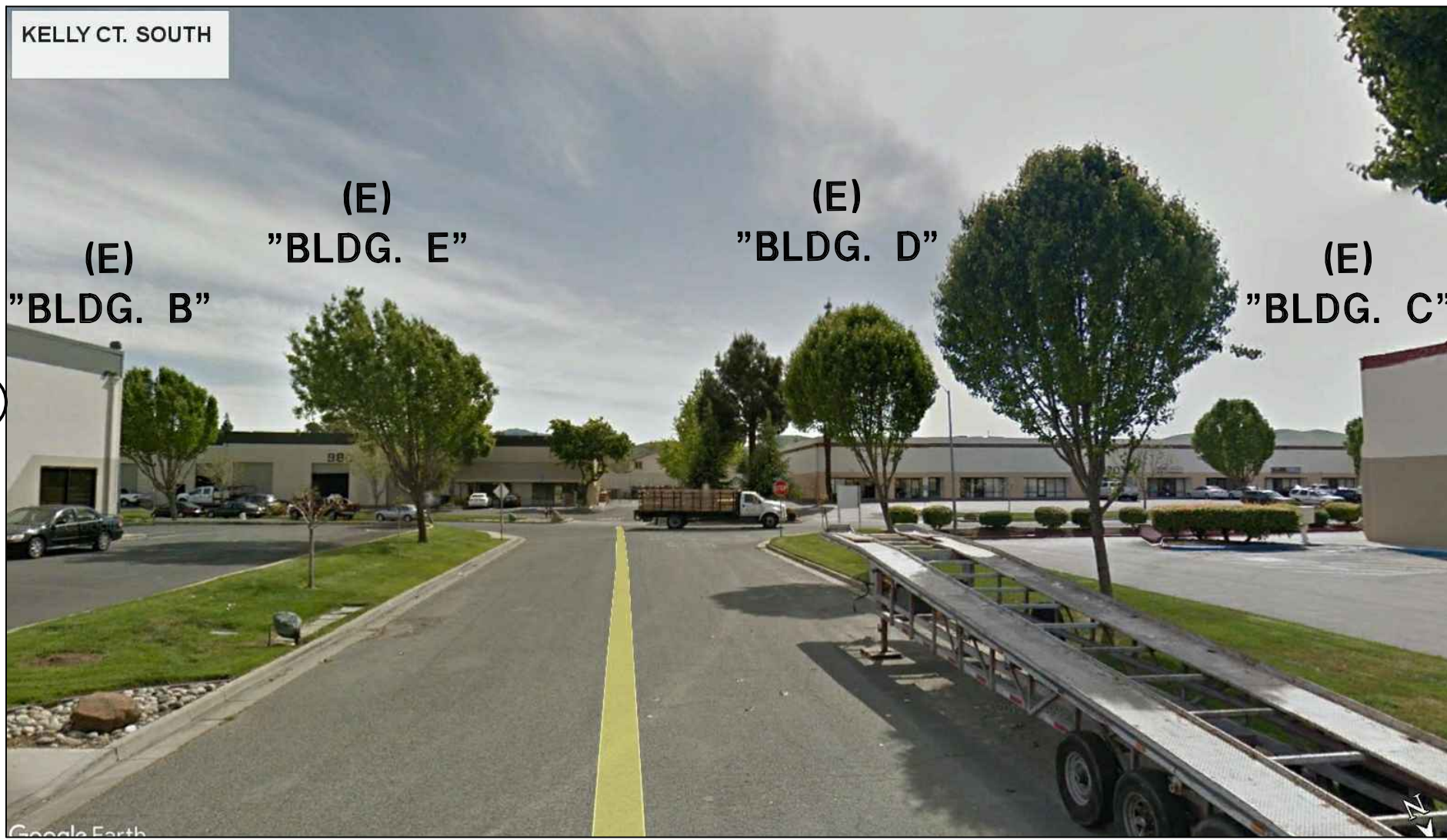
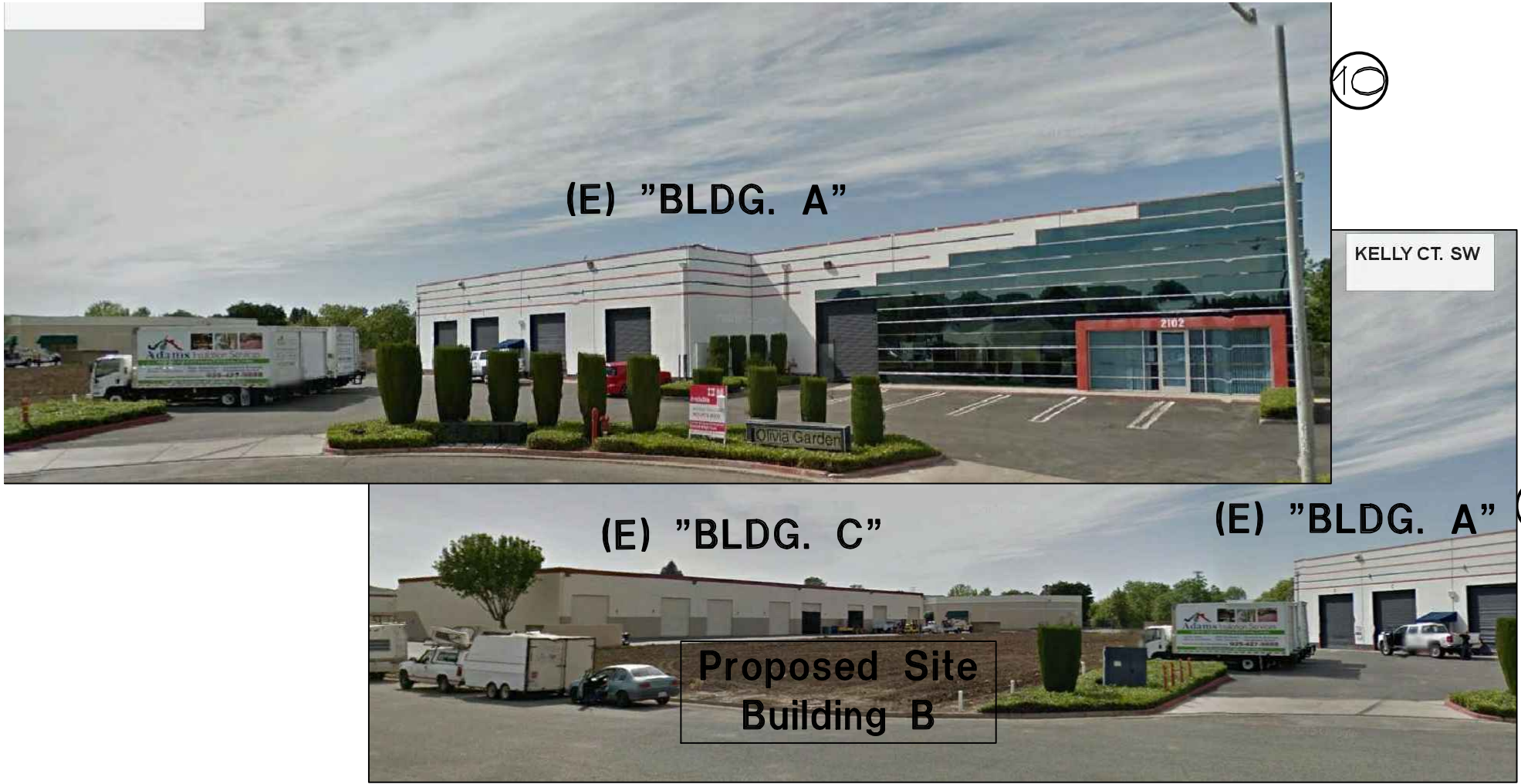
Project: LOS MEDANOS

Job No. 17712 Date: 4-17-19

Scale: 1" = 100'

A5.1

Los Medanos Industrial Park Pittsburg, California



PERKINS, WILLIAMS & COTTERILL
A.R.C.H.I.T.E.C.T.S
 3320 DATA DRIVE, SUITE 200, RANCHO CORDOVA, CA 95670
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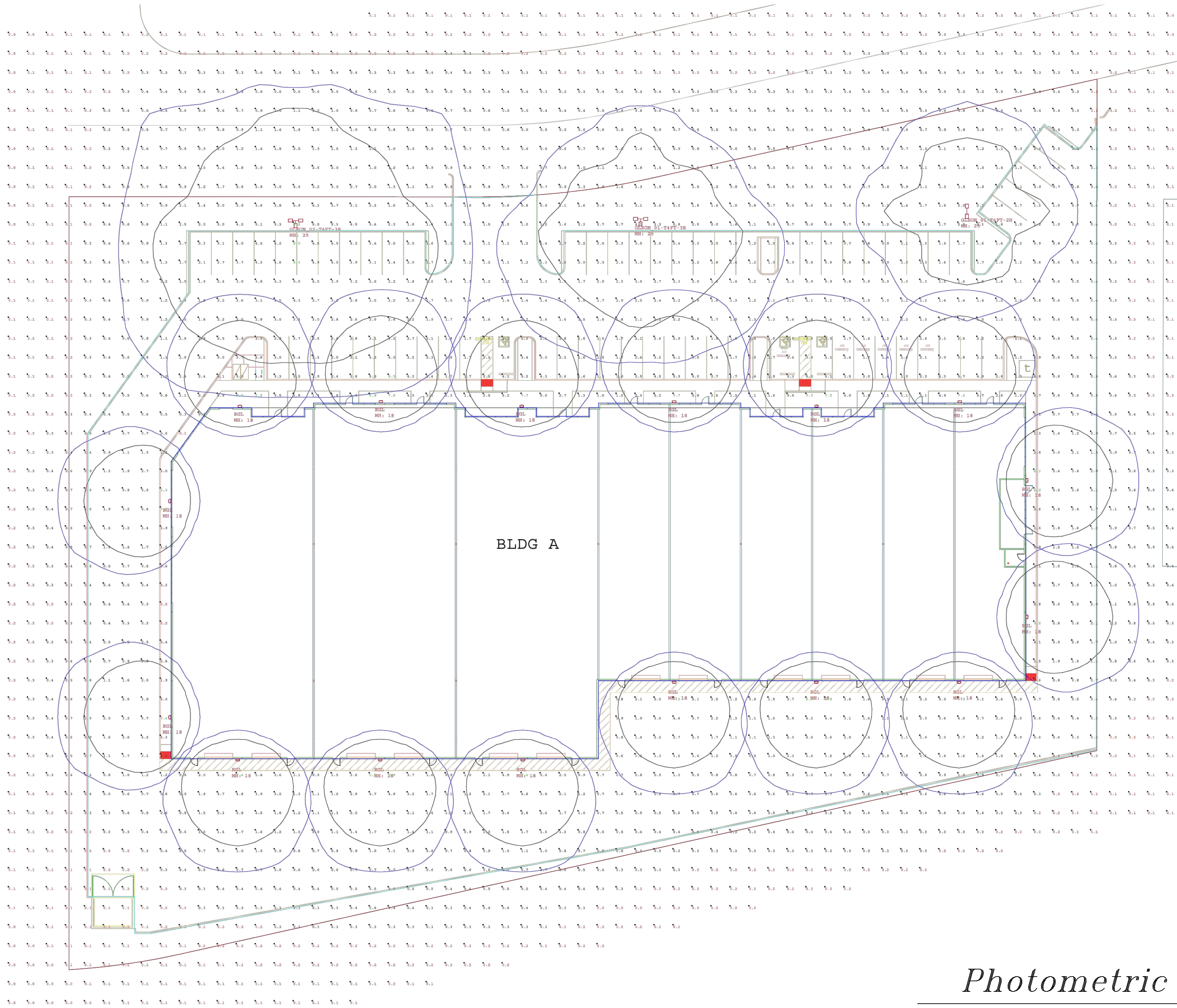
Site Level CONTEXTURAL PHOTOS

Project: LOS MEDANOS
Job No. 17712 **Date:** 04-17-19
Scale: 1" = 100'

Los Medanos Industrial Park Pittsburg, California

Luminaire Schedule												
Symbol	Qty	Label	Arrangement	Lum. Lumens	Lum. Watts	LLD	LDD	BF	LLF	Description	Filename	
	2	GLEON_01-RW-3R	3 @ 90 DEGREES	6371	59	1.000	0.900	1.000	0.900	GLEON-AF-01-LED-E1-RW	GLEON-AF-01-LED-E1-RW.ies	
	1	GLEON_01-T4FT	SINGLE	6270	59	1.000	0.900	1.000	0.900	GLEON-AF-01-LED-E1-T4FT_McGraw-Edison	GLEON-AF-01-LED-E1-T4FT.ies	
	1	GLEON_01-T4FT-2H	BACK-BACK	6270	59	1.000	0.900	1.000	0.900	GLEON-AF-01-LED-E1-T4FT_McGraw-Edison	GLEON-AF-01-LED-E1-T4FT.ies	
	2	GLEON_01-T4FT-3R	3 @ 90 DEGREES	6270	59	1.000	0.900	1.000	0.900	GLEON-AF-01-LED-E1-T4FT_McGraw-Edison	GLEON-AF-01-LED-E1-T4FT.ies	
	1	GLEON_01-T4FT-4H	4 @ 90 DEGREES	6270	59	1.000	0.900	1.000	0.900	GLEON-AF-01-LED-E1-T4FT_McGraw-Edison	GLEON-AF-01-LED-E1-T4FT.ies	
	1	GLEON_02-5WQ-4H	4 @ 90 DEGREES	12828	113	1.000	0.900	1.000	0.900	GLEON-AF-02-LED-E1-5WQ_McGraw-Edison	GLEON-AF-02-LED-E1-5WQ.ies	
	1	GLEON_02-T4FT-3R	3 @ 90 DEGREES	12252	113	1.000	0.900	1.000	0.900	GLEON-AF-02-LED-E1-T4FT_McGraw-Edison	GLEON-AF-02-LED-E1-T4FT.ies	
	1	GLEON_03-T4FT-2R	2 @ 90 DEGREES	18282	166	1.000	0.900	1.000	0.900	GLEON-AF-03-LED-E1-T4FT	GLEON-AF-03-LED-E1-T4FT.ies	
	54	RGL	SINGLE	11800	93.9	1.000	0.900	1.000	0.900	RGL-100-VS-4K_Barron	RGL-100-VS-4K.IES	

Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
Bldg A Ground & Parking StatArea	Illuminance	Fc	1.86	8.1	0.1	18.60	81.00
Bldg B Ground & Parking StatArea	Illuminance	Fc	2.03	7.5	0.2	10.15	37.50
Bldg C Ground & Parking StatArea	Illuminance	Fc	2.35	7.8	0.2	11.75	39.00
Bldg D Ground & Parking StatArea	Illuminance	Fc	2.44	8.9	0.1	24.40	89.00



Photometric – Building A

1" = 30'



Los Medanos Industrial Park
Pittsburg, California

PERKINS, WILLIAMS & COTTERILL
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3320 DATA DRIVE, SUITE 200, RANCHO CORDOVA, CA 95670
916-851-1400 FAX: 916-851-1408
pwarch@pwarchitects.com

Photometric

Project: LOS MEDANOS

Job No. 17712 Date: 04-17-19

Scale: 1" = 100'

E1.1



Luminaire Schedule											
Symbol	Qty	Label	Arrangement	Lum. Lumens	Lum. Watts	LLD	LDD	BF	LLF	Description	Filename
	2	GLEON_01-RW-3R	3 @ 90 DEGREES	6371	59	1.000	0.900	1.000	0.900	GLEON-AF-01-LED-E1-RW	GLEON-AF-01-LED-E1-RW.ies
	1	GLEON_01-T4FT	SINGLE	6270	59	1.000	0.900	1.000	0.900	GLEON-AF-01-LED-E1-T4FT_McGraw-Edison	GLEON-AF-01-LED-E1-T4FT.ies
	1	GLEON_01-T4FT-2H	BACK-BACK	6270	59	1.000	0.900	1.000	0.900	GLEON-AF-01-LED-E1-T4FT_McGraw-Edison	GLEON-AF-01-LED-E1-T4FT.ies
	2	GLEON_01-T4FT-3R	3 @ 90 DEGREES	6270	59	1.000	0.900	1.000	0.900	GLEON-AF-01-LED-E1-T4FT_McGraw-Edison	GLEON-AF-01-LED-E1-T4FT.ies
	1	GLEON_01-T4FT-4H	4 @ 90 DEGREES	6270	59	1.000	0.900	1.000	0.900	GLEON-AF-01-LED-E1-T4FT_McGraw-Edison	GLEON-AF-01-LED-E1-T4FT.ies
	1	GLEON_02-5WQ-4H	4 @ 90 DEGREES	12828	113	1.000	0.900	1.000	0.900	GLEON-AF-02-LED-E1-5WQ_McGraw-Edison	GLEON-AF-02-LED-E1-5WQ.ies
	1	GLEON_02-T4FT-3R	3 @ 90 DEGREES	12252	113	1.000	0.900	1.000	0.900	GLEON-AF-02-LED-E1-T4FT_McGraw-Edison	GLEON-AF-02-LED-E1-T4FT.ies
	1	GLEON_03-T4FT-2R	2 @ 90 DEGREES	18282	166	1.000	0.900	1.000	0.900	GLEON-AF-03-LED-E1-T4FT	GLEON-AF-03-LED-E1-T4FT.ies
	54	RGL	SINGLE	11800	93.9	1.000	0.900	1.000	0.900	RGL-100-VS-4K_Barron	RGL-100-VS-4K.IES

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Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min	
Bldg A Ground & Parking StatArea	Illuminance	Fc	1.86	8.1	0.1	18.60	81.00	
Bldg B Ground & Parking StatArea	Illuminance	Fc	2.03	7.5	0.2	10.15	37.50	
Bldg C Ground & Parking StatArea	Illuminance	Fc	2.35	7.8	0.2	11.75	39.00	
Bldg D Ground & Parking StatArea	Illuminance	Fc	2.44	8.9	0.1	24.40	89.00	

PRELIMINARY GRADING, DRAINAGE & UTILITY PLAN
LOS MEDANOS INDUSTRIAL PARK

SUBDIVISION 5452
CITY OF PITTSBURG
COUNTY OF CONTRA COSTA
STATE OF CALIFORNIA

ABBREVIATIONS

AB	- AGGREGATE BASE
AC	- ASPHALT CONCRETE
BC	- BEGINNING OF CURVE
BGL	- BOTTOM OF GRAVEL LAYER
BR	- BIO-RETENTION AREA
BRW	- BOTTOM OF RETAINING WALL
BUAD	- BUBBLE-UP AREA DRAIN
BVCE	- BEGIN VERTICAL CURVE ELEVATION
BVCS	- BEGIN VERTICAL CURVE STATION
C&G	- CURB & GUTTER
CB	- CATCH BASIN
CC	- CURB CUT
CCCo	- CONTRA COSTA COUNTY
CL	- CENTER LINE, CLASS
CO	- CLEANOUT
CONC	- CONCRETE
COP	- CITY OF PITTSBURG
CR	- CURB RETURN
DET	- DETAIL
DI	- DRAIN INLET
DWY	- DRIVEWAY
DWG	- DRAWING
EC	- END OF CURVE
EG	- EXISTING GROUND ELEVATION
ELEV	- ELEVATION
EP	- EDGE OF PAVEMENT
ESMT	- EASEMENT
EVCE	- END VERTICAL CURVE ELEVATION
EVCS	- END VERTICAL CURVE STATION
EXIST/EX	- EXISTING
F	- FIRE
FC	- FACE OF CURB
FDC	- FIRE DEPARTMENT CONNECTION
FF	- FINISH FLOOR ELEVATION
FG	- FINISH GRADE ELEVATION
FH	- FIRE HYDRANT
FL	- FLOWLINE
FS	- FIRE SERVICE
G	- GRATE ELEVATION
GB	- GRADE BREAK
H	- HIGH
HORIZ	- HORIZONTAL
HP	- HIGH POINT
INV	- INVERT
JT	- JOINT TRENCH
LF	- LINEAR FEET
LT	- LEFT
MAX	- MAXIMUM
MH	- MANHOLE
MIN	- MINIMUM
MISC	- MISCELLANEOUS
MON	- MONUMENT
N	- NORTH
NTS	- NOT TO SCALE
OC	- ON CENTER
PAE	- PRIVATE ACCESS EASEMENT
PCC	- PORTLAND CEMENT CONCRETE
PI	- POINT OF INTERSECTION
PL	- PROPERTY LINE
PRC	- POINT OF REVERSE CURVE
PSE	- PUBLIC SERVICE EASEMENT
PSDE	- PRIVATE STORM DRAIN EASEMENT
PSSE	- PRIVATE SANITARY SEWER EASEMENT
PUE	- PUBLIC UTILITY EASEMENT
PVAW	- PRIVATE VEHICLE ACCESSWAY
PVC	- POLYVINYL CHLORIDE
PVI	- POINT OF VERTICAL INTERSECTION
PVMT	- PAVEMENT
PWLE	- PRIVATE WATER LINE EASEMENT
RCP	- REINFORCED CONCRETE PIPE
RT	- RIGHT
R/W	- RIGHT OF WAY
S	- SLOPE, SOUTH
SD	- STORM DRAIN
SDWK	- SIDEWALK
SF	- SQUARE FEET
SO	- SIDE OPENING
SS	- SANITARY SEWER
SSCO	- SANITARY SEWER CLEANOUT
SSE	- SANITARY SEWER EASEMENT
SSMH	- SANITARY SEWER MANHOLE
SSRI	- SANITARY SEWER RODDING INLET
STA	- STATION
STD	- STANDARD
SXD	- SIDEWALK CROSS DRAIN
TB	- TOP OF BANK
TC	- TOP OF CURB
TEMP	- TEMPORARY
TGL	- TOP OF GRAVEL LAYER
TRW	- TOP OF RETAINING WALL
TSL	- TOP OF SOIL LAYER
TYP	- TYPICAL
VC	- VERTICAL CURVE
VERT	- VERTICAL
VG	- VALLEY GUTTER
WM	- WATER METER
WS	- WATER SERVICE

OWNER/DEVELOPER

SIERRA PACIFIC PROPERTIES, INC.
1800 WILLOW PASS ROAD
CONCORD, CA 94520
(925) 609-6200

CIVIL ENGINEER

APEX CIVIL ENGINEERING & LAND SURVEYING
817 ARNOLD DRIVE, SUITE 50
MARTINEZ, CA 94553
(925) 476-8499

ARCHITECT

PERKINS, WILLIAMS & COTTERILL ARCHITECTS
3320 DATA DRIVE, SUITE 200
RANCHO CORDOVA, CA 95670
(916) 851-1400

BENCHMARK

CALTRANS BENCH MARK, TOP OF DISK IN
MONUMENT AT THE INTERSECTION OF
HARBOR STREET AND CALIFORNIA STREET.
ELEVATION=64.45

BASIS OF BEARINGS

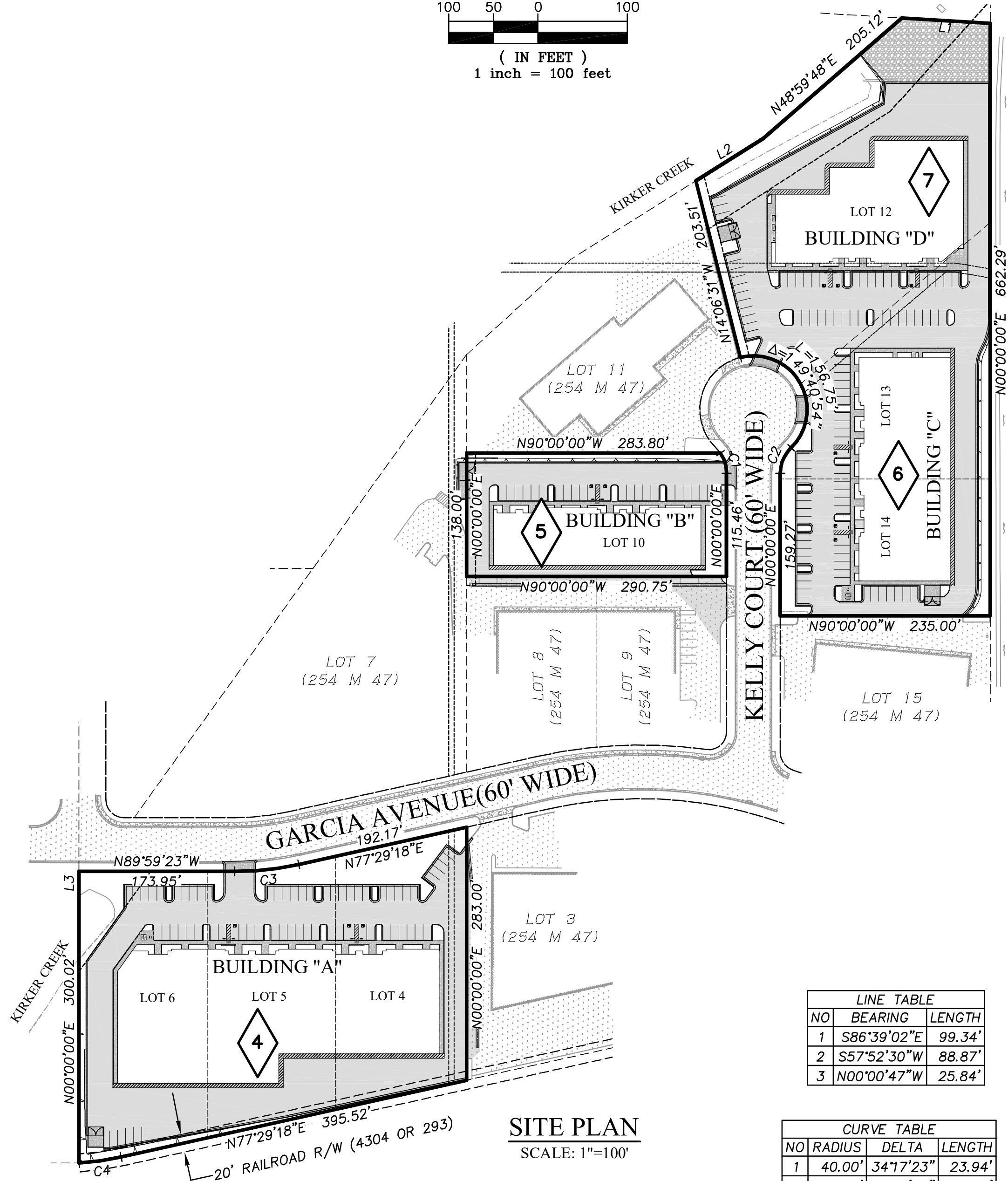
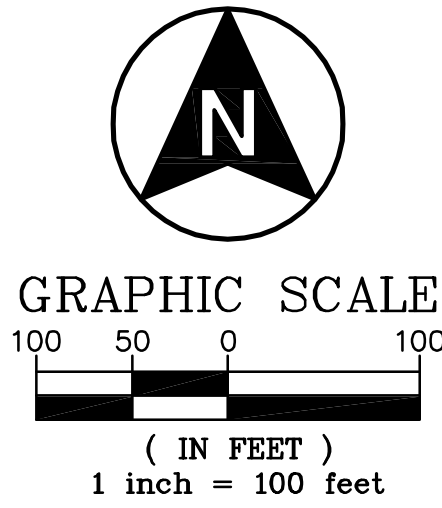
BEARINGS N 89°59'23" E BETWEEN FOUND
MONUMENTS ON THE CENTERLINE OF
GARCIA DRIVE AS SHOWN ON 254 M 45
RECORDS OF CONTRA COSTA COUNTY
CALIFORNIA.



NOTE:

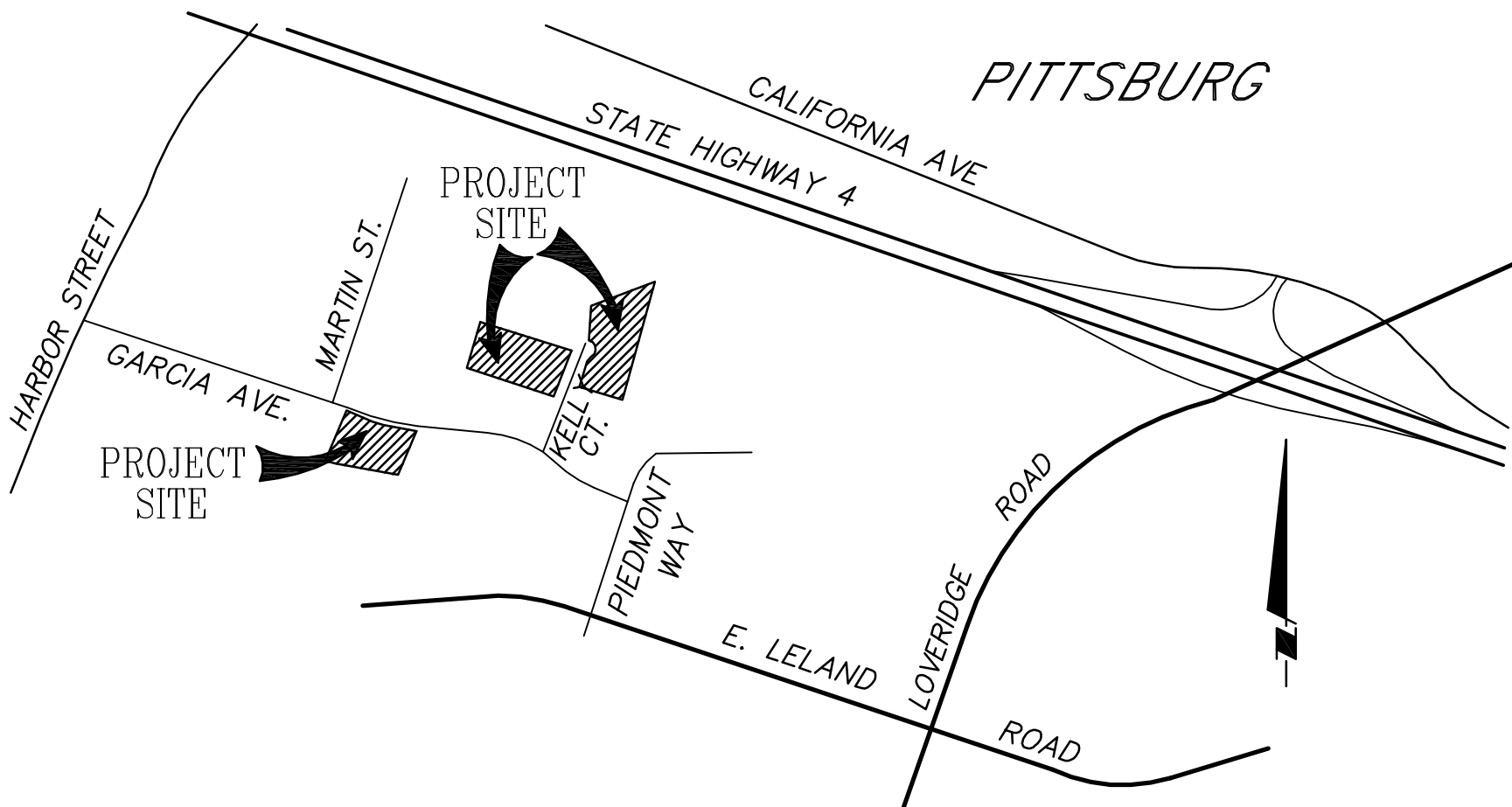
THE LOCATION OF ALL EXISTING
UTILITIES SHOWN ON THE PLANS HAVE
BEEN DETERMINED FROM THE BEST
INFORMATION AVAILABLE. IT SHALL BE
THE CONTRACTOR'S RESPONSIBILITY TO
NOTIFY THE VARIOUS UTILITIES AND
EXERCISE EXTREME CAUTION IN AREAS
OF BURIED UTILITIES DURING
CONSTRUCTION.

PGE GAS ESMT



LINE TABLE		
NO	BEARING	LENGTH
1	S86°39'02"E	99.34'
2	S57°52'30"W	88.87'
3	N00°00'47"W	25.84'

CURVE TABLE			
NO	RADIUS	DELTA	LENGTH
1	40.00'	34°17'23"	23.94'
2	40.00'	45°34'23"	31.82'
3	330.00'	12°31'19"	72.12'
4	301.90'	09°00'42"	47.48'

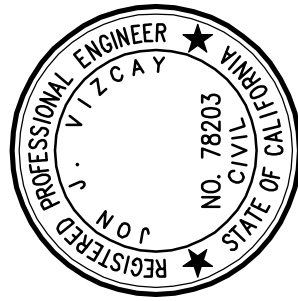


LEGEND

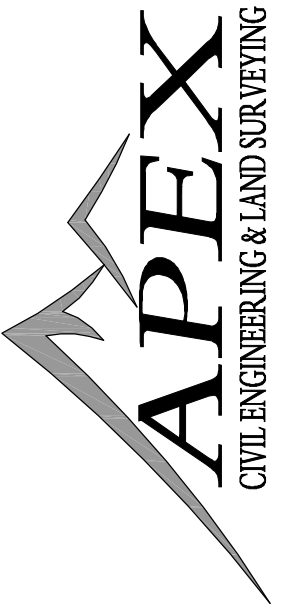
EXISTING	PROPOSED	ITEM
		PAVEMENT
		SIDEWALK
		CURB & GUTTER
		SANITARY SEWER MAIN
		SANITARY SEWER MANHOLE
		STORM DRAIN LINE
		STORM DRAIN MH
		INLET OR CATCH BASIN
		FIRE HYDRANT
		WATER LINE & VALVE
		WATER METER
		AIR RELEASE VALVE
		SIGN
		STREET LIGHT
		UTILITY POLE
		STREET MONUMENTS
		CONTOURS
		DIRECTION OF DRAINAGE FLOW
		PLAN SHEET REFERENCE NUMBER

SHEET INDEX

SHEET No.	DESCRIPTION
1	TITLE SHEET
2	NOTES AND DETAILS
3	SECTIONS
4	PRELIMINARY GRADING, DRAINAGE & UTILITY PLAN - BUILDING "A"
5	PRELIMINARY GRADING, DRAINAGE & UTILITY PLAN - BUILDING "B"
6	PRELIMINARY GRADING, DRAINAGE & UTILITY PLAN - BUILDING "C"
7	PRELIMINARY GRADING, DRAINAGE & UTILITY PLAN - BUILDING "D"



817 Arnold Drive, Ste. 50
Martinez, CA 94553
Ph: (925) 476-8499
www.apexce.net



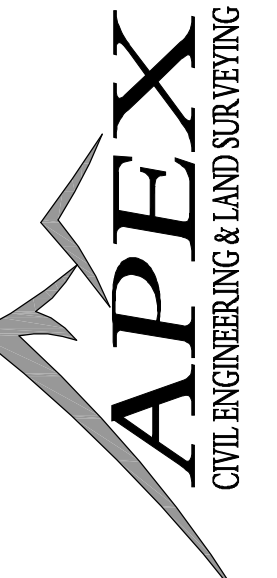
NO.	REVISIONS	BY	APP	DATE

PRELIMINARY GRADING, DRAINAGE AND UTILITY PLAN
TITLE SHEET
LOS MEDANOS INDUSTRIAL PARK
PITTSBURG, CA

SHEET
1
DATE
06-14-2019
PROJECT #: 17116

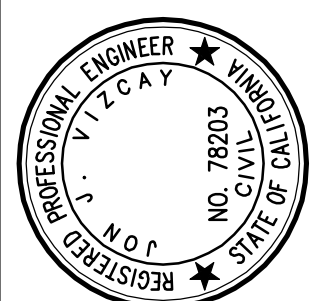
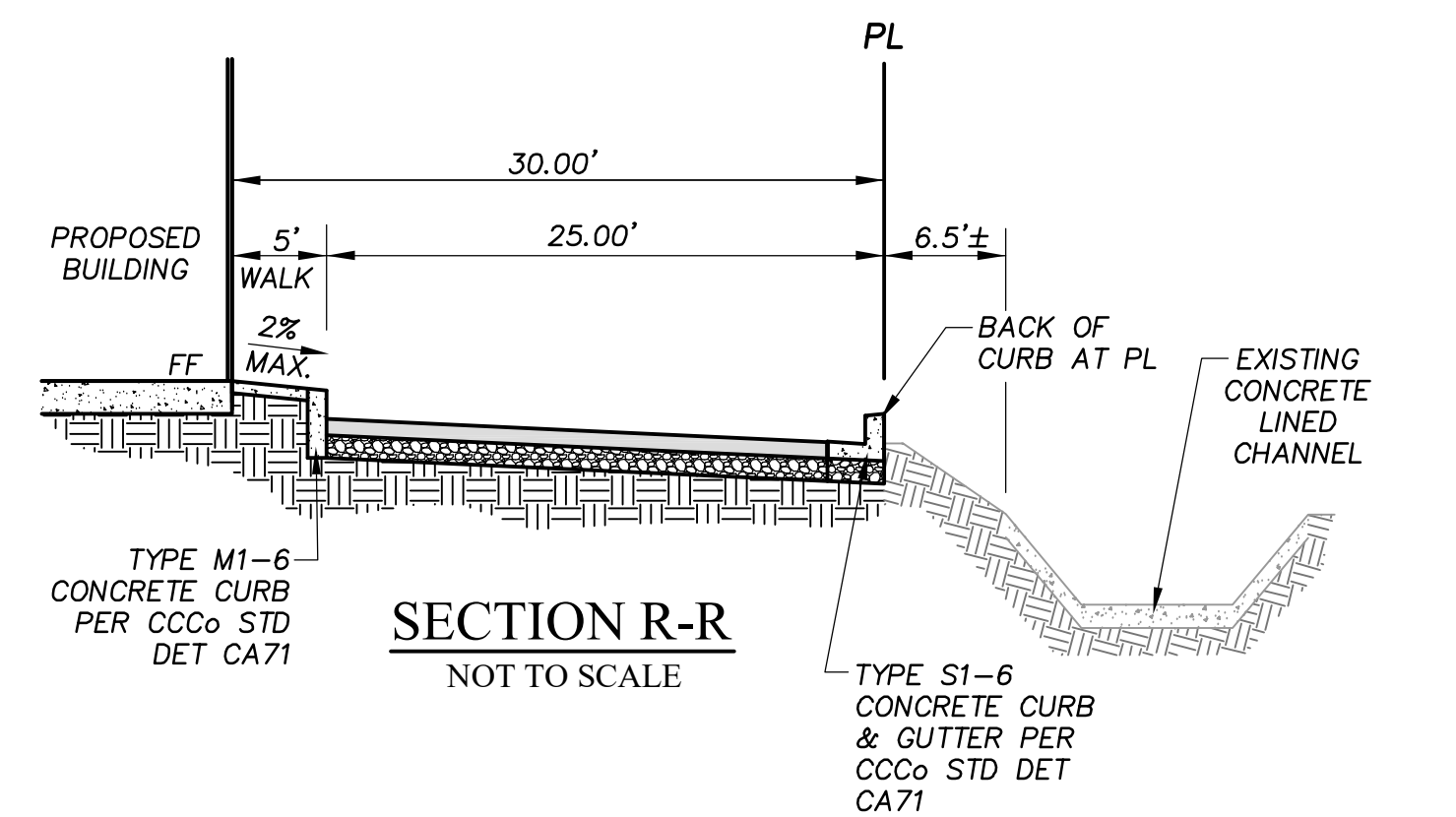
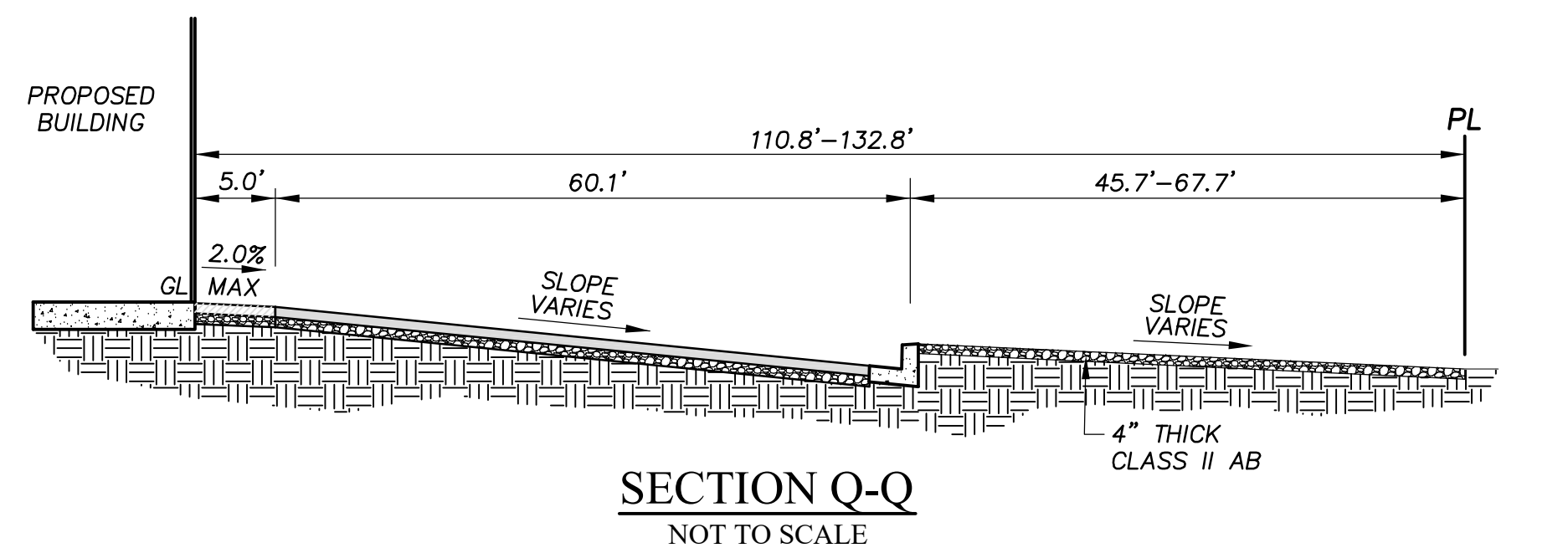
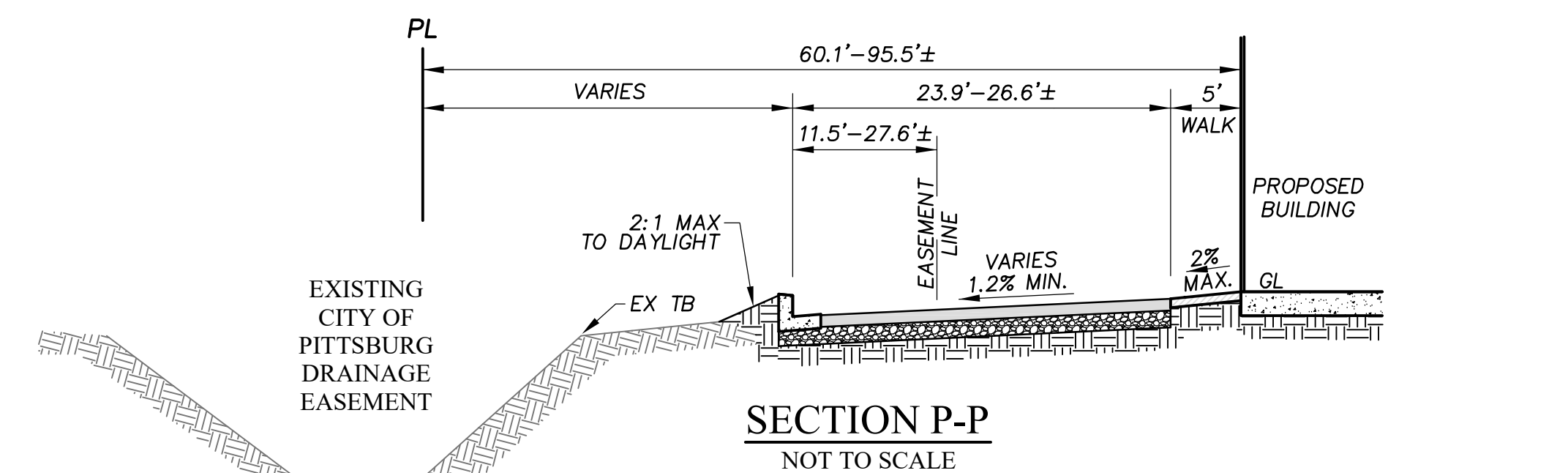
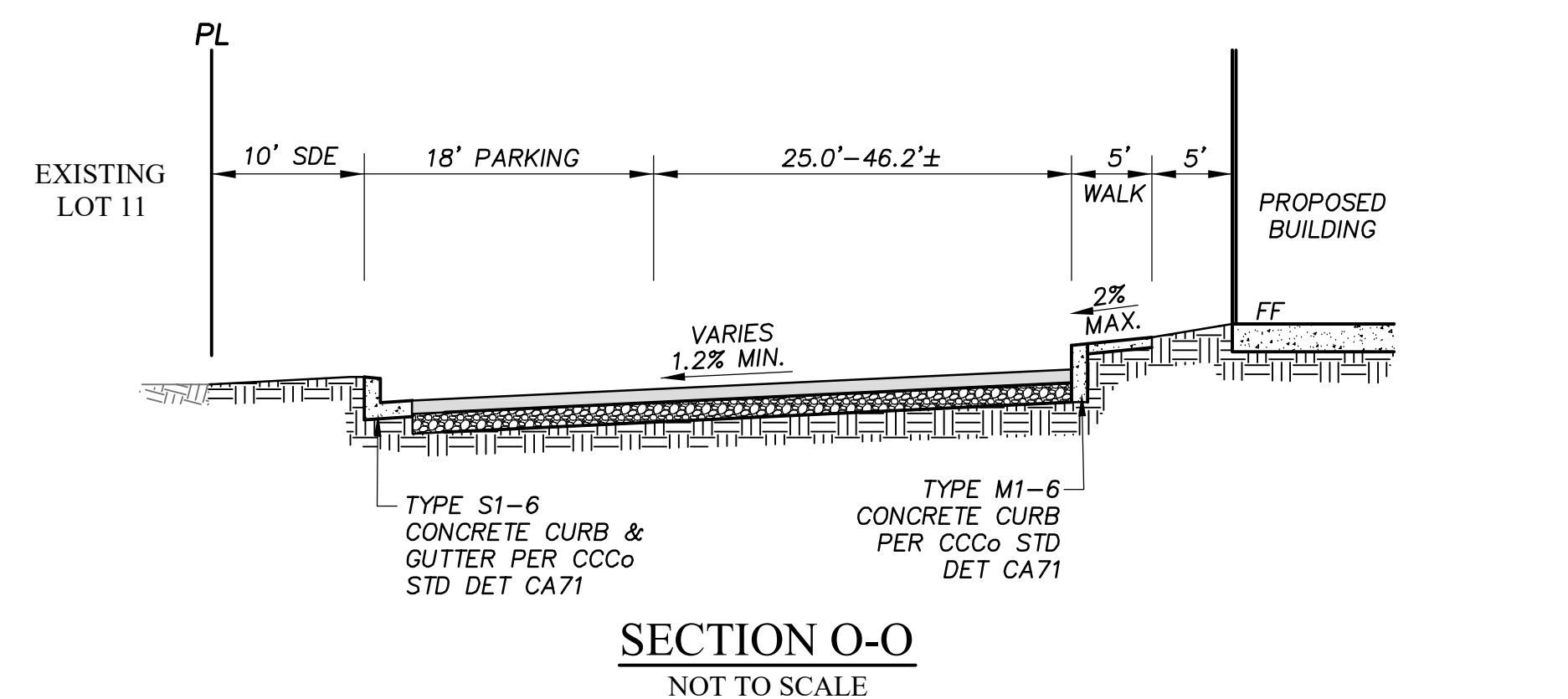
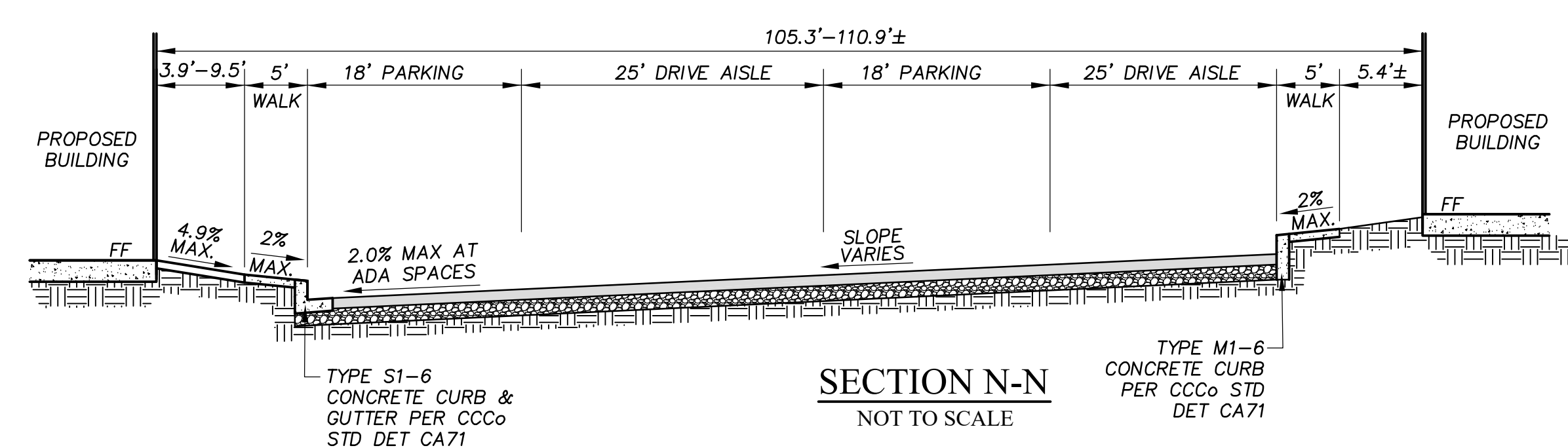
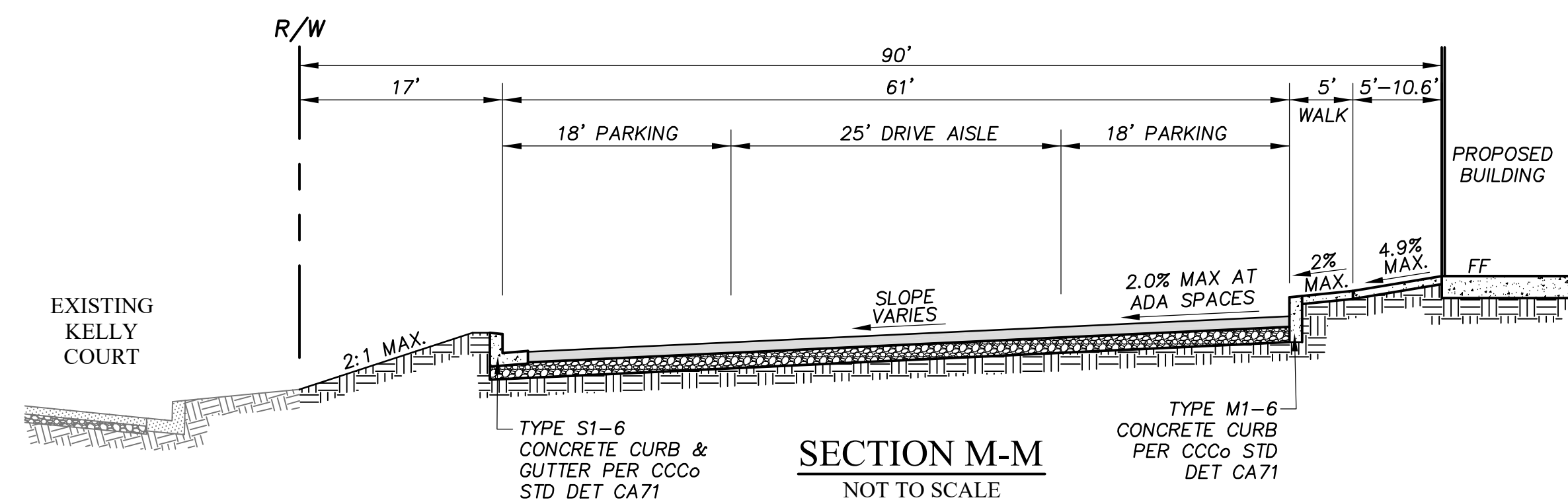
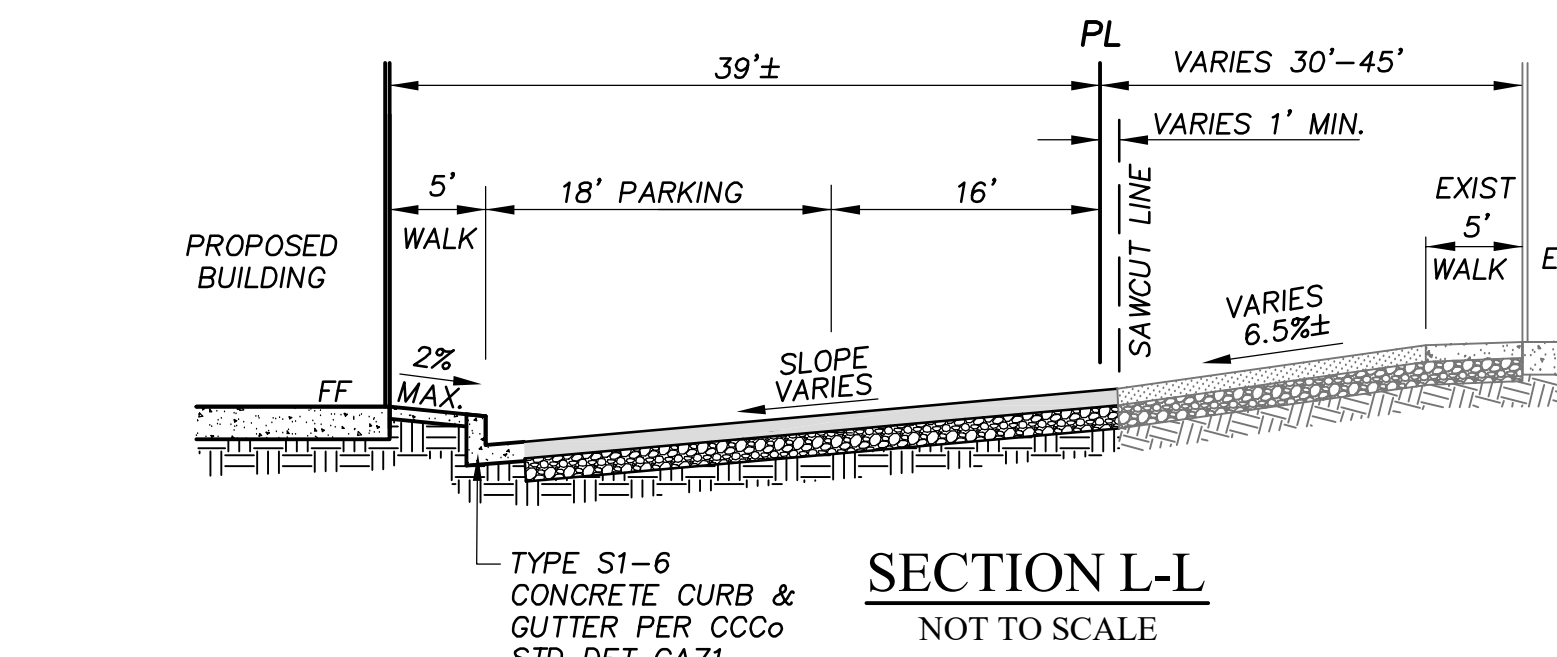
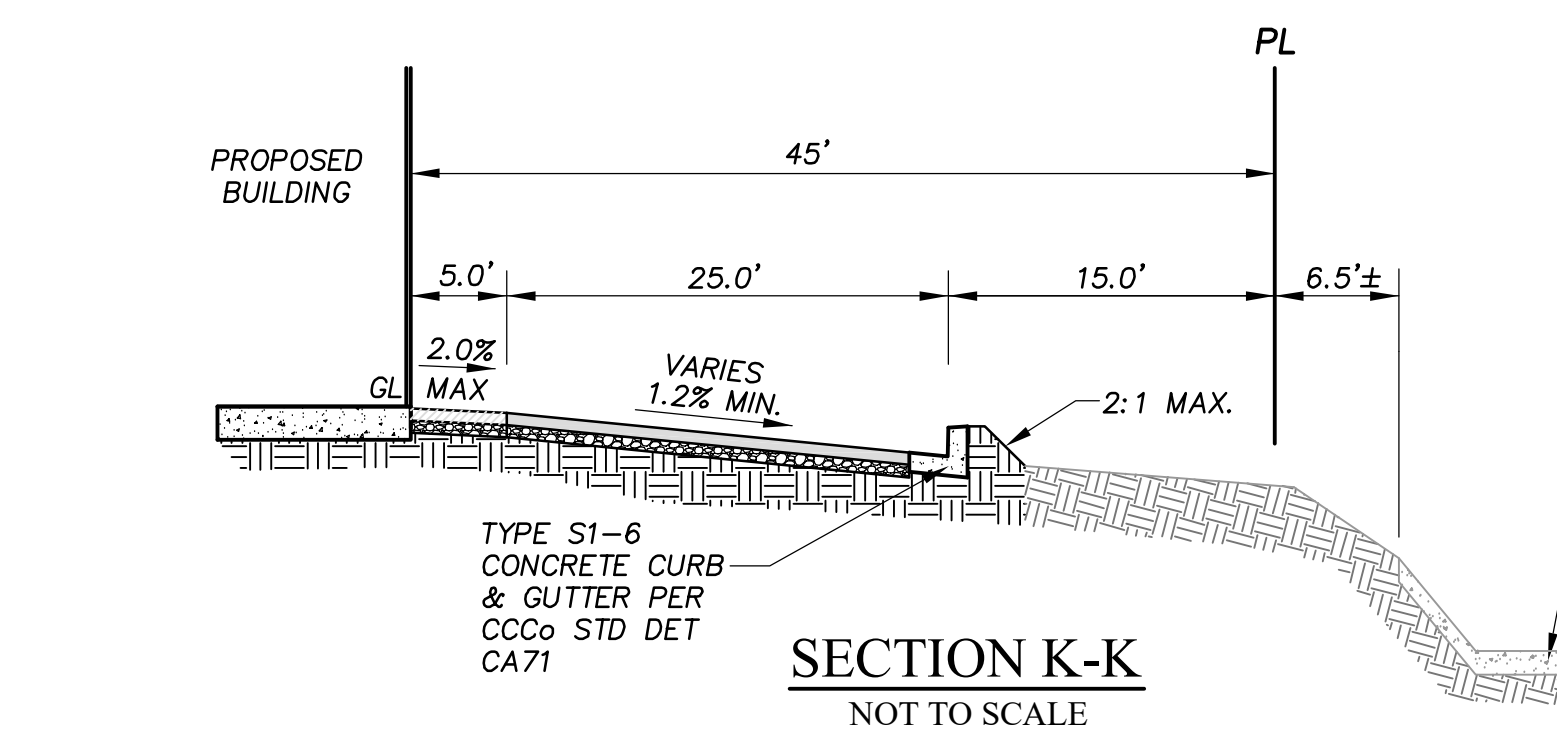
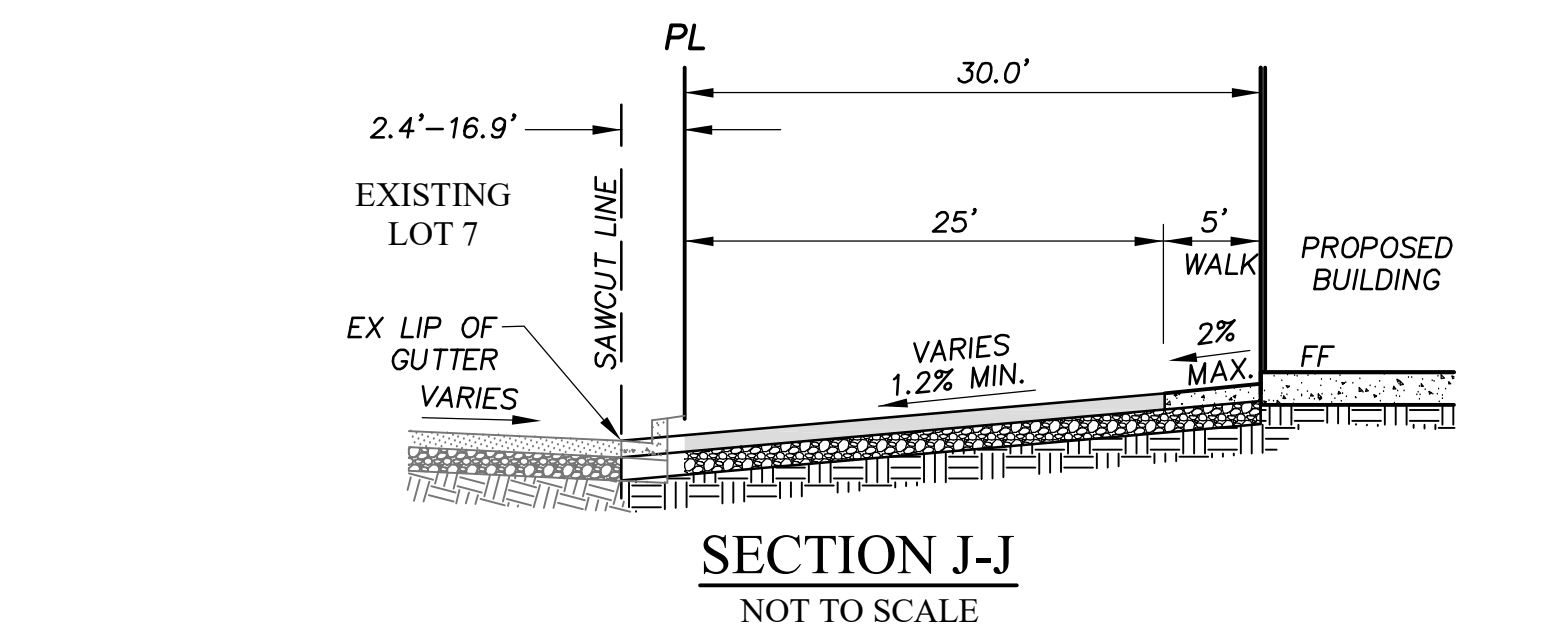
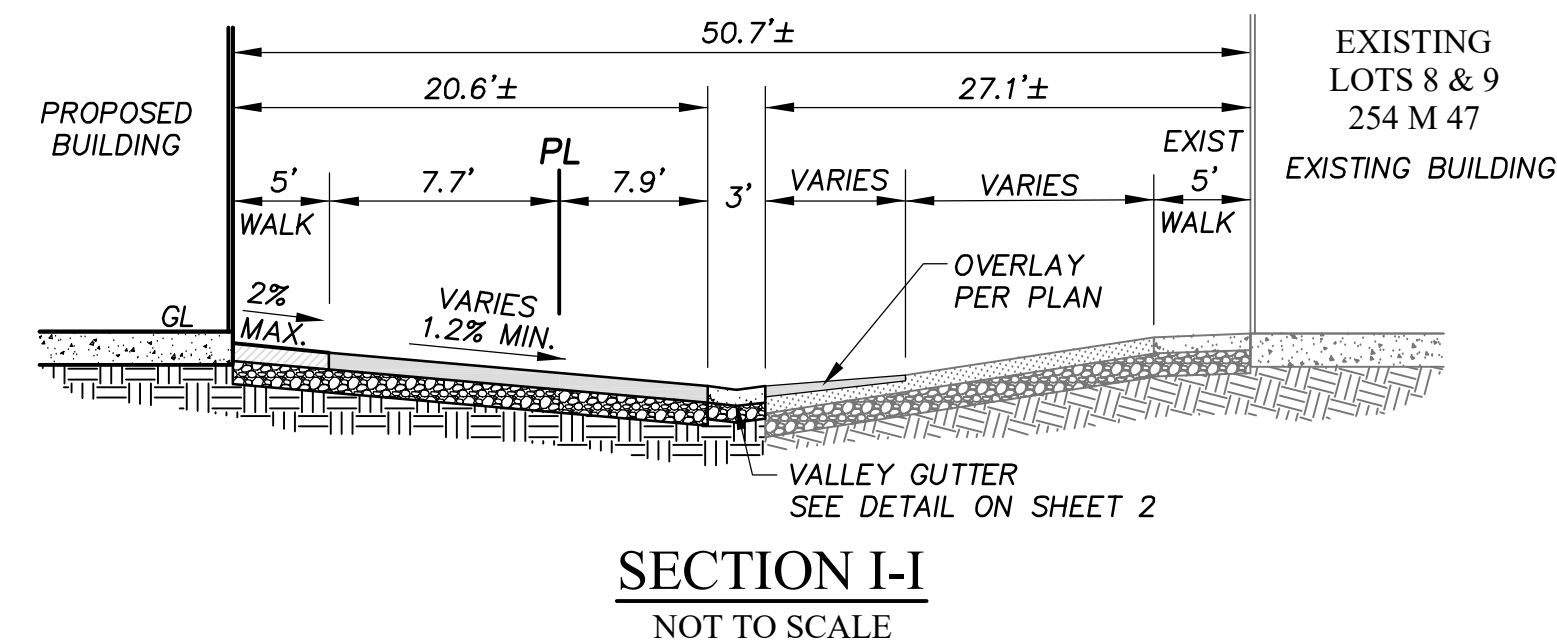
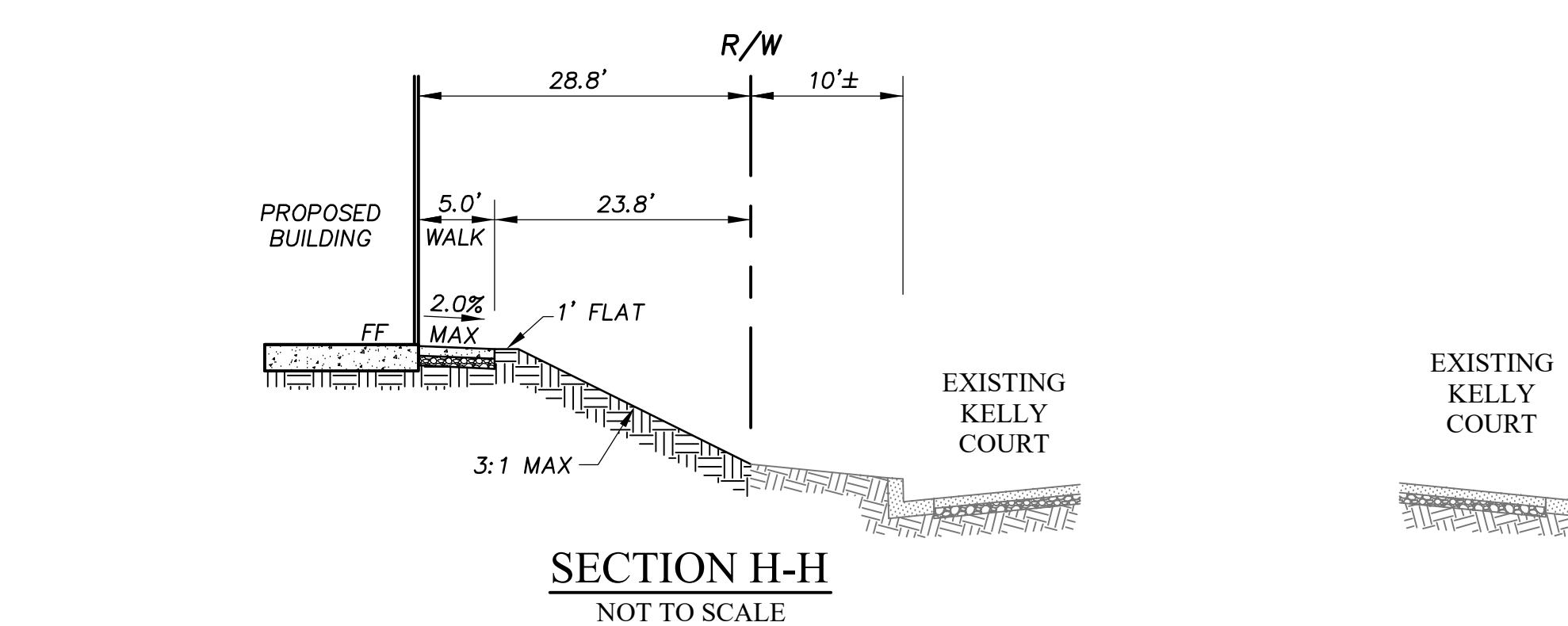
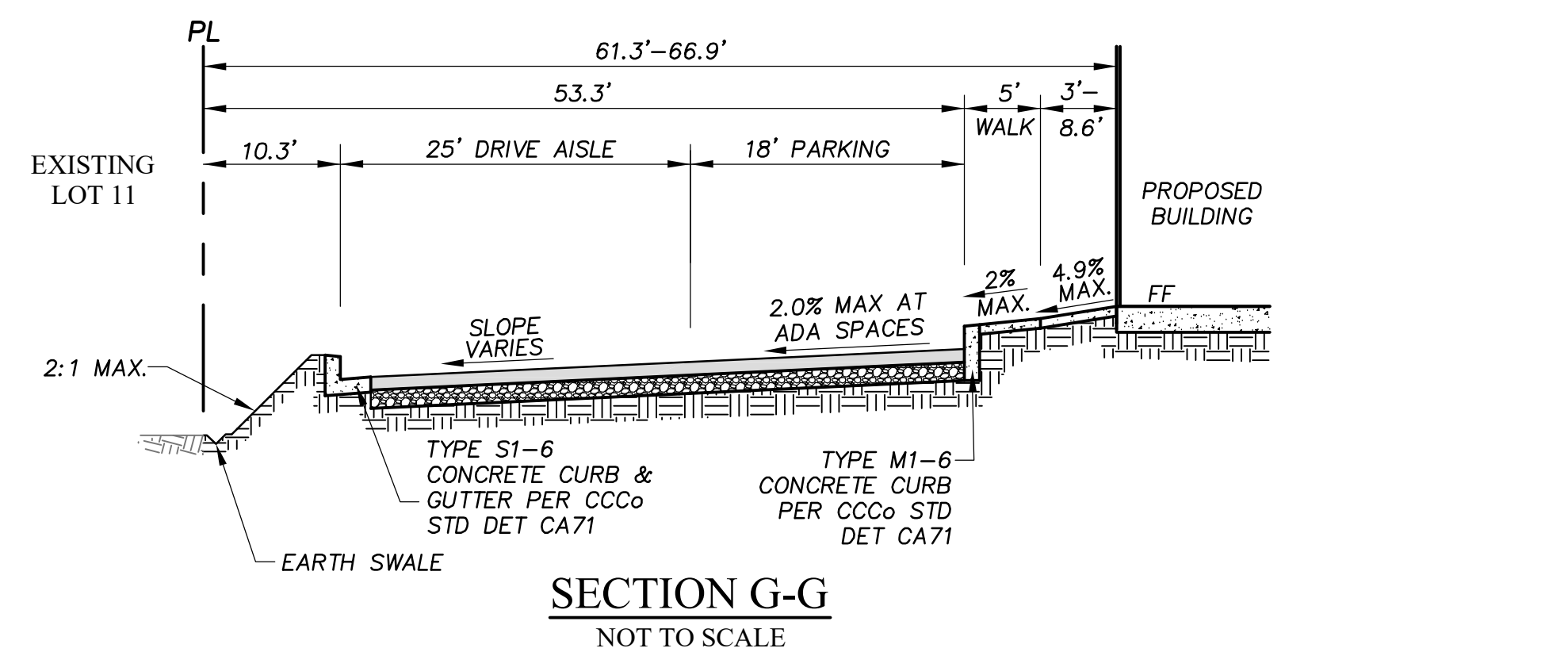
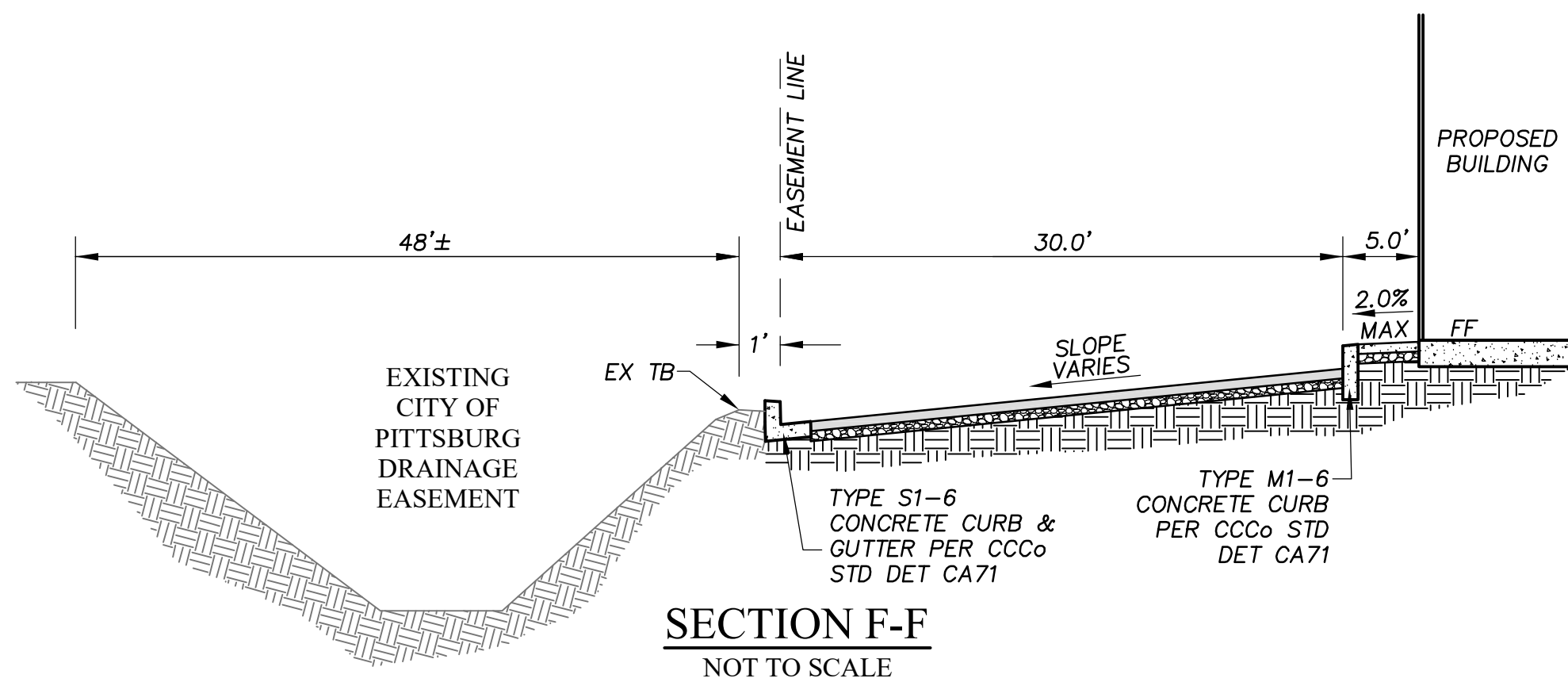
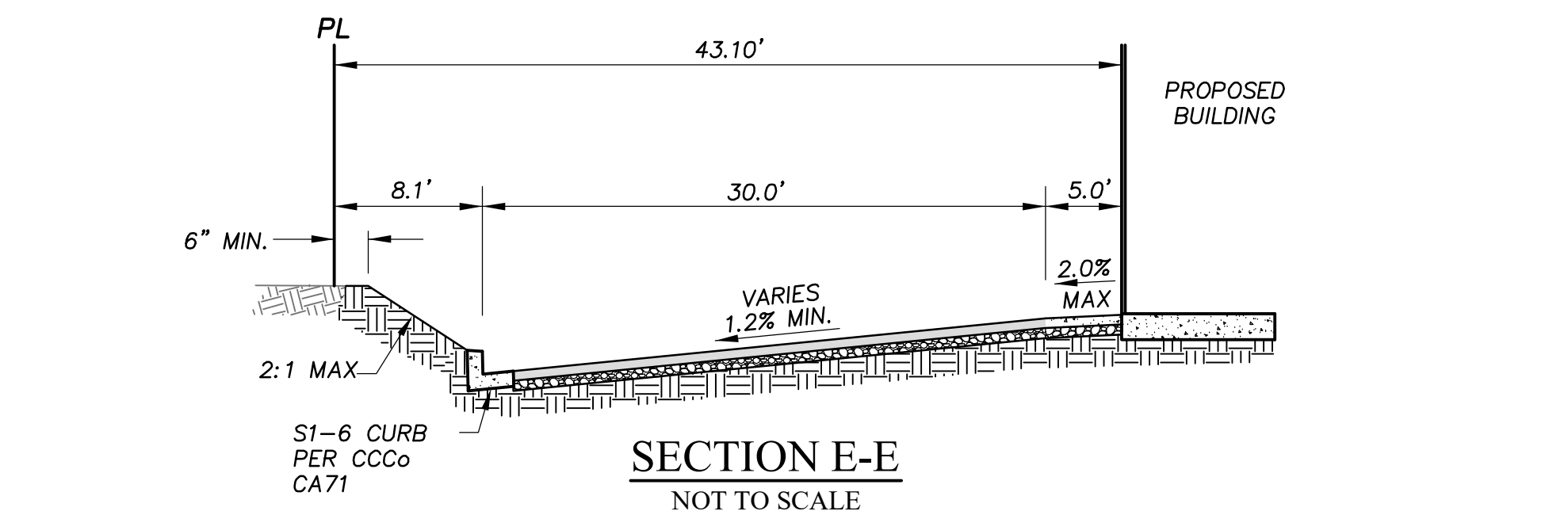
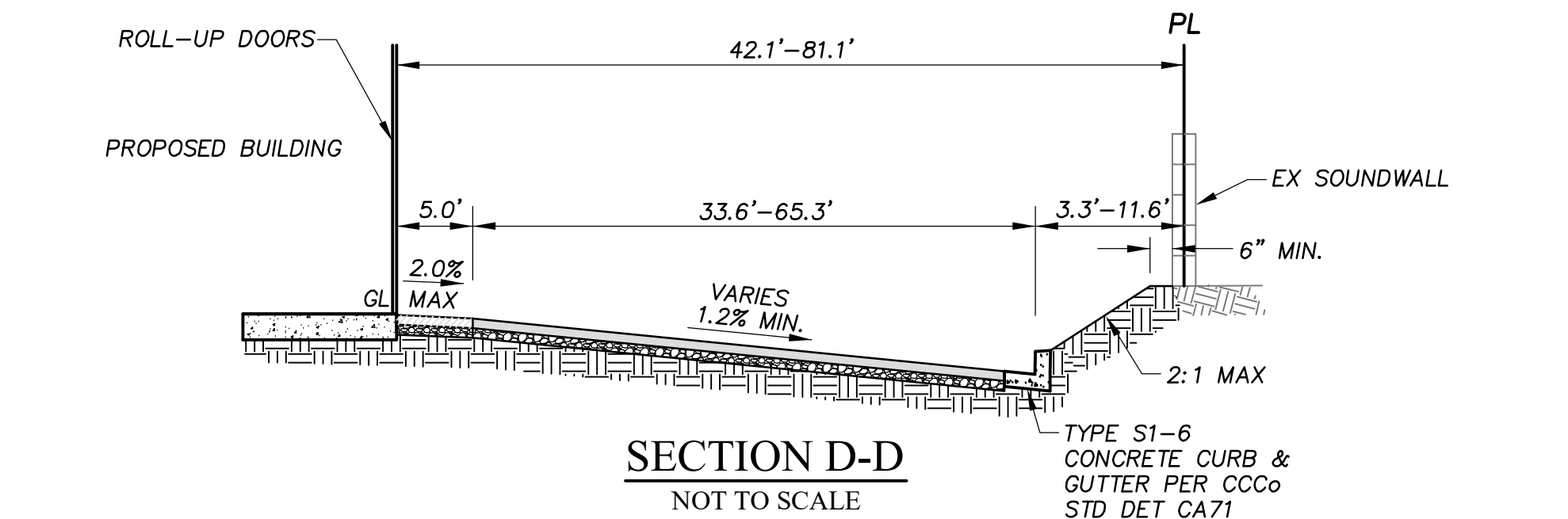
1. ALL IMPROVEMENTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH CITY OF PITTSBURG STANDARD SPECIFICATIONS AND DETAILS SUBJECT TO THE INSPECTION AND APPROVAL OF THE ENGINEERING DIVISION OF THE PUBLIC WORKS DEPARTMENT. ALL REVISIONS MUST BE APPROVED BY THE CITY PRIOR TO CONSTRUCTION.
2. PRIOR TO COMMENCEMENT OF CONSTRUCTION, A PRE-JOB CONFERENCE SHALL BE REQUESTED BY THE DEVELOPER THROUGH THE CITY ENGINEER, 925-252-4930.
3. APPROVAL OF THESE PLANS BY THE CITY ENGINEER SHALL NOT RELIEVE THE DEVELOPER OR THE ENGINEER FROM THE RESPONSIBILITY FOR THE DESIGN OF THE IMPROVEMENTS AND FOR ANY DEFICIENCIES RESULTING FROM THE DESIGN THEREOF.
4. THE DEVELOPER SHALL OBTAIN ALL NECESSARY PERMITS FROM OTHER REGULATORY AGENCIES FOR PROJECTS WITHIN SENSITIVE AREAS OR WHICH HAVE SIGNIFICANT STORM WATER POLLUTION POTENTIAL. OTHER REGULATORY AGENCIES INCLUDE, BUT ARE NOT LIMITED TO, THE REGIONAL WATER QUALITY CONTROL BOARD, DEPARTMENT OF FISH AND GAME AND ARMY CORPS OF ENGINEERS.
5. A PERMIT SHALL BE REQUIRED FROM THE HEALTH SERVICES DEPARTMENT OF CONTRA COSTA COUNTY TO DRILL, REPAIR, OR ABANDON A WELL.
6. IF THE CITY OF PITTSBURG STANDARD PLANS AND RECOMMENDATIONS BY THE DEVELOPER'S ENGINEER AND/OR SOILS ENGINEER DIFFER, THE CITY ENGINEER SHALL DETERMINE WHICH SHALL APPLY.
7. ALL LANDSCAPING IS SUBJECT TO CITY INSPECTION. ANY CHANGE IN THE APPROVED LANDSCAPE PLAN MUST BE APPROVED BY THE CITY'S DESIGN REVIEW STAFF.
8. CITY STANDARD PLANS INCLUDE BUT ARE NOT LIMITED TO THE FOLLOWING:
 - SD-7 SIDEWALK CROSS DRAIN
 - CC-1 STANDARD CURB, GUTTER AND SIDEWALK
 - CC-2 RESIDENTIAL DRIVEWAY APPROACH
 - CC-6 WEAKENED PLANE JOINTS AND SCORE LINES
 - MS-1 TRENCH BACKFILL AND RESURFACING
9. A TITLE REPORT DATED AT LEAST 6 MONTHS PRIOR TO DESIGN REVIEW APPROVAL DATE WILL BE REQUIRED AT THE TIME OF PROJECT APPROVAL.
10. THE PROJECT IS REQUIRED TO PROVIDE FRONTAGE IMPROVEMENTS. THIS INCLUDES BRINGING ALL SIDEWALK, CURB, GUTTER AND PAVING TO CENTERLINE ALONG THE PROJECT FRONTAGE INTO COMPLIANCE WITH CITY STANDARDS AND REPAIRING OR REPLACING ANY EXISTING FRONTAGE IMPROVEMENTS DETERMINED BY THE CITY ENGINEER TO BE DAMAGED, DURING OR PRIOR TO PROJECT CONSTRUCTION. THESE IMPROVEMENTS SHALL BE SHOWN AS PROPOSED NEW OR REPLACED ON THE PROJECT PLANS. SHOULD THE CITY ENGINEER DETERMINE THAT EXISTING IMPROVEMENTS MEET CITY STANDARDS, AND ARE IN ACCEPTABLE CONDITION, THE APPLICANT'S RESPONSIBILITY TO INSTALL/REPAIR/REPLACE THE IMPROVEMENTS WILL BE CONSIDERED MET.
11. AN ENCROACHMENT PERMIT IS REQUIRED FOR WORK ASSOCIATED WITH THE FRONTAGE IMPROVEMENTS AND FOR ANY WORK LOCATED IN THE PUBLIC RIGHT-OF-WAY. THE ENCROACHMENT PERMIT APPLICATION IS TYPICALLY MADE BY THE GENERAL CONTRACTOR AND THE ENCROACHMENT PERMIT MUST BE ISSUED PRIOR TO A SITE DEVELOPMENT OR BUILDING PERMIT.
12. GRADING SHALL CONFORM TO THE GRADING ORDINANCE OF THE CITY OF PITTSBURG MUNICIPAL CODE. THE GRADING PLAN AND SITE IMPROVEMENT PLAN SHALL BE APPROVED BY THE CITY ENGINEER. ALL REVISIONS TO THE GRADING AND SITE IMPROVEMENT PLANS MUST BE APPROVED BY THE CITY'S ENGINEERING DEPARTMENT.
13. EXTERIOR PROPERTY CORNERS SHALL BE MARKED AS REQUIRED BY THE CITY ENGINEER PRIOR TO COMMENCING ANY GRADING OPERATIONS, AND SHALL BE MAINTAINED THROUGHOUT THE GRADING OPERATIONS. ALL PROPERTY CORNERS OR OFFSET MARKERS SHALL BE VISIBLE AT THE TIME OF THE ROUGH AND FINAL INSPECTIONS.
14. GRADING OR ANY OTHER OPERATION THAT CREATES DUST SHALL BE STOPPED IMMEDIATELY IF DUST AFFECTS ADJACENT PROPERTIES. SUFFICIENT WATERING TO CONTROL DUST IS REQUIRED AT ALL TIMES AND A DUST PALLIATIVE MAY BE REQUIRED BY THE CITY ENGINEER.
15. MUD TRACKED ONTO STREETS OR ADJACENT PROPERTIES SHALL BE REMOVED IMMEDIATELY. STREETS SHALL BE SWEEP AS DIRECTED BY THE CITY INSPECTOR.
16. PROJECTS PROPOSED FOR CONSTRUCTION BETWEEN OCTOBER 1ST AND APRIL 15TH, MUST HAVE AN EROSION AND SEDIMENTATION CONTROL PROGRAM APPROVED, AND IMPLEMENTED TO THE MAXIMUM EXTENT POSSIBLE, PRIOR TO THE START OF ON-SITE EARTHWORK. EARTHWORK THAT IS NECESSARY TO INSTALL EROSION AND SEDIMENTATION CONTROL FACILITIES, SUCH AS DRAINAGE DITCHES AND SEDIMENTATION BASINS, MAY PROCEED CONCURRENT WITH THE INSTALLATION OF THE CONTROL FACILITIES. EROSION CONTROL PLANS SHALL BE SUBMITTED TO THE CITY ENGINEER FOR APPROVAL BY SEPTEMBER 1, AND IMPLEMENTATION COMPLETED BY OCTOBER 1. ALL SITE WORK EXCEPT IMPLEMENTATION OF THE EROSION CONTROL PLAN WILL BE SUBJECT TO SUSPENSION BY THE CITY IF THE REQUIREMENTS OF THIS GENERAL NOTE ARE NOT MET.
17. PRIOR TO FOUNDATION INSPECTION, THE ENGINEER SHALL PROVIDE A REPORT STATING THAT LINES AND GRADES WERE SET IN THE FIELD IN ACCORDANCE WITH THE APPROVED GRADING PLAN AND THAT THE PADS ARE GRADED TO WITHIN 0.2 FOOT (60MM) OF THE ELEVATIONS SHOWN ON THE APPROVED GRADING PLAN. ALSO, A SOILS ENGINEER REPORT PREPARED BY A SOILS ENGINEER, SHALL BE SUBMITTED WHICH INCLUDES THE LOCATIONS AND ELEVATIONS OF FIELD DENSITY TESTS, AND COMPARES TEST RESULTS WITH RECOMMENDED COMPACTION REQUIREMENTS AS SPECIFIED IN A SOILS REPORT OR STANDARD PLANS AND SPECIFICATIONS. IF TESTS SHOW THAT ACTUAL COMPACTION HAS NOT EQUALED OR SURPASSED THAT WHICH WAS RECOMMENDED, THE SOILS ENGINEER SHALL PROVIDE THE PROPOSED ACTION TO BE TAKEN. WITHOUT ADDITIONAL INFORMATION FROM A SOILS ENGINEER OR A SOILS REPORT, ALL PADS SHALL BE COMPACTED TO A MINIMUM OF 90 PERCENT.
18. INSPECTION OF FINISH GRADING OF SWALES ADJACENT TO STRUCTURES SHALL BE PERFORMED BY THE ENGINEERING INSPECTOR PRIOR TO FINAL BUILDING INSPECTION.
19. ALL UNDERGROUND UTILITIES WITHIN THE RIGHT-OF-WAY OR ACCESS EASEMENT, INCLUDING MAINS AND LATERALS, SHALL BE INSTALLED AND BACKFILL COMPLETED PRIOR TO THE START OF CURB, SIDEWALK AND PAVING CONSTRUCTION.
20. ALL CONSTRUCTION STAKING SHALL INCLUDE, BUT NOT BE LIMITED TO, GRADING, CURBS, STREET IMPROVEMENTS AND STORM DRAINS, AND SHALL BE PERFORMED BY A REGISTERED CIVIL ENGINEER OR LICENSED SURVEYOR.
21. ALL TRENCH BACKFILL SHALL BE COMPACTED AS SHOWN IN CITY'S STANDARD PLANS OR AS RECOMMENDED BY THE SOILS ENGINEER. IF TESTS SHOW THAT THE ACTUAL COMPACTION HAS NOT EQUALED OR SURPASSED THAT WHICH IS RECOMMENDED, THE SOILS ENGINEER SHALL PROVIDE THE PROPOSED ACTION TO BE TAKEN.
22. ANY DAMAGED OR DISPLACED CURB, GUTTER, SIDEWALK, DRIVEWAY OR PAVEMENT SHALL BE REMOVED AND REPLACED EVEN IF DAMAGE OR DISPLACEMENT OCCURRED PRIOR TO CONSTRUCTION.
23. ALL NEW STORM DRAIN INLETS SHALL BE STENCILED OR STAMPED WITH CITY'S CLEAN WATER PROGRAM STANDARD LOGO, "NO DUMPING - DRAINS TO CREEK," PRIOR TO THE ACCEPTANCE OF THE SUBDIVISION IMPROVEMENT OR THE FINAL BUILDING INSPECTION, WHICHEVER OCCURS FIRST.
24. CONTRACTOR SHALL PROVIDE ALL NECESSARY PUBLIC SAFETY DEVICES IN ACCORDANCE WITH CURRENT CALTRANS TRAFFIC CONTROL STANDARDS INCLUDING, BUT NOT LIMITED TO, LIGHTS, SIGNS, BARRICADES, AND FLAGPERSONS. IN ADDITION, TEMPORARY FENCING SHALL BE PROVIDED ALONG ALL PROPERTY LINES AS DIRECTED BY THE CITY.
25. PRIOR TO ISSUANCE OF ANY PERMITS, THE DEVELOPER SHALL SUBMIT A WASTE MANAGEMENT PLAN DEMONSTRATING HOW THEY INTEND TO RECYCLE, REUSE, OR SALVAGE BUILDING MATERIALS AND OTHER DEBRIS (INCLUDING DIRT) GENERATING FROM DEMOLITION OF EXISTING STRUCTURES AND FROM CONSTRUCTION OF THE PROJECT. PRIOR TO ISSUANCE OF AN OCCUPANCY PERMIT, THE DEVELOPER SHALL SUBMIT A COMPLETED WASTE MANAGEMENT SUMMARY REPORT DOCUMENTING ACTUAL DEBRIS RECOVERY EFFORTS, INCLUDING QUANTITIES OF RECOVERED AND LANDFILLED MATERIALS, THAT OCCURRED THROUGHOUT THE PROJECT'S DURATION.

-
- EXTEND METAL DUCT INTO
SIDE OF DRAIN BOX
CUT HOLE IN BOX AS NEEDED
- CHRISTY V64 DRAIN BOX
WITH GRATE (OR EQUAL)
- 12" DRAIN PIPE
FROM REAR YARD
- FLOW
- 4"x4" 10 AWG WIRE
MESH IN SIDEWALK
36" MIN. WIDTH FOR
EACH DUCT
- 2% METAL DUCT
- 2% NO. 3. REBAR
IN CURB
- 4" THICK CUSHION
OF CLASS 2 AB
PER CITY STD ST-23
- SIDEWALK CROSS DRAIN**
NOT TO SCALE
- 18 GA. GALVANIZED
METAL DUCT
- 4"x4" 10 AWG WIRE
MESH IN SIDEWALK
36" MIN. WIDTH FOR
EACH DUCT
- 12"
- 0.5"
- 4"
- 6"
- 4"
- 20"

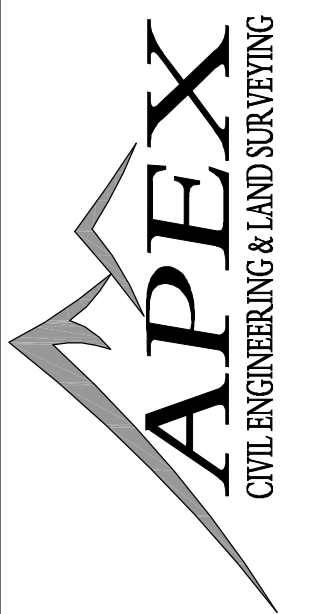
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NOTES AND DETAILS
LOS MEDANOS INDUSTRIAL PARK
PITTSBURG, CA

SHEET
2
DATE
06-14-2019
PROJECT #: 17116



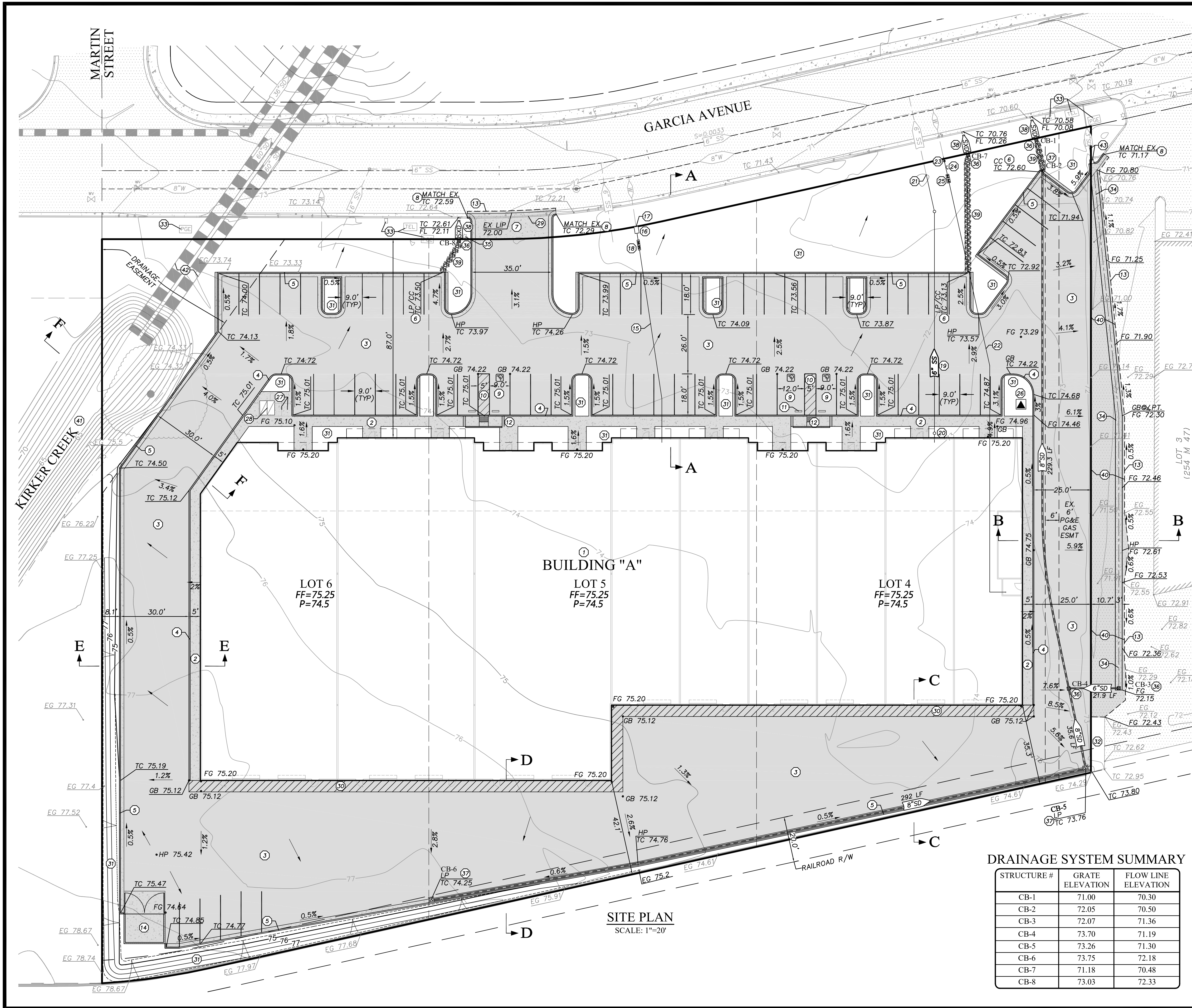
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NO.	REVISIONS	BY	APP	DATE

PRELIMINARY GRADING, DRAINAGE AND UTILITY PLAN
TYPICAL SECTIONS
LOS MEDANOS INDUSTRIAL PARK
PITTSBURG, CA

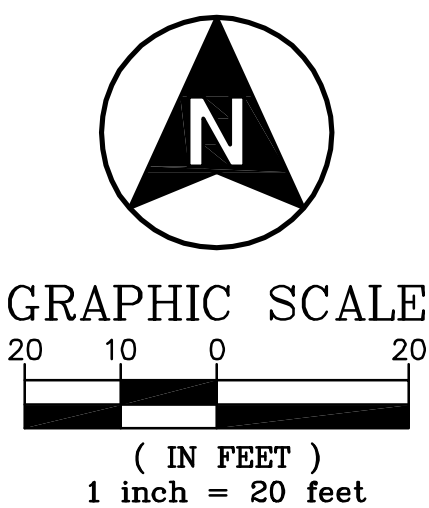
SHEET
3
DATE
06-14-2019
PROJECT #: 17116



SITE PLAN
SCALE: 1"=20'

DRAINAGE SYSTEM SUMMARY

STRUCTURE #	GRATE ELEVATION	FLOW LINE ELEVATION
CB-1	71.00	70.30
CB-2	72.05	70.50
CB-3	72.07	71.36
CB-4	73.70	71.19
CB-5	73.26	71.30
CB-6	73.75	72.18
CB-7	71.18	70.48
CB-8	73.03	72.33



SECTIONS NOTE:
REFER TO SHEETS 2 & 3
FOR ALL SECTIONS

KEY LEGEND

- 1 BUILDING. SEE ARCHITECTURAL PLANS
- 2 CONCRETE FLATWORK (4" CONC/4" AB)
- 3 PAVEMENT. SECTION PER SOILS ENGINEER'S RECOMMENDATION
- 4 TYPE M1-6 CONCRETE CURB PER CCCO STD DET CA71
- 5 TYPE S1-6 CONCRETE CURB & GUTTER PER CCCO STD DET CA71
- 6 18" CURB CUT PER DETAIL ON SHEET 2
- 7 MODIFIED COMMERCIAL CONCRETE DRIVEWAY APPROACH
- 8 MATCH EXISTING CURB & GUTTER
- 9 ADA PARKING STALL
- 10 STRIPED ADA ACCESS AISLE
- 11 WHEELSTOP (TYP)
- 12 ADA CURB RAMP WITH TRUNCATED DOMES
- 13 SAWCUT LINE/PAVEMENT MATCH LINE. SEE TRANSITION DETAIL ON SHEET 2
- 14 TRASH ENCLOSURE
- 15 2" WATER LATERAL
- 16 WATER METER
- 17 CONNECT TO EXISTING WATER LATERAL. CONTRACTOR TO VERIFY
- 18 4" REDUCED PRESSURE PRINCIPAL ASSEMBLY
- 19 6" SANITARY SEWER LATERAL AT 2% MIN.
- 20 6" SANITARY SEWER CLEANOUT
- 21 CONNECT TO EXISTING SANITARY LATERAL. CONTRACTOR TO VERIFY
- 22 6" FIRE SERVICE LATERAL
- 23 POST INDICATOR VALVE
- 24 FIRE DEPARTMENT CONNECTION
- 25 6" DOUBLE CHECK DETECTOR ASSEMBLY
- 26 TRANSFORMER
- 27 BIKE RACK (TYP). SEE ARCHITECTURAL PLANS
- 28 LOCKER. SEE ARCHITECTURAL PLANS
- 29 REMOVE EX. CURB & GUTTER
- 30 5' WIDE STRIPED ACCESS WAY @ 2% MAX. CROSS SLOPE
- 31 LANDSCAPE AREA (TYP)
- 32 EXISTING TRASH ENCLOSURE TO REMAIN
- 33 EXISTING UTILITY BOXES TO REMAIN
- 34 3' WIDE CONCRETE VALLEY GUTTER PER DETAIL ON SHEET 2
- 35 EXISTING LIGHT POLE TO REMAIN
- 36 CHRISTY V12 CATCH BASIN OR EQUAL
- 37 CHRISTY V64 CATCH BASIN OR EQUAL
- 38 SIDEWALK CROSS DRAIN PER DETAIL ON SHEET 2
- 39 EARTH SWALE LINED WITH COBBLE STONE AT 1.0% MIN.
- 40 EX. PAVEMENT TO BE REMOVED
- 41 EXISTING DRAINAGE CHANNEL TO REMAIN
- 42 EXISTING STORM DRAIN LINES TO REMAIN
- 43 EXISTING SIDEWALK CROSS DRAIN AND INLET TO REMAIN

NOTES

- 1. CONTRACTOR TO POTHOLE ALL EXISTING UTILITIES AND VERIFY LOCATION AND DEPTH PRIOR TO CONSTRUCTION TO ENSURE NO CONFLICTS EXIST.
- 2. WATER LATERALS AND METERS SHALL BE INSTALLED PER CITY OF PITTSBURG SPECIFICATIONS AND STANDARDS.
- 3. SANITARY SEWER LATERALS AND CLEANOUTS SHALL BE INSTALLED PER DELTA DIABLO SANITATION DISTRICT SPECIFICATIONS AND STANDARDS.
- 4. FINISHED FLOOR ELEVATION TO FINISHED GRADE ELEVATION AT THE EXTERIOR OF THE BUILDING FOOTPRINT SHALL BE A MINIMUM OF 8", OTHERWISE WATER PROOFING IS REQUIRED.
- 5. SEE ARCHITECTURAL & PLUMBING PLANS FOR FINAL LOCATION, DESIGN ELEVATIONS AND SLOPES OF ALL FEATURES AND PIPES WITHIN THE LIMITS OF THE BUILDING FOUNDATION.
- 6. ALL PROPOSED WALL HEIGHT LABELS ARE FOR EXPOSED PORTIONS OF THE WALL.
- 7. SEE LANDSCAPE PLANS FOR LOCATION, COLOR & FINISH OF ALL CONCRETE AND BANDING.
- 8. ALL DOWNSPOUTS SHALL BE DISCHARGED TO HARDSCAPE SURFACES. IF LOCATED IN LANDSCAPE AREAS, A SPLASH BLOCK SHALL BE ADDED TO DIRECT DRAINAGE AWAY FROM THE BUILDING.

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APEX

CIVIL ENGINEERING & LAND SURVEYING

PRELIMINARY GRADING, DRAINAGE AND UTILITY PLAN

BUILDING "A"

LOS MEDANOS INDUSTRIAL PARK

PITTSBURG, CA

SHEET

4

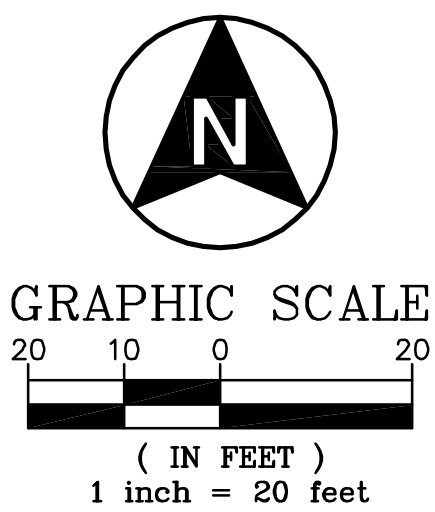
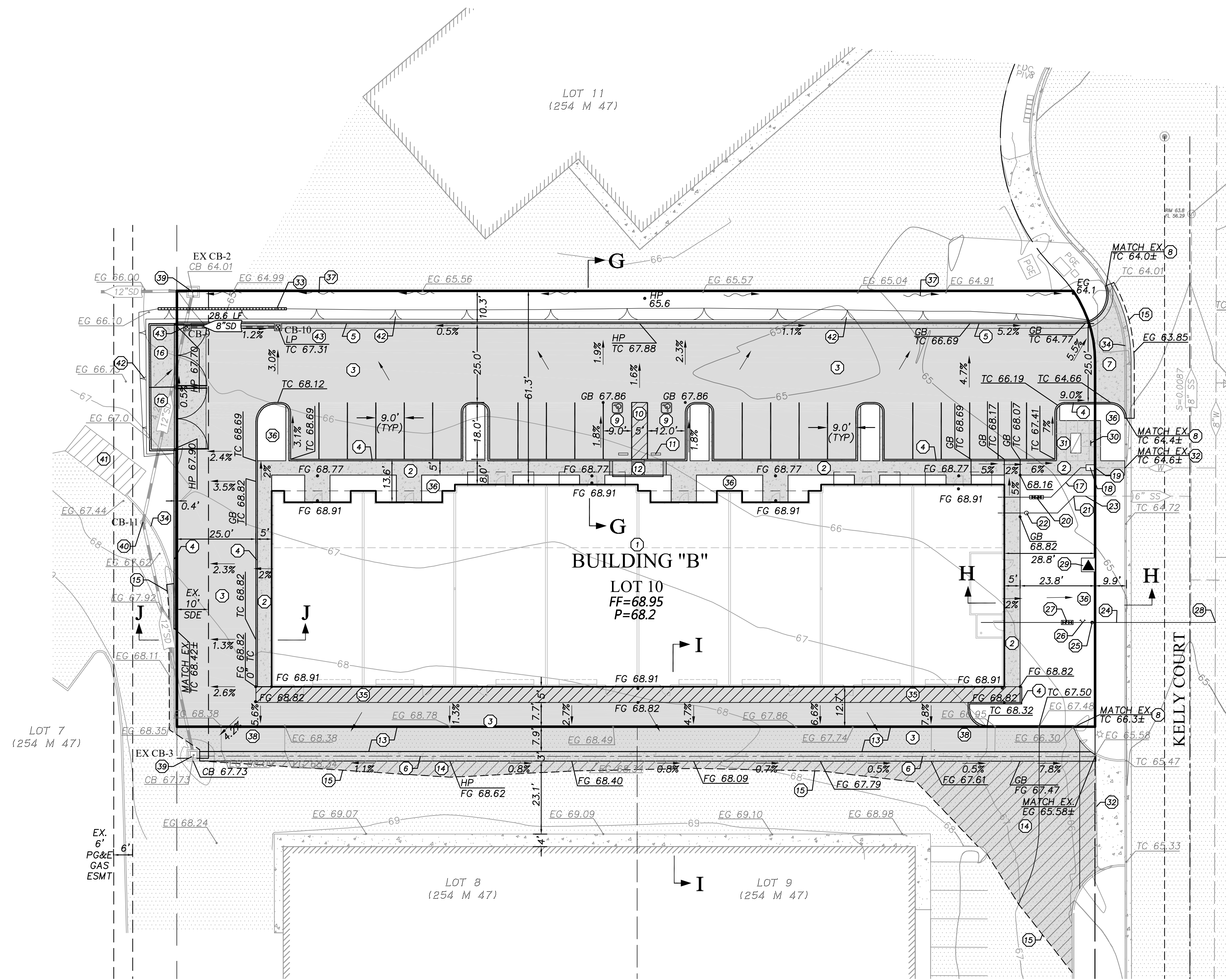
DATE

06-14-2019

PROJECT #:

17116

149



SECTIONS NOTE:
REFER TO SHEET 3
FOR ALL SECTIONS

DRAINAGE SYSTEM SUMMARY

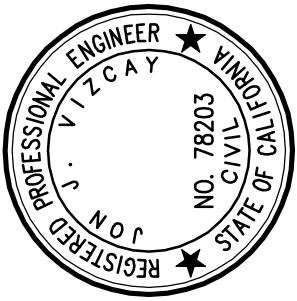
STRUCTURE #	GRATE ELEVATION	FLOW LINE ELEVATION
EX CB-2	64.01	62.06
EX CB-3	67.73	65.48
CB-9	67.15	62.30
CB-10	66.81	62.59
CB-11	66.99	65.09

KEY LEGEND

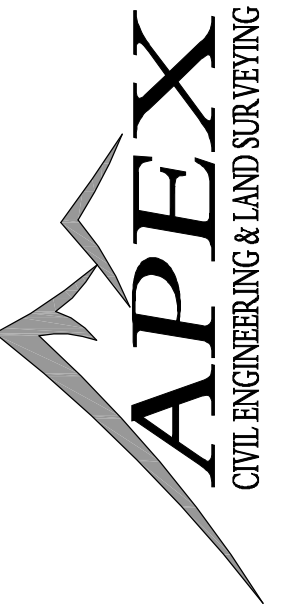
- BUILDING. SEE ARCHITECTURAL PLANS
- CONCRETE FLATWORK (4" CONC/4" AB)
- PAVEMENT. SECTION PER SOILS ENGINEER'S RECOMMENDATION
- TYPE M1-6 CONCRETE CURB PER CCCO STD DET CA71
- TYPE S1-6 CONCRETE CURB & GUTTER PER CCCO STD DET CA71
- 3' WIDE CONCRETE VALLEY GUTTER PER DETAIL ON SHEET 2
- MODIFIED COMMERCIAL CONCRETE DRIVEWAY APPROACH
- MATCH EXISTING CURB & GUTTER
- ADA PARKING STALL
- STRIPED ADA ACCESS AISLE
- WHEELSTOP (TYP)
- ADA CURB RAMP WITH TRUNCATED DOMES
- EX. PAVEMENT TO BE REMOVED
- PAVEMENT OVERLAY (2" MIN.)
- SAWCUT LINE/PAVEMENT MATCH LINE. SEE TRANSITION DETAIL ON SHEET 2
- TRASH ENCLOSURE
- 2" WATER LATERAL
- WATER METER
- CONNECT TO EXISTING WATER LATERAL. CONTRACTOR TO VERIFY
- 4" REDUCED PRESSURE PRINCIPAL ASSEMBLY
- 6" SANITARY SEWER LATERAL AT 2% MIN.
- 6" SANITARY SEWER CLEANOUT
- CONNECT TO EXISTING SANITARY LATERAL. CONTRACTOR TO VERIFY
- 6" FIRE SERVICE LATERAL
- POST INDICATOR VALVE
- FIRE DEPARTMENT CONNECTION
- 6" DOUBLE CHECK DETECTOR ASSEMBLY
- CONNECT TO EXISTING WATER MAIN
- TRANSFORMER
- BIKE RACK (TYP). SEE ARCHITECTURAL PLANS
- LOCKER. SEE ARCHITECTURAL PLANS
- MATCH EX. CONCRETE
- 2' HIGH (MAX.) KEYSTONE RETAINING WALL OR EQUAL
- EX. CURB & GUTTER TO REMAIN
- 5' WIDE STRIPED ACCESS WAY @ 2% MAX. CROSS SLOPE
- LANDSCAPE AREA (TYP)
- EARTH SWALE AT 1% MIN.
- EXISTING TRASH ENCLOSURE TO BE REMOVED
- EXISTING CATCH BASIN TO REMAIN
- REPLACE EXISTING MANHOLE WITH NEW CHRISTY V64 CATCH BASIN OR EQUAL
- EXISTING TRASH ENCLOSURE TO REMAIN
- 2:1 FILL SLOPE (TYP)
- CHRISTY V64 CATCH BASIN OR EQUAL

NOTES

- CONTRACTOR TO POTHOLE ALL EXISTING UTILITIES AND VERIFY LOCATION AND DEPTH PRIOR TO CONSTRUCTION TO ENSURE NO CONFLICTS EXIST.
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- ALL PROPOSED WALL HEIGHT LABELS ARE FOR EXPOSED PORTIONS OF THE WALL.
- SEE LANDSCAPE PLANS FOR LOCATION, COLOR & FINISH OF ALL CONCRETE AND BANDING.
- ALL DOWNSPOUTS SHALL BE DISCHARGED TO HARDSCAPE SURFACES. IF LOCATED IN LANDSCAPE AREAS, A SPLASH BLOCK SHALL BE ADDED TO DIRECT DRAINAGE AWAY FROM THE BUILDING.



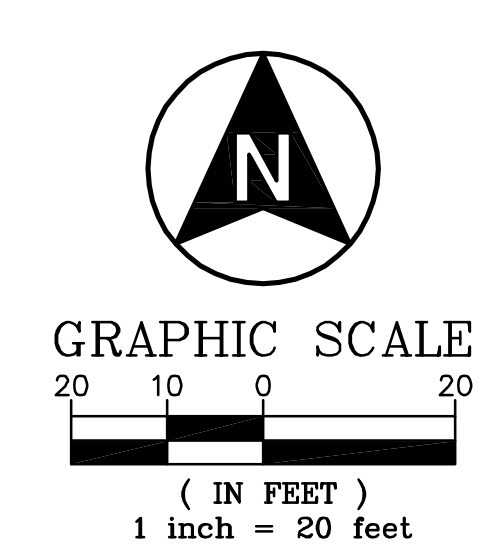
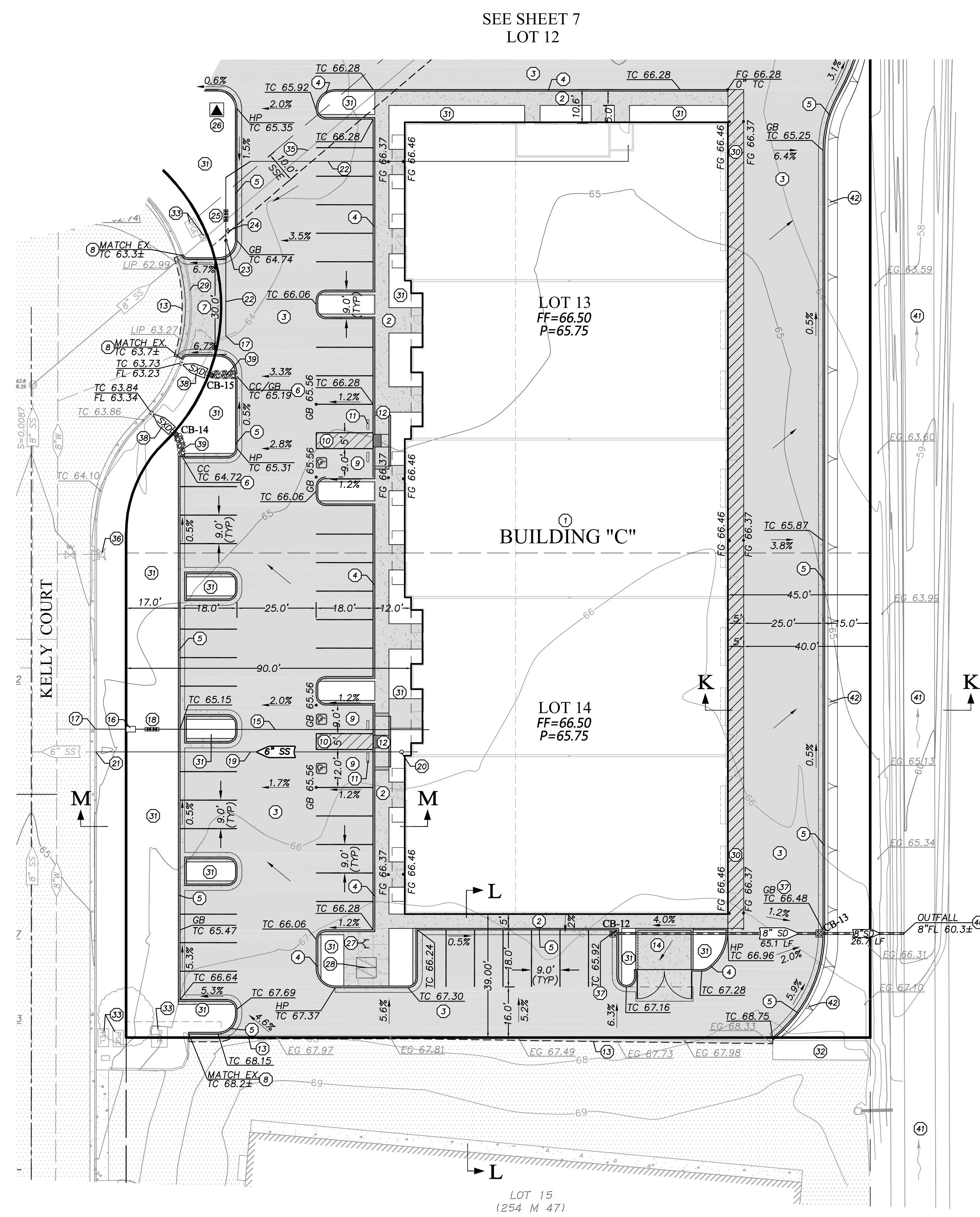
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NO.	REVISIONS	BY	APP	DATE

PRELIMINARY GRADING, DRAINAGE AND UTILITY PLAN
BUILDING "B"
LOS MEDANOS INDUSTRIAL PARK
PITTSBURG, CA

SHEET
5
DATE
06-14-2019
PROJECT #: 17116



SECTIONS NOTE:
REFER TO SHEET 3
FOR ALL SECTIONS

DRAINAGE SYSTEM SUMMARY		
STRUCTURE #	GRATE ELEVATION	FLOW LINE ELEVATION
CB-12	65.42	62.92
CB-13	65.98	62.52
CB-14	64.10	63.56
CB-15	64.00	63.45

KEY LEGEND

- 1 BUILDING. SEE ARCHITECTURAL PLANS
- 2 CONCRETE FLATWORK (4" CONC/4" AB)
- 3 PAVEMENT. SECTION PER SOILS ENGINEER'S RECOMMENDATION
- 4 TYPE M1-6 CONCRETE CURB PER CCCo STD DET CA71
- 5 TYPE S1-6 CONCRETE CURB & GUTTER PER CCCo STD DET CA71
- 6 18" CURB CUT PER DETAIL ON SHEET 2
- 7 MODIFIED COMMERCIAL CONCRETE DRIVEWAY APPROACH
- 8 MATCH EXISTING CURB & GUTTER
- 9 ADA PARKING STALL
- 10 STRIPED ADA ACCESS AISLE
- 11 WHEELSTOP (TYP)
- 12 ADA CURB RAMP WITH TRUNCATED DOMES
- 13 SAWCUT LINE/PAVEMENT MATCH LINE. SEE TRANSITION DETAIL ON SHEET 2
- 14 TRASH ENCLOSURE
- 15 2" WATER LATERAL
- 16 WATER METER
- 17 CONNECT TO EXISTING WATER LATERAL. CONTRACTOR TO VERIFY
- 18 4" REDUCED PRESSURE PRINCIPAL ASSEMBLY
- 19 6" SANITARY SEWER LATERAL AT 2% MIN.
- 20 6" SANITARY SEWER CLEANOUT
- 21 CONNECT TO EXISTING SANITARY LATERAL. CONTRACTOR TO VERIFY
- 22 6" FIRE SERVICE LATERAL
- 23 POST INDICATOR VALVE
- 24 FIRE DEPARTMENT CONNECTION
- 25 6" DOUBLE CHECK DETECTOR ASSEMBLY
- 26 TRANSFORMER
- 27 BIKE RACK (TYP). SEE ARCHITECTURAL PLANS
- 28 LOCKER. SEE ARCHITECTURAL PLANS
- 29 REMOVE EX. CURB & GUTTER
- 30 5' WIDE STRIPED ACCESS WAY @ 2% MAX. CROSS SLOPE
- 31 LANDSCAPE AREA (TYP)
- 32 EXISTING TRASH ENCLOSURE TO REMAIN
- 33 EXISTING UTILITY BOXES TO REMAIN
- 34 REPLACE EXISTING MANHOLE WITH NEW CHRISTY V64 CATCH BASIN OR EQUAL
- 35 EXISTING 8" SANITARY SEWER MAIN TO REMAIN
- 36 EXISTING FIRE HYDRANT TO REMAIN
- 37 CHRISTY V64 CATCH BASIN OR EQUAL
- 38 SIDEWALK CROSS DRAIN PER DETAIL ON SHEET 2
- 39 EARTH SWALE LINED WITH COBBLE STONE AT 1.0% MIN.
- 40 OUTFALL TO EXISTING DRAINAGE CHANNEL
- 41 EXISTING DRAINAGE CHANNEL TO REMAIN
- 42 2:1 FILL SLOPE (TYP)

NOTES

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APEX
CIVIL ENGINEERING & LAND SURVEYING

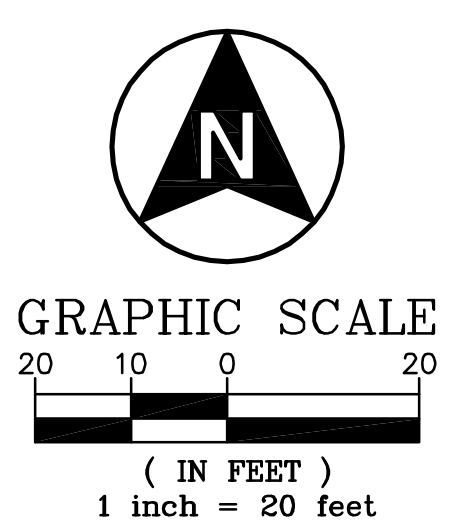
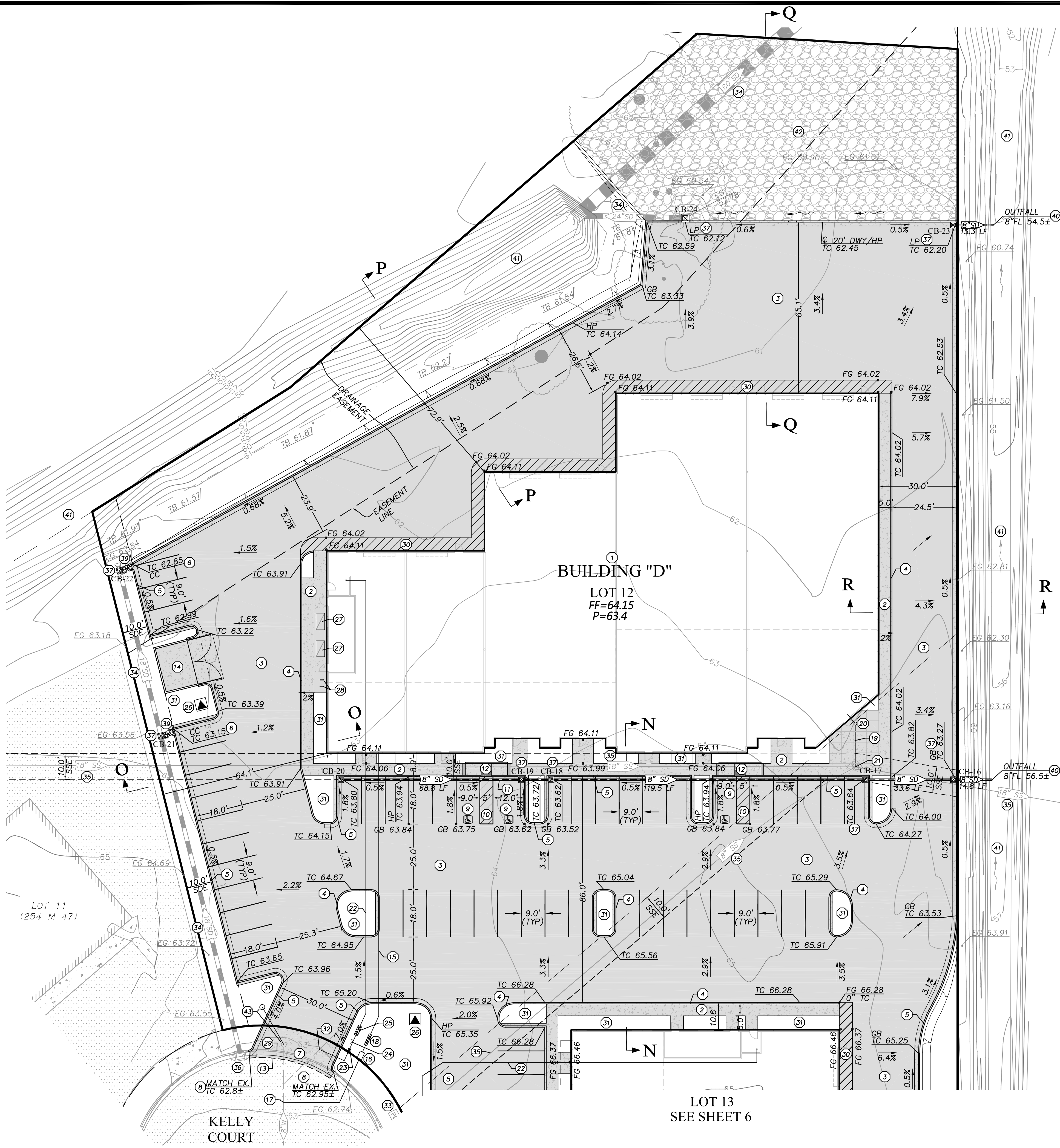
NO.	REVISIONS	BY	APP	DATE

PRELIMINARY GRADING, DRAINAGE AND UTILITY PLAN
BUILDING "C"
LOS MEDANOS INDUSTRIAL PARK
PITTSBURG, CA

SHEET
6

DATE
06-14-2019

PROJECT #: 17116



SECTIONS NOTE:
REFER TO SHEET 3
FOR ALL SECTIONS

DRAINAGE SYSTEM SUMMARY		
STRUCTURE #	GRATE ELEVATION	FLOW LINE ELEVATION
CB-16	62.77	60.07
CB-17	63.14	59.72
CB-18	63.12	59.66
CB-19	63.22	59.06
CB-20	63.30	58.59
CB-21	62.45	58.58
CB-22	61.30	58.13
CB-23	61.70	59.00
CB-24	61.62	55.38

KEY LEGEND

- 1 BUILDING. SEE ARCHITECTURAL PLANS
- 2 CONCRETE FLATWORK (4" CONC/4" AB)
- 3 PAVEMENT. SECTION PER SOILS ENGINEER'S RECOMMENDATION
- 4 TYPE M1-6 CONCRETE CURB PER CCCO STD DET CA71
- 5 TYPE S1-6 CONCRETE CURB & GUTTER PER CCCO STD DET CA71
- 6 18" CURB CUT PER DETAIL ON SHEET 2
- 7 MODIFIED COMMERCIAL CONCRETE DRIVEWAY APPROACH
- 8 MATCH EXISTING CURB & GUTTER
- 9 ADA PARKING STALL
- 10 STRIPED ADA ACCESS AISLE
- 11 WHEELSTOP (TYP)
- 12 ADA CURB RAMP WITH TRUNCATED DOMES
- 13 SAWCUT LINE/PAVEMENT MATCH LINE. SEE TRANSITION DETAIL ON SHEET 2
- 14 TRASH ENCLOSURE
- 15 2" WATER LATERAL
- 16 WATER METER
- 17 CONNECT TO EXISTING WATER MAIN
- 18 4" REDUCED PRESSURE PRINCIPAL ASSEMBLY
- 19 6" SANITARY SEWER LATERAL AT 2% MIN.
- 20 6" SANITARY SEWER CLEANOUT
- 21 CONNECT TO EXISTING SANITARY SEWER MANHOLE. CONTRACTOR TO VERIFY
- 22 6" FIRE SERVICE LATERAL
- 23 POST INDICATOR VALVE
- 24 FIRE DEPARTMENT CONNECTION
- 25 6" DOUBLE CHECK DETECTOR ASSEMBLY
- 26 TRANSFORMER
- 27 BIKE RACK (TYP). SEE ARCHITECTURAL PLANS
- 28 LOCKER. SEE ARCHITECTURAL PLANS
- 29 REMOVE EX. CURB & GUTTER
- 30 5' WIDE STRIPED ACCESS WAY @ 2% MAX. CROSS SLOPE
- 31 LANDSCAPE AREA (TYP)
- 32 CONNECT TO EXISTING WATER LATERAL. CONTRACTOR TO VERIFY
- 33 EXISTING UTILITY BOXES TO REMAIN
- 34 EXISTING STORM DRAIN LINE TO REMAIN
- 35 EXISTING SANITARY SEWER MAIN TO REMAIN
- 36 EXISTING CATCH BASIN TO REMAIN
- 37 CHRISTY V64 CATCH BASIN OR EQUAL
- 38 SIDEWALK CROSS DRAIN PER DETAIL ON SHEET 2
- 39 EARTH SWALE LINED WITH COBBLE STONE AT 1.0% MIN.
- 40 OUTFALL TO EXISTING DRAINAGE CHANNEL
- 41 EXISTING DRAINAGE CHANNEL TO REMAIN
- 42 GRAVEL AREA. 4" THICK CLASS II AB
- 43 RELOCATE EX. WATER LINE BLOW-OFF

NOTES

- 1. CONTRACTOR TO POTHOLE ALL EXISTING UTILITIES AND VERIFY LOCATION AND DEPTH PRIOR TO CONSTRUCTION TO ENSURE NO CONFLICTS EXIST.
- 2. WATER LATERALS AND METERS SHALL BE INSTALLED PER CITY OF PITTSBURG SPECIFICATIONS AND STANDARDS.
- 3. SANITARY SEWER LATERALS AND CLEANOUTS SHALL BE INSTALLED PER DELTA DIABLO SANITATION DISTRICT SPECIFICATIONS AND STANDARDS.
- 4. FINISHED FLOOR ELEVATION TO FINISHED GRADE ELEVATION AT THE EXTERIOR OF THE BUILDING FOOTPRINT SHALL BE A MINIMUM OF 8", OTHERWISE WATER PROOFING IS REQUIRED.
- 5. SEE ARCHITECTURAL & PLUMBING PLANS FOR FINAL LOCATION, DESIGN ELEVATIONS AND SLOPES OF ALL FEATURES AND PIPES WITHIN THE LIMITS OF THE BUILDING FOUNDATION.
- 6. ALL PROPOSED WALL HEIGHT LABELS ARE FOR EXPOSED PORTIONS OF THE WALL.
- 7. SEE LANDSCAPE PLANS FOR LOCATION, COLOR & FINISH OF ALL CONCRETE AND BANDING.
- 8. ALL DOWNSPOUTS SHALL BE DISCHARGED TO HARDSCAPE SURFACES. IF LOCATED IN LANDSCAPE AREAS, A SPLASH BLOCK SHALL BE ADDED TO DIRECT DRAINAGE AWAY FROM THE BUILDING.

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APEX

CIVIL ENGINEERING & LAND SURVEYING

NO.	REVISIONS	BY	APP	DATE

PRELIMINARY GRADING, DRAINAGE AND UTILITY PLAN

BUILDING "D"

LOS MEDANOS INDUSTRIAL PARK

PITTSBURG, CA

SHEET

7

DATE

06-14-2019

PROJECT #:

17116

152

WATER BUDGET CALCULATION

MAXIMUM APPLIED WATER ALLOWANCE (MAWA) = 169248 GALLONS PER YEAR

MAWA = 45.4 ETO x 0.62 GAL/S.F. x 0.45 (ET ADJ. FACTOR) x 13346 S.F. LANDSCAPE AREA

ESTIMATED TOTAL WATER USE (ETUW) = 92757 GALLONS PER YEAR

HYDROZONE (STATION #)	PLANT WATER USE TYPE	PLANT FACTOR	AREA (S.F.)	IRRIG. EFF. CALCULATION	ESTIMATED WATER USE
A1	LOW (FULL SUN)	0.20	13346	81% 45.4x.62x.20x13346/81%= 92757 GAL.	

TOTAL ANNUAL ESTIMATED WATER USE: 92757 GAL.

PARKING LOT SHADE CALCULATIONS:

TREE TYPE	AREA/FULL	QUANTITY	FULL	3/4	1/2	1/4	SUBTOTAL	TOTAL
25' DIA. TREES								
PARKINSONIA X.	490 S.F.	2	1	0	0		1348 S.F.	
25' TOTAL:								1348 S.F.
30' DIA. TREES								
PISTACHIA CHINENSIS	706 S.F.	8	1	1	0		6531 S.F.	
30' TOTAL:								6531 S.F.
35' DIA. TREES								
PINUS PINEA	962 S.F.	0	0	1	0		481 S.F.	
QUERCUS ILEX	962 S.F.	0	0	5	0		2405 S.F.	
35' TOTAL:								2886 S.F.
PARKING AREA:								21928 S.F.
SHADE REQUIRED:							35%	7675 S.F.
SHADE PROVIDED:							43%	10764 S.F.

LANDSCAPE AREA CALCULATION

TOTAL SITE AREA:	127,457 S.F.
LANDSCAPE AREA REQUIRED (15%):	19,118 S.F.
DEVELOPED LANDSCAPE AREA (10.5%):	13,346 S.F.
UNDEVELOPED LANDSCAPE AREA (4.5%):	6,341 S.F.
TOTAL LANDSCAPE AREA PROVIDED (15.4%):	19,687 S.F.



PLANT LIST & LEGEND

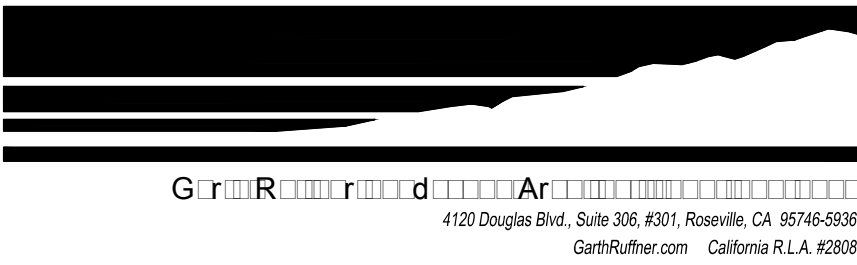
SYMBOL	BOTANIC NAME/COMMON NAME	SIZE
	PARKINSONIA X. 'DESERT MUSEUM'/PALO VERDE	15 GALLON
	PINUS PINEA/ITALIAN STONE PINE	15 GALLON
	PISTACHIA CHINENSIS/CHINESE PISTACHE	15 GALLON
	QUERCUS ILEX/HOLLY OAK	15 GALLON
	SHRUB & GROUNDCOVER AREA:	
	ACACIA REDOLENS 'DESERT CARPET'/PROSTRATE ACACIA	1 GALLON
	ALOE ARBORESCENS/CANDELABRA PLANT	15 GALLON
	ARCTOSTAPHYLOS D. 'HOWARD McMINN'/MANZANITA	5 GALLON
	AGAVE WEBERI/WEBER AGAVE	5 GALLON
	BULBINE FRUTESCENS (YELLOW)/CAPE BALSAM	1 GALLON
	CHONDRPETALUM TECTORUM/DWF. CAPE RUSH	5 GALLON
	CISTUS HYBRIDUS/WHITE ROCKROSE	5 GALLON
	CALLISTEMON V. 'LITTLE JOHN'/DWF. BOTTLE BRUSH	5 GALLON
	CEANOTHUS G. H. 'YANKEE POINT'/CALIFORNIA LILAC	1 GALLON
	CEANOTHUS 'CONCHA'/CALIFORNIA LILAC	5 GALLON
	DIETES BICOLOR	1 GALLON
	HETEROMELES ARBUTIFOLIATOYON	5 GALLON
	KNIPHOFIA UVARIA 'FLAMENCO'/RED HOT POKER	1 GALLON
	LIMONIUM PEREZII/SEA LAVENDER	1 GALLON
	LANTANA MONTEVIDENSIS/LANTANA	5 GALLON
	MACFADYENA UNGUIS-CATU/CATS CLAW VINE	5 GALLON
	MAHONIA REPENS/CREEPING OREGON GRAPE	1 GALLON
	NERIUM O. 'DWARF RED'/PETITE RED OLEANDER	5 GALLON
	NANDINA DOMESTICA 'GULF STREAM'/DWF. HEAVENLY BAMBOO	5 GALLON
	PENSTEMON HETEROPHYLLUS 'MARGARITA B.O.P.'/BEARD TONGUE	1 GALLON
	PYRACANTHA F. 'MOHAVE'/MOHAVE PYRACANTHA	5 GALLON
	ROSA CALIFORNICA/WILD ROSE	5 GALLON
	ROSMARINUS O. 'COLLINGWOOD INGRAM'/ROSEMARY	1 GALLON

Preliminary Landscape Plan – Building A



1" = 30'

Los Medanos Industrial Park
Pittsburg, California



PERKINS, WILLIAMS & COTTERILL
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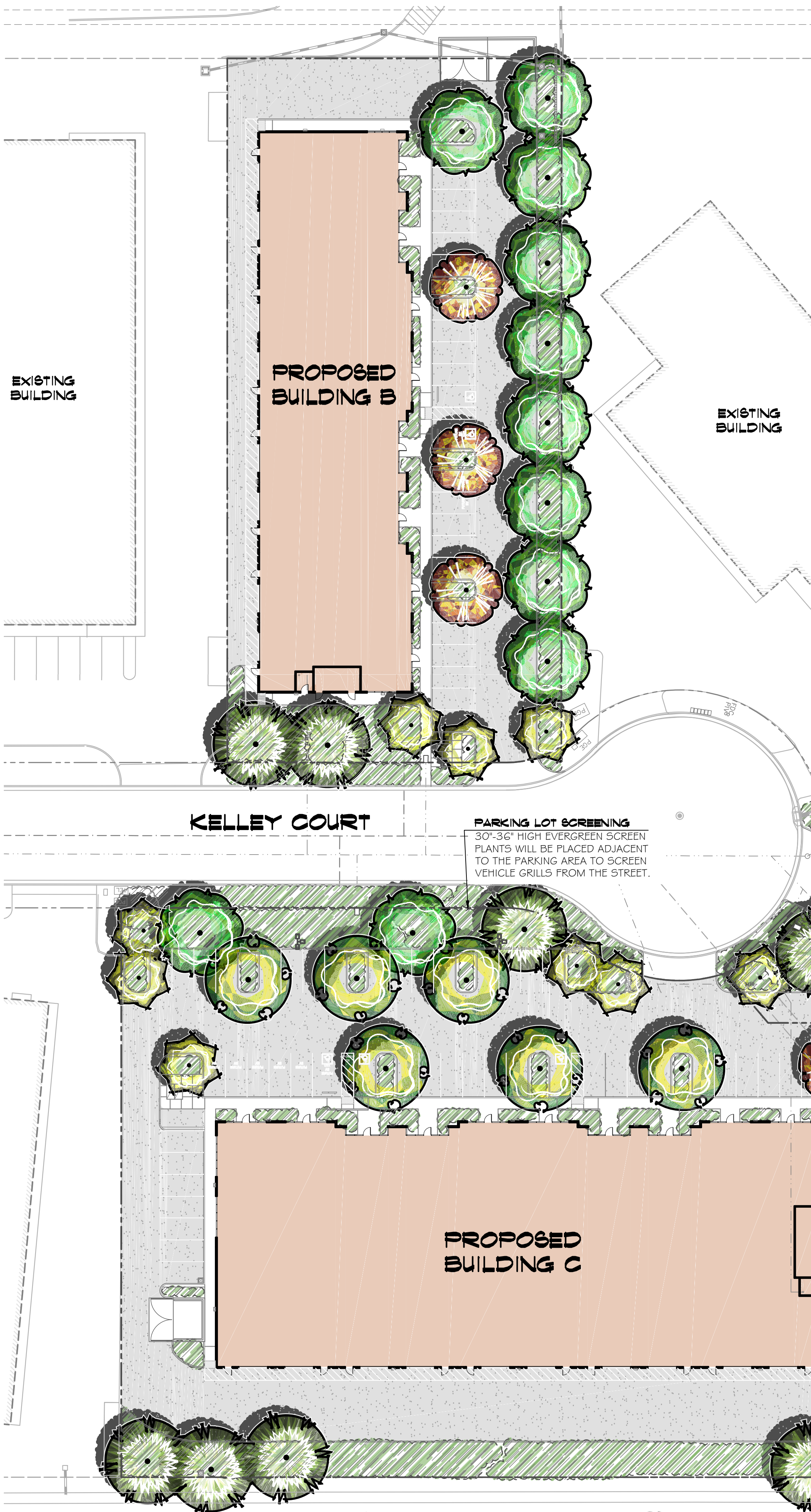
South Landscape Plan

Project: LOS MEDANOS

Job No. 17712 (37034) Date: 6-14-2019

Scale: 1" = 30'

LA-1



**BUILDING B
PARKING LOT
SHADE CALCULATIONS:**

TREE TYPE	AREA/ FULL	QUANTITY				SUBTOTAL	TOTAL
		FULL	3/4	1/2	1/4		
25' DIA. TREES PARKINSONIA X.	490 S.F.	0	1	1	0	613 S.F.	613 S.F.
25' TOTAL:							
30' DIA. TREES PISTACHIA CHINENSIS	706 S.F.	3	0	0	0	2118 S.F.	2118 S.F.
30' TOTAL:							
35' DIA. TREES QUERCUS ILEX	962 S.F.	0	0	8	0	3848 S.F.	3848 S.F.
35' TOTAL:							
PARKING AREA:						10372 S.F.	
SHADE REQUIRED: 35%						3630 S.F.	
SHADE PROVIDED: 63%						6519 S.F.	

**BUILDING B
WATER BUDGET CALCULATION**

MAXIMUM APPLIED WATER ALLOWANCE (MAWA) = 18451 GALLONS PER YEAR
MAWA = 45.4 ETO x 0.62 GAL/5.F. x 0.45 (ET ADJ. FACTOR) x 6194 S.F. LANDSCAPE AREA
ESTIMATED TOTAL WATER USE (ETWU) = 43048 GALLONS PER YEAR
HYDROZONE PLANT WATER PLANT AREA IRRIG. ESTIMATED
(STATION #) USE TYPE FACTOR (S.F.) EFF. CALCULATION WATER USE
B1 LOW (FULL SUN) 0.20 6194 81% 45.4x.62x.20x 6194/81% = 43048 GAL.
TOTAL ANNUAL ESTIMATED WATER USE: 43048 GAL.

**BUILDING B
LANDSCAPE AREA
CALCULATION**

TOTAL SITE AREA: 42074 S.F.
LANDSCAPE AREA REQUIRED (15%): 6311 S.F.
ON-SITE LANDSCAPE AREA (15.4%): 6494 S.F.

**BUILDING C
PARKING LOT
SHADE CALCULATIONS:**

TREE TYPE	AREA/ FULL	QUANTITY				SUBTOTAL	TOTAL
		FULL	3/4	1/2	1/4		
25' DIA. TREES PARKINSONIA X.	490 S.F.	0	2	2	0	1225 S.F.	1225 S.F.
25' TOTAL:							
30' DIA. TREES PISTACHIA CHINENSIS	706 S.F.	2	0	0	0	1412 S.F.	1412 S.F.
30' TOTAL:							
35' DIA. TREES PINU-PIN	962 S.F.	0	0	1	0	481 S.F.	481 S.F.
35' TOTAL:							
QUERCUS ILEX	962 S.F.	0	0	0	2	481 S.F.	481 S.F.
35' TOTAL:							
ULMUS PARVIFOLIA	962 S.F.	6	0	0	0	5772 S.F.	5772 S.F.
35' TOTAL:							
PARKING AREA:						18604 S.F.	
SHADE REQUIRED: 35%						6512 S.F.	
SHADE PROVIDED: 50%						9371 S.F.	

**BUILDING C
WATER BUDGET CALCULATION**

MAXIMUM APPLIED WATER ALLOWANCE (MAWA) = 133734 GALLONS PER YEAR
MAWA = 45.4 ETO x 0.62 GAL/5.F. x 0.45 (ET ADJ. FACTOR) x 10558 S.F. LANDSCAPE AREA
ESTIMATED TOTAL WATER USE (ETWU) = 73378 GALLONS PER YEAR
HYDROZONE PLANT WATER PLANT AREA IRRIG. ESTIMATED
(STATION #) USE TYPE FACTOR (S.F.) EFF. CALCULATION WATER USE
C1 LOW (FULL SUN) 0.20 10558 81% 45.4x.62x.20x 10558/81% = 73378 GAL.
TOTAL ANNUAL ESTIMATED WATER USE: 73378 GAL.

**BUILDING C
LANDSCAPE AREA
CALCULATION**

TOTAL SITE AREA: 68810 S.F.
LANDSCAPE AREA REQUIRED (15%): 10322 S.F.
TOTAL LANDSCAPE AREA PROVIDED (15.3%): 10558 S.F.

**BUILDINGS D
PARKING LOT
SHADE CALCULATIONS:**

TREE TYPE	AREA/ FULL	QUANTITY				SUBTOTAL	TOTAL
		FULL	3/4	1/2	1/4		
25' DIA. TREES PARKINSONIA X.	490 S.F.	0	0	1	0	245 S.F.	245 S.F.
25' TOTAL:							
30' DIA. TREES PISTACHIA CHINENSIS	706 S.F.	1	0	0	0	706 S.F.	706 S.F.
30' TOTAL:							
35' DIA. TREES PINU-PIN	962 S.F.	0	0	1	0	481 S.F.	481 S.F.
35' TOTAL:							
QUERCUS ILEX	962 S.F.	0	0	1	1	722 S.F.	722 S.F.
35' TOTAL:							
ULMUS PARVIFOLIA	962 S.F.	5	1	0	0	5532 S.F.	5532 S.F.
35' TOTAL:							
PARKING AREA:						22067 S.F.	
SHADE REQUIRED: 35%						7723 S.F.	
SHADE PROVIDED: 36%						7930 S.F.	

**BUILDING D
WATER BUDGET CALCULATION**

MAXIMUM APPLIED WATER ALLOWANCE (MAWA) = 64055 GALLONS PER YEAR
MAWA = 45.4 ETO x 0.62 GAL/5.F. x 0.45 (ET ADJ. FACTOR) x 5057 S.F. LANDSCAPE AREA
ESTIMATED TOTAL WATER USE (ETWU) = 34851 GALLONS PER YEAR
HYDROZONE PLANT WATER PLANT AREA IRRIG. ESTIMATED
(STATION #) USE TYPE FACTOR (S.F.) EFF. CALCULATION WATER USE
D1 LOW (FULL SUN) 0.20 5014 81% 45.4x.62x.20x 5014/81% = 34851 GAL.
TOTAL ANNUAL ESTIMATED WATER USE: 34851 GAL.

**BUILDING D
LANDSCAPE AREA
CALCULATION**

TOTAL SITE AREA: 94166 S.F.
LANDSCAPE AREA REQUIRED (15%): 14125 S.F.
DEVELOPED LANDSCAPE AREA (5.3%): 5014 S.F.
UNDEVELOPED LANDSCAPE AREA (9.1%): 9128 S.F.
TOTAL LANDSCAPE AREA PROVIDED (15%): 14142 S.F.

TREE KEY & LEGEND

SYMBOL	BOTANIC NAME/COMMON NAME	SIZE
	PARKINSONIA X. 'DESERT MUSEUM'/PALO VERDE	15 GALLON
	PINUS PINEA/ITALIAN STONE PINE	15 GALLON
	PISTACHIA CHINENSIS/CHINESE PISTACHE	15 GALLON
	QUERCUS ILEX/HOLLY OAK	15 GALLON
	ULMUS PARVIFOLIA 'DRAKE'/CHINESE ELM	15 GALLON
	SHRUB & GROUND COVER AREA: SEE SHEET L2.1	

UNDEVELOPED LANDSCAPE AREA
EXISTING VEGETATION TO BE MANAGED IN ITS NATURAL CONDITION. NO IRRIGATION WILL BE PROVIDED IN THESE AREAS.

UNDEVELOPED LANDSCAPE AREA



Attachment 3:

Property Development Regulations Table PMC Schedule 18.54.115 and 18.78.040

Los Medanos Industrial Park, AP-18-1353 (DR)

Development Regulations: <i>Industrial Park (IP) District</i>	Requirement:	Proposed Project:
Max. Height	35 ft.	Building A: 33 ft., 38 ft. Building B: 26 ft., 29 ft. Building C: 28 ft., 31 ft. Building D: 28 ft., 31 ft.
Max. FAR	0.8	Building A: 0.37 Building B: 0.36 Building C: 0.36 Building D: 0.24
Max. Lot Coverage	50%	Building A: 37.2% Building B: 36.4% Building C: 36.7% Building D: 24.6%
Min. Lot Area	15,000 sq. ft.	Building A: 127,457 sq. ft. Building B: 40,073 sq. ft. Building C: 68,810 sq. ft. Building D: 94,166 sq. ft.
Min. Lot Width	80 ft.	Building A: 438.24 ft. Building B: 138 ft. Building C: 147.28 ft. Building D: 203.51 ft.
Min. Front Yard Setback	25 ft.	Building A: 82 ft. Building B: 28 ft. 9 in. Building C: 66 ft. Building D: 82.5 ft.
Min. Interior Side Setback	10 ft.	Building A: 30 ft. Building B: 12 ft. 8 in. Building C: 38 ft 9 in. Building D: 30 ft.
Min. Rear Setback	10 ft.	Building A: 35 ft. Building B: 30 ft. Building C: 45 ft. Building D: 60 ft. (approx.)
Min. Site Landscaping	15%	Building A: 15.4% Building B: 15.6% Building C: 15.4% Building D: 15%*
Min. Parking • 1 space/1,500 sq. ft. warehouse • 1 space/250 sq. ft. business office	Building A: 65 Building B: 23 Building C: 37 Building D: 40	Building A: 65 Building B: 23 Building C: 50 Building D: 52
Loading Berths • 1 berth if 15,000 – 30,000 sq. ft. • 2 berths if 30,001 to 100,000 sq. ft.	Building A: 2 Building B: 1 Building C: 1 Building D: 1	Building A: 12 Building B: 8 Building C: 10 Building D: 8

Min. Bike Parking • 6 rack/lockers for 21-50 <u>required</u> parking spaces • 8 rack/lockers for 51-100 <u>required</u> parking spaces	Building A: 8 Building B: 6 Building C: 6 Building D: 6	Building A: 8 Building B: 6 Building C: 6 Building D: 6
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* The calculated landscape percentage includes the undeveloped portion of the lot to the north of the building.

Attachment 4: Development Review Design Guidelines

Los Medanos Industrial Park, AP-18-1353 (DR)

Design Review Guideline	Meets Guideline?
<i>Commercial/Industrial</i>	
Parking areas should be screened from view from any public right-of-way (beaming or hedge-type plant material). Parking areas should be broken up (landscape islands, projections, etc.) to eliminate vast areas of parking especially along street frontages.	<u>Building A-D</u> Yes. The parking area would be screened from view from the right-of-way along Garcia Avenue and Kelley Court. Each building would be protected from view of the street by a 30- to 36-inch high evergreen plant screen. Additionally, the applicant proposes to plant a variety of trees behind the evergreen plant screen along the frontage of each building lining Garcia Avenue and Kelley Court. Each parking area is broken up with landscaped islands containing a variety of tree species.
Provisions should be made for permanent shopping cart corrals in retail shopping centers.	<u>Buildings A - D</u> Not applicable. The proposed structure would not house a use which would utilize shopping carts.
Existing trees on site should be incorporated into the project site design, unless waived by the City Planner or Planning Commission.	<u>Building A</u> Yes. The proposed project incorporates the existing on-site trees located on the site perimeter into the landscaping plan for Building A. <u>Buildings B - D</u> Not applicable. The lots located at the terminus of Kelley Court are vacant and regularly disked with no existing trees to incorporate into the design.
Developer should elect, at least, one of the schemes provided in Appendix #1 for screening all utility box transformers, backflow preventers, meters and junction boxes.	<u>Buildings A - D</u> Yes. The proposed project utilizes the “Dense Landscaping Screen” scheme to screen all utility box transformers.

Attachment 4: Development Review Design Guidelines

Los Medanos Industrial Park, AP-18-1353 (DR)

Projects with many buildings (greater than three) should have a variety of building sizes and masses.	<u>Buildings A - D</u> Yes. The proposed project consists of four buildings on separate parcels with varying heights, sizes, and lot coverage: <i>Building A</i> Max Height: 33 ft., 38 ft. Building Size: 47,517 sq. ft. Min Lot Area: 127,457 sq. ft. Max Lot Coverage: 37.2% <i>Building B</i> Max Height: 26 ft., 29 ft. Building Size: 14,616 sq. ft. Min Lot Area: 40,073 sq. ft. Max Lot Coverage: 36.4% <i>Building C</i> Max Height: 28 ft., 31 ft. Building Size: 25,300 sq. ft. Min Lot Area: 68,810 sq. ft. Max Lot Coverage: 36.7% <i>Building D</i> Max Height: 28 ft., 31 ft. Building Size: 23,225 sq. ft. Min Lot Area: 94,166 sq. ft. Max Lot Coverage: 24.6%
Continuous horizontal roof lines should be broken up whenever possible. An expanse should not exceed 50 (fifty) feet in length unless architecture or size dictate a greater expanse.	<u>Buildings A - D</u> Yes. The proposed structure contains elements which would serve to break up long, horizontal roof lines.

Attachment 4: Development Review Design Guidelines

Los Medanos Industrial Park, AP-18-1353 (DR)

Building entries should be designed as a focal point. They should be designed to set the theme or be the primary feature of the building or commercial center.

Building A

Yes. All entry points are proposed to include metal canopies that help define entrances, and the main entrance along the north elevation includes an extended parapet and aluminum storefront window system with tinted glass along the entire elevation.

Building B

Yes. All entry points are proposed to include metal canopies that help define entrances, and the main entrance along the north elevation includes an extended parapet and aluminum storefront window system with tinted glass along the entire elevation.

Building C

Yes. All entry points are proposed to include metal canopies that help define entrances, and the main entrance along the west elevation includes an extended parapet and aluminum storefront window system with tinted glass along the entire elevation.

Building D

Yes. All entry points are proposed to include metal canopies that help define entrances, and the main entrance along the south elevation includes an extended parapet and aluminum storefront window system with tinted glass along the entire elevation.

Attachment 4: Development Review Design Guidelines

Los Medanos Industrial Park, AP-18-1353 (DR)

Building elevations (example: rear of shopping centers) visible from public right-of- ways should be addressed in design review and treated appropriately.

Building A

Conditional. The proposed northern and eastern elevations would utilize significant amounts of glass and windows which would allow the interior of these buildings to be visible from the pedestrian walkways. However, the south elevation is visible from Turnstone Circle and Whimbrel Circle and does not include any enhanced design features. Staff is recommending that the applicant revise the south elevation to include façade variations to enhance the design, as shown in Condition # 3.

Building B

Conditional. The proposed north, east, and west elevations would utilize significant amounts of glass and windows which would allow the interior of these buildings to be visible from the pedestrian walkways. However, the south elevation is visible from Kelley Court and, as proposed, does not include any enhanced design features. Staff is recommending that the applicant revise the south elevation to include façade variations to enhance the design, as shown in Condition # 3.

Buildings C

Yes. The proposed northern and eastern elevations would utilize significant amounts of glass and windows which would allow the interior of these buildings to be visible from the pedestrian walkways.

Buildings D

Yes. The proposed northern and eastern elevations would utilize significant

Attachment 4: Development Review Design Guidelines

Los Medanos Industrial Park, AP-18-1353 (DR)

	amounts of glass and windows which would allow the interior of these buildings to be visible from the pedestrian walkways.
A free-standing structure within an existing commercial or industrial center should be architecturally compatible with the center, including but not limited to materials, colors and architectural elements.	<u>Building A</u> Yes. The proposed project is architecturally-compatible with the existing structure to the north and east. <u>Building B</u> Yes. The proposed project is architecturally-compatible with the existing structure to the north and south and the proposed Building C and D to the east. <u>Building C</u> Yes. The proposed project is architecturally-compatible with the existing structure to the south and west, the proposed Building D to the north, and the proposed Building B to the west. <u>Building D</u> Yes. The proposed project is architecturally-compatible with the existing structure to the west and the proposed Building C to the south.

Attachment 4: Development Review Design Guidelines

Los Medanos Industrial Park, AP-18-1353 (DR)

All roof mounted equipment should be screened completely from view from all public rights-of-way. A site-line study may be necessary to determine appropriate screening method.	<u>Buildings A - D</u> Conditional. The developer is proposing the buildings to include raised parapets on the elevations facing the public rights-of-way on Garcia Avenue and Kelley Court to screen any mechanical equipment. A recommended condition of approval would require the developer to provide a roof plan to ensure all roof mounted equipment is screened from public rights-of-way. Please see Condition #4.
All Structures, including, but not limited to, "tilt-up" type structures, should have structural reliefs and articulated entries (Encourage the creation of shadow lines).	<u>Buildings A - D</u> Yes. Each of the proposed buildings includes structural reliefs intended to help articulate the entry points of the buildings.
Exterior fire escapes, stairs and other appurtenances should be designed or treated as integral parts of the building façade.	<u>Buildings A - D</u> Not applicable.
Downspouts should be designed into the façade of the building unless architecturally treated.	<u>Buildings A - D</u> Conditionally. The proposed project plans do not call out downspouts on the project plans; therefore, staff recommend a condition requiring downspouts be incorporated into the façade of the building. Please see condition #5.

Attachment 4: Development Review Design Guidelines

Los Medanos Industrial Park, AP-18-1353 (DR)

Add murals, lattice or some other spaceframe type treatment to blank walls visible from public view.

Building A

Conditional. The south elevation is visible from public view on Turnstone Circle and Whimbrel Circle south of the project site. The south elevation contains only man doors and roll-up doors with blank walls. Therefore, staff recommend that the applicant revise the elevation to include façade variations or murals, lattice, or other spaceframe type treatments to enhance the design, as shown in Condition # 3.

Building B

Conditional. While traveling north up Kelley Court, the south elevation of Building B is visible from public view. The south elevation contains only man doors and roll-up doors with blank walls. Therefore, staff recommend that the applicant revise the elevation to include façade variations or murals, lattice, or other spaceframe type treatments to enhance the design, as shown in Condition # 3.

Buildings C

Yes. The proposed northern and eastern elevations would utilize significant amounts of glass and windows which would allow the interior of these buildings to be visible from the pedestrian walkways.

Buildings D

Yes. The proposed northern and eastern elevations would utilize significant amounts of glass and windows which would allow the interior of these buildings to be visible from the pedestrian walkways.

Attachment 4: Development Review Design Guidelines

Los Medanos Industrial Park, AP-18-1353 (DR)

Prototype or “theme” architecture is discouraged.	<u>Buildings A - D</u> Yes. The proposed building design does not include what could be considered “theme” architecture.
New or remodeled buildings should be designed to be compatible in design, color and materials with adjacent development.	<u>Building A</u> Yes. The proposed project is architecturally-compatible with the existing structure to the north and east. <u>Building B</u> Yes. The proposed project is architecturally-compatible with the existing structure to the north and south and the proposed Building C and D to the east. <u>Building C</u> Yes. The proposed project is architecturally-compatible with the existing structure to the south and west, the proposed Building D to the north, and the proposed Building B to the west. <u>Building D</u> Yes. The proposed project is architecturally-compatible with the existing structure to the west and the proposed Building C to the south.

Attachment 4: Development Review Design Guidelines

Los Medanos Industrial Park, AP-18-1353 (DR)

The street-oriented elevations shall be designed so as not to present the appearance of a rear elevation (i.e., no loading doors or large blank walls, absence of architectural features found on other elevations, and limited landscaping as typically found on interior property lines).	<u>Buildings A</u> Conditional. The proposed south elevation is considered the rear of the proposed building and is proposed to contain loading doors with no architectural features. Because the south elevation is visible from public rights-of way (i.e., Turnstone Circle and Whimbrel Circle) staff is recommending that the applicant revise the south elevation to include façade variations to enhance the design, as shown in Condition #3. <u>Building B</u> Conditional. The proposed south elevation is considered the rear of the proposed building and is proposed to contain loading doors with no architectural features. Because the south elevation is visible from a public right-of way (i.e., Kelley Court) staff is recommending that the applicant revise the south elevation to include façade variations to enhance the design, as shown in Condition #3. <u>Buildings C - D</u> Yes. The street-oriented elevations are proposed to continue the design and architectural features around the interior elevations to articulate these sides of the building.
Trash enclosures should include area for collection of recyclables.	<u>Buildings A - D</u> Yes. However, a proposed condition of approval would require the property owner ensure that trash and recycling facilities are properly maintained and provide adequate storage and pickup for all businesses utilizing the enclosure.

Attachment 4: Development Review Design Guidelines

Los Medanos Industrial Park, AP-18-1353 (DR)

Green Building Design Guideline	Meets Guideline?
<i>Section D: Commercial / Industrial</i>	
Roofs should be designed to integrate renewable energy generation systems and provide a cool urban environment.	<u>Buildings A - D</u> Conditionally. A proposed condition of approval would require the entire roofing surface behind the building parapets be painted white to create a 'cool roof.' Please see Condition #6.
Roofs should host a renewable energy generation system appropriate to its natural resources (i.e. solar photovoltaic cells where there is ample sunlight, and low-profile wind energy generation turbines where wind currents are adequate). Renewable energy systems should be installed unless they are demonstrated to be cost prohibitive after considering their energy saving benefits over their lifetime.	<u>Buildings A - D</u> Conditionally. A proposed condition of approval would require the entire roofing surface behind the building parapets be painted white to create a 'cool roof.' Please see Condition #6.
Roofs should be covered with a cool roof underneath any energy generation structures, and either a green/living roof or cool roof for uncovered portions.	<u>Buildings A - D</u> Conditionally. A proposed condition of approval would require the entire roofing surface behind the building parapets be painted white to create a 'cool roof.' Please see Condition #6.
Uncovered rooftop expanses greater than 200 square feet should be designed to be strong enough to support rooftop gardens and other passive recreational uses for employees.	<u>Buildings A - D</u> Not applicable. Due to the located of the project, staff has determined that a recreational rooftop is not warranted.
Urban heat island impacts may be minimized through the shading or paving material design choices. Recommended choices include renewable energy systems on carports, shade trees, underground parking, and open-grid pavement systems	<u>Buildings A - D</u> Yes. The project proposal includes numerous trees which will help to reduce the heat island effect.

Attachment 4: Development Review Design Guidelines

Los Medanos Industrial Park, AP-18-1353 (DR)

Outdoor parking lots with more than 20 spaces and solar access over 75% of more of its surface area should install renewable energy systems on carport structures. The builder may arrange a power-purchase agreement where the energy system is funded and owned by a third party, as a way to alleviate initial cost burden.	<u>Buildings A - D</u> Not applicable. The proposed project, do not include any carport structures.
Hardscapes should be constructed with permeable surfaces (e.g. pervious concrete, porous asphalt, unit pavers, and granular materials). Permeable paving consisting of porous above-ground materials, a 6- inch porous sub-base, and a base layer that is designed to ensure proper drainage away from the building and neighboring properties. Alternatively, impermeable surfaces may be used if they direct all runoff toward an appropriate permanent infiltration feature (e.g. vegetated swale, on-site rain garden, or rainwater cistern).	<u>Buildings A – D</u> Conditional. While hardscapes are not proposed as part of the project, Engineering recommends as Condition of Approval for the applicant implement long-term best management practices for the reduction or elimination of stormwater pollutants, which may include the construction of impermeable surfaces and utilizing pavers for walkways and other appropriate hardscape surfaces to minimize impervious areas. Please see Condition #24 Additionally, staff recommends the applicant incorporate permeable surfaces and pavers for parking lots, driveways and alleys where feasible. Please see Condition #8.

Attachment 4: Development Review Design Guidelines

Los Medanos Industrial Park, AP-18-1353 (DR)

Within parking lots, electric vehicle charging units should be made available to employees and patrons with electric vehicles. The parking spaces with charging units should be clearly marked with signs designating them for assigned employees or electric vehicle use only.	<u>Building A</u> Yes. The proposed project would include six electric vehicle charging parking stalls. Each parking stall will be clearly marked with signs designating them for assigned employees or electric vehicle use. <u>Building B</u> Yes. The proposed project would include three electric vehicle charging parking stalls. Each parking stall will be clearly marked with signs designating them for assigned employees or electric vehicle use. <u>Building C</u> Yes. The proposed project would include seven electric vehicle charging parking stalls. Each parking stall will be clearly marked with signs designating them for assigned employees or electric vehicle use. <u>Buildings D</u> Yes. The proposed project would include six electric vehicle charging parking stalls. Each parking stall will be clearly marked with signs designating them for assigned employees or electric vehicle use.
Fuel cell technology should be considered for application where (1) space or cost prohibits non-emitting on-site generation (such as solar, wind or geothermal), AND either (2) the heat resulting from fuel combustion is utilized for water or space heating, and/or (3) the fuel cells would be used primarily during peak utility hours.	<u>Buildings A - D</u> Not applicable.

Attachment 4: Development Review Design Guidelines

Los Medanos Industrial Park, AP-18-1353 (DR)

Reclaimed (purple pipeline) water should be used for as much non-potable water uses as feasible and practical. Landscaping water fixtures using reclaimed water should be purple, and purple and white signage should clearly mark areas that are irrigated with reclaimed water.	<u>Buildings A - D</u> Not applicable.
Large commercial and institutional facilities that are anticipated to employ more than 50 employees, should consider providing on-site shops and services for those employees.	<u>Buildings A - D</u> Not applicable.
Street side building faces should encourage walking. No more than 40% of a building's street side length, or 50 feet, whichever is less, should be blank walls without doors or windows. Functional entries to buildings should occur at an average of 75 feet or less along sidewalk facing walls. Additional design techniques contained in the Downtown Design Guidelines that encourage walking, should also be utilized where applicable.	<u>Buildings A, C, D</u> Yes. Buildings A, C, and D includes large storefront windows/door systems, canopies, and raised parapets on street facing elevation meeting the requirement of no more than 40 percent, or 50 feet, whichever less, should be blank walls with no doors or windows. <u>Buildings B</u> Yes. Building B includes a large storefront window system, three man-doors, and a raised parapet on the street facing elevation meeting the requirement of no more than 40 percent, or 50 feet, whichever less, should be blank walls with no doors or windows.

Attachment 4: Development Review Design Guidelines

Los Medanos Industrial Park, AP-18-1353 (DR)

Secure bicycle parking facilities should be provided for at least 10% of expected peak hour trips. Bicycle parking structures should be complementary to the surrounding structures and may be partially obscured by vegetation or painted with a mural design that is consistent with surrounding aesthetics. Shade trees should be planted if the parking facility is located in an area not shaded by surrounding structures. They should be located in an accessible and visible space to discourage misuse.

Building A

Yes. The proposed project would include eight bicycle racks for bicycle parking.

Building B

Yes. The proposed project would include six bicycle racks for bicycle parking.

Building C

Yes. The proposed project would include six bicycle racks for bicycle parking.

Buildings D

Yes. The proposed project would include six bicycle racks for bicycle parking.

Attachment 5: RASP Applicable Goals and Policies

Los Medanos Industrial Park, AP-18-1353 (DR)

Goal/Policy	Analysis
Land Use	
Goal 3-G-1: Maximize the benefit of the proposed eBart Station and other transit options and increase ridership by creating a high density, mixed-use community around the potential station site and by integrating the area with the surrounding neighborhoods.	Compliant. The proposed project is located within 0.15-miles from the nearest bus station allowing for future employees to utilize the existing regional transportation system.
Goal 3-G-3: Preserve industrial uses and jobs by allowing similar and compatible uses in the designated light industrial areas within the Transit Village, Industrial/Mixed Use Center and Los Medanos Industrial Center sub-areas.	Compliant. The proposed project is located in an existing industrial park and will develop vacant lots with similar industrial buildings preserving the industrial uses within the Los Medanos Industrial Center sub-areas.
Policy 3-P-2: Foster an engaging and active street environment.	Conditionally. Staff recommend a condition for the development to use stamped and/or colored concrete or other decorative material to provide clearly-delineated pedestrian-friendly pathways throughout the proposed parking lots.
Policy 3-P-5: Provide land uses that accommodate both City-wide and locally-oriented retail opportunities for different consumers to patronize within the Specific Plan Area.	Compliant. The proposed project will develop vacant lots with new warehouses. Each building contains warehouse space, as well as office space allowing higher-end business commercial activities to utilize the buildings. Additionally, the project is located within the City's Enterprise Zone. As high-tech industries continue to spread into eastern Contra Costa County, locating in Pittsburg becomes a more worthy business venture as more up-and-coming business/industrial complexes develop.

Attachment 5: RASP Applicable Goals and Policies

Los Medanos Industrial Park, AP-18-1353 (DR)

Design and Development	
Goal 4-G-3: Promote high quality development that is socially and environmentally sustainable.	Conditionally/Partially compliant. A proposed condition of approval would require the entire roofing surface behind the building parapets be painted white to create a 'cool roof.' Please see Condition #6. The proposed project would include six electric vehicle charging parking stalls at Building A, three electric vehicle charging parking stalls at Building B, seven electric vehicle charging parking stalls at Building C, and six electric vehicle charging parking stalls at Building D. Each parking stall will be clearly marked with signs designating them for assigned employees or electric vehicle use. Additionally, the street-oriented elevations of each building contain aluminum storefront window systems and enhanced architectural features, such as raised parapets, to provide a break to the façade. Each lot also includes a 30- to 36-inch evergreen plant screen and trees along the public rights-of-way along Garcia Avenue and Kelley Court to activate the street and environment.
Policy 4-P-1: Require high quality, pedestrian-friendly design and a high level of transparency along street fronts and pathways to activate the street environment, promote social interaction and support crime prevention.	Compliant. The project includes significant amounts of glass and windows along the street-oriented elevations which would allow the interior of these buildings to be visible from the pedestrian walkways.

Attachment 5: RASP Applicable Goals and Policies

Los Medanos Industrial Park, AP-18-1353 (DR)

Policy 4-P-4: Develop incentives to support environmentally sustainable practices in site and building design such as improved insulation, operable windows, energy efficient lighting and appliances, solar access, natural ventilation, and permeable paving materials.	Conditionally. A proposed condition of approval would require the entire roofing surface behind the building parapets be painted white to create a ‘cool roof.’ Additionally, staff recommends a condition of approval to require the applicant to incorporate permeable surfaces and pavers for parking lots, driveways, and alleys where feasible.
Community Resource	
Goal SP5-G-4: Ensure that natural resources are identified and enhanced by the new development to provide additional community amenities within the Specific Plan Area.	Conditionally. Kirker Creek is located northwest of Building D. Staff recommends the applicant revise the landscaping plan to provide innovative landscaping or architectural design on the undeveloped portion of Building D, which is adjacent to Kirker Creek. The innovative landscaping or architectural design would enhance Kirker Creek and provide an opportunity for employees to go outside and appreciate the natural resource. The design could include, but not limited to, irrigated landscaping, non-irrigated landscaping, and/or hardscape.
Policy SP5-P-1.2: Require new development to provide land or funding to help create a strong network of parks, plazas and pathways.	Conditionally/Partially Complaint. Staff recommends the applicant revise the landscaping plan to provide innovative landscaping or architectural design on the undeveloped portion of Building D, which is adjacent to Kirker Creek. The innovative landscaping or architectural design would include, but not limited to, irrigated landscaping, non-irrigated landscaping, and/or hardscape. The proposed project meets the landscaping requirement of 15 percent. Additionally, the project includes 30- to 36-inch evergreen plant screen and trees along the public rights-of-way along Garcia Avenue and Kelley Court to activate the street and environment.

Attachment 5: RASP Applicable Goals and Policies

Los Medanos Industrial Park, AP-18-1353 (DR)

Transportation and Circulation	
Goal 6-G-1: Make the Specific Plan Area a walkable center at the crossroads of the Pittsburg community.	Conditionally. Staff recommends a condition for the development to use stamped and/or colored concrete or other decorative material to provide clearly-delineated pedestrian-friendly pathways throughout the proposed parking lots.
Goal 6-G-2: Reduce vehicle miles traveled by strengthening multi-modal connections in and around the Specific Plan Area.	Compliant. The proposed project is located within 0.15-miles from the nearest bus station allowing for future employees to utilize the existing regional transportation system.
Policy 6-P-1: Encourage walking, bicycling and other non-motorized modes of transportation by providing clearly defined, generous, safe and enjoyable routes for pedestrians and cyclists.	Conditionally/Partially compliant. The street-oriented elevations of each building contain aluminum storefront window systems and enhanced architectural features, such as raised parapets, to provide a break to the façade. Each lot also includes a 30- to 36-inch evergreen plant screen and trees along the public rights-of-way along Garcia Avenue and Kelley Court to activate the street and environment. Staff recommends a condition for the development to use stamped and/or colored concrete or other decorative material to provide clearly-delineated pedestrian-friendly pathways throughout the proposed parking lots. Additionally, staff recommend a condition for the project to increase the amount of bicycle parking provided on-site to be consistent with the standards within the Specific Plan.
Policy 6-P-3: Provide wide sidewalks to enhance the pedestrian experience.	Compliant. The proposed project will utilize the existing sidewalks along the public rights-of-way, which are approximately 10 feet wide. Additionally, the sidewalks around the front of Building A, B, and C entries are 10 feet or larger.

Attachment 5: RASP Applicable Goals and Policies

Los Medanos Industrial Park, AP-18-1353 (DR)

Policy 6-P-8: Include accessible design improvements, such as appropriately placed curb cuts, audible pedestrian-crossing signals, maximum pathway grades, generous walkway width and areas for rest.	Conditionally. Staff recommends a condition for the development to use stamped and/or colored concrete or other decorative material to provide clearly-delineated pedestrian-friendly pathways throughout the proposed parking lots.
Utilities and Infrastructure Goals	
Goal 7-G-2: Encourage new development within the Specific Plan Area to incorporate energy efficient and sustainable building practices.	Conditionally/Partially compliant. A proposed condition of approval would require the entire roofing surface behind the building parapets be painted white to create a 'cool roof.' Please see Condition #6. The proposed project would include six electric vehicle charging parking stalls at Building A, three electric vehicle charging parking stalls at Building B, seven electric vehicle charging parking stalls at Building C, and six electric vehicle charging parking stalls at Building D. Each parking stall will be clearly marked with signs designating them for assigned employees or electric vehicle use.
Policy 7-P-2: Promote building design that improves energy efficiency by incorporating natural cooling and passive solar heating where possible. This may include extended eaves, window overhangs, awnings and tree placement for natural cooling and building and window orientation to take advantage of passive solar heating.	Conditionally/Partially compliant. A proposed condition of approval would require the entire roofing surface behind the building parapets be painted white to create a 'cool roof.' Please see Condition #6. Additionally, the proposed project includes metal canopies over the large storefront windows and landscaping throughout the parking lot to help to reduce the heat island effect.

Attachment 5: RASP Applicable Goals and Policies

Los Medanos Industrial Park, AP-18-1353 (DR)

Policy 7-P-5: Encourage developers to utilize low-impact development (LID). LID addresses stormwater treatment through small, cost-effective landscape features located at the site level. These landscaped features, known as Integrated Management Practices (IMPs), are the building blocks of LID. IMPs include planter strips, rooftop gardens, planter boxes, and pervious concrete pavers.	Conditionally. Engineering recommends as Condition of Approval for the applicant implement long-term best management practices for the reduction or elimination of stormwater pollutants, which may include the construction of impermeable surfaces and utilizing pavers for walkways and other appropriate hardscape surfaces to minimize impervious areas. Additionally, staff recommends the applicant incorporate permeable surfaces and pavers for parking lots, driveways and alleys where feasible.
Policy 7-P-6: Encourage developments on adjacent and/or contiguous lots within the Specific Plan Area to jointly meets Provision C3 requirements through shared swales and other integrated management practices.	Compliant. The proposed project utilizes off-site C.3 credits to cover the treatments of the lots. The centralized basin near the project site has plenty of capacity to meet the requirements of the proposed project.
Policy 7-P-9: Trash enclosures shall be constructed of masonry material with self-enclosing doors, a roof and a second access in accordance with Title 18 of the PMC. All enclosures shall be constructed of high-quality materials, and the design and colors shall be coordinated with the proposed development. Where feasible, consider designing the main structure to house the trash/recycling enclosure rather than designing the trash enclosure as a separate stand along building.	Compliant. Each building has an associated masonry trash enclosure located near the rear of each building. The trash enclosures are all constructed of a gray split face concrete block with a corrugated metal roof and two corrugated metal doors.

Attachment 6: RASP Architectural and Site Design Criteria

Los Medanos Industrial Park, AP-18-1353

Design Criteria	Meets Criteria?
Business Commercial (BC): Use landscaping and other treatments such as low fences, porches, unique paving materials, low gates, or other defining elements.	<u>Buildings A-D</u> Conditional. The parking areas would be screened from view from the right-of-way along Garcia Avenue and Kelley Court. Each building would be protected from view of the street by a 30- to 36-inch high evergreen plant screen. Additionally, the applicant proposes to plant a variety of trees behind the evergreen plant screen along the frontage of each building lining Garcia Avenue and Kelley Court. Each parking area is broken up with landscaped islands containing a variety of tree species. The applicant proposes to leave a portion of the project site north of the building undeveloped. Staff is recommending the applicant revise the landscaping plan to provide innovative landscaping or architectural design on the undeveloped portion, which could include, but not limited to, irrigated landscaping, non-irrigated landscaping, and/or hardscape. See condition #2. Additionally, staff recommend the applicant provide stamped and/or colored concrete or other decorative material to provide clearly-delineated pedestrian-friendly pathways throughout surface parking lots. See condition #7.
BC: Use stamped and/or colored concrete or other decorative material to provide clearly-delineated pedestrian-friendly pathways throughout surface parking lots.	<u>Buildings A-D</u> Conditional. The proposed project does not show any clearly-delineated pedestrian-friendly pathways throughout the parking lots. Staff recommends the applicant provide stamped and/or colored concrete or other decorative material to provide clearly-delineated pedestrian-friendly pathways throughout surface parking lots. See condition #7.

Attachment 6: RASP Architectural and Site Design Criteria

Los Medanos Industrial Park, AP-18-1353

BC: Locate parking lot trees and landscaping either in a center median between rows of parking stalls and/or in landscaped planters placed throughout the parking lot. Planters less than three feet wide, excluding curbs and walls, are prohibited.	<u>Buildings A-D</u> Yes. The proposed project includes parking lot trees placed sporadically throughout the parking area.
BC: Incorporate permeable surfaces and pavers for parking lots, driveways and alleys where feasible.	<u>Buildings A-D</u> Conditional. Staff recommend a condition to incorporate permeable surfaces and pavers for parking lots, driveways, and alleys where feasible. Please see condition #8.
4.5.1: Maximize the number of units and building entries fronting the street.	<u>Buildings A-D</u> Yes. The proposed project maximizes the number of building entry facing the street. Buildings A, C, and D's main entry faces a public right-of-way and provides multiple storefront entries. Due to site constraints, Building B only provides man-doors on the street facing elevation; however, in total the proposed project maximizes street facing entries.
4.5.2: Orient building and store entrances to the street with maximized storefront transparency through inclusion of windows, doors, or outdoor areas incorporated into the structure.	<u>Buildings A-D</u> Yes. All building entries and street facing elevations includes an extended parapet and aluminum storefront window system with metal canopies.
4.5.3: There shall be at least 70% transparency for ground level retail uses and a minimum of 60% transparency for ground level office uses.	<u>Buildings A-D</u> Yes. The proposed plans note that more than 60% of the linear footage of the building is transparent, glass windows.

Attachment 6: RASP Architectural and Site Design Criteria

Los Medanos Industrial Park, AP-18-1353

4.5.4: Emphasize the primary entry of buildings (e.g. Entrance lobby) with special architectural elements.

Building A

Yes. All entry points are proposed to include metal canopies that help define entrances, and the main entrance along the north elevation includes an extended parapet and aluminum storefront window system with tinted glass along the entire elevation.

Building B

Yes. All entry points are proposed to include metal canopies that help define entrances, and the main entrance along the north elevation includes an extended parapet and aluminum storefront window system with tinted glass along the entire elevation.

Building C

Yes. All entry points are proposed to include metal canopies that help define entrances, and the main entrance along the west elevation includes an extended parapet and aluminum storefront window system with tinted glass along the entire elevation.

Building D

Yes. All entry points are proposed to include metal canopies that help define entrances, and the main entrance along the south elevation includes an extended parapet and aluminum storefront window system with tinted glass along the entire elevation.

Attachment 6: RASP Architectural and Site Design Criteria

Los Medanos Industrial Park, AP-18-1353

4.5.5: All building facades, including parking garages, facing public rights-of-way shall engage the pedestrian through well-articulated building facades by incorporating elements such as cornices, lintels, sills, awnings, fenestration, varied materials and colors, columns and other architectural elements and features.

Building A

Conditional. The proposed northern and eastern elevations would utilize significant amounts of glass and windows which would allow the interior of these buildings to be visible from the pedestrian walkways. However, the south elevation is visible from Turnstone Circle and Whimbrel Circle and does not include any enhanced design features. Staff is recommending that the applicant revise the south elevation to include façade variations to enhance the design, as shown in Condition # 3.

Building B

Conditional. The proposed north, east, and west elevations would utilize significant amounts of glass and windows which would allow the interior of these buildings to be visible from the pedestrian walkways. However, the south elevation is visible from Garcia Avenue and, as proposed, does not include any enhanced design features. Staff is recommending that the applicant revise the south elevation to include façade variations to enhance the design, as shown in Condition # 3.

Buildings C

Yes. The proposed northern and eastern elevations would utilize significant amounts of glass and windows which would allow the interior of these buildings to be visible from the pedestrian walkways.

Buildings D

Yes. The proposed northern and eastern elevations would utilize significant

Attachment 6: RASP Architectural and Site Design Criteria

Los Medanos Industrial Park, AP-18-1353

	amounts of glass and windows which would allow the interior of these buildings to be visible from the pedestrian walkways.
4.5.6: Residential buildings shall incorporate porches, stoops, and balconies to provide variation on all elevations.	Not applicable.
4.5.7: Prohibit expanses of blank wall in excess of 10-feet along any portion of a building visible from public right-of-way or a parking facility. Where this is necessary due to interior layout of the building, the structure shall contain a mural, display, window box or other decorative element to break up the massing.	<u>Building A</u> Conditional. As previously noted, the south elevation is visible from Turnstone Circle and Whimbrel Circle and does not include any enhanced design features to break up the massing. Staff is recommending that the applicant revise the south elevation to include façade variations to enhance the design, as shown in Condition # 3. <u>Building B</u> Conditional. As previously noted, the south elevation is visible from Garcia Avenue and, as proposed, and does not include any enhanced design features to break up the massing. Staff is recommending that the applicant revise the south elevation to include façade variations to enhance the design, as shown in Condition # 3. <u>Buildings C-D</u> Yes. The elevations visible from the public right-of-way include enhanced design features to break up the massing.
4.5.8: Use varied materials, forms and colors on buildings to provide visual interest to break up the massing of the structures and to provide visual interest to pedestrians.	<u>Buildings A - D</u> Yes. The proposed project would include a combination of glass windows, metal awnings, and three different shades of stucco to provide visual interest.

Attachment 6: RASP Architectural and Site Design Criteria
Los Medanos Industrial Park, AP-18-1353

4.5.9: Step back upper stories of buildings over three stories in height to mask building height and reduce massing on the street level.	Not applicable.
4.5.10: Articulate front facades with windows, both along the ground floor and upper residential floors. Carry all exterior materials including veneer, finishes or materials utilized on the front of the structure around to all sides of the buildings.	<u>Buildings A-D</u> Yes. All buildings front facades include, decorative metal canopies above storefront windows to enhance the building design. The designs are continued on the sides of the buildings.
4.5.11: Incorporate outdoor stairs, railings, fences, gates, and other outdoor utilitarian elements that are decorative, painted or stained, composed of high quality materials, and architecturally compatible with the structure to which they are accessory.	<u>Buildings A-D</u> Yes. All buildings include, decorative metal canopies above storefront windows to enhance the building design.
4.5.12: Incorporate variations in building elements including roof silhouettes, fenestration patterns and colors in adjoining residential units.	Not applicable.
4.5.13: In areas classified Business Commercial, encourage the use of steel and corrugated metal as an accent material to define lintels, create awnings and enhance roof form. Wood and stucco should be used sparingly within industrial areas.	<u>Buildings A-D</u> Yes. All buildings include, decorative metal canopies above storefront windows to enhance the building design.
4.5.14: All developments must provide a trash enclosure in accordance with Title 18 of the PMC. Shared trash enclosures are encouraged among adjacent uses provided that the enclosure is sized appropriately to handle the refuse and recycling needs of all uses.	<u>Buildings A-D</u> Conditionally. Staff recommend a condition of approval be added that requires the property owner ensure that trash and recycling facilities are properly maintained and provide adequate storage and pickup for all businesses utilizing the enclosure

Attachment 6: RASP Architectural and Site Design Criteria

Los Medanos Industrial Park, AP-18-1353

4.5.15: Locate all utilities, utility boxes or equipment underground or on the roof and screened from view.	<u>Buildings A-D</u> Yes. Each building utilizes the “Dense Landscaping Screen” scheme to screen all utility box transformers. Additionally, each building has raised parapets to screen mechanical equipment on the roof.
4.5.16: Parking garages shall be developed as mixed-use structures with ground floor frontage along heavily utilized pedestrian pathways devoted to commercial uses.	Not applicable.
4.5.17: Private developments in the Transit Village and Civic Center sub-areas shall include publicly accessible greenways, trails and paths for pedestrians and bicyclists in accordance with the land use and circulation plans set forth in the Specific Plan.	Not applicable.
4.5.18: Public bicycle parking lockers shall be installed on the ground floor of parking garages at a ratio of one bicycle parking locker per 50 parking spaces.	Not applicable.
4.5.19: Utilize ecologically conscious designs that include natural light, shade, and energy efficient materials.	<u>Buildings A - D</u> Yes. The proposed project utilizes significant amounts of glass and windows that would allow for natural light.

Attachment 6: RASP Architectural and Site Design Criteria

Los Medanos Industrial Park, AP-18-1353

4.5.20: Projects should include sustainable site and building design elements such as improved insulation, operable windows, energy efficient lighting and appliances, solar energy sources built into the development, natural ventilation and permeable paving materials.	<u>Buildings A - D</u> Conditionally. A proposed condition of approval would require the entire roofing surface behind the building parapets be painted white to create a 'cool roof.' Please see Condition #6. In addition, the proposed project would include six electric vehicle charging parking stalls at Building A, three electric vehicle charging parking stalls at Building B, seven electric vehicle charging parking stalls at Building C, and six electric vehicle charging parking stalls at Building D. Each parking stall will be clearly marked with signs designating them for assigned employees or electric vehicle use
4.5.21: The ground floor of live-work lofts shall not be used exclusively for storage of materials.	Not applicable.
4.5.22: Residential developments located within 500 feet of a travel lane on State Route 4 shall have central heating, ventilation, and air conditioning (HVAC) systems with high efficiency filters. Air intake systems for the HVAC systems shall be located as far away from the roadway as possible and shall include an ongoing HVAC maintenance plan.	Not applicable.
4.5.23: All residential projects must comply with development standards and amenities applicable to all multi-family residential and senior projects set forth in Chapter 18.52, Residential Districts, of the PMC unless otherwise specified within the Specific Plan.	

Attachment 6: RASP Architectural and Site Design Criteria

Los Medanos Industrial Park, AP-18-1353

4.5.24: All fences in the Transit Village, Civic Center, High School Village, Industrial/Mixed Use and Railroad Avenue Retail Corridor shall comply with the height standards for commercial and residential uses (where applicable) set forth in Chapter 18.84, Special Land Use Regulations Applicable to Specific Uses, in the PMC. Wrought iron and wood fencing is encouraged in these sub-areas. Chain-link fencing is permitted at the discretion of the City Planner, and must be vinyl clad in a dark color material with winged slats. Razor wire and barbed wire are not permitted within any of these sub-areas.	Not applicable.
4.5.25: All accessory structures and accessory dwelling units must comply with applicable standards set forth in Title 18 of the PMC.	Not applicable.
4.5.26: Greenways, trails, and paths for pedestrians and bicyclists that are incorporated into site design and development shall not be fenced, gated or hidden by the wall of a building in such a manner to eliminate the visual connection from the street, public right-of-way, and/or buildings and the greenway, trail and/or path. Structures adjacent to greenways, trails and/or paths shall incorporate balconies and windows to overlook the paths, and all effort shall be made to allow visual connections through and along the paths.	Not applicable. The proposed project does not include any greenways, trails, and paths for pedestrians and bicyclists that are incorporated into site design and development.



1: Facing Southeast (area of proposed Bldg. A)



2: Facing Northeast (area of proposed Bldg. B)

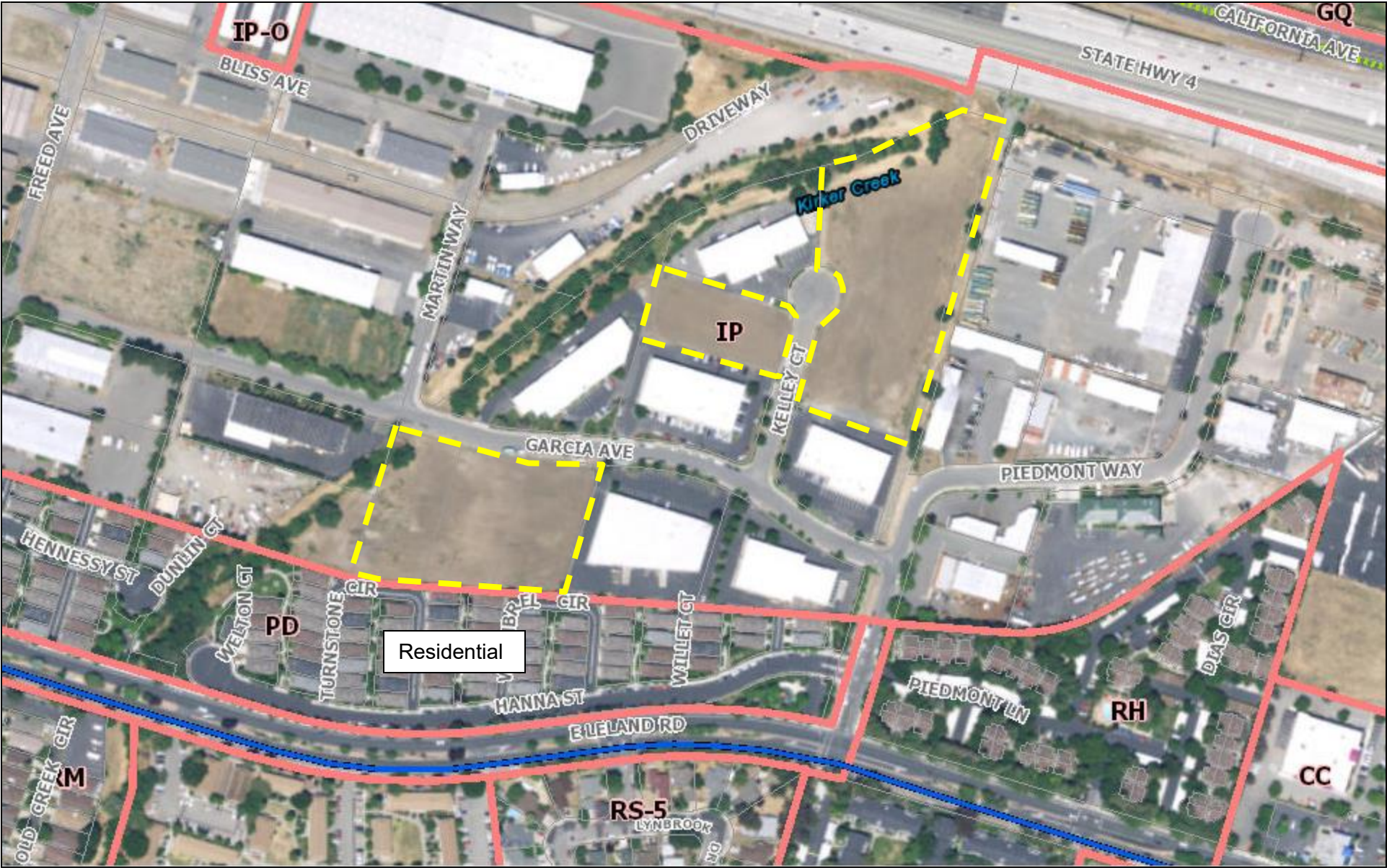


3: Facing East (area of proposed Bldg. C)

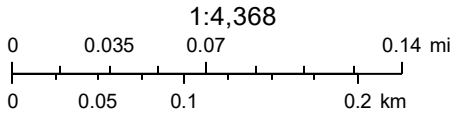


4: Facing West (area of proposed Bldg. D)

Surrounding Uses



- Project Boundaries
- Existing Facilities
- Proposed Facilities
- Zoning
- Parcel



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City of Pittsburg
Community Development Department



Los Medanos Industrial Park
Initial Study

June 2019



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APPENDIX:

Air Quality and GHG Modeling Results

Planning Survey Report

INITIAL STUDY

June 2019

A. BACKGROUND

1. Project Title: Los Medanos Industrial Park Project
2. Lead Agency Name and Address: City of Pittsburg
Community Development Department
65 Civic Avenue
Pittsburg, CA 94565
3. Contact Person and Phone Number: Kristin Pollot
Planning Manager
(925) 252-6941
4. Project Location: South of intersection of Garcia Street and Martin Street
and at the terminus of Kelley Court
APNs: 088-530-004, -005, & -006, and
088-540-007, -014, & -018
5. Project Sponsor's Name and Address: Sierra Pacific Properties
1800 Willow Pass Court
Concord, CA 94520
(925) 609-6200
6. Existing General Plan Designation: Business Commercial
7. Existing Zoning Designation: Industrial Park (IP)
8. Required Approvals from Other Public Agencies: None
9. Surrounding Land Uses and Setting:

The project site consists of three separate lots, totaling approximately 7.16 acres located south of the intersection of Garcia Avenue and Martin Street and at the terminus of Kelley Court. The lots are identified by Assessor's Parcel Numbers (APNs) 088-530-004, -005, & -006, and 088-540-007, -014, & -018. All lots are vacant and regularly disked. The lot located south of Garcia Avenue makes up 2.5 acres of the project total, and is surrounded by industrial buildings to the west, north, and east, residential development to the south, and Kirker Creek to the northwest. The 0.89-acre lot located west of the terminus of Kelley Court and the 1.80-acre and 1.97-acre lots located east of the terminus of Kelley Court are surrounded by industrial developments on all sides.

10. Project Description Summary:

The proposed project would include four shell buildings for future industrial uses, as well as incidental site improvements. The four buildings are designated as Buildings A-D. The sizes of each would be 47,500 square feet (sf), 14,400 sf, 25,000 sf, and 23,000 sf, respectively. Each building would include between eight and twelve roll-up grade-level doors. The allowed uses within the IP zone can include service-oriented commercial and light industrial uses with limited customer presence, including office centers, research and development facilities, and limited industrial activities.

11. Status of Native American Consultation Pursuant to Public Resources Code Section 21080.3.1:

In compliance with Assembly Bill (AB) 52 (Public Resources Code Section 21080.3.1), project notification letters were distributed to the Amah Mutsun Tribal Band of Mission San Juan Bautista, the Indian Canyon Mutsun Band of Costanoan, the Muwekma Ohlone Indian Tribe of the SF Bay Area, the North Valley Yokuts Tribe, the Ohlone Indian Tribe, and the Wilton Rancheria. The letters were distributed on November 20, 2018 and requests to consult were not received within the required response period.

B. SOURCES

All of the technical reports and modeling results used for the project analysis are available upon request at the City of Pittsburg Community Development Department, located 65 Civic Avenue, Pittsburg, CA 94565. The following documents are referenced information sources used for the purposes of this Initial Study:

1. Bay Area Air Quality Management District. *California Environmental Quality Act Air Quality Guidelines*. Available at: http://www.baaqmd.gov/~media/files/planning-and-research/ceqa/ceqa_guidelines_may2017-pdf.pdf?la=en. May 2017.
2. California Air Resources Board. *The 2017 Climate Change Scoping Plan Update*. Available at: https://www.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf. January 20, 2017.
3. California Department of Conservation. *Contra Costa County Important Farmland 2016*. Available at: <https://www.conservation.ca.gov/dlrp/fmmp/Pages/ContraCosta.aspx>. August 2018.
4. California Department of Conservation. *DOC Maps*. Available at: <https://maps.conservation.ca.gov/#dataviewer>. Accessed January 2019.
5. California Department of Forestry and Fire Protection. *Contra Costa County, Very High Fire Hazard Severity Zones in LRA*. Available at: https://www.fire.ca.gov/fire_prevention/fhsz_maps_contracosta. January 7, 2009.
6. California Department of Resources Recycling and Recovery. *Facility/Site Summary Details: Potrero Hills Landfill (48-AA-0075)*. Available at: <http://www.calrecycle.ca.gov/SWFacilities/Directory/48-AA-0075/Detail/>. Accessed February 4, 2018.

7. California Department of Toxic Substances Control. *DTSC's Hazardous Waste and Substances Site List*. Available at: https://www.dtsc.ca.gov/SiteCleanup/Cortese_List.cfm. Accessed February 2019.
8. California Department of Transportation. *California Scenic Highway Mapping System*. Available at: http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm. Accessed January 2019.
9. Caltrans. *Transportation Related Earthborne Vibrations*. Available at: http://www.dot.ca.gov/hq/env/noise/pub/TRANSPORTATION_RELATED_EARTHBORNE_VIBRATIONS.pdf. February 20, 2002.
10. City of Pittsburg. *2020 General Plan*. June 2001.
11. City of Pittsburg. *City of Pittsburg 2015 Urban Water Management Plan Final Draft*. Available at: <http://www.ci.pittsburg.ca.us/Modules/ShowDocument.aspx?documentid=8283>. June 2016.
12. City of Pittsburg. *City of Pittsburg General Plan 2002: Draft Environmental Impact Report*. January 2001.
13. City of Pittsburg. *Pittsburg Municipal Code*. December 3, 2018.
14. Contra Costa Transportation Authority. *2017 Update of the Contra Costa Congestion Management Program*. December 2017.
15. Contra Costa Water District. *2015 Urban Water Management Plan for the Contra Costa Water District*. Available at: <https://www.ccwater.com/DocumentCenter/View/2216/2015-CCWD-Urban-Water-Management-Plan-PDF>. June 2016.
16. Delta Diablo Sanitation District. *Sewer System Management Plan*. October 10, 2018.
17. Delta Diablo Sanitation District. *Transforming Wastewater to Resources*. Available at: <https://www.deltadiablo.org/about-us/about-us>. Accessed February 4, 2019.
18. East Contra Costa County Conservancy. *Final East Contra Costa County Habitat Conservation Plan/Natural Community Conservation Plan, Chapter 3 Physical and Biological Resources*. Updated December 19, 2006.
19. East Contra Costa County Conservancy. *High Resolution Development Fee Zone Map*. Available at: <http://www.co.contra-costa.ca.us/depart/cd/water/HCP/project-permitting.html>. Accessed June 2016.
20. Federal Transit Administration. *Transit Noise and Vibration Impact Assessment Guidelines*. Available at: <https://www.transit.dot.gov/research-innovation/transit-noise-and-vibration-impact-assessment-manual-report-0123>. May 2006.
21. Northwest Information Center. *Records Search Results for the Proposed Los Medanos Industrial Park Project*. November 27, 2018.
22. Sacramento Metropolitan Air District. *Guide to Air Quality Assessment in Sacramento County*. Available at: <http://www.airquality.org/businesses/ceqa-land-use-planning/ceqa-guidance-tools>. Accessed February 2019.
23. Saxelby Acoustics. *Environmental Noise Assessment Los Medanos Industrial Park*. January 17, 2019.
24. United States Department of Agriculture, Natural Resources Conservation Service. *Web Soil Survey*. Available at:

<https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx>. Accessed February 2019.

C. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

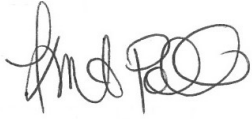
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is “Potentially Significant Impact” as indicated by the checklist on the following pages.

- | | | |
|---|---|---|
| ☐ Aesthetics | ☐ Agriculture and Forest Resources | ☒ Air Quality |
| ☒ Biological Resources | ☒ Cultural Resources | ☐ Energy |
| ☒ Geology and Soils | ☐ Greenhouse Gas Emissions | ☐ Hazards and Hazardous Materials |
| ☒ Hydrology and Water Quality | ☐ Land Use and Planning | ☐ Mineral Resources |
| ☒ Noise | ☐ Population and Housing | ☐ Public Services |
| ☐ Recreation | ☐ Transportation | ☒ Tribal Cultural Resources |
| ☐ Utilities and Service Systems | ☐ Wildfire | ☐ Mandatory Findings of Significance |

D. DETERMINATION

On the basis of this initial study:

- ☐ I find that the Proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the Proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the applicant. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the Proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Signature

Kristin Pollot, AICP, Planning Manager
Printed Name

6/14/19

Date

City of Pittsburgh
For

E. BACKGROUND AND INTRODUCTION

This Initial Study identifies and analyzes the potential environmental impacts of the Los Medanos Industrial Park (proposed project). The information and analysis presented in this document is organized in accordance with the order of the California Environmental Quality Act (CEQA) checklist in Appendix G of the CEQA Guidelines. Where the analysis provided in this document identifies potentially significant environmental effects of the project, mitigation measures are prescribed.

The mitigation measures prescribed for environmental effects described in this Initial Study/Mitigated Negative Declaration (IS/MND) would be implemented in conjunction with the project, as required by CEQA. The mitigation measures would be incorporated into the project through project conditions of approval. The City would adopt findings and a Mitigation Monitoring/Reporting Program for the project in conjunction with approval of the project.

The City of Pittsburg adopted the General Plan and certified the General Plan EIR on November 16, 2001. The General Plan EIR was prepared as a program-level EIR, pursuant to Section 15168 of the CEQA Guidelines (Title 14, California Code of Regulations, Sections 15000 *et seq.*). Information for the environmental setting discussions for each section of this Initial Study is largely based on information in the City of Pittsburg General Plan EIR. The Railroad Avenue Specific Plan (RASP) was adopted by the City Council on November 2, 2009 and encompasses the project site.

Per Section 15152 of the CEQA Guidelines, a project which is consistent with the General Plan and zoning of the City may tier from the analysis contained in the General Plan EIR, incorporating by reference the general discussions from the broader EIR. The proposed project would be consistent with the General Plan and zoning designations for the project site; therefore, in accordance with Section 15152 of the CEQA Guidelines, the analysis within this IS/MND will rely on analysis previously prepared in the General Plan EIR.

F. PROJECT DESCRIPTION

The following provides a description of the project site's current location and setting, as well as the proposed project components and the discretionary actions required for the project.

Project Location and Setting

The project site consists of three separate lots, totaling approximately 7.16 acres located south of the intersection of Garcia Avenue and Martin Street and at the terminus of Kelley Court. The lot located south of Garcia Avenue makes up 2.5 acres of the project total, and is surrounded by residential development to the south and industrial buildings to the north and east. Kirker Creek borders the lot to the west. The 0.89-acre lot located west of the terminus of Kelley Court and the 3.77-acre lot located east of the terminus of Kelley Court is surrounded by industrial and commercial developments on all sides (See Figure 2). Residential uses to the south of the project site are separated from the project site by an existing eight-foot sound wall.



Figure 2
Project Boundaries Map



The lots are all vacant and regularly disked. Ruderal vegetation exists over the edges of the lots, with scattered ornamental trees and shrubs along the site frontages to Garcia Avenue and Kelley Court.

Project Components

The proposed project would include development of three lots with four shell buildings, totaling 109,884 sf as well as various other site improvements related to internal vehicle circulation, stormwater management, and landscaping. The proposed structures would be sized as follows:

The buildings, referenced as Buildings A through D, would be designed as follows:

- Building A: 37,517 sf warehouse space and 10,000 sf office space;
- Building B: 10,616 sf warehouse space and 4,000 sf office space;
- Building C: 19,000 sf warehouse space and 6,300 sf office space; and
- Building D: 15,925 sf warehouse space and 7,300 sf office space.

Additionally, the proposed project would include roll up doors on the rear of each building. On-site parking would be provided by 198 proposed parking spaces. The site plan for the proposed project is presented as Figure 3 below. The proposed project would require City approval of the proposed Site Plan and Design Review.

The project components, including the requested approvals, are discussed in detail below.

Access and Circulation

Primary site access would be provided by Garcia Avenue. Building A would include construction of a driveway with entry directly from Garcia Avenue (see Figure 4). Buildings B, C, and D would be accessed by Kelley Court, which is located off of Garcia Avenue. Each building would construct driveway access from Kelley Court (see Figure 5).

Pedestrian access to the project site would be provided by connections to the existing sidewalk along Garcia Avenue. The project site is located approximately 0.15 mile from the nearest bus station. Additionally, the proposed project would provide 26 bicycle parking spots, and Garcia Avenue maintains a large enough road to accommodate bikes along either side. The project site is approximately 0.25-mile from the Delta de Anza Regional Trail, which is a Class I bikeway running throughout Contra Costa County.

Parking

Parking spaces would be constructed as part of the paving of the property. Building A would be allotted 65 spaces, Building B 23 spaces, Building C 50 spaces, and Building D 51 spaces. Parking would be generally shaded by trees in planters in the parking areas. Each building would provide bicycle parking, as well as ADA compliant spaces and a total of 18 electric vehicle stalls.

Figure 3
Site Plan

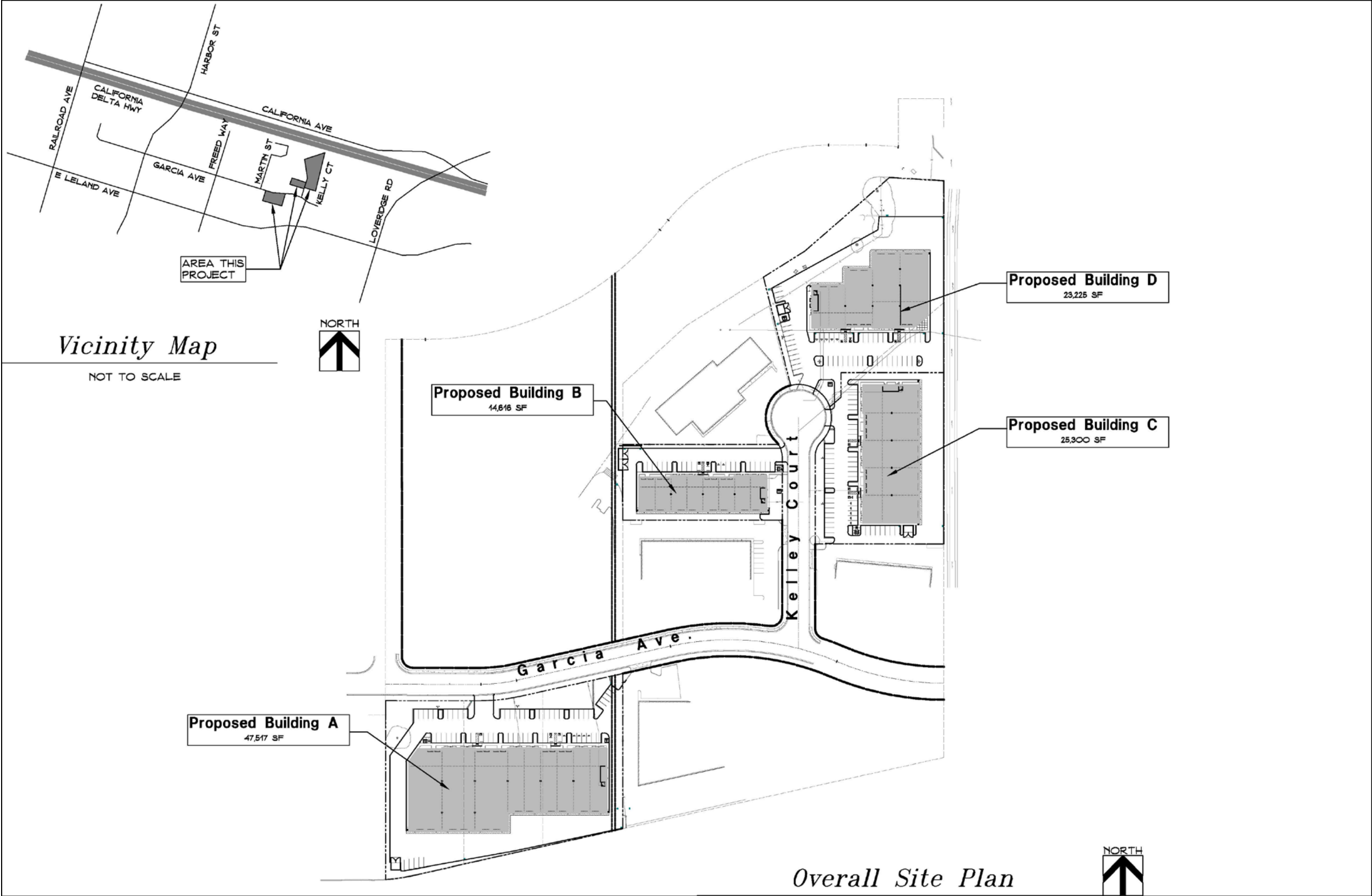


Figure 4
Building A

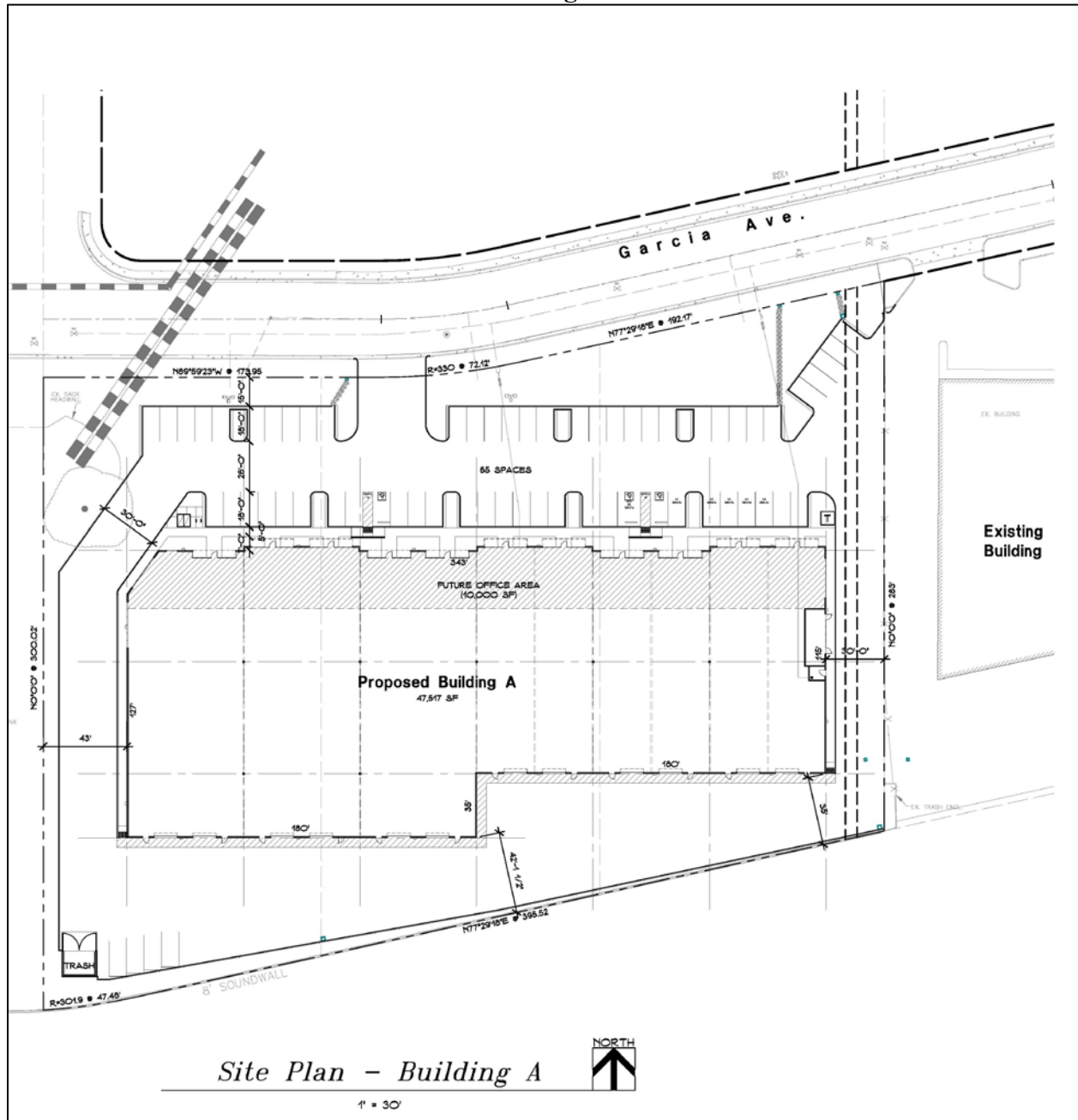
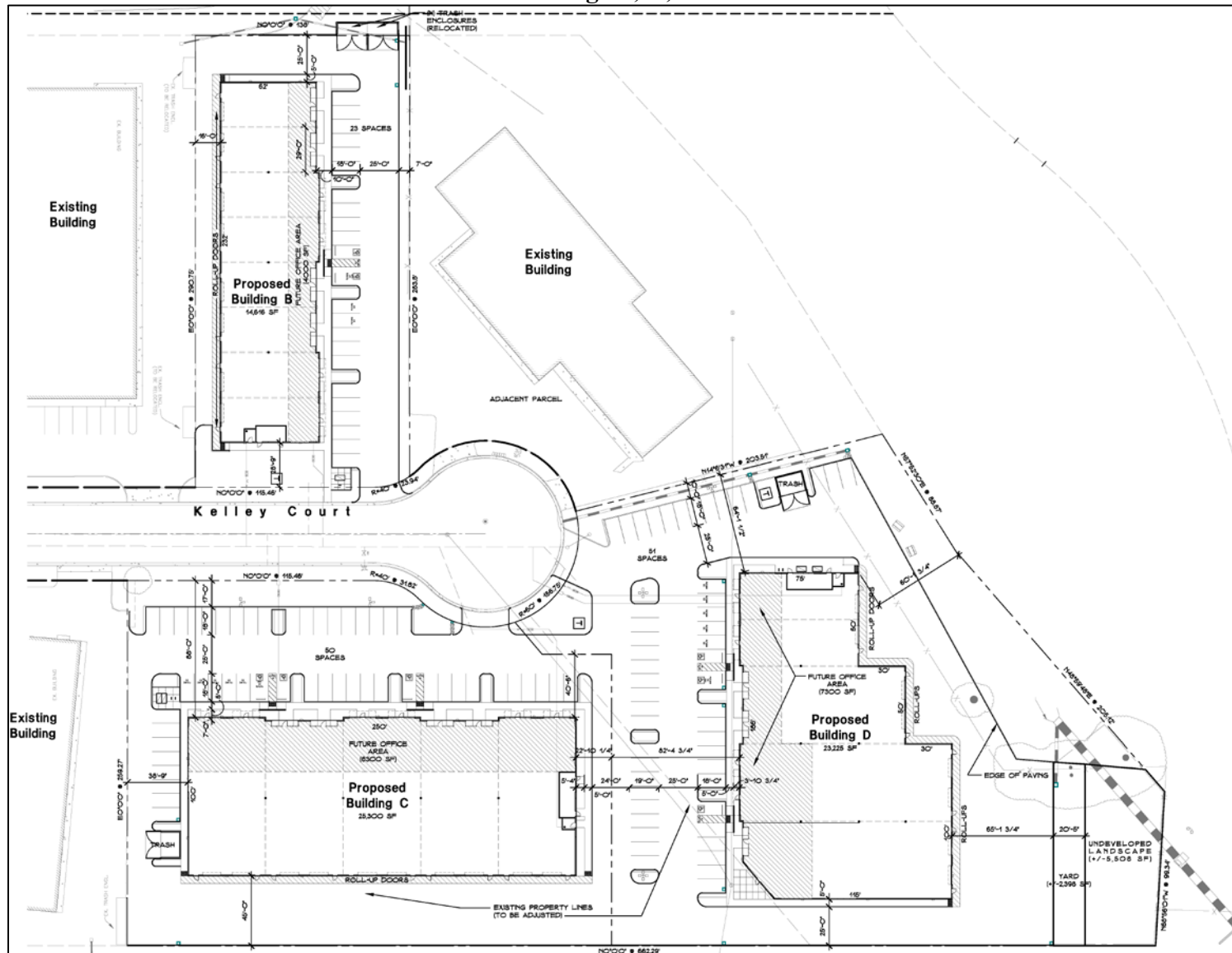


Figure 5
Buildings B, C, and D



Landscaping

The proposed project would include landscaping along the frontage of each building and lining Garcia Avenue and Kelley Court. Each building would be protected from view of the street by a 30- to 36-inch-high evergreen plant screen. As per Chapter 18.54 of the City's Municipal Code, the proposed project must include 15 percent coverage by landscaped areas. The proposed project would adhere to the water efficient landscape standards set by the City.

Utilities

Site plans for Building A include connection of a six-inch sanitary sewer line to an existing six-inch sewer line within Garcia Avenue. Buildings B and C would connect a six-inch sanitary sewer line to an existing eight-inch sewer line running beneath Kelley Court. Building D would connect a six-inch sanitary line to an existing eight-inch sewer line running beneath the proposed parking lot.

Water utilities for Building A would be provided by connection of a two-inch water lateral to an existing eight-inch water lateral within Garcia Avenue. Buildings B, C, and D would include connection of a two-inch water lateral to an existing eight-inch water lateral running beneath Kelley Court.

Stormwater drainage for all buildings would flow through existing drainage channels. The proposed project includes construction of Christy V12 and Christy V64 catch basins as well as earth swales lined with cobble stone at each building site. Buildings C and D would provide outfall to an existing drainage channel on the eastern side of the buildings.

All buildings would use either existing or proposed trash enclosures for waste disposal. The enclosures would be constructed as gray split face concrete walls covered by metal rooves. All proposed enclosures are removed from view of the street, either behind or beside the proposed buildings.

Design Review

Per Chapter 18.36 of the City's Municipal Code, the proposed project would be subject to Site Plan and Design Review by the City. Section 18.36.210 of the City's Municipal Code specifies that the Planning Commission will review the design of the building proposed in the application for a land use permit or building permit in each land use district other than single-family residential. Such review is intended to ensure that new development within the City generally contributes to the character and image of the City, conforms with the nature of the neighborhood, and is in harmony with proposed developments on land in the general area.

Discretionary Actions

Implementation of the proposed project would require the following discretionary actions by the City of Pittsburgh:

- Adoption of the Initial Study/Mitigated Negative Declaration;

- Adoption of the Mitigation Monitoring and Reporting Program; and
- Site Plan and Design Review for the development of an industrial park.

As noted previously, tenants have not been identified for the proposed buildings. At the time that specific uses are proposed for the buildings, additional entitlements, such as approval of Use Permits, may be required consistent with the City's Zoning Ordinance. However, such future entitlements are speculative, and are not considered a component of the proposed project for the purpose of this IS/MND.

G. ENVIRONMENTAL CHECKLIST

The following Checklist contains the environmental checklist form presented in Appendix G of the CEQA Guidelines. The checklist form is used to describe the impacts of the proposed project. A discussion follows each environmental issue identified in the checklist. For this checklist, the following designations are used:

Potentially Significant Impact: An impact that could be significant, and for which no mitigation has been identified. If any potentially significant impacts are identified, an EIR must be prepared.

Less Than Significant with Mitigation Incorporated: An impact that requires mitigation to reduce the impact to a less-than-significant level.

Less-Than-Significant Impact: Any impact that would not be considered significant under CEQA relative to existing standards.

No Impact: The project would not have any impact.

I. AESTHETICS. <i>Would the project:</i>		Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
a.	Have a substantial adverse effect on a scenic vista?	☐	☐	✗	☐
b.	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?	☐	☐	✗	☐
c.	In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	✗	☐
d.	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	✗	☐

Discussion

- a,b. Examples of typical scenic vistas include mountain ranges, ridgelines, or bodies of water as viewed from a highway, public space, or other area designated for the express purpose of viewing and sightseeing. In general, a project's impact to a scenic vista would occur if development of the project would substantially change or remove a scenic vista. The City's General Plan states the most identifying feature lending the City a sense of character is the rolling, grassy hills to the south and Suisun Bay/Sacramento River Delta to the north. The project site is not located within any identified viewpoints of the mountains and slopes within the City and would not obstruct any viewing points in the vicinity.

According to the California Scenic Highway Mapping System, the proposed project site is not located within the vicinity of an officially designated State Scenic Highway.¹ The project site is located near State Route (SR) 4, which has been designated as Eligible for State Scenic Highway listing; however, the project site is located more than six miles away from the eligible portion. In addition, the proposed project would be visually consistent with existing development in the project vicinity. Thus, the proposed project would not alter the scenic nature of SR 4.

Based on the above, development of the proposed industrial park would not have a substantial adverse effect on a scenic vista and would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State Scenic Highway. Thus, a *less-than-significant* impact would occur.

¹ California Department of Transportation. *California Scenic Highway Mapping System*. Available at: http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm. Accessed January 2019.

- c. The project site is located within an urbanized area of the City. Industrial and commercial developments exist to the north, east, and west of the project site, while a residential development exists to the south of the project site. Currently, the project site is undeveloped and regularly disked.

The proposed project would include development of three lots with a total of 109,884 sf of warehouse and office space, 198 parking spaces, associated driveways, and landscaping. Such development would be consistent with the existing General Plan land use and zoning designations for the project site, as well as the existing surroundings. The proposed project would also require a Site Plan and Design Review pursuant to Chapter 18.36 of the City's Municipal Code. As part of the design review process, the Planning Commission would review the design of the building prior to issuance of the land use or building permit for conformance with the City's design guidelines, compatibility with existing surrounding land uses, and obstruction of views of the hills and major ridgelines.

Given that the project would not conflict with applicable zoning and other regulations governing scenic quality, a *less-than-significant* impact would occur.

- d. Due to the largely undeveloped nature of the project site, existing sources of light and glare do not exist within the site. However, street lights exist along the project frontage of Garcia Avenue in proximity to the project site. In addition, the surrounding developments within the project vicinity feature outdoor and indoor lighting fixtures.

Development of the project sites with an industrial park and parking areas would involve potential sources of light and glare associated with interior light spilling through windows, exterior lighting on the proposed structures, outdoor lighting in the parking areas, and light reflected off windows. However, such sources of light and glare would not be substantially more intensive than the industrial and manufacturing uses that currently occur in the vicinity of the project site. Furthermore, lighting associated with the parking areas, which would be the most substantial introduction of light, would be required to adhere to Section 18.78.050 of the City's Municipal Code, which prohibits the use of any light source that would cause any direct illumination on an adjacent street or lot in residential use.²

While Building A is directly north of existing residential uses, the building would be separated from the residences by an eight-foot sound wall, which would aide in blocking light seepage. Furthermore, the south side of the building would not contain any windows from which light could escape. Per Section 18.82.030 of the City's Municipal Code, outdoor lighting must be shielded or directed away from any residential uses in proximity of the project site. Compliance with the City's Municipal Code would ensure that building and parking-related lighting would not result in illumination of the nearby residential uses.

Given the consistency of the proposed project with surrounding commercial and industrial development, and that the Site Plan and Design Review process would include plan checks to ensure that the proposed project is designed in conformance with the neighborhood, implementation of the project would result in a *less-than-significant* impact with respect

² City of Pittsburg. *Pittsburg Municipal Code*. December 3, 2018.

to creating a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

II. AGRICULTURE AND FOREST RESOURCES.

Would the project:

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	✗
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	✗
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	✗
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	✗
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	✗

Discussion

- a,e. The project site is currently designated as “Urban and Built-Up Land” per the California Department of Conservation Farmland Mapping and Monitoring Program,³ and is not zoned or designated in the General Plan for agriculture uses. Given the Urban and Built-Up Land designation of the site, development of the proposed project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to a non-agricultural use, or otherwise result in the loss of Farmland to non-agricultural use. Therefore, ***no impact*** would occur.
- b. Currently, the project site is designated Business Commercial per the City’s General Plan and zoned Industrial Park. The site is not under a Williamson Act contract and is not zoned for agricultural uses. Therefore, buildout of the proposed project would not conflict with existing zoning for agricultural use or a Williamson Act contract, and ***no impact*** would occur.
- c,d. The project area is not considered forest land (as defined in Public Resources Code section 12220[g]), timberland (as defined by Public Resources Code section 4526), and is not zoned Timberland Production (as defined by Government Code section 51104[g]). Therefore, the proposed project would have ***no impact*** with regard to conversion of forest

³ California Department of Conservation. *Contra Costa County Important Farmland 2016*. Available at: <https://www.conservation.ca.gov/dlrp/fmmp/Pages/ContraCosta.aspx>. August 2018.

land or any potential conflict with forest land, timberland, or Timberland Production zoning.

III. AIR QUALITY. <i>Would the project:</i>		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less- Than- Significant Impact	No Impact
a.	Conflict with or obstruct implementation of the applicable air quality plan?	☐	✗	☐	☐
b.	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	✗	☐	☐
c.	Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	✗	☐
d.	Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	✗	☐

- a,b. The City of Pittsburg is located in the San Francisco Bay Area Air Basin (SFBAAB), which is under the jurisdiction of the Bay Area Air Quality Management District (BAAQMD). The SFBAAB area is currently designated as a nonattainment area for the State and federal ozone, State and federal fine particulate matter 2.5 microns in diameter (PM_{2.5}), and State respirable particulate matter 10 microns in diameter (PM₁₀) ambient air quality standards (AAQS). The SFBAAB is designated attainment or unclassified for all other AAQS. It should be noted that on January 9, 2013, the U.S. Environmental Protection Agency (USEPA) issued a final rule to determine that the Bay Area has attained the 24-hour PM_{2.5} federal AAQS. Nonetheless, the Bay Area must continue to be designated as nonattainment for the federal PM_{2.5} AAQS until such time as the BAAQMD submits a redesignation request and a maintenance plan to the USEPA, and the USEPA approves the proposed redesignation.

In compliance with regulations, due to the nonattainment designations of the area, the BAAQMD periodically prepares and updates air quality plans that provide emission reduction strategies to achieve attainment of the AAQS, including control strategies to reduce air pollutant emissions through regulations, incentive programs, public education, and partnerships with other agencies. The current air quality plans are prepared in cooperation with the Metropolitan Transportation Commission and the Association of Bay Area Governments (ABAG).

The most recent federal ozone plan is the 2001 Ozone Attainment Plan, which was adopted on October 24, 2001 and approved by the California Air Resources Board (CARB) on November 1, 2001. The plan was submitted to the USEPA on November 30, 2001 for review and approval. The most recent State ozone plan is the 2017 Clean Air Plan (CAP), adopted on April 19, 2017. The 2017 CAP was developed as a multi-pollutant plan that provides an integrated control strategy to reduce ozone, PM, toxic air contaminants (TACs), and greenhouse gases (GHGs). Although a plan for achieving the State PM₁₀ standard is not required, the BAAQMD has prioritized measures to reduce PM in developing the control strategy for the 2017 CAP. The control strategy serves as the backbone of the BAAQMD's current PM control program.

The aforementioned air quality plans contain mobile source controls, stationary source controls, and transportation control measures to be implemented in the region to attain the State and federal AAQS within the SFBAAB. Adopted BAAQMD rules and regulations, as well as the thresholds of significance, have been developed with the intent to ensure continued attainment of AAQS, or to work towards attainment of AAQS for which the area is currently designated nonattainment, consistent with applicable air quality plans. The BAAQMD's established significance thresholds associated with development projects for emissions of the ozone precursors reactive organic gases (ROG) and oxides of nitrogen (NO_x), as well as for PM₁₀, and PM_{2.5}, expressed in pounds per day (lbs/day) and tons per year (tons/yr), are listed in Table 1. Thus, by exceeding the BAAQMD's mass emission thresholds for operational emissions of ROG, NO_x, PM₁₀, or PM_{2.5} a project would be considered to conflict with or obstruct implementation of the BAAQMD's air quality planning efforts.

Table 1			
BAAQMD Thresholds of Significance			
Pollutant	Construction	Operational	
	Average Daily Emissions (lbs/day)	Average Daily Emissions (lbs/day)	Maximum Annual Emissions (tons/year)
ROG	54	54	10
NO _x	54	54	10
PM ₁₀ (exhaust)	82	82	15
PM _{2.5} (exhaust)	54	54	10
<i>Source: BAAQMD, CEQA Guidelines, May 2017.</i>			

The proposed project's construction and operational emissions were quantified using the California Emissions Estimator Model (CalEEMod) software version 2016.3.2 – a statewide model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify air quality emissions, including GHG emissions, from land use projects. The model applies inherent default values for various land uses, including construction data, trip generation rates, vehicle mix, trip length, average speed, etc. Where project-specific information is available, such information should be applied in the model. It should be noted that construction of the proposed project was modeled to begin in April 2019; although project construction would begin after April 2019, the use of an earlier construction start date provides for a conservative analysis of construction-related emissions. The proposed project's modeling assumed the following:

- The land use “industrial park” was applied to the model;
- Construction would begin in April of 2019;
- Construction would occur over an approximately 5-month period;
- The CO₂ intensity factor was adjusted to reflect PG&E's progress towards the State renewable portfolio standards goal by the operational year (anticipated to be 2020);
- Grading activities would disturb a total of 7.75 acres of land;
- A total of 40 cubic yards of material would be exported during site preparation;
- The project would be located 0.2-mile from the nearest bus stop;

- The project would include an on-site pedestrian network and connections to the surrounding areas; and
- The proposed project would comply with the 2016 California Building Energy Efficiency Standards Code.

All CalEEMod results are included in Appendix A.

The proposed project's estimated emissions associated with construction and operations are presented and discussed in further detail below. A discussion of the proposed project's contribution to cumulative air quality conditions is provided below as well.

Construction Emissions

According to the CalEEMod results, the proposed project would result in maximum unmitigated construction criteria air pollutant emissions as shown in Table 2. As shown in the table, the proposed project's construction emissions would be below the applicable thresholds of significance for ROG, PM₁₀, and PM_{2.5}. However, NO_x emissions related to construction of the proposed project would slightly exceed the applicable BAAQMD threshold of significance.

Table 2			
Maximum Unmitigated Construction Emissions (lbs/day)			
Pollutant	Proposed Project Emissions	Threshold of Significance	Exceeds Threshold?
ROG	20.76	54	NO
NO _x	54.58	54	YES
PM ₁₀ (exhaust)	4.19	82	NO
PM ₁₀ (fugitive)	6.54	None	N/A
PM _{2.5} (exhaust)	3.87	54	NO
PM _{2.5} (fugitive)	3.39	None	N/A
<i>Source: CalEEMod, February 2019 (see Appendix A).</i>			

All projects under the jurisdiction of the BAAQMD are required to implement all of the BAAQMD's Basic Construction Mitigation Measures, which include the following:

1. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
2. All visible mud or dirt track-out 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.
3. All vehicle speeds on unpaved roads shall be limited to 15 mph.
4. 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.
5. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of

- Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
6. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified visible emissions evaluator.
 7. Post a publicly visible sign with the telephone number and 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 phone number shall also be visible to ensure compliance with applicable regulations.

The proposed project's required implementation of the BAAQMD's Basic Construction Mitigation Measures listed above would reduce the construction-related emissions from the levels estimated and presented in Table 2. However, the proposed project could still result in emissions above the applicable threshold of significance for construction NO_x. Therefore, the proposed project would be considered to result in a potentially significant air quality impact during construction.

Operational Emissions

According to the CalEEMod results, the proposed project would result in maximum unmitigated operational criteria air pollutant emissions as shown in Table 3. As shown in the table, the proposed project's operational emissions would be below the applicable thresholds of significance.

Table 3					
Unmitigated Maximum Operational Emissions					
Pollutant	Proposed Project Emissions		Threshold of Significance		Exceeds Threshold?
	lbs/day	tons/yr	lbs/day	tons/yr	
ROG	4.13	0.67	54	10	NO
NO _x	6.35	0.90	54	10	NO
PM ₁₀ (exhaust)	0.09	0.01	82	15	NO
PM ₁₀ (fugitive)	3.69	0.50	None	None	N/A
PM _{2.5} (exhaust)	0.08	0.01	54	10	NO
PM _{2.5} (fugitive)	0.99	0.13	None	None	N/A
<i>Source: CalEEMod, February 2019 (see Appendix A).</i>					

Because the proposed project's operational emissions would be below the applicable thresholds of significance, the proposed project would not be considered to conflict with air quality plans during project operations.

Cumulative Emissions

Past, present, and future development projects contribute to the region's adverse air quality impacts on a cumulative basis. By nature, air pollution is largely a cumulative impact. A single project is not sufficient in size to, by itself, result in nonattainment of AAQS. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. If a project's contribution to the cumulative impact is considerable, then

the project's impact on air quality would be considered significant. In developing thresholds of significance for air pollutants, BAAQMD considered the emission levels for which a project's individual emissions would be cumulatively considerable. The thresholds of significance presented in Table 1 represent the levels at which a project's individual emissions of criteria air pollutants or precursors would result in a cumulatively considerable contribution to the SFBAAB's existing air quality conditions. If a project exceeds the significance thresholds presented in Table 1, the proposed project's emissions would be cumulatively considerable, resulting in significant adverse cumulative air quality impacts to the region's existing air quality conditions. The proposed project would be below all applicable thresholds for criteria pollutants during operation, and would be below most thresholds during construction. However, because the proposed project would result in emissions above the applicable thresholds of significance for construction-related NO_x emissions, the project could result in a cumulatively considerable contribution to the region's existing air quality conditions.

Conclusion

As stated previously, the applicable regional air quality plans include the 2001 Ozone Attainment Plan and the 2017 CAP. Because the proposed project would result in short-term construction-related emissions of NO_x, an ozone precursor, above the applicable threshold of significance, the project could conflict with or obstruct implementation of regional air quality plans. Therefore, the proposed project could contribute to the region's nonattainment status of ozone, thus contributing to the violation of an air quality standard, and a ***potentially significant*** impact associated with construction-related emissions of NO_x would result.

Mitigation Measure(s)

Implementation of the following mitigation measure would reduce the construction-related emissions of NO_x from 54.58 lbs/day to 51.30 lbs/day, which would be below BAAQMD's threshold of significance of 54 lbs/day. Thus, implementation of the following mitigation measure would reduce the above impact to a *less-than-significant* level.

III-1. Prior to approval of any grading plans, the project applicant shall show on the plans via notation that the contractor shall ensure that all heavy-duty diesel-powered equipment (e.g., rubber-tired dozers, scrapers, cranes, etc.) to be used in the construction of the project (including owned, leased, and subcontractor vehicles) shall, at a minimum, meet U.S. Environmental Protection Agency standards for Tier 2 engines or equivalent. The plans shall be submitted to the Community Development Department for review and approval.

- c. Some land uses are considered more sensitive to air pollution than others, due to the types of population groups or activities involved. Heightened sensitivity may be caused by health problems, proximity to the emissions source, and/or duration of exposure to air pollutants. Children, pregnant women, the elderly, and those with existing health problems are especially vulnerable to the effects of air pollution. Sensitive receptors are typically defined

as facilities where sensitive receptor population groups (i.e., children, the elderly, the acutely ill, and the chronically ill) are likely to be located. Accordingly, land uses that are typically considered to be sensitive receptors include residences, schools, playgrounds, childcare centers, retirement homes, convalescent homes, hospitals, and medical clinics. The nearest existing sensitive receptors would be the single-family residences located south of the project site, across the Southern Pacific Railroad tracks.

The major pollutant concentrations of concern are localized carbon monoxide (CO) emissions and toxic air contaminant (TAC) emissions, which are addressed in further detail below.

Localized CO Emissions

Localized concentrations of CO are related to the levels of traffic and congestion along streets and at intersections. High levels of localized CO concentrations are only expected where background levels are high, and traffic volumes and congestion levels are high. Emissions of CO are of potential concern, as the pollutant is a toxic gas that results from the incomplete combustion of carbon-containing fuels such as gasoline or wood.

In order to provide a conservative indication of whether a project would result in localized CO emissions that would exceed the applicable threshold of significance, the BAAQMD has established screening criteria for localized CO emissions. According to BAAQMD, a proposed project would result in a less-than-significant impact related to localized CO emission concentrations if all of the following conditions are true for the project:

- The project is consistent with an applicable congestion management program established by the county congestion management agency for designated roads or highways, regional transportation plan, and local congestion management agency plans;
- The project traffic would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour; and
- The project traffic would not increase traffic volumes at affected intersections to more than 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited (e.g., tunnel, parking garage, underpass, etc.).

As discussed in Section XVII, Transportation, of this Initial Study, the proposed project would generate fewer than 100 trips in the peak hour. Given that the project would generate fewer than 100 peak hour trips and would be consistent with the site's current General Plan land use designation, the project would not conflict with the Contra Costa County Transportation Commission Congestion Management Plan (CMP).⁴ In addition, the City's General Plan shows that projected daily traffic volumes at the nearby intersection on East Leland Road will reach 31,800 daily trips by 2025. Given that the proposed project would generate less than 100 peak hour trips, the project traffic would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour. Furthermore, areas where

⁴ Contra Costa Transportation Authority. *2017 Update of the Contra Costa Congestion Management Program* [pg. 72]. December 2017.

vertical and/or horizontal mixing is limited due to tunnels, underpasses, or similar features do not exist in the project area. As such, the proposed project would not be expected to expose sensitive receptors to substantial concentrations of localized CO.

TAC Emissions

Another category of environmental concern is TACs. The CARB's *Air Quality and Land Use Handbook: A Community Health Perspective* (Handbook) provides recommended setback distances for sensitive land uses from major sources of TACs, including, but not limited to, freeways and high traffic roads, distribution centers, and rail yards. The CARB has identified diesel particulate matter (DPM) from diesel-fueled engines as a TAC; thus, high volume freeways, stationary diesel engines, and facilities attracting heavy and constant diesel vehicle traffic are identified as having the highest associated health risks from DPM. Health risks associated with TACs are a function of both the concentration of emissions and the duration of exposure, where the higher the concentration and/or the longer the period of time that a sensitive receptor is exposed to pollutant concentrations would correlate to a higher health risk.

The operation of the proposed project would involve heavy duty truck trips to and from the project site. Heavy duty trucks accessing the site are anticipated to be diesel fueled, and, thus, would constitute a source of DPM. The CARB considers land uses that experience 100 daily heavy duty truck trips or more to be a significant source of DPM. Because the proposed project would not result in more than 100 total daily trips, the proposed project would not experience 100 or more heavy duty truck trips per day to the site, operation of the proposed project would not be considered a substantial source of DPM.

The proposed project does not include any other operational activities that would be considered a substantial source of TACs. Accordingly, operations of the proposed project would not expose sensitive receptors to excess concentrations of TACs.

Short-term, construction-related activities could result in the generation of TACs, specifically DPM, from on-road haul trucks and off-road equipment exhaust emissions. Construction is temporary and occurs over a relatively short duration in comparison to the operational lifetime of the proposed project. Health risks are typically associated with exposure to high concentrations of TACs over extended periods of time (e.g., 30 years or greater), whereas the construction period associated with the proposed project would be likely be limited to one year.

All construction equipment and operation thereof would be regulated per the In-Use Off-Road Diesel Vehicle Regulation, which is intended to help reduce emissions associated with off-road diesel vehicles and equipment, including DPM. Project construction would also be required to comply with all applicable BAAQMD rules and regulations, particularly associated with permitting of air pollutant sources.

Because construction equipment on-site would operate intermittently throughout the day and at varying locations within the site, associated emissions of DPM would not occur at

the same location (or be evenly spread throughout the entire project site) for long periods of time. Due to the temporary nature of construction and the relatively short duration of potential exposure to associated emissions, the potential for any one sensitive receptor in the area to be exposed to concentrations of pollutants for a substantially extended period of time would be low. Therefore, construction of the proposed project would not be expected to expose nearby sensitive receptors to substantial pollutant concentrations.

Conclusion

Based on the above discussion, the proposed project would not expose any sensitive receptors to substantial concentrations of localized CO or TACs during construction or operation. Therefore, the proposed project would result in a ***less-than-significant*** impact related to the exposure of sensitive receptors to substantial pollutant concentrations.

- d. Due to the subjective nature of odor impacts, the number of variables that can influence the potential for an odor impact, and the variety of odor sources, quantitative methodologies to determine the presence of a significant odor impact do not exist. Typical odor-generating land uses include, but are not limited to, wastewater treatment plants, landfills, and composting facilities. The proposed project would not introduce any such land uses and is not located in the vicinity of any such existing or planned land uses.

Per the BAAQMD CEQA Guidelines, odors are generally regarded as an annoyance rather than a health hazard.⁵ Manifestations of a person's reaction to odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache). The presence of an odor impact is dependent on a number of variables including: the nature of the odor source; the frequency of odor generation; the intensity of odor; the distance of odor source to sensitive receptors; wind direction; and sensitivity of the receptor.

Construction activities often include diesel fueled equipment and heavy-duty trucks, which could create odors associated with diesel fumes that may be considered objectionable. However, as discussed above, construction activities would be temporary, and hours of operation for construction equipment would be restricted to the hours of 8:00 AM to 5:00 PM, in accordance with Section 18.82.040 of the City's Municipal Code. Project construction would also be required to comply with all applicable BAAQMD rules and regulations, particularly associated with permitting of air pollutant sources. The aforementioned regulations would help to minimize emissions, including emissions leading to odors. Accordingly, substantial objectionable odors would not be expected to occur during construction activities.

It should be noted that BAAQMD regulates objectionable odors through Regulation 7, Odorous Substances, which does not become applicable until the Air Pollution Control Officer (APCO) receives odor complaints from ten or more complainants within a 90-day period. Once effective, Regulation 7 places general limitation on odorous substances

⁵ Bay Area Air Quality Management District. *California Environmental Quality Act Air Quality Guidelines* [pg. 7-1. May 2017.

and specific emission limitations on certain odorous compounds, which remain effective until such time that citizen complaints have been received by the APCO for one year. The limits of Regulation 7 become applicable again when the APCO receives odor complaints from five or more complainants within a 90-day period. Thus, although not anticipated, if odor complaints are made after the proposed project is developed, the BAAQMD would ensure that such odors are addressed and any potential odor effects reduced to less than significant.

For the aforementioned reasons, construction and operation of the proposed project would not result in emissions (such as those leading to odors or dust) adversely affecting a substantial number of people, and a *less-than-significant* impact would result.

IV. BIOLOGICAL RESOURCES.

Would the project:

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporated	Less- Than- Significant Impact	No Impact
a. 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?	☐	✗	☐	☐
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	☐	✗	☐	☐
c. 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?	☐	✗	☐	☐
d. Interfere substantially with the movement of any resident or migratory fish or wildlife species or with established resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?	☐	☐	✗	☐
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	✗	☐
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	✗	☐

Discussion

- a. Special-status species are plants and animals that are legally protected under the State and/or Federal Endangered Species Act (FESA) or other regulations. The FESA of 1973 declares that all federal departments and agencies shall utilize their authority to conserve endangered and threatened plant and animal species. The California Endangered Species Act (CESA) of 1984 parallels the policies of FESA and pertains to native California species.

Special-status species include the following:

- Plant and wildlife species that have been formally listed, are proposed as endangered or threatened, or are candidates for such listing under the federal and State Endangered Species Acts. Both acts afford protection to listed species;

- California Department of Fish and Wildlife (CDFW) Species of Special Concern, which are species that face extirpation in California if current population and habitat trends continue;
- U.S. Fish and Wildlife Service (USFWS) Birds of Conservation Concern;
- Sensitive species included in USFWS Recovery Plans; and
- CDFW special-status invertebrates.

Although CDFW Species of Special Concern generally do not have special legal status, they are given special consideration under CEQA. In addition to regulations for special-status species, most birds in the U.S., including non-status species, are protected by the Migratory Bird Treaty Act (MBTA) of 1918. Under the MBTA, destroying active nests, eggs, and young is illegal. In addition, plant species on California Native Plant Society (CNPS) Lists 1 and 2 are considered special-status plant species and are protected under CEQA.

The CDFW Natural Diversity Database (CNDDDB) was used to determine what special-status species are known to have occurred within a five-mile radius of the project site. Additionally, a planning survey of the project site was conducted on December 5, 2018. The CNDDDB query returned 33 total species that would have the potential to occur in the project area, 17 of which are plants and 16 of which are animals. The habitat requirements of all the identified species were subsequently compared to the habitat on the project site to determine the likelihood of each special-status species occurring at the project site. It should be noted that the project site is within the boundaries of the East Contra Costa County Habitat Conservation Plan/Natural Community Conservation Plan (ECCC HCP/NCCP).

According to Figure 3-3: *Landcover in the Inventory Area* of the ECCC HCP/NCCP, 7.40 acres of the project site are classified as ruderal and 0.213 acres are riparian woodland/scrub. The Physical and Biological Resources Chapter of the ECCC HCP/NCCP defines ruderal sites as disturbed areas characterized by sparse nonnative, typically weedy vegetation.⁶ Most ruderal areas are vacant parcels surrounded by developed areas. The ruderal land cover type is relatively common in the inventory area, covering 6,188 acres. The small portion of the site that is classified riparian woodland/scrub is primarily due to the presence of Kirker Creek to the west of the lots. The riparian woodland/scrub land cover type is dominated by woody vegetation associated with streams and water sources. The land cover typically contains trees and an understory of shrubs and forbs. The site is surrounded by ruderal and urban land types.

Special-Status Plants

Of the 17 special-status plants which are known to have occurred within a five-mile radius of the project site, none are present on the project site. Habitat requirements for the 17 special-status plants removed from consideration included the presence of alkali

⁶ East Contra Costa County Conservancy. *Final East Contra Costa County Habitat Conservation Plan/Natural Community Conservation Plan, Chapter 3 Physical and Biological Resources* [p. 3-25]. Updated December 19, 2006.

grasslands, oak woodlands, serpentine soils, interior dunes, slopes, chaparral, valley and foothill grassland, and coastal salt marsh. The project site does not contain any of the aforementioned key habitat requirements, and therefore the project site is not considered to be habitat for most species in the vicinity of the project. Heavy site disturbance caused by disking and the surrounding developed habitat makes the presence of the 17 special-status plants unlikely.

Special-Status Wildlife

The project site meets the habitat requirements for three of the 16 animal species with possibility to occur in the area. The project site's disturbed grassland/ruderal vegetation could provide marginal foraging habitat for the Swainson's hawk (*Buteo swainsoni*), a State threatened species, and possible foraging or nesting habitat for the western burrowing owl (*Athene cunicularia*), a California bird species of special concern. Furthermore, other avian species protected by the MBTA could use trees in the vicinity as nesting habitat.

Swainson's Hawk

Swainson's hawk is a State Threatened species and is a federal Bird of Conservation Concern. The species nests in western North America from March to July and migrates to South America for the winter. The species generally nests in riparian areas or in large isolated trees adjacent to, or within easy flying distance to, agricultural areas providing suitable foraging habitat. Swainson's hawk is unlikely to nest or forage within the project site due to the marginal quality of foraging habitat present and the lack of on-site trees available for nesting. However, the possibility of the species using the site for nesting cannot be entirely ruled out. In the event that an active nest of the species is present within 1,000 feet of the project site, construction activities could result in the noise-related abandonment of an active nest, which would constitute a potentially significant impact.

Western Burrowing Owl

The project site is located within the modeled suitable habitat of the western burrowing owl. The nearest recorded occurrence of western burrowing owls is located 2.2 miles east of the project site. During the planning survey, the project site and a 500-foot buffer surrounding the site were surveyed for burrowing owls and for burrows capable of supporting burrowing owls. Neither owls nor burrows were observed within the project site or surrounding areas. Historic imagery indicates that the project site and surrounding ruderal grasslands have been disked annually since 2002. Thus, little potential exists for western burrowing owls to occur within the project site as either a breeder or wintering individual. The ruderal grasslands within and adjacent to the project site provide marginal foraging habitat for the species. Nonetheless, if western burrowing owls were to utilize the ruderal lot for foraging and/or breeding, construction of the proposed project could disturb and impact the species.

Nesting Raptors and Migratory Birds

Trees, shrubs, and grasslands on the site and along the project frontages may be used by other raptors and migratory birds protected by the MBTA. Construction activities that adversely affect the nesting success of raptors and migratory birds (i.e., lead to the abandonment of active nests) or result in mortality of individual birds constitute a violation of State and federal laws. Thus, project-related activities that would occur during the breeding season could result in an adverse effect to species protected under the MBTA, should such species be present.

If the necessary preconstruction surveys are not carried out, the project could result in a ***potentially significant*** adverse effect, either directly or indirectly, on species identified as candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the USFWS, or the California Department of Fish and Wildlife (CDFW).

Mitigation Measure(s)

Implementation of the following mitigation measures would reduce the above impact to a *less-than-significant* level.

Swainson's Hawk

IV-1. Prior to any ground disturbance related to covered activities that occurs during the nesting season (March 15 – September 15), a qualified biologist shall conduct a preconstruction survey no more than one month prior to construction to establish whether Swainson's hawk nests within 1,000 feet of the project site are occupied. If potentially occupied nests within 1,000 feet are off the project site, then their occupancy shall be determined by observation from public roads or by observations of Swainson's hawk activity (e.g., foraging) near the project site. If nests are occupied, minimization measures and construction monitoring are required (see below). A written summary of the survey results shall be submitted to the City of Pittsburg Community Development Department.

During the nesting season (March 15 – September 15), covered activities within 1,000 feet of occupied nests or nests under construction shall be prohibited to prevent nest abandonment. If site-specific conditions or the nature of the covered activity (e.g., steep topography, dense vegetation, limited activities) indicate that a smaller buffer could be used, the Implementing Entity will coordinate with CDFW/USFWS to determine the appropriate buffer size.

If young fledge prior to September 15, covered activities shall proceed normally. If the active nest site is shielded from view and noise from the project site by other development, topography, or other features, the project applicant may apply to the City of Pittsburg Community Development Department for a waiver of this avoidance measure. Any waiver must also

be approved by USFWS and CDFW. While the nest is occupied, activities outside the buffer can take place.

Western Burrowing Owl

IV-2. The project applicant shall retain a qualified biologist to conduct a pre-construction survey for western burrowing owls within the disturbance footprint and within 500 feet from the perimeter of the footprint where possible. Surveys shall take place no more than 30 days prior to construction and shall be conducted near sunrise or sunset in accordance with CDFW guidelines. All burrows or burrowing owls shall be identified and mapped. During the breeding season (February 1 to August 31), surveys shall document whether burrowing owls are nesting in or directly adjacent to disturbance areas. During the nonbreeding season (September 1 to January 31), surveys shall document whether burrowing owls are using habitat in or directly adjacent to any disturbance area. Survey results shall be valid only for the season (breeding or nonbreeding) during which the survey is conducted. Surveys shall be submitted to the City Community Development Department for review. If the survey does not identify any nesting burrowing owls on the project site, further mitigation is not required.

If burrowing owls are found during the breeding season (February 1 to August 31), the project proponent shall avoid all nest sites that could be disturbed by project construction during the remainder of the breeding season or while the nest is occupied by adults or young. Avoidance shall include establishment of a non-disturbance buffer zone of at least 250 feet around each occupied burrow (nest site) in which no construction activities shall occur. The buffer shall be delineated by highly visible, temporary construction fencing.

If burrowing owls are found during the nonbreeding season (September 1 to January 31), the project proponent shall avoid the owls and the burrows they are using, if possible. Avoidance shall include the establishment of a buffer zone of 160 feet around each burrow. The buffer shall be delineated by highly visible, temporary construction fencing.

If occupied burrows for burrowing owls are not avoided, passive relocation shall be implemented. Owls shall be excluded from burrows in the immediate impact zone and within a 160-foot buffer zone by installing one-way doors in burrow entrances. The doors shall be in place for 48 hours prior to excavation. The project area shall be monitored daily for 1 week to confirm that the owl has abandoned the burrow. Whenever possible, burrows shall be excavated using hand tools and refilled to prevent reoccupation (California Department of Fish and Game 1995). Plastic

tubing or a similar structure shall be inserted in the tunnels during excavation to maintain an escape route for any owls inside the burrow.

Nesting Migratory Birds

IV-3. A pre-construction survey for nesting birds shall be conducted by a qualified biologist within on-site ground-nesting habitat and a 250-foot buffer around the project site boundaries, if feasible, not more than 14 days prior to site disturbance during the breeding season (February 1st to August 31st). If site disturbance commences outside the breeding season, a pre-construction survey for nesting birds is not required. If active nests of migratory birds are not detected within approximately 250 feet of the project site, further mitigation is not required. Results of the pre-construction survey shall be submitted to the City's Community Development Department for verification.

If nesting raptors or other migratory birds are detected on or adjacent to the site during the survey, the City's Community Development Department shall be notified, and an appropriate construction-free buffer shall be established around all active nests. Actual size of the buffer would be determined by the project biologist, and would depend on species, topography, and type of activity that would occur in the vicinity of the nest. Typical buffers are 25 feet for non-raptors and up to 250 feet for raptors. The project buffer would be monitored periodically by the project biologist to ensure compliance. After the nesting is completed, as determined by the biologist, the buffer would no longer be required. Buffers shall remain in place for the duration of the breeding season or until a qualified biologist has confirmed that all chicks have fledged and are independent of their parents.

- b,c. Kirker Creek is located to the west of Building A and D. The Creek is considered a third order or higher intermittent stream and has a required setback of 50 feet from the top of the bank, per Table 6-2 and Conservation Measure 1.7 of the ECCC HCP/NCCP. As proposed, the project would result in disturbance of a total of 0.37 acres of ruderal habitat and a total of 0.21 acres of riparian woodland habitat within the required setback. Additionally, the concrete lined channel adjacent to Buildings C and D has a required setback of 20 feet from the top of the bank, per Table 6-2 and Conservation Measure 1.7 of the ECCC HCP/NCCP. Implementation of the proposed project would disturb a total of 0.16 acres of ruderal habitat within the channel setback.

As such, the project would not meet the setback requirements for the above stream features and would necessitate an exception to the setback requirements. When a proposed project is granted an exception to the ECCC HCP/NCCP stream setback requirements, the applicant is required to mitigate for the loss of stream buffer habitat by restoring riparian vegetation on site or off-site at a 0.5 to 1 ratio or pay a fee of one half the riparian impact fee per acre of setback encroachment. The project applicant and the City of Pittsburg

propose an exception to the stream setback requirement. The applicant would pay additional fees to address setback encroachment on both Kirker Creek and the unnamed concrete lined channel.

The proposed project would also take measures to ensure that construction would not involve the fill of water of the United States. All covered activities would be required to adhere to Conservation Measure 2.12, which ensures that all wetlands, ponds, streams, and riparian woodland be temporarily staked, as well as fenced off between the edge of the buffer zone and the project site. Trash and discharge would be properly disposed and would not pollute the riparian or stream area. Furthermore, as discussed in Section X, Hydrology and Water Quality, the proposed project would adhere to the City's NPDES permit requirements and would account for erosion control so as not to pollute streams and waters.

While the proposed project would adhere to the City and the ECCC HCP/NCCP requirements for protection of streams and riparian areas, disruption of the stream setback zone would be unavoidable, and thus, the proposed project could have an adverse effect on riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations, as well as on state or federally protected wetlands. Thus, a ***potentially significant*** impact could occur.

Mitigation Measure(s)

Implementation of the following mitigation measures would reduce the above impact to a *less-than-significant* level because payment of the applicable fees would offset any impacts associated with encroachment of the stream setback, per Section 6.4.1 of the ECCC HCP/NCCP.

IV-4. The proposed project shall establish a 50-foot stream setback from the top of bank along Kirker Creek and a 20-foot setback from the associated concrete-lined channel. If the proposed project would encroach on the stream setback, the applicant shall pay additional fees to address setback encroachment on both Kirker Creek and the concrete-lined channel.

Prior to the issuance of grading or construction permits, the applicant shall pay the applicable ECCC HCP/NCCP fees in effect at the time of permit issuance. The current fees are as follows: \$39,341.26 per acre of stream setback encroachment, \$78,682.52 per acre of riparian woodland/scrub habitat disturbance, and \$7,862.89 per acre of development within Zone 3. Thus, based on the current fees, the applicant would pay the following amounts: \$20,850.87 for 0.53 acres of stream setback encroachment, \$16,759.38 for 0.213 acres of riparian/woodland scrub habitat disturbance, and \$59,836.59 for 7.61 acres of development within Zone 3 for a total of \$97,446.84 in fees.

Alternately, the project applicant may, in accordance with the terms of PMC Chapter 15.108, offer to dedicate land or create and restore wetlands in lieu of some or all of the mitigation fees. All applicable mitigation fees

shall be paid, or an “in-lieu-of fee” agreement executed, prior to the issuance of a grading permit for the project.

The Pittsburg Community Development Department and the Contra Costa County Conservancy shall approve the final method of compliance with the ECCC HCP/NCCP provisions.

- d. The project site is located in an urbanized area and is bordered by existing roadways to the north, commercial and industrial developments to the north, east, and west, as well as residential development to the south. Thus, the developed portions of the surrounding area do not support any wildlife movement corridors. Although the majority of the area surrounding the project site is developed and does not contain wildlife movement corridors, the project site is adjacent to Kirker Creek, which could provide a movement corridor for some aquatic species. However, based on the site visit and CNDDDB conducted as part of the Planning Survey Report prepared by Swaim Biological, Inc., aquatic species have not been found in the vicinity of the project site or been known to use Kirker Creek as a movement corridor. Additionally, the proposed project would mitigate for any impacts to special-status species and aquatic habitats through site-specific pre-construction surveys, avoidance measures, and payment of applicable mitigation fees. As such, the project would not interfere substantially with the movement of any resident or migratory fish or wildlife species or with established resident or migratory wildlife corridors, or impede the use of wildlife nursery sites. Thus, a ***less-than-significant*** impact would occur.
- e. Chapter 18.84 Article XIX of the City’s Municipal Code includes tree preservation and protection measures. However, the project site is vacant, cleared, and regularly disked. The proposed project would not include removal of any trees. Thus, the proposed project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation ordinance, and a ***less-than-significant*** impact would occur.
- f. The ECCC HCP/NCCP went into effect on June 30, 2000, and the City of Pittsburg approved the implementing ordinance on April 16, 2007. The purpose of the ECCC HCP/NCCP is to preserve high quality habitat for species of concern throughout the plan area. The ECCC HCP/NCCP accomplishes habitat protection through the establishment of preserves and the collection of development fees. Fees are collected based on established fee zones and land cover types, with developments placed in higher quality habitat land cover types incurring higher development fee rates, and developments placed in low quality habitats or urban areas incurring lower development fees or no development fees. Fee zones and land cover types are presented in the *East Contra Costa County HCP/NCCP Development Fee Zones* figure.⁷ Figure 9-1 places the project site in Fee Zone 3. Fee Zone 3 requires a payment of \$7,862.89 per acre. Additionally, as discussed above, the proposed project would result in disruption within the stream setback and would be required to mitigate through payment of fees for not meeting the setback requirements. Thus, in accordance with Mitigation Measure IV-4 above, the project applicant would be required to pay \$59,836.59 for Zone 3 fees and \$37,610.24 for the wetland mitigation fees, or

⁷ East Contra Costa County Conservancy. *High Resolution Development Fee Zone Map*. Accessible at: <http://www.co.contra-costa.ca.us/depart/cd/water/HCP/project-permitting.html>. Accessed June 2016.

otherwise execute an “in-lieu-of fee” agreement with the East Contra Costa Habitat Conservancy, to mitigate the potential effects of the proposed project. Therefore, the proposed project would not be in conflict with the provisions of an adopted HCP/NCCP, or other approved local, regional or state habitat conservation plan, and would result in a *less-than-significant* impact.

V. CULTURAL RESOURCES.

Would the project:

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporated	Less- Than- Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	☐	✗	☐	☐
b. Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to Section 15064.5?	☐	✗	☐	☐
c. Disturb any human remains, including those interred outside of dedicated cemeteries.	☐	✗	☐	☐

Discussion

- a-c. Historical resources are features that are associated with the lives of historically-important persons and/or historically-significant events, that embody the distinctive characteristics of a type, period, region or method of construction, or that have yielded, or may be likely to yield, information important to the pre-history or history of the local area, California, or the nation. Examples of typical historical resources include, but are not limited to, buildings, farmsteads, rail lines, bridges, and trash scatters containing objects such as colored glass and ceramics.

The General Plan lists Pittsburg as containing multiple historic sites relevant to the history of Pittsburg, including historical resources from the coal and steel eras. As one of the earliest industrial centers in Contra Costa County, the City's historical resources encompass a broad range of activities. Resources include buildings associated with industry, early railroads along Railroad Avenue, military facility Camp Stoneman, and places of entertainment such as the Black Diamond Theater, the Palace Theater, and Vogue Theater.

A records search of the California Historic Resources Information System (CHRIS) was performed by the Northwest Information Center (NWIC) for cultural resource site records and survey reports within the proposed project area.⁸ The CHRIS search concluded that the project site does not contain any recorded archaeological resources nor historic buildings or structures included in any lists of historic resources. In addition, a records search by the Native American Heritage Commission (NAHC) of the Sacred Lands File resulted in negative findings of cultural resources on the project site.

However, considering that unknown archaeological resources, including human remains, and/or historic resources have the potential to exist on-site, ground-disturbing activity related to project construction could encounter such resources. Therefore, the proposed project could cause a substantial adverse change in the significance of a historic or archaeological resource pursuant to CEQA Guidelines Section 15064.5 and/or disturb

⁸ Northwest Information Center. *Records Search Results for the Proposed Los Medanos Industrial Park Project*. November 27, 2018.

human remains, including those interred outside of formal cemeteries during construction. Thus, impacts could be considered ***potentially significant***.

Mitigation Measure(s)

Implementation of the following mitigation measures would reduce the above impact to a *less-than-significant* level.

- V-1. *If any prehistoric or historic artifacts, or other indications of cultural deposits are found once ground disturbing activities are underway, all work within the vicinity of the find(s) shall cease, the Community Development Department shall be notified, and the find(s) shall be immediately evaluated by a qualified archaeologist. If the find is determined to be a historical or unique paleontological or archaeological resource, contingency funding and a time allotment to allow for implementation of avoidance measures or appropriate mitigation shall be made available (CEQA Guidelines Section 15064.5). Work may continue on other parts of the project site while historical or unique archaeological resource mitigation takes place (Public Resources Code Sections 21083 and 21087).*
- V-2. *In the event of the accidental discovery or recognition of any human remains, further excavation or disturbance of the find or any nearby area reasonably suspected to overlie adjacent human remains shall not occur until compliance with the provisions of CEQA Guidelines Section 15064.5(e)(1) and (2) has occurred. The Guidelines specify that in the event of the discovery of human remains other than in a dedicated cemetery, no further excavation at the site or any nearby area suspected to contain human remains shall occur until the County Coroner has been notified to determine if an investigation into the cause of death is required. If the coroner determines that the remains are Native American, then, within 24 hours, the Coroner must notify the Native American Heritage Commission, which in turn will notify the most likely descendants who may recommend treatment of the remains and any grave goods. If the Native American Heritage Commission is unable to identify a most likely descendant or most likely descendant fails to make a recommendation within 48 hours after notification by the Native American Heritage Commission, or the landowner or his authorized agent rejects the recommendation by the most likely descendant and mediation by the Native American Heritage Commission fails to provide a measure acceptable to the landowner, then the landowner or his authorized representative shall rebury the human remains and grave goods with appropriate dignity at a location on the property not subject to further disturbances. Should human remains be encountered, a copy of the resulting County Coroner report noting any written consultation with the Native American Heritage Commission shall be submitted as proof of compliance to the City's Community Development Department.*

VI. ENERGY.

Would the project:

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporated	Less- Than- Significant Impact	No Impact
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	✗	☐
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	✗	☐

Discussion

- a,b. The main forms of available energy supply are electricity, natural gas, and oil. A description of the 2016 California Green Building Standards Code and the Building Energy Efficiency Standards, with which the proposed project would be required to comply, as well as discussions regarding the proposed project's potential effects related to energy demand during construction and operations are provided below.

California Green Building Standards Code

The 2016 California Green Building Standards Code, otherwise known as the CALGreen Code (CCR Title 24, Part 11), is a portion of the California Building Standards Code (CBSC), which became effective with the rest of the CBSC on January 1, 2017. The purpose of the CALGreen Code is to improve public health, safety, and general welfare by enhancing the design and construction of buildings through the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices. The provisions of the code apply to the planning, design, operation, construction, use, and occupancy of every newly constructed building or structure throughout California. Requirements of the CALGreen Code include, but are not limited to, the following measures:

- Compliance with relevant regulations related to future installation of Electric Vehicle charging infrastructure in residential and non-residential structures;
- Indoor water use consumption is reduced through the establishment of maximum fixture water use rates;
- Outdoor landscaping must comply with the California Department of Water Resources' Model Water Efficient Landscape Ordinance (MWELO), or a local ordinance, whichever is more stringent, to reduce outdoor water use;
- Diversion of 65 percent of construction and demolition waste from landfills;
- Mandatory periodic inspections of energy systems (i.e., heat furnace, air conditioner, mechanical equipment) for nonresidential buildings over 10,000 sf to ensure that all are working at their maximum capacity according to their design efficiencies; and
- Mandatory use of low-pollutant emitting interior finish materials such as paints, carpet, vinyl flooring, and particle board.

Building Energy Efficiency Standards

The 2016 Building Energy Efficiency Standards is a portion of the CBSC, which expands upon energy efficiency measures from the 2013 Building Energy Efficiency Standards resulting in a five percent reduction in energy consumption from the 2013 standards for commercial structures. Energy reductions relative to previous Building Energy Efficiency Standards are achieved through various regulations including requirements for the use of high efficacy lighting, improved water heating system efficiency, and high-performance attics and walls.

Construction Energy Use

Construction of the proposed project would involve on-site energy demand and consumption related to use of oil in the form of gasoline and diesel fuel for construction worker vehicle trips, hauling and materials delivery truck trips, and operation of off-road construction equipment. In addition, diesel-fueled portable generators may be necessary to provide additional electricity demands for temporary on-site lighting, welding, and for supplying energy to areas of the site where energy supply cannot be met via a hookup to the existing electricity grid. Project construction would not involve the use of natural gas appliances or equipment.

Even during the most intense period of construction, due to the different types of construction activities (e.g., site preparation, grading, building construction), only portions of the project site would be disturbed at a time, with operation of construction equipment occurring at different locations on the project site, rather than a single location. In addition, all construction equipment and operation thereof would be regulated per the CARB In-Use Off-Road Diesel Vehicle Regulation, which is intended to reduce emissions from in-use, off-road, heavy-duty diesel vehicles in California by imposing limits on idling, requiring all vehicles to be reported to CARB, restricting the addition of older vehicles into fleets, and requiring fleets to reduce emissions by retiring, replacing, or repowering older engines, or installing exhaust retrofits. The In-Use Off-Road Diesel Vehicle Regulation would subsequently help to improve fuel efficiency and reduce GHG emissions. Technological innovations and more stringent standards are being researched, such as multi-function equipment, hybrid equipment, or other design changes, which could help to reduce demand on oil and emissions associated with construction.

The CARB has recently prepared the *2017 Climate Change Scoping Plan Update* (2017 Scoping Plan),⁹ which builds upon previous efforts to reduce GHG emissions and is designed to continue to shift the California economy away from dependence on fossil fuels. Appendix B of the 2017 Scoping Plan includes examples of local actions (municipal code changes, zoning changes, policy directions, and mitigation measures) that would support the State's climate goals. The examples provided include, but are not limited to, enforcing idling time restrictions for construction vehicles, utilizing existing grid power for electric energy rather than operating temporary gasoline/diesel-powered generators, and increasing use of electric and renewable fuel-powered construction equipment. The regulation

⁹ California Air Resources Board. *The 2017 Climate Change Scoping Plan Update*. January 20, 2017.

described above, with which the proposed project must comply, would be consistent with the intention of the 2017 Scoping Plan and the recommended actions included in Appendix B of the 2017 Scoping Plan.

Based on the above, the temporary increase in energy use occurring during construction of the proposed project would not result in a significant increase in peak or base demands or require additional capacity from local or regional energy supplies. In addition, the proposed project would be required to comply with all applicable regulations related to energy conservation and fuel efficiency, which would help to reduce the temporary increase in demand.

Operational Energy Use

Following implementation of the proposed project, PG&E would provide electricity and natural gas to the project site. Energy use associated with operation of the proposed project would be typical of warehouse and office space uses, requiring electricity and natural gas for interior and exterior building lighting, heating, ventilation, and air conditioning (HVAC), electronic equipment, machinery, appliances, security systems, and more. Maintenance activities during operations, such as landscape maintenance, would involve the use of electric or gas-powered equipment. In addition to on-site energy use, the proposed project would result in transportation energy use associated with vehicle trips generated by employee commutes and the movement of goods.

The proposed residential project would be subject to all relevant provisions of the most recent update of the CBSC, including the Building Energy Efficiency Standards. Adherence to the most recent CALGreen and the Building Energy Efficiency Standards would ensure that the proposed structures would consume energy efficiently through the incorporation of such features as door and window interlocks, direct digital controls for HVAC systems, and high efficiency outdoor lighting. Required compliance with the CBSC would ensure that the building energy use associated with the proposed project would not be wasteful, inefficient, or unnecessary. In addition, electricity supplied to the project by PG&E would comply with the State's Renewables Portfolio Standard (RPS), which requires investor-owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 33 percent of total procurement by 2020 and to 60 percent by 2030. Thus, a portion of the energy consumed during project operations would originate from renewable sources.

With regard to transportation energy use, the proposed project would comply with all applicable regulations associated with vehicle efficiency and fuel economy. In addition, as discussed in Section XVIII, Transportation, of this IS/MND, the project site is located within close proximity to existing residences, other industrial uses, pedestrian infrastructure, and transit infrastructure. The site's proximity to existing residences and alternative transportation infrastructure could reduce vehicle miles traveled (VMT) by providing access to alternative means of transportation for employees living in close proximity to the project site. The use of alternative means of transportation or the reduction of VMT reduces fuel consumption.

Conclusion

Based on the above, construction and operation of the proposed project would not result in wasteful, inefficient, or unnecessary consumption of energy resources or conflict with or obstruct a State or local plan for renewable energy or energy efficiency. Thus, a ***less-than-significant*** impact would occur.

VII. GEOLOGY AND SOILS.

Would the project:

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporated	Less- Than- Significant Impact	No Impact
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	✗	☐
ii. Strong seismic ground shaking?	☐	☐	✗	☐
iii. Seismic-related ground failure, including liquefaction?	☐	✗	☐	☐
iv. Landslides?	☐	☐	✗	☐
b. Result in substantial soil erosion or the loss of topsoil?	☐	✗	☐	☐
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	✗	☐	☐
d. Be located on expansive soil, as defined in Table 18-1B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	✗	☐	☐
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	✗
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	✗	☐	☐

Discussion

- ai,aii. According to the City's General Plan, Eastern Contra Costa County, like the San Francisco Bay Area as a whole, is located in seismically active region. Major earthquakes have occurred in the vicinity of Pittsburg in the past and can be expected to occur again the near future. Historically active faults in Contra Costa County include the Concord, Hayward, and Clayton-Marsh Creek-Greenville faults. In addition to the foregoing faults, the San Andreas Fault, located approximately 40 miles west of the project site, is the largest active fault in the region. Although known fault systems exist within proximity to the project site, the project site is not underlain by any faults and fault rupture hazard is not a significant geologic hazard at the site. Nonetheless, due to the site's proximity to nearby active faults, the project site could be subject to moderate to severe (design-level) earthquakes and

associated seismic ground shaking. However, the proposed buildings would be properly engineered in accordance with the CBSC, which includes engineering standards appropriate for the seismic area in which the project site is located. Conformance with the design standards is enforced through building plan review and approval by the City of Pittsburg Building Division prior to the issuance of building permits. Proper engineering of the proposed project would ensure that seismic-related effects would not cause adverse impacts.

Therefore, a *less-than-significant* impact would occur related to seismic rupture of a known earthquake fault or strong seismic ground shaking.

aiii,

aiv,c. The potential effects resulting from implementation of the proposed project related to liquefaction, landslides, lateral spreading, and subsidence/settlement are discussed in detail below.

Liquefaction

Soil liquefaction results from loss of strength during cyclic loading, such as that which is imposed by earthquakes. Soils most susceptible to liquefaction are clean, loose, saturated, uniformly graded, and fine-grained sands. Information from the ABAG indicates that portions of the project site may be underlain by liquefiable soils.¹⁰ Due to the potential presence of liquefiable soils underlying the project site, future buildings may be exposed to unstable soils or settlement during seismic shaking. Such soil instability could pose a risk to the proposed structure and future employees.

Landslide

Seismically-induced landslides are triggered by earthquake ground shaking. The risk of landslide hazard is greatest in areas with steep, unstable slopes. The project site is located in a generally level portion of the City, and as recorded on Figure 10-1 of the General Plan, the project site is not in an area of unstable slopes which would subject the proposed project to landslides.

Lateral Spreading

Lateral spreading is horizontal/lateral ground movement of relatively flat-lying soil deposits towards a free face such as an excavation, channel, or open body of water; typically, lateral spreading is associated with liquefaction of one or more subsurface layers near the bottom of the exposed slope. The project site does not contain open faces within a distance considered susceptible to lateral spreading. Nevertheless, because the project site may be subject to liquefaction, should project construction include trenching or excavation activities, lateral spreading could occur.

¹⁰ California Department of Conservation. *DOC Maps*. Available at: <https://maps.conservation.ca.gov/#dataviewer>. Accessed January 2019.

Subsidence/Settlement

Loose unsaturated sandy soils can settle during strong seismic shaking. The depth to groundwater project site and level of soil cohesion at the project site are currently unknown. Therefore, soils prone to subsidence or settlement may exist within the project site, and the proposed structure could be impacts by such soils.

Conclusion

Based on the above discussion, the proposed project would not result in potential hazards or risks related to landslides and lateral spreading. However, on-site soils may be vulnerable to liquefaction, subsidence or settlement. Therefore, the project could directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving liquefaction, subsidence, or settlement, and could be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site subsidence, liquefaction, or collapse. Thus, a ***potentially significant*** impact would occur.

Mitigation Measure(s)

Implementation of the following mitigation measures would reduce the above impact to a *less-than-significant* level.

VII-1. Prior to grading permit issuance, the applicant shall submit a final geotechnical evaluation of the project site that addresses soil stability including soil expansion, and the potential for lateral spreading, subsidence, liquefaction or collapse. The report shall identify any on site soil and seismic hazards and provide design recommendations for onsite soil and seismic conditions. The geotechnical evaluation shall be reviewed and approved by the Director of Public Works/City Engineer and a qualified Geotechnical Engineer to ensure that all geotechnical recommendations specified in the geotechnical report are properly incorporated and utilized in the project design.

- b. During grading activities associated with development of the proposed project, and prior to overlaying of the ground with impervious surfaces and landscaping elements, topsoil would temporarily be exposed. Thus, the potential exists for wind and water to erode portions of the exposed topsoil during construction, which could adversely affect downstream storm drainage facilities. Impacts related to substantial soil erosion or the loss of topsoil during construction of the proposed project would be ***potentially significant***.

Mitigation Measure(s)

Implementation of the following mitigation measure would reduce the above impact to a *less-than-significant* level.

VII-2. Prior to issuance of grading permits, the project applicant shall submit, for the review and approval by the City Engineer, an erosion and sediment control plan that utilizes standard construction practices to limit the erosion

effects during construction of the proposed project. Measures shall include, but are not limited to, the following:

- *Hydro-seeding, cribbing, walls, or terracing;*
 - *Placement of erosion control measures within drainage ways and ahead of drop inlets;*
 - *Directing subcontractors to a single designation “wash-out” location (as opposed to allowing them to wash-out in any location they desire);*
 - *The use of siltation fences; and*
 - *The use of sediment basins and dust palliatives.*
- d. According to the Natural Resource Conservation Service’s Web Soil survey, the project site consists of mostly Brentwood clay loam, which could have a high shrink-swell potential.¹¹ Expansive soils can undergo significant volume change with changes in moisture content. Specifically, such soils shrink and harden when dried and expand and soften when wetted. If structures are underlain by expansive soils, foundation systems must be capable of tolerating or resisting any potentially damaging soil movements, and building foundation areas must be properly drained. Design of the proposed structure without incorporation of such features could expose the proposed structure to potential risks due to expansive soils, should such soils exist within the project site.

Considering the above, without implementation of appropriate design measures, a ***potentially significant*** impact could occur related to being located on expansive soil, as defined in Table 18-1B of the Uniform Building Code, creating substantial direct or indirect risks to life or property.

Mitigation Measure(s)

Implementation of the following mitigation measure would reduce the above impact to a *less-than-significant* level.

VII-3. Implement Mitigation Measure VII-1.

- e. Sewer collection for the proposed project would be provided by connections to the existing six- and eight-inch sewer lines within Garcia Avenue and Kelley Court. The construction or operation of septic tanks or other alternative wastewater disposal systems is not included as part of the project. Therefore, ***no impact*** regarding the capability of soil to adequately support the use of septic tanks or alternative wastewater disposal systems would occur.
- f. While the City of Pittsburg has been known to be the site of archaeological resource discoveries, the General Plan does not list the City as being a potential site for paleontological resources. However, given the potential for archaeological resource discovery in the area as well as the proximity of the project site to Kirker Creek, the

¹¹ United States Department of Agriculture, Natural Resources Conservation Service. *Web Soil Survey*. Available at: <https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx>. Accessed February 2019.

possibility exists that paleontological resources could be discovered during grading, paving, and construction of the proposed project.

As noted in the City's General Plan, the City is underlain by alluvium, which consists mainly of unconsolidated gravel, sand, silt, and clay deposits. Such soil types are not considered unique geologic features and are common within the geographic area of the City. Furthermore, the City's General Plan does not note the existence of any unique geologic features within the City. Consequently, implementation of the proposed project would not be anticipated to have the potential to result in direct or indirect destruction of unique geologic features.

Although the proposed project would not have the potential to result in the destruction of unique geologic features, paleontological resources could exist within the project site. Should previously unknown paleontological resources exist within the project site, ground-disturbing activity, such as grading, trenching or excavating, associated with implementation of the proposed project would have the potential to disturb or destroy such features. Consequently, the proposed project could result in the direct or indirect destruction of a unique paleontological resource and a *potentially significant* impact could occur.

Mitigation Measure(s)

Implementation of the following mitigation measure would reduce the above impact to a *less-than-significant* level.

VII-4. Implement Mitigation Measure V-I.

VIII. GREENHOUSE GAS EMISSIONS.

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	✗	☐
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gasses?	☐	☐	✗	☐
a,b. Emissions of greenhouse gases (GHGs) contributing to global climate change are attributable in large part to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors. Therefore, the cumulative global emissions of GHGs contributing to global climate change can be attributed to every nation, region, and city, and virtually every individual on earth. An individual project's GHG emissions are at a micro-scale level relative to global emissions and effects to global climate change; however, an individual project could result in a cumulatively considerable incremental contribution to a significant cumulative macro-scale impact. As such, impacts related to emissions of GHG are inherently considered cumulative impacts.				

Implementation of the proposed project would cumulatively contribute to increases of GHG emissions. Estimated GHG emissions attributable to future development would be primarily associated with increases of carbon dioxide (CO₂) and, to a lesser extent, other GHG pollutants, such as methane (CH₄) and nitrous oxide (N₂O) associated with area sources, mobile sources or vehicles, utilities (electricity and natural gas), water usage, wastewater generation, and the generation of solid waste. The primary source of GHG emissions for the project would be mobile source emissions. The common unit of measurement for GHG is expressed in terms of annual metric tons of CO₂ equivalents (MTCO_{2e}/yr).

The proposed project is located within the jurisdictional boundaries of BAAQMD. BAAQMD's approach to developing a threshold of significance for GHG emissions is to identify the emissions level for which a project would not be expected to substantially conflict with existing California legislation adopted to reduce statewide GHG emissions needed to move towards climate stabilization. If a project would generate GHG emissions above the threshold level, the project would be considered to generate significant GHG emissions and conflict with applicable GHG regulations. The BAAQMD threshold of significance for project-level operational GHG emissions is 1,100 MTCO_{2e}/yr.

It should be noted that construction GHG emissions are a one-time release and are, therefore, not typically expected to generate a significant contribution to global climate change. In addition, neither BAAQMD nor the City has adopted thresholds of significance for construction-related GHG emissions; however, the proposed project's construction GHG emissions have been estimated and compared to the BAAQMD's adopted operational threshold of 1,100 MTCO_{2e}/yr. GHG emissions resulting from construction and operations of the proposed project were modeled using the CalEEMod emissions under the same

assumptions as discussed in Section III, Air Quality, of this IS/MND. All modeling outputs are included as Appendix A of this IS/MND.

The project's estimated maximum yearly construction emissions of 207.44 MTCO_{2e} would be well below BAAQMD's adopted operational threshold of 1,100 MTCO_{2e}/yr. In order to provide a conservative estimate of emissions, the proposed project's construction GHG emissions have been amortized over the anticipated operational lifetime of the project.

The BAAQMD does not recommend any specific operational lifetimes for use in amortizing construction-related GHG emissions; however, the emissions were amortized based off of information from California Executive Order D-16-00 and the US Green Building Council's 2013 report on *The Costs and Financial Benefits of Green Buildings*.¹² In the absence of specific BAAQMD recommendations, the 25 year lifetime is used for analysis. Construction of the proposed project would occur over one year and would result in total GHG emissions of 207.44 MTCO_{2e}. Thus, the total construction emissions amortized over 25 years would be 8.30 MTCO_{2e}/yr. Accordingly, the proposed project would not be expected to have a significant impact related to GHG emissions during construction.

The operational emissions were determined to equal 1,051.18 MTCO_{2e}/yr per year. Consequently, even if project operational and amortized construction emissions were considered together, the total mass emission of 1,059.48 MTCO_{2e}/yr would be below BAAQMD's threshold of 1,100 MTCO_{2e}/yr. Consequently, neither construction nor operations of the proposed project would be anticipated to result in significant emissions of GHGs.

Based on the above, the proposed project would not be considered to generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment, or conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs; and impacts would be considered ***less than significant***.

¹² Sacramento Metropolitan Air District. *Guide to Air Quality Assessment in Sacramento County*. Available at: <http://www.airquality.org/businesses/ceqa-land-use-planning/ceqa-guidance-tools>. Accessed February 2019.

IX. HAZARDS AND HAZARDOUS MATERIALS.

Would the project:

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporated	Less- Than- Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	✗	☐
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?	☐	☐	✗	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	✗
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	✗	☐
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	✗
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	✗	☐
g. Expose people or structures, either directly or indirectly, to the risk of loss, injury or death involving wildland fires?	☐	☐	✗	☐

Discussion

- a. Operations associated with the proposed project would be typical of other industrial uses in the City, and would be governed by the uses permitted for the site per the City's Municipal Code and General Plan. Currently, the site is zoned Industrial Park and designated Business Commercial by the City's General Plan. Per Section 18.54.005 of the Municipal Code, the Industrial Park designation is intended for a wide variety of industrial uses, including, but not limited to, service-oriented commercial and light industrial uses with limited customer presence and turnover, including industrial office centers, research and development facilities, limited industrial activities, and limited warehouse and commercial activities.

Should a tenant of the proposed buildings require the use of hazardous materials, such operations would be regulated through Chapter 18.84, Article VI, of the Municipal Code. Operations involving hazardous materials are required to obtain a Use Permit as well as a

permit under the Uniform Fire Code adopted by the City. To house hazardous materials, a permit is needed from Contra Costa Fire Protection District. The Contra Costa Fire Protection District would review the hazardous materials release plan for the use of hazardous materials on the project site.

While the proposed project would be consistent with the Zoning, and operation of the proposed project would not be expected to require the use of hazardous materials, any use would be subject to review and approval by the Contra Costa Fire Protection District. Therefore, the proposed project would not create a significant hazard to the public or the environment related to such, a *less-than-significant* impact would occur.

- b. The project site is currently vacant and does not contain any existing permanent structures. Per historical data, the site has been regularly disked since 2002. The site is surrounded by commercial and industrial development; however, none of the surroundings nor the site are included in the California Department of Toxic Substances Control EnviroStor Database.

Construction activities associated with the proposed project would involve the use of heavy equipment, which would contain fuels and oils, and various other products such as concrete, paints, and adhesives. Small quantities of potentially toxic substances (e.g., petroleum and other chemicals used to operate and maintain construction equipment) would be used at the project site and transported to and from the site during construction. However, the project contractor would be required to comply with all California Health and Safety Codes and local City ordinances regulating the handling, storage, and transportation of hazardous and toxic materials.

Because the proposed project would be required to adhere to all relevant guidelines and ordinances regulating the handling, storage, and transportation of hazardous materials, the project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment, and a *less-than-significant* impact would occur.

- c. The proposed project site is not located within a quarter mile of any existing or proposed schools. The nearest school is the Martin Luther King Jr. High School, located approximately 0.35 mile southeast of the site. Furthermore, as discussed above, hazardous materials would not be emitted during construction or operation of the proposed project. Therefore, the proposed project would have *no impact* related to hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.
- d. The project site has not been identified on any government lists of contaminated sites (including lists compiled pursuant to Government Code Section 65962.5) nor does the site contain any historical environmental conditions.¹³

¹³ California Department of Toxic Substances Control. *DTSC's Hazardous Waste and Substances Site List*. Available at: https://www.dtsc.ca.gov/SiteCleanup/Cortese_List.cfm. Accessed February 2019.

Consequently, the proposed project would have a ***less-than-significant*** impact related to being on located on a site which is included on a list of hazardous materials sites, and as a result, create a significant hazard to the public.

- e. The nearest airport to the site is the Buchanan Field airport, which is located approximately ten miles west of the site. As such, the project site is not located within two miles of any public airports or private airstrips, and does not fall within an airport land use plan area. Therefore, ***no impact*** related to a safety hazard for people residing or working in the project area related to such would occur.
- f. The City of Pittsburg adopted the *City of Pittsburg Emergency Operations Plan* in December 2018. The plan provides a basis for future responses to a wide range of hazards and vulnerabilities. The plan outlines the general authority, organization, and response actions for City of Pittsburg staff when disasters occur. Implementation of the proposed project would not result in any substantial modifications to the existing roadway system or alter the land use designations already analyzed in the Emergency Operations Plan. Thus, the proposed project would not physically interfere with the Emergency Plan. Therefore, the proposed project would not interfere with an emergency evacuation or response plan, and a ***less-than-significant*** impact would occur.
- g. The proposed project site is surrounded by urban development, and is located within a developed urban area within the City. Thus, the potential for wildland fires to reach the project site would be relatively limited. According to the California Department of Forestry and Fire Protection (CAL FIRE) Fire and Resource Assessment Program, the proposed project site is not located within a Very High Fire Hazard Severity Zone nor are very high severity hazard zones located in close proximity to the project site.¹⁴ Therefore, the proposed project would not expose people or structures to the risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands, and a ***less-than-significant*** impact would occur.

¹⁴ California Department of Forestry and Fire Protection. *Contra Costa County, Very High Fire Hazard Severity Zones in LRA*. Available at: https://www.fire.ca.gov/fire_prevention/fhsz_maps_contracosta. January 7, 2009.

X. HYDROLOGY AND WATER QUALITY. <i>Would the project:</i>	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	✗	☐	☐
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	✗	☐
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i. Result in substantial erosion or siltation on- or off-site;	☐	✗	☐	☐
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	✗	☐	☐
iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	✗	☐	☐
iv. Impede or redirect flood flows?	☐	✗	☐	☐
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	✗	☐
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	✗	☐

Discussion

- a, ci-ciii. The following discussion provides a summary of the proposed project's potential to violate water quality standards/waste discharge requirement, alter the drainage pattern of the site resulting in erosion or siltation, contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems, or otherwise degrade water quality during construction and operation.

Construction

During the early stages of construction activities, topsoil would be exposed due to grading and excavation of the site. After grading and prior to overlaying the ground surface with impervious surfaces and structures, the potential exists for wind and water erosion to discharge sediment and/or urban pollutants into stormwater runoff, which could adversely affect water quality downstream.

The State Water Resources Control Board (SWRCB) regulates stormwater discharges associated with construction activities where clearing, grading, or excavation results in land disturbance of one or more acres. The City's National Pollutant Discharge Elimination System (NPDES) permit requires applicants to show proof of coverage under the State's General Construction Permit prior to receipt of any construction permits. The State's General Construction Permit requires a Storm Water Pollution Prevention Plan (SWPPP) to be prepared for the site. A SWPPP describes Best Management Practices (BMPs) to control or minimize pollutants from entering stormwater and must address both grading/erosion impacts and non-point source pollution impacts of the development project. Because the proposed project would disturb greater than one acre of land, the proposed project would be subject to the requirements of the State's General Construction Permit and, with implementation of the required SWPPP and BMPs included therein, the proposed project would not result in a violation of water quality standards and/or degradation of water quality.

Operation

Following completion of project buildout, the site would be largely covered with impervious surfaces and topsoil would no longer be exposed. As such, the potential for impacts to water quality would be reduced. However, impervious surfaces on the project site could contribute incrementally to the degradation of downstream water quality through the release of pollutants during storm events. Typical urban pollutants that would likely be associated with the proposed project include sediment, pesticides, oil and grease, metals, and trash.

The City of Pittsburg has adopted the County C.3 Stormwater Standards, which require new development and redevelopment projects that create or alter 10,000 sf or more of impervious area to contain and treat all stormwater runoff from the project site. The proposed project would create a total of 109,884 sf of new impervious surfaces. Thus, the project would be subject to the requirements of the SWRCB and the Regional Water Quality Control Board (RWQCB), including the C.3 Standards, which are included in the City's NPDES General Permit. Compliance with such requirements would ensure that impacts to water quality standards or waste discharge requirements would not occur during operation of the proposed project.

In addition, the proposed project would adhere to Chapter 13.28 of the Municipal Code, which establishes standards for stormwater management and discharge. Prior to issuance of a building permit, the applicant would submit a stormwater control plan that meets the criteria in the most recent version of the Contra Costa Clean Water Program Section C.3 Guidebook. Implementation of an approved stormwater control plan would ensure the project would not deplete surface water quality. All stormwater on the project site would be directed to treatment facilities which would remove pollutants while also metering peak stormwater flows prior to being discharged to the City stormwater system.

Based on the above, the proposed project would comply with the requirements of the SWRCB and RWQCB, and would meet C.3 Standards. Therefore, during operation, the

proposed project would comply with all relevant water quality standards and waste discharge requirement, and would not degrade water quality.

The proposed project would include construction of the following stormwater facilities:

- Building A: Christy V12 and V64 catch basins and an earth swale lined with cobble stone at 1.0% minimum;
- Building B: Christy V64 catch basin and earth swale at 1.0% minimum;
- Building C: Christy V64 catch basin; and
- Building D: Christy V64 catch basin and earth swale lined with cobble stone at 1.0% minimum.

Stormwater falling on to the Building A site would be directed to either the catch basins or cobble stone earth swales on the east side of the proposed building for treatment. The existing 60-foot storm drain would remain on the western side of the proposed building and the proposed project would direct some treated stormwater to the storm drain as well as the drainage easement leading to Kirker Creek.

Building B would continue to use an existing catch basin and storm drain channels, as well as include development of a new Christy V64 catch basin, in order to treat and meter flows to an eight-inch storm drain.

Buildings C and D would include construction of stormwater treatment facilities as well as eight-inch storm drains, connecting to an outfall to drainage channel.

Development of the proposed project would result in an increase in impervious surfaces on the project site, which would alter the existing drainage pattern of the site. However, as discussed above, the project is required to comply with the City's standards for runoff and stormwater control. In addition, the proposed project would be required to submit an erosion and sediment control plan with submittal of the grading permit application. The plan would include erosion and sediment control measures that would be implemented during grading and would be approved by the City Engineer. Consistent with Chapter 13.28 of the Municipal Code, the project would include appropriate site design measures, source controls, and hydraulically-sized stormwater treatment measures to limit the rate and amount of stormwater runoff leaving the site.

Conclusion

Based on the above, the proposed project would comply with all applicable regulations during construction and operation, would not involve uses associated with the generation or discharge of polluted water, and would be designed to adequately treat stormwater runoff from the site prior to discharge. However, disturbance of the on-site soils during construction activities could result in a *potentially significant* with regard to violation of water quality standards and degradation of water quality should adequate BMPs not be incorporated during construction in accordance with SWRCB regulations.

Mitigation Measure(s)

Implementation of the following mitigation measure would reduce the above impact to a *less-than-significant* level.

- X-1. *Prior to issuance of grading permits, the applicant shall prepare a Storm Water Pollution Prevention Plan (SWPPP). The developer shall file the Notice of Intent (NOI) and associated fee to the SWRCB. The SWPPP shall serve as the framework for identification, assignment, and implementation of BMPs. The SWPPP shall be submitted to the Director of Public Works/City Engineer for review and approval and shall remain on the project site during all phases of construction. Following implementation of the SWPPP, the contractor shall subsequently demonstrate the SWPPP's effectiveness and provide for necessary and appropriate revisions, modifications, and improvements to reduce pollutants in stormwater discharges to the maximum extent practicable. The contractor shall implement BMPs to reduce pollutants in stormwater discharges to the maximum extent practicable.*
- X-2. *In addition to a SWPPP, prior to issuance of grading permits, the project applicant shall create an interim and final erosion and sediment control plan which shall include a delineation and brief description of the measures to be undertaken to retain sediment on the site, including but not limited to, the design and specifications of berms and sediment detention basins and a schedule for maintenance. The plan shall also contain a delineation and brief description of the surface runoff and erosion control measures, including but not limited to, types and method of applying mulches, and designs and specifications for diverters, dikes, and drains. The plan shall be reviewed and approved by the City Community Development Department.*
- X-3. *The project applicant shall submit a complete Stormwater Control Plan and Report compliant with the requirements set forth in the City's most current NPDES permit. The C.3 treatment facilities shall be adequately sized to treat the stormwater runoff from the associated drainage management areas. The grading and/or building plans shall include drawings and specifications necessary to implement all measures in the approved Stormwater Control Plan. Design features shall incorporate low impact development design standards as outlined in the most current edition of the Contra Costa Clean Water Program's C.3 Guidebook. All plans shall be reviewed and approved by the City Community Development Department.*
- b,e. Water supplies for the proposed project would be provided by the City of Pittsburg, which purchases raw water from the Contra Costa Water District (CCWD). Such raw water supplies are treated by the City prior to distribution. Per the District's 2015 Urban Water Management Plan (UWMP),¹⁵ the primary water source for the CCWD is the Sacramento-

¹⁵ Contra Costa Water District. 2015 Urban Water Management Plan for the Contra Costa Water District. June 2016.

San Joaquin Delta as well as the United States Bureau of Reclamation's Central Valley Project. In addition to the District's UWMP, the City developed an individual Urban Water Management Plan.¹⁶ The City overlies the Pittsburg Plain Groundwater Basin and extracts groundwater using two wells. In addition to raw water provided by the CCWD, five to 12 percent (approximately 1,500 to 2,000 acre-feet/year) of the City's water supply consists of groundwater supplies.

Given that the proposed project would be consistent with the site's current General Plan land use and zoning designations, the project would not result in increased use of groundwater supplies beyond what has been anticipated by the City and accounted for in the UWMP. In addition, the proposed industrial use of the project site would be anticipated to require relatively low water demand as water would be used primarily for irrigation, employee restrooms and office uses, and general site maintenance or cleaning. Additionally, because the City does not primarily use groundwater as a supply source, the proposed project would not result in the depletion of groundwater supplies.

Landscaping included in the proposed project would be subject to the water efficiency landscape standards within Section 18.84.310 of the City's Municipal Code. Consequently, the proposed landscaping for the project site has been designed to reduce irrigation water demands from project operation. Consistent with Section 18.84.308 of the City's Municipal Code, landscaping plans for the proposed project will be subject to review and approval by the City to ensure that proposed landscaping complies with all water efficiency requirements imposed by Chapter 18.84.300 of the City's Municipal Code.

Therefore, the proposed project would not substantially decrease groundwater supplies through excess or previously unanticipated water usage nor would the project interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management. In addition, the project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. Thus, a *less-than-significant* impact would occur.

- civ. The General Plan EIR designates the project site as located in the Kirker Creek Watershed. Kirker Creek encompasses the central and eastern portions of the City and drains into New York Slough. According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM) for the project site, a portion of the site is located within a Special Flood Hazard Zone (Zone AO). Thus, because the proposed project would create new impervious surfaces which could redirect flows, the project could affect the current storm flows.

Although the proposed project is consistent with the General Plan land use designation, and would implement all necessary policies and regulations set forth by the City regarding development in a flood zone, the project would place new structures in a known flood zone. As such, the proposed project would have a *potentially significant* impact regarding alteration of the existing drainage pattern of a site or area which would impede or redirect flood flows.

¹⁶ City of Pittsburg. *City of Pittsburg 2015 Urban Water Management Plan Final Draft*. June 2016.

Mitigation Measure(s)

Implementation of the following mitigation measure would reduce the above impact to a *less-than-significant* level.

X-3. *Prior to the issuance of a grading permit, a hydraulic study shall be conducted to assess the current streambed flow of Kirker Creek and how the new infrastructure would affect the streambed and/or the 100-year floodplain. If the hydraulic study identifies improvements needed to the Kirker Creek channel, the applicant shall implement the improvements and obtain the necessary permits for work within the flood zone. Furthermore, if the hydraulic study shows that the new infrastructure would affect the 100-year floodplain in a manner that would alter the FEMA flood hazard zone boundaries, the project applicant shall submit a map showing the updated flood hazard zone boundaries to FEMA for flood insurance purposes under the National Flood Insurance Program.*

Although alteration of the on-site flood hazard zone boundaries may occur, improvements that would result in an increase in floodwater surface elevations shall not occur off the project site. In the case that any proposed structures or stormwater basin berms on the project site would be located within the updated flood hazard zone boundaries, the project applicant shall obtain a Conditional Letter of Map Revision Based on Fill from FEMA that demonstrates that all proposed structures would be set above the base flood elevation.

The hydraulic study shall be submitted to the City Engineer and the Community Development Department for review and approval prior to issuance of a grading permit for the site construction.

- d. As discussed under question 'civ' above, impacts of the project being located in a flood zone would be minimized upon implementation of City standards and codes for development in a flood hazard zone. Tsunamis are defined as sea waves created by undersea fault movement, whereas a seiche is a long-wavelength, large-scale wave action set up in a closed body of water such as a lake or reservoir. The project area is not located in proximity to a coastline and would not be potentially affected by flooding risks associated with tsunamis. Seiches do not pose a risk to the proposed project, as the project site is not located adjacent to a large closed body of water. Based on the above, the proposed project would not pose a risk related to the release of pollutants due to project inundation due to flooding, tsunami, or seiche, and a ***less-than-significant*** impact would occur.

XI. LAND USE AND PLANNING.

Would the project:

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
a. Physically divide an established community?	☐	☐	✗	☐
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	✗	☐

Discussion

- a. A project risks dividing an established community if the project would introduce infrastructure or alter land use so as to change the land use conditions in the surrounding community, or isolate an existing land use. The proposed project site does not contain existing housing or other development, and the proposed project would be consistent with the surrounding industrial uses. The proposed project would not alter the existing general development trends in the area or isolate an existing land use. Development of the project site for industrial uses has been planned for within the General Plan and the RASP. As such, the proposed project would not physically divide an established community and a ***less-than-significant*** impact would occur.
- b. The proposed project site is currently designated Business Commercial per the City's General Plan and is zoned Industrial Park. Land designated for Business Commercial and Industrial Park uses are intended to provide sites for administrative, business, professional, and public offices, as well as light manufacturing, warehousing, and distribution. Thus, the design and intended use of proposed structure conform with the limits type and intensity of uses anticipated for the site in the General Plan and generally analyzed in the General Plan EIR. The proposed project is also consistent with the RASP, which designates the area the Los Medanos Industrial Center and would adhere to all design standards established by the RASP for business commercial land uses. The standards include setback, height, parking, and landscaping requirements. In addition, the project would be required to comply with all applicable development standards established by Title 18 of the City's Municipal Code, such as maximum lot coverage, maximum building heights, and building setback requirements. Therefore, the proposed project would not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, and a ***less-than-significant*** impact would occur.

XII. MINERAL RESOURCES.

Would the project:

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporated	Less- Than- Significant Impact	No Impact
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	✗
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	✗

Discussion

- a,b. Per the City's General Plan, the City contains one of the only two places in the San Francisco Bay Area where coal was mined. The discovery of coal in the 1850s led to construction of Black Diamond Mines. However, due to competition from other energy sources, the mine closed in 1949. Currently, the City does not contain any significant mineral deposits or active mining operations. Thus, the proposed project would not result in the loss of availability of a known mineral resource or a locally important mineral resource recovery site, and ***no impact*** would occur.

XIII. NOISE.

Would the project result in:

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporated	Less- Than- Significant Impact	No Impact
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	✗	☐
b. Generation of excessive groundborne vibration or groundborne noise levels?	☐	✗	☐	☐
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	✗

Discussion

- a. The following discussion is based on an Environmental Noise Assessment prepared for the proposed project by Saxelby Acoustics.¹⁷ The report analyzed traffic noise level increases at the project site and compares project generated noise levels to the Pittsburg General Plan Standards, Pittsburg Municipal Code standards, and assesses the potential increase in noise levels. The following sections present information regarding existing sensitive noise receptors in proximity to the project site, the existing noise environment, and the potential for the proposed project to result in impacts during project construction and operation.

Sound is measured using the decibel scale. The scale uses the hearing threshold as a point of reference defined as 0 dB. The perceived loudness of sounds is dependent upon many factors, including sound pressure level and frequency content. The following terms are referenced throughout:

- Decibel (dB): A unit of sound energy intensity. An A-weighted decibel (dBA) is a decibel corrected for the variation in frequency response to the typical human ear at commonly encountered noise levels. All references to decibels (dB) will be A-weighted unless noted otherwise.
- Day-Night Average Level (Ldn): The average sound level over a 24-hour day, with a +10 decibel weighing applied to noise occurring during nighttime (10:00 PM to 7:00 AM) hours.
- Equivalent Sound Level (Leq): The average sound level over a given time-period.
- Maximum Sound Level (Lmax): The maximum sound level over a given time-period.

¹⁷ Saxelby Acoustics. *Environmental Noise Assessment Los Medanos Industrial Park*. January 17, 2019.

Significance Criteria

The following are thresholds that would be considered significant regarding noise increases in the vicinity of a sensitive land use:

- Any increase above 60 dBA L_{dn} where the without project noise level is less than 60 dBA L_{dn} ;
- An increase of 3 dBA L_{dn} , where without project noise level is between 60 to 65 dBA L_{dn} ; or
- An increase of 1.5 dBA L_{dn} , where without project noise level is greater than 64 dBA L_{dn} .

City Standards

Policy 12-P-9 limits the generation of loud noises on construction sites adjacent to existing development to normal business hours between 8:00 AM and 5:00 PM.

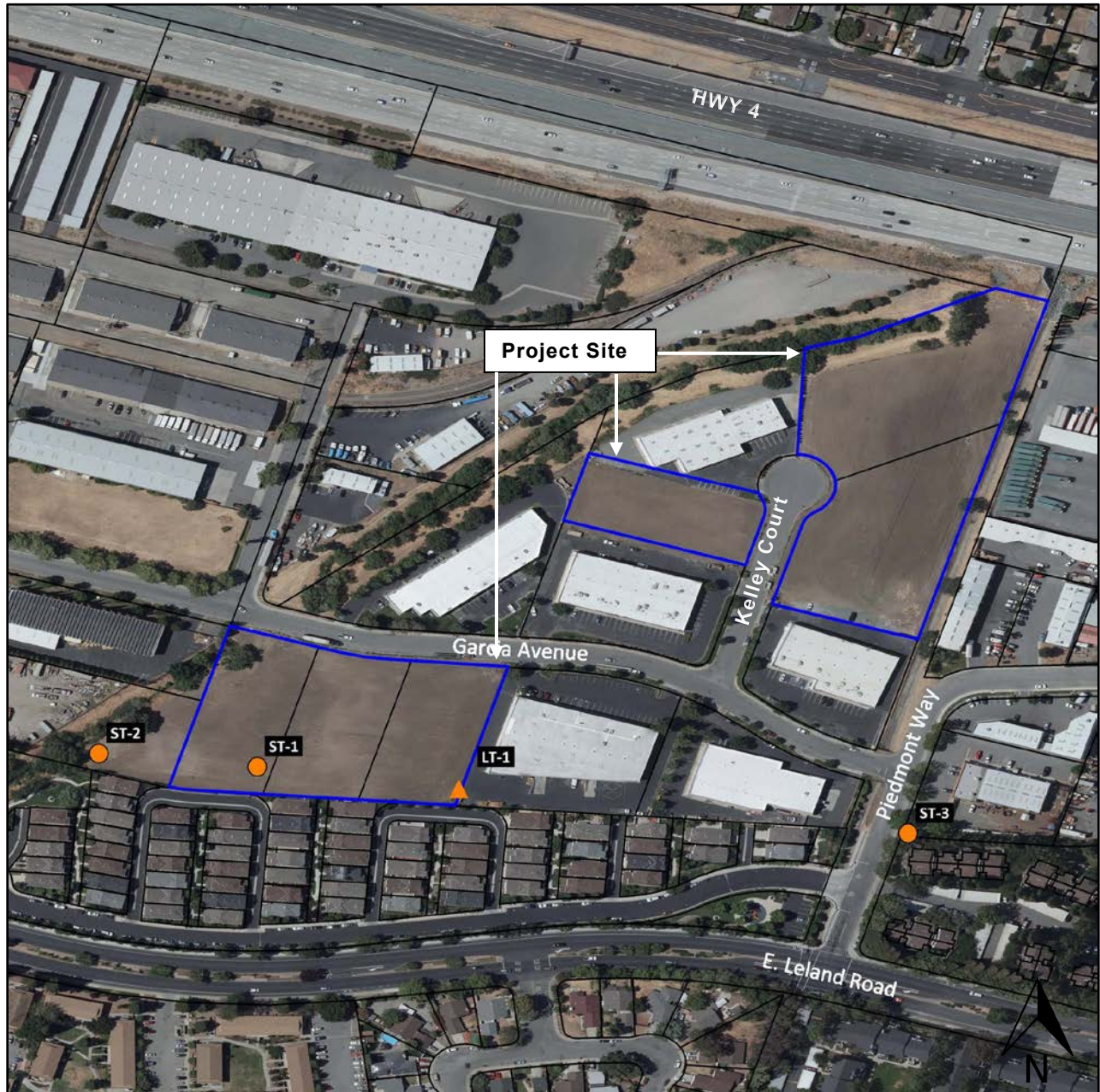
Sensitive Noise Receptors

Some land uses are considered more sensitive to noise than others, and, thus, are referred to as sensitive noise receptors. Land uses often associated with sensitive noise receptors generally include residences, schools, libraries, hospitals, and passive recreational areas. Noise sensitive land uses are typically given special attention in order to achieve protection from excessive noise. In the vicinity of the project site, the nearest existing noise sensitive land uses include the single-family residences to the south of the project site.

Existing Noise Environment

Per the Environmental Noise Assessment, the existing noise environment in the project area is primarily defined by the local roadway network and industrial activity at surrounding facilities. To quantify the existing ambient noise environment in the project vicinity, Saxelby Acoustics conducted continuous noise level measurements at the east property line of proposed Building A, adjacent to an industrial facility with active loading docks. In addition, short-term measurements were conducted adjacent to Stanford Place, near the southern property line of Building A. The noise measurement locations are shown in Figure 6 below. A summary of the existing noise level measurements is provided in Table 4 below.

Figure 6
Noise Measurement Sites



Source: Saxelby Acoustics. 2019

Table 4								
Short-Term and Long-Term Measurement Sites								
Short-Term Measurement Sites								
Location	Time	L _{eq}	L ₅₀	L _{max}	Notes			
ST-1	9:25 AM	69	63	80	Primary noise source is landscaping equipment. Traffic on Garcia Ave.			
ST-2	9:39 AM	66	63	76	Primary noise source is activity at Hospital Systems (adjacent)			
ST-3	10:30 AM	69	66	79	Primary noise source is machinery at Boilermaker's Local 549. Traffic on Garcia Ave. and Piedmont Way			
Long-Term Measurement Site								
Location	Date	L _{dn}	Daytime (7 AM-10 PM)			Nighttime (10 PM-7 AM)		
			L _{eq}	L ₅₀	L _{max}	L _{eq}	L ₅₀	L _{max}
LT-1	Dec. 12-13, 2018	65	59	57	72	59	58	69
Note: Short-term noise Measurements taken on December 12, 2018								
Source: Saxelby Acoustics, 2019.								

Project Construction Noise

During the construction of the proposed project, noise from construction activities would temporarily add to the noise environment in the project vicinity. As indicated in Table 5 below, activities involved in construction would generate maximum noise levels ranging from 76 to 90 dBA L_{max} at a distance of 50 feet. Heavy equipment would be used for grading, excavation, paving, and building construction, which would increase ambient noise levels when in use. Noise levels would vary depending on the type of equipment used, how the equipment is operated, and how well the equipment is maintained. In addition, noise exposure at any single point outside the project site would vary depending on the proximity of construction activities to that point. Standard construction equipment, such as graders, backhoes, loaders, and trucks, would be used on-site.

Table 5	
Construction Equipment Noise	
Type of Equipment	Maximum Level, dB at 50 feet
Backhoe	78
Compactor	83
Compressor (air)	78
Dozer	82
Dump Truck	76
Excavator	81
Generator	81
Pneumatic Tools	85
Source: Federal Highway Administration, Roadway Construction Noise Model User's Guide, January 2006.	

As one increases the distance between equipment, or increases separation of areas with simultaneous construction activity, dispersion and distance attenuation reduce the effects of combining separate noise sources. The noise levels from a source will decrease at a rate

of approximately 6 dB per every doubling of distance from the noise source. The nearest sensitive receptors to the project site would be the residential units located south of the project site, approximately 60 feet away from the project site. Thus, noise levels experienced at the nearest residences would likely be reduced from the levels depicted in Table 5.

Construction activities are temporary in nature and are restricted to the hour of 8:00 AM and 5:00 PM at sites adjacent to existing development. Furthermore, the proposed project would maintain an existing eight-foot sound wall separating proposed Building A from the nearest sensitive receptors in the multi-family development to the south of the project site, and thus, project construction noise would be less than significant.

Project Operational Noise

The primary source of transportation noise associated with the proposed project would be vehicle traffic to and from the project site, as well as delivery trucks arriving at the loading docks. The Institute of Transportation Engineers Trip Generation Manual concluded that the project would result in fewer than 100 vehicle trips per peak hour to and from the project site, which is not considered a significant increase in traffic in the vicinity.

The primary non-transportation noise source associated with the proposed project would be on-site parking lot circulation. The SoundPLAN noise prediction model was used in the Environmental Noise Assessment to calculate noise levels at the noise sensitive receptors located around the project site. Inputs to the model included ground topography and ground type, noise source locations and heights, receiver locations, and sound power level data.

Heavy Duty Trucks

Operation of heavy duty trucks within the project site would generate noises related to engine noise, back-up beeper, and air-release sounds from brakes. Loading and unloading activities are assumed to occur indoors because trucks would be backed into the loading dock doors. To determine typical loading dock noise levels associated with the proposed loading docks, Saxelby Consultants used data from the Clearlake Walmart store. The noise level measurements were conducted at a distance of 100 feet from the center of the two-bay loading dock and circulation area. The results of the loading dock noise measurements indicate that a busy hour would generate an average noise level of 61 dBA L_{eq} , at a distance of 100 feet from the center of the loading dock truck maneuvering lanes. Additionally, the truck noise from the proposed project would be shielded by the existing sound wall, which would reduce noise levels experienced by sensitive receptors to the south of Building A.

Non-Transportation Noise Increases

Ambient noise measurements at Site LT-1 indicate that existing noise levels are approximately 65 dBA L_{dn} . However, the noise level was measured on the north side of the existing sound wall. In the backyards of the existing residences to the south of the sound wall, existing noise levels are expected to be 10 dBA less, or approximately 55 dBA L_{dn} .

The proposed project is predicted to generate maximum non-transportation noise of 51 dBA L_{dn} at the backyards of the nearest sensitive receptors. With the project contribution of 51 dBA L_{dn} , the existing plus project noise level would be 56 dBA L_{dn} . The distribution of project related noise levels is displayed in Figure 7 below. The total L_{dn} resulting from project generated noise sources is presented in Table 6 below.

Table 6 Increase in L_{dn} With and Without the Proposed Project			
Noise Source	L_{dn} , dBA		
	Existing	With Project	
Ambient	55	55	Increase in L_{dn} , dBA
Project Generated Noise	--	51	
Total	55	56	
Source: Saxelby Acoustics, 2019.			1

Considering that the existing noise level at the nearest residence is L_{dn} 55 dBA, an increase of more than three dBA would constitute a significant impact. As shown in Table 6, implementation of the proposed project would result in an increase of approximately one dBA.

Conclusion

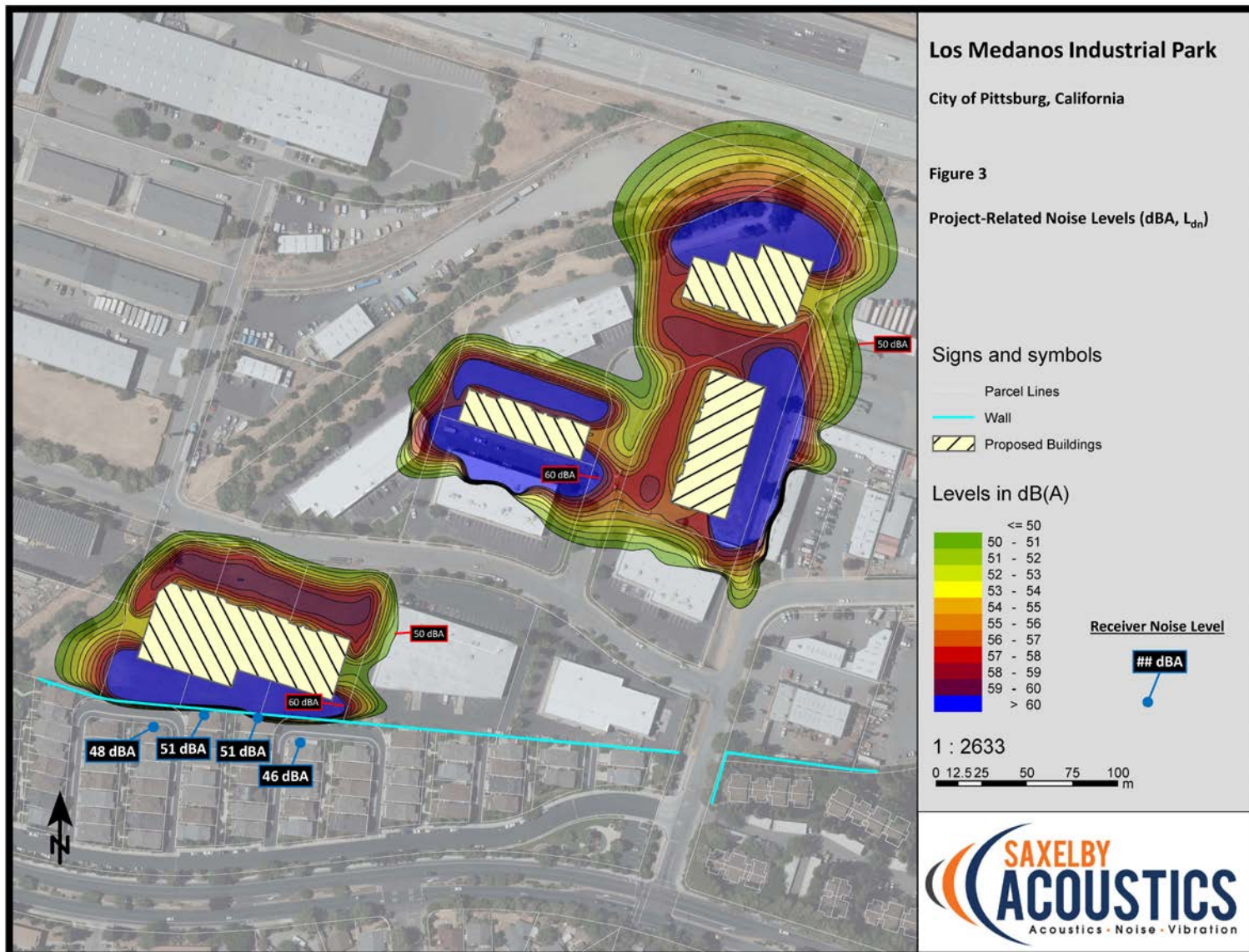
The combination of noise sources discussed above would result in operational noise levels of L_{dn} 51 dBA at the residences to the south. A L_{dn} of 51 dBA does not exceed the City's threshold for normally acceptable noise levels at low density residential developments. Considering the above, and based on the assumed design review by the City, the proposed project would not generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, and a *less-than-significant* impact would occur.

- b. Similar to noise, vibration involves a source, a transmission path, and a receiver. However, noise is generally considered to be pressure waves transmitted through air, whereas vibration usually consists of the excitation of a structure or surface. As with noise, vibration consists of an amplitude and frequency. A person's perception to the vibration depends on their individual sensitivity to vibration, as well as the amplitude and frequency of the source and the response of the system which is vibrating.

Vibration is measured in terms of acceleration, velocity, or displacement. A common practice is to monitor vibration in terms of peak particle velocities (PPV) in inches per second (in/sec). Standards pertaining to perception as well as damage to structures have been developed for vibration levels defined in terms of PPV.

Human and structural response to different vibration levels is influenced by a number of factors, including ground type, distance between source and receptor, duration, and the number of perceived vibration events. Table 7, which was developed by Caltrans, shows the vibration levels that would normally be required to result in damage to structures. As shown in the table, the threshold for architectural damage to structures is 0.20 in/sec PPV

Figure 7
Project Related Noise Levels



and continuous vibrations of 0.10 in/sec PPV, or greater, would likely cause annoyance to sensitive receptors.

Table 7			
Effects of Vibration on People and Buildings			
PPV		Human Reaction	Effect on Buildings
in/sec	mm/sec		
0.15 to 0.30	0.006 to 0.019	Threshold of perception; possibility of intrusion	Vibrations unlikely to cause damage of any type
2.0	0.08	Vibrations readily perceptible	Recommended upper level of the vibration to which ruins and ancient monuments should be subjected
2.5	0.10	Level at which continuous vibrations begin to annoy people	Virtually no risk of “architectural” damage to normal buildings
5.0	0.20	Vibrations annoying to people in buildings (this agrees with the levels established for people standing on bridges and subjected to relative short periods of vibrations)	Threshold at which there is a risk of “architectural” damage to normal dwelling - houses with plastered walls and ceilings. Special types of finish such as lining of walls, flexible ceiling treatment, etc., would minimize “architectural” damage
10 to 15	0.4 to 0.6	Vibrations considered unpleasant by people subjected to continuous vibrations and unacceptable to some people walking on bridges	Vibrations at a greater level than normally expected from traffic, but would cause “architectural” damage and possibly minor structural damage
<i>Source: Caltrans. Transportation Related Earthborne Vibrations. TAV-02-01-R9601. February 20, 2002.</i>			

The proposed project would only cause elevated vibration levels during construction, as the proposed project would not involve any uses or operations that would generate substantial groundborne vibration. Although noise and vibration associated with the construction phases of the project would add to the noise environment in the immediate project vicinity, construction activities would be temporary in nature and are anticipated to occur during normal daytime working hours. Because the proposed project would not cause continuous, long-term vibrations, the project would not be expected to result in extended annoyance to the nearby sensitive receptors.

The primary vibration-generating activities associated with the proposed project would occur during grading, placement of utilities, and construction of foundations. Table 8 shows the typical vibration levels produced by construction equipment at various distances. The most substantial source of groundborne vibrations associated with project construction would be the use of vibratory compactors. Use of vibratory compactors/rollers could be required during construction of the proposed on-site drive aisles and parking areas, which would extend along the northern, eastern, and southern sides of the project site.

Table 8 Vibration Levels for Various Construction Equipment		
Type of Equipment	PPV at 25 feet (in/sec)	PPV at 50 feet (in/sec)
Large Bulldozer	0.089	0.029
Loaded Trucks	0.076	0.025
Small Bulldozer	0.003	0.000
Auger/drill Rigs	0.089	0.029
Jackhammer	0.035	0.011
Vibratory Hammer	0.070	0.023
Vibratory Compactor/roller	0.210	0.070
<i>Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment Guidelines, May 2006.</i>		

With the exception of vibratory compactors, construction vibration levels anticipated for the project are less than the 0.2 in/sec threshold at distances of 20 feet. However, the proposed project includes parking lot construction which would occur at distances of approximately 10 feet from the adjacent single-family residential uses. At less than 25 feet from the nearest sensitive receptor, the vibratory compactor could be expected to cause vibrations in excess of 0.2 in/sec. Therefore, a ***potentially significant*** impact could occur.

Mitigation Measure(s)

Implementation of the following mitigation measures would reduce the above impact to a *less-than-significant* level.

XIII-1. Prior to approval of improvement plans, project plans shall specify, through notation, that any compaction required less than 26 feet from the adjacent residential structures to the south shall be accomplished by using static drum rollers which use weight instead of vibrations to achieve soil compactions. As an alternative to this requirement, prior to issuance of a building permit, preconstruction crack documentation and construction vibration monitoring could be conducted to ensure that construction vibrations do not cause damage to any adjacent structures. Documentation and monitoring shall be reviewed and approved by the City Community Development Department.

- c. The nearest airport to the proposed project site is the Buchanan Field Airport, located approximately nine miles west of the site. The site is not covered by an airport land use plan. Given that the project site is not located within two miles of a public airport or public use airport, the proposed project would not expose people residing or working in the project area to excessive noise levels associated with airports. Thus, ***no impact*** would occur.

XIV. POPULATION AND HOUSING.

Would the project:

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)?	☐	☐	✗	☐
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	✗

Discussion

- a. The proposed project would include the development of four industrial structures on lots designated for such uses. Development of the site for industrial purposes would not result in direct population growth by proposing new homes. Furthermore, because the proposed project conforms with the General Plan and zoning designations for the project site, any indirect population growth due to increased demand for employees has been previously anticipated by the City. Therefore, the proposed project would not induce substantial unplanned population growth either directly or indirectly, and a *less-than-significant* impact would occur.
- b. The proposed project site is currently vacant, and does not include existing housing or other habitable structures. As such, the proposed project would not displace a substantial number of existing housing or people and would not necessitate the construction of replacement housing elsewhere. Therefore, *no impact* would occur.

XV. PUBLIC SERVICES.

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporated	Less- Than- Significant Impact	No Impact
a. Fire protection?	☐	☐	✖	☐
b. Police protection?	☐	☐	✖	☐
c. Schools?	☐	☐	✖	☐
d. Parks?	☐	☐	✖	☐
e. Other Public Facilities?	☐	☐	✖	☐

Discussion

- a-e. The Contra Costa County Fire Protection District (CCCFPD) provides fire protection services to the City. CCCFPD receives approximately 42,000 urban fire calls per year from within the County. The CCCFPD operates out of 29 fire stations located throughout the jurisdictional area. The proposed project is located approximately 0.5 mile from the nearest fire station, and would be adequately served by CCCFPD. Additionally, the proposed project would adhere to Chapter 15.20, the Fire Code, of the Municipal Code, which requires the proposed project install a fire sprinkler system and adhere to all fire protection codes established by the CCCFPD.

The proposed project would be serviced by the Pittsburg Police Department, located at 65 Civic Avenue. The General Plan includes Emergency Management goals and policies in Chapter 10.4. The General Plan ensures that emergency response equipment and personnel training are adequate to follow the procedures contained within the Emergency Response Plan. The General Plan also strives to maintain a ration of 1.8 sworn officers per 1,000 residents. Because the proposed project is consistent with the land use and zoning designations and would not directly induce any population growth, the proposed project would be consistent with the City's buildout plan and would not create the need for new or physically altered governmental facilities.

The proposed project is consistent with the site's General Plan land use and zoning designations. As such, buildout of the site, including associated demand for schools and parks has been anticipated by the City and analyzed in the General Plan EIR. Furthermore, the proposed project would not result in direct population growth, and, consequently, would not directly increase the demand for schools, parks or other public facilities. Therefore, the proposed project would have a ***less-than-significant*** impact related to the need for new or physically altered fire protection, police protection, school facilities, parks, or other public facilities, the construction of which could cause significant environmental impacts.

XVI. RECREATION.

Would the project:

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporate d	Less- Than- Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	✗	☐
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	✗	☐

Discussion

- a,b. The proposed project would include the development of four industrial buildings on lots designated for such uses. The proposed project would not result in population growth that could result in increased demand on existing recreational facilities or cause the construction or expansion of recreational facilities. Thus, a *less-than-significant* impact would occur.

XVII. TRANSPORTATION.

Would the project:

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporated	Less- Than- Significant Impact	No Impact
a. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	☐	☐	✗	☐
b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	✗	☐
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	✗	☐
d. Result in inadequate emergency access?	☐	☐	✗	☐

Discussion

- a. The Institute of Traffic Engineer's (ITE) *Trip Generation Handbook* was used to estimate automotive trip generation rates for the proposed project. Based on a worst-case scenario, the most intensive use of the proposed buildings would generate fewer than 100 peak hour vehicle trips per day.¹⁸ Thus, the proposed project would not exceed the Contra Costa Transportation Authority Congestion Management Plan (CMP) 100 peak hour threshold requiring the preparation of a traffic impact study. Therefore, the proposed project does not require the preparation of a traffic impact study. Given that the project would generate fewer than 100 peak hour trips and would be consistent with the site's current General Plan land use and zoning designations, the project would not conflict with the CMP.

Alternative Transportation

The proposed project would include frontage improvements along both Garcia Avenue and Kelley Court that would include sidewalk connections to existing facilities along Garcia Avenue. Garcia Avenue is a 60-foot wide public road with adequate space for biking. Additionally, the proposed project would include bicycle parking at each building, as well as long term bicycle lockers.

Public transit in the project vicinity includes a bus stop on East Leland Road, approximately 0.25 mile from the project site. Tri Delta Transit provides five bus routes with stops at the East Leland and Piedmont Way stop. Additionally, the proposed project is located near the Pittsburg Center stop on the Yellow line of the Bay Area Rapid Transit (BART) system. The BART system connects the East Bay Area to the San Francisco Peninsula and provides 48 station stops to riders.

As such, the proposed project would be consistent with Policy 7-P-45, which requires new employment sites encourage secure bicycle facilities and other alternative transportation facilities.

¹⁸ Paul Reinders, City of Pittsburg Traffic Engineer. Personal communication [email] with Rod Stinson, Raney Planning and Management, Inc. April 9, 2019.

Conclusion

Because the project is consistent with the site's current land use designation, traffic associated with development of the project site has been accounted for in the City's planning efforts and analyzed in the General Plan EIR. Furthermore, as discussed above, the proposed project would not generate more than 100 peak hour vehicle trips, which would be below the CMP standard for requiring a traffic impact report. Therefore, the proposed project would not conflict with an applicable plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities, and a *less-than-significant* impact would occur.

- b. Section 15064.3 of the CEQA Guidelines provides specific considerations for evaluating a project's transportation impacts. Per Section 15064.3, analysis of VMT attributable to a project is the most appropriate measure of transportation impacts. Other relevant considerations may include the effects of the project on transit and non-motorized travel. Except as provided in Section 15064.3 (b)(2) regarding roadway capacity, a project's effect on automobile delay does not constitute a significant environmental impact under CEQA. It should be noted that currently, the provisions of Section 15064.3 apply only prospectively; determination of impacts based on VTM is not required Statewide until July 1, 2020.

Per Section 15064.3(3), a lead agency may analyze a project's VMT qualitatively based on the availability of transit, proximity to destinations, etc. As noted in question 'a' above, the proposed project would include the sidewalk connections along the frontage of Garcia Avenue and Kelley Court, as well as provide bicycle infrastructure parking. The site is accessible by both the Tri Delta Transit and BART systems, which would provide access to the site from almost the entirety of the Bay Area. The inclusion of bicycle infrastructure and access to transit would encourage the use of alternative means of transportation to and from the project site. In addition, while the area surrounding the project site is predominantly developed with commercial and industrial uses, residential developments exist directly south of the project site, and further south along East Leland Road. Thus, the proximity of the project site to existing residential developments, as well as the provision of public transit and bicycle infrastructure would act to reduce VMT associated with project operations.

Additionally, the RASP incorporates policies which would reduce VMT through connections throughout the City from public transit stations, accessible design improvements, traffic calming measures, and "easy to use" public transit systems. Inclusion of the RASP programs to reduce VMT and consistency with the General Plan and zoning designations would result in consistency with Section 15064.3(b) of the CEQA Guidelines, and a *less-than-significant* impact would occur.

- c,d. Site access would be provided from Garcia Avenue and Kelley Court by way of 25 to 35-foot driveways. The driveways would have full view of Garcia Avenue and Kelley Court. The parking areas and drive aisles would leave distance between the proposed buildings

and entrance to the project site, which would not obstruct views or create any hazards related to the proposed project.

The City of Pittsburg approved an Emergency Operations Plan (EOP) in December 2018 designed to assist the City in responses to disasters, emergency incidents, and pre-planned events. The EOP provides an overview of the City's organization, policies, and approach to all phases of emergency preparedness. The proposed project would provide drive aisles with widths to accommodate emergency access vehicles. Thus, the propose project would not substantially increase hazards due to a geometric design feature or result in inadequate emergency access, and a *less-than-significant* impact would occur.

XVIII. TRIBAL CULTURAL RESOURCES.

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is:

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporated	Less- Than- Significant Impact	No Impact
a. 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).	☐	✗	☐	☐
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	✗	☐	☐

Discussion

- a,b. As discussed in Section V, Cultural Resources, of this IS/MND, the project site is currently vacant and regularly disked. The project site does not contain any structures which would be considered a historical resource by the City or State standards. A search of the NAHC Sacred Lands File did not yield any information regarding the presence of Tribal Cultural Resources within the project site or the immediate area. Furthermore, a search of the CHRIS by the NWIC did not identify any known cultural resources within the project site.

In compliance with AB 52 (Public Resources Code Section 21080.3.1), a project notification letter was distributed to tribes which submitted request for consultation to the City. The letter was distributed on November 20, 2018 and requests to consult were not received within the mandatory 30-day response period.

Based on the location and lack of identified cultural resources at the site, known Tribal Cultural Resources do not exist within the proposed project site. Nevertheless, the possibility exists that construction of the proposed project could result in a substantial adverse change in the significance of a Tribal Cultural Resource if previously unknown cultural resources are uncovered during grading or other ground-disturbing activities. Thus, a ***potentially significant*** impact to tribal cultural resources could occur.

Mitigation Measure(s)

Implementation of the following mitigation measure would reduce the above impact to a *less-than-significant* level.

XVIII-1. Implement Mitigation Measures V-1 and V-2.

XIX. UTILITIES AND SERVICE SYSTEMS. <i>Would the project:</i>	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	✗	☐
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☐	☐	✗	☐
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	✗	☐
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	✗	☐
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	✗	☐

Discussion

- a. Water supply and sewer utilities for the proposed development would be provided by the City of Pittsburg through the Contra Costa Water District (CCWD) and Delta Diablo, the City's wastewater provider. Services would be provided through connections to the existing water and sewer lines within Garcia Avenue and Kelley Court. In addition, the project would include an on-site stormwater collection and treatment system connecting to the City's existing storm drains and drainage channels located to the rear of each building. Electricity, natural gas, and telecommunications utilities would be provided by way of connections to existing infrastructure located within the immediate project vicinity.

Given that the proposed project is consistent with the site's current General Plan land use and zoning designations, standard utility improvements associated with development of the site have been anticipated by the City, and associated environmental effects have been analyzed in the General Plan EIR. Additionally, the RASP states that water pumps, storm drains, and sewer services are adequately sized to meet planned development. Because the proposed project is consistent with the type and intensity of development anticipated within RASP, the development would not conflict with the plan and would not require construction of expanded facilities. Therefore, the proposed project would result in a ***less-than-significant*** impact related to the relocation or construction of new or expanded water,

wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.

- b. Water supply for the project site is currently provided by the CCWD through the Central Valley Project (CVP). The CCWD obtains water from the Sacramento-San Joaquin Delta and serves treated and raw water to approximately 500,000 people in Contra Costa County. Other water supply sources used within the service area include San Joaquin River, Mallard Slough, recycled water, a minor amount of groundwater, and water transfers. Additionally, the City supplements water supplies with two wells, which yield 1,500-acre feet per year. The City also operates its own water treatment plant and associated infrastructure facilities. The Pittsburg treatment plant currently operates at 16 to 18 million gallons per day (mgd) for City residents. The design capacity of the current water operations is sufficient to meet the 2020 maximum day requirements of 30.5 mgd according to the General Plan.¹⁹ Additionally, the General Plan establishes water conservation goals which are intended to reduce demand within the City and develop programs ensuring adequate flows for residents and emergency water uses.

Per CCWD's 2015 Urban Water Management Plan, water supplies will meet demand in excess of 60,000-acre feet per year and will be able to accommodate buildout of the City under normal year, single year, and multiple-dry year demand scenarios.²⁰

The proposed project would include development of the project site with four shell buildings for industrial uses, consistent with the site's current General Plan land use and zoning designations. Given that the project is consistent with the City's General Plan, water demand associated with buildout of the proposed project has been anticipated by the City and accounted for in regional planning efforts, including the 2015 UWMP. In addition, the project would comply with the Section 18.84.310 of the City's Municipal Code, which contains the City's water-efficient landscape standards. Compliance with Section 18.84.310 of the City's Municipal Code would ensure that landscaping water demand from project operations would be minimized. Landscaping is expected to use plants with low water requirements.

Considering the above, the project would have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years, and a *less-than-significant* impact would occur.

- c. Within the City of Pittsburg, sewer service is provided by the Delta Diablo. The City maintains and owns the local sewage collection system. The City's collection systems have evolved into two distinct sections: the older portion north of SR 4, and the portion serving newer areas south of the SR. Wastewater from developments south of SR 4 enters the Delta Diablo interceptor system on Pittsburg-Antioch Highway. The City's collection system consists of approximately 95 miles of sewer lines and one sewage lift station. The Delta

¹⁹ City of Pittsburg. *City of Pittsburg General Plan 2002: Draft Environmental Impact Report*. January 2001.

²⁰ Contra Costa Water District. *2015 Urban Water Management* [pg. 7-8]. June 2016.

Diablo treatment plant has the capacity to treat approximately 19.5 million gallons of sewage per day.²¹

Delta Diablo created a Sewer System Management Plan in 2009, and updated the Management Plan in 2018. The Management Plan accounts for a population growth of 0.9% by 2040 and provides a five-year Capital Improvement Program which would include capacity enhancement projects for sewage systems in the County.²²

The proposed project is consistent with the site's current General Plan land use and zoning designations. Thus, increased demand for wastewater collection and treatment facilities associated with buildout of the site have been anticipated by the City and analyzed in the General Plan EIR, as well as the Delta Diablo Sewer System Management Plan. Thus, the City would have adequate capacity to serve the projected wastewater demand related to project operations in addition to the City's existing commitments, and a ***less-than-significant*** impact would occur.

- d,e. Solid waste, recyclable materials, and compostable material collection within the City of Pittsburg is provided by Mt. Diablo Resource Recovery. Solid waste from the City is ultimately disposed of at the Potrero Hills Landfill, located east of Suisun City. The landfill is permitted to accept waste through 2048 and currently has a remaining capacity of 13,872 cubic yards available out of a maximum permitted capacity of 83,100 cubic yards.²³

Pittsburg currently participates in a voluntary recycling program operated by Mt. Diablo Resource Recovery. Recyclables are picked up once per week along with regular waste, and then processed at a facility owned by Mt. Diablo Resource Recovery. The City has been aggressive in implementing the programs outlined in the City's Source Reduction and Recycling Element to reach the mandated 50 percent diversion goal set by the California Integrated Waste Management Act of 1989.

Because the proposed project is consistent with the project site's current General Plan land use and zoning designations, construction and operation of the proposed project would not result in increased solid waste generation beyond what has been previously anticipated for the site by the City and analyzed in the General Plan EIR. The RASP EIR determined the current capacity at the associated landfills, in addition to the policies set forth in the General Plan would ensure that impacts related to solid waste capacity would not be significant. Therefore, the proposed project would not generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals and would comply with federal, State, and local management and reduction statutes and regulations related to solid waste and a ***less-than-significant*** impact would occur.

²¹ Delta Diablo Sanitation District. *Transforming Wastewater to Resources*. Available at: <https://www.deltadiablo.org/about-us/about-us>. Accessed February 4, 2019.

²² Delta Diablo Sanitation District. *Sewer System Management Plan*. October 10, 2018.

²³ California Department of Resources Recycling and Recovery. *Facility/Site Summary Details: Potrero Hills Landfill (48-AA-0075)*. Available at: <http://www.calrecycle.ca.gov/SWFacilities/Directory/48-AA-0075/Detail/>. Accessed February 4, 2018.

XX. WILDFIRE.

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	✗	☐
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	✗	☐
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	✗	☐
d. 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?	☐	☐	✗	☐

Discussion

- a-d. According to the California Department of Forestry and Fire Protection (CAL FIRE) Fire and Resource Assessment Program, the proposed project site is not located within a Very High Fire Hazard Severity Zone nor are very high severity hazard zones located in close proximity to the project site.²⁴ Therefore, the proposed project would not be subject to significant risks related to wildfires, and a *less-than-significant* impact would occur.

²⁴ California Department of Forestry and Fire Protection. *Contra Costa County, Very High Fire Hazard Severity Zones in LRA*. January 7, 2009.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE.	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	✗	☐
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	✗	☐
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	✗	☐

Discussion

- a. As discussed in Section IV, Biological Resources, of this Initial Study, while the potential exists for Swainson's hawk, burrowing owl, and migratory birds protected by the MBTA to occur on-site, mitigation measures IV-1 through IV-2 would ensure that impacts to special-status species would be less-than-significant. The project site is disturbed and regularly disked, has been previously disturbed, and does not contain any known historical resources. Thus, with implementation of the aforementioned mitigation measures, implementation of the proposed project would not have the potential to result in impacts related to historical resources.

Considering the above, the proposed project would not result in impacts associated with the following: 1) degrade the quality of the environment; 2) substantially reduce or impact the habitat of fish or wildlife species; 3) cause fish or wildlife populations to drop below self-sustaining levels; 4) threaten to eliminate a plant or animal community; 5) reduce the number or restrict the range of a rare or endangered plant or animal; or 6) eliminate important examples of the major periods of California history or prehistory. Therefore, a ***less-than-significant*** impact would occur.

- b. The proposed project in conjunction with other development within the City of Pittsburg could incrementally contribute to cumulative impacts in the area. However, as demonstrated in this Initial Study, all potential environmental impacts that could occur as a result of project implementation would be reduced to a less-than-significant level through

compliance with the mitigation measures included in this Initial Study as well as applicable General Plan policies, Municipal Code standards, and standard permit conditions. In addition, the project would be consistent with the site's existing land use and zoning designations. The project site is surrounded by existing development and is located in an urbanized setting. As such, buildout of the site for industrial uses was generally considered in the cumulative analysis of buildout of the General Plan. When viewed in conjunction with other closely related past, present, or reasonably foreseeable future projects, development of the proposed project would result in a cumulatively considerable contribution to cumulative impacts in the City of Pittsburg, and the project's cumulative impact would be *less than significant*.

- c. As described in this Initial Study, the proposed project would comply with all applicable General Plan policies, Municipal Code standards, standard permit conditions, and mitigation measures included herein. In addition, as discussed in Section III, Air Quality, Section IX, Hazards and Hazardous Materials, and Section XIII, Noise, of this Initial Study, the project would not cause substantial effects to human beings, including effects related to hazardous materials and noise. Therefore, the proposed project's impact would be *less than significant*.

APPENDIX

AIR QUALITY AND GHG MODELING RESULTS

Los Medanos Industrial Park Mitigated - Bay Area AQMD Air District, Annual

Los Medanos Industrial Park Mitigated

Bay Area AQMD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Industrial Park	109.88	1000sqft	7.16	109,884.00	0
Parking Lot	198.00	Space	3.80	79,200.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	64
Climate Zone	4			Operational Year	2020
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MW hr)	293.13	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - pg&e RPS calculator

Land Use - Per site plans

Construction Phase - Per AQ questionnaire

Grading - AQ form

Energy Use -

Construction Off-road Equipment Mitigation - Mitigated

Mobile Land Use Mitigation - AQ form and google maps

Los Medanos Industrial Park Mitigated - Bay Area AQMD Air District, Annual

Table Name	Column Name	Default Value	New Value
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	5.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	6.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	9.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
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tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2

Los Medanos Industrial Park Mitigated - Bay Area AQMD Air District, Annual

tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstructionPhase	NumDays	20.00	67.00
tblConstructionPhase	NumDays	300.00	67.00
tblConstructionPhase	NumDays	20.00	0.00
tblConstructionPhase	NumDays	30.00	23.00
tblConstructionPhase	NumDays	20.00	3.00
tblConstructionPhase	NumDays	10.00	0.00
tblGrading	AcresOfGrading	57.50	7.75
tblLandUse	LandUseSquareFeet	109,880.00	109,884.00
tblLandUse	LotAcreage	2.52	7.16
tblLandUse	LotAcreage	1.78	3.80
tblProjectCharacteristics	CO2IntensityFactor	641.35	293.13

2.0 Emissions Summary

Los Medanos Industrial Park Mitigated - Bay Area AQMD Air District, Annual

2.1 Overall Construction**Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2019	0.7565	1.5582	1.1703	2.3100e-003	0.1073	0.0773	0.1846	0.0477	0.0723	0.1200	0.0000	206.3605	206.3605	0.0433	0.0000	207.4436
Maximum	0.7565	1.5582	1.1703	2.3100e-003	0.1073	0.0773	0.1846	0.0477	0.0723	0.1200	0.0000	206.3605	206.3605	0.0433	0.0000	207.4436

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2019	0.6741	1.6280	1.2362	2.3100e-003	0.1073	0.0509	0.1582	0.0477	0.0508	0.0985	0.0000	206.3603	206.3603	0.0433	0.0000	207.4434
Maximum	0.6741	1.6280	1.2362	2.3100e-003	0.1073	0.0509	0.1582	0.0477	0.0508	0.0985	0.0000	206.3603	206.3603	0.0433	0.0000	207.4434

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	10.90	-4.48	-5.63	0.00	0.00	34.14	14.29	0.00	29.73	17.91	0.00	0.00	0.00	0.00	0.00	0.00

Los Medanos Industrial Park Mitigated - Bay Area AQMD Air District, Annual

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	4-1-2019	6-30-2019	1.5322	1.5000
2	7-1-2019	9-30-2019	0.7469	0.7699
		Highest	1.5322	1.5000

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.4935	3.0000e-005	2.8500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	5.5000e-003	5.5000e-003	1.0000e-005	0.0000	5.8700e-003
Energy	9.7000e-003	0.0882	0.0741	5.3000e-004		6.7000e-003	6.7000e-003		6.7000e-003	6.7000e-003	0.0000	360.1790	360.1790	0.0280	7.1700e-003	363.0143
Mobile	0.1789	0.8808	2.1122	6.9400e-003	0.5725	7.7300e-003	0.5802	0.1537	7.2700e-003	0.1610	0.0000	636.4279	636.4279	0.0244	0.0000	637.0386
Waste						0.0000	0.0000		0.0000	0.0000	27.6575	0.0000	27.6575	1.6345	0.0000	68.5203
Water						0.0000	0.0000		0.0000	0.0000	8.0613	18.2812	26.3425	0.8298	0.0199	53.0247
Total	0.6821	0.9691	2.1891	7.4700e-003	0.5725	0.0144	0.5869	0.1537	0.0140	0.1677	35.7189	1,014.8936	1,050.6124	2.5167	0.0271	1,121.6038

Los Medanos Industrial Park Mitigated - Bay Area AQMD Air District, Annual

2.2 Overall Operational**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.4935	3.0000e-005	2.8500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	5.5000e-003	5.5000e-003	1.0000e-005	0.0000	5.8700e-003
Energy	9.7000e-003	0.0882	0.0741	5.3000e-004		6.7000e-003	6.7000e-003		6.7000e-003	6.7000e-003	0.0000	360.1790	360.1790	0.0280	7.1700e-003	363.0143
Mobile	0.1707	0.8182	1.9267	6.1800e-003	0.5049	6.9000e-003	0.5118	0.1356	6.4900e-003	0.1420	0.0000	566.0582	566.0582	0.0223	0.0000	566.6167
Waste						0.0000	0.0000		0.0000	0.0000	27.6575	0.0000	27.6575	1.6345	0.0000	68.5203
Water						0.0000	0.0000		0.0000	0.0000	8.0613	18.2812	26.3425	0.8298	0.0199	53.0247
Total	0.6739	0.9064	2.0037	6.7100e-003	0.5049	0.0136	0.5185	0.1356	0.0132	0.1488	35.7189	944.5238	980.2427	2.5146	0.0271	1,051.1819

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	1.19	6.47	8.47	10.17	11.80	5.75	11.65	11.80	5.58	11.28	0.00	6.93	6.70	0.08	0.00	6.28

3.0 Construction Detail**Construction Phase**

Los Medanos Industrial Park Mitigated - Bay Area AQMD Air District, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	4/1/2019	3/31/2019	5	0	
2	Grading	Grading	4/1/2019	5/1/2019	5	23	
3	Site Preparation	Site Preparation	4/27/2019	4/26/2019	5	0	
4	Paving	Paving	5/2/2019	5/6/2019	5	3	
5	Building Construction	Building Construction	5/7/2019	8/7/2019	5	67	
6	Architectural Coating	Architectural Coating	5/21/2019	8/21/2019	5	67	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 7.75

Acres of Paving: 3.8

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 164,826; Non-Residential Outdoor: 54,942; Striped Parking Area: 4,752 (Architectural Coating – sqft)

OffRoad Equipment

Los Medanos Industrial Park Mitigated - Bay Area AQMD Air District, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Los Medanos Industrial Park Mitigated - Bay Area AQMD Air District, Annual

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	79.00	31.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	16.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

3.2 Demolition - 2019**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Los Medanos Industrial Park Mitigated - Bay Area AQMD Air District, Annual

3.2 Demolition - 2019**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Los Medanos Industrial Park Mitigated - Bay Area AQMD Air District, Annual

3.2 Demolition - 2019**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

3.3 Grading - 2019**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0734	0.0000	0.0734	0.0385	0.0000	0.0385	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0545	0.6270	0.3838	7.1000e-004		0.0274	0.0274		0.0252	0.0252	0.0000	64.0565	64.0565	0.0203	0.0000	64.5632
Total	0.0545	0.6270	0.3838	7.1000e-004	0.0734	0.0274	0.1008	0.0385	0.0252	0.0637	0.0000	64.0565	64.0565	0.0203	0.0000	64.5632

Los Medanos Industrial Park Mitigated - Bay Area AQMD Air District, Annual

3.3 Grading - 2019**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.3000e-004	6.2000e-004	6.3000e-003	2.0000e-005	1.8200e-003	1.0000e-005	1.8300e-003	4.8000e-004	1.0000e-005	5.0000e-004	0.0000	1.6440	1.6440	4.0000e-005	0.0000	1.6451
Total	8.3000e-004	6.2000e-004	6.3000e-003	2.0000e-005	1.8200e-003	1.0000e-005	1.8300e-003	4.8000e-004	1.0000e-005	5.0000e-004	0.0000	1.6440	1.6440	4.0000e-005	0.0000	1.6451

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0734	0.0000	0.0734	0.0385	0.0000	0.0385	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0208	0.5892	0.4223	7.1000e-004		0.0153	0.0153		0.0153	0.0153	0.0000	64.0564	64.0564	0.0203	0.0000	64.5631
Total	0.0208	0.5892	0.4223	7.1000e-004	0.0734	0.0153	0.0887	0.0385	0.0153	0.0538	0.0000	64.0564	64.0564	0.0203	0.0000	64.5631

Los Medanos Industrial Park Mitigated - Bay Area AQMD Air District, Annual

3.3 Grading - 2019**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.3000e-004	6.2000e-004	6.3000e-003	2.0000e-005	1.8200e-003	1.0000e-005	1.8300e-003	4.8000e-004	1.0000e-005	5.0000e-004	0.0000	1.6440	1.6440	4.0000e-005	0.0000	1.6451
Total	8.3000e-004	6.2000e-004	6.3000e-003	2.0000e-005	1.8200e-003	1.0000e-005	1.8300e-003	4.8000e-004	1.0000e-005	5.0000e-004	0.0000	1.6440	1.6440	4.0000e-005	0.0000	1.6451

3.4 Site Preparation - 2019**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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3.4 Site Preparation - 2019**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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3.4 Site Preparation - 2019**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

3.5 Paving - 2019**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	2.1800e-003	0.0229	0.0220	3.0000e-005		1.2400e-003	1.2400e-003		1.1400e-003	1.1400e-003	0.0000	3.0713	3.0713	9.7000e-004	0.0000	3.0956
Paving	4.9800e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	7.1600e-003	0.0229	0.0220	3.0000e-005		1.2400e-003	1.2400e-003		1.1400e-003	1.1400e-003	0.0000	3.0713	3.0713	9.7000e-004	0.0000	3.0956

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3.5 Paving - 2019**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.0000e-005	6.0000e-005	6.2000e-004	0.0000	1.8000e-004	0.0000	1.8000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.1608	0.1608	0.0000	0.0000	0.1609
Total	8.0000e-005	6.0000e-005	6.2000e-004	0.0000	1.8000e-004	0.0000	1.8000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.1608	0.1608	0.0000	0.0000	0.1609

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	1.4000e-003	0.0302	0.0259	3.0000e-005		1.0000e-003	1.0000e-003		1.0000e-003	1.0000e-003	0.0000	3.0713	3.0713	9.7000e-004	0.0000	3.0956
Paving	4.9800e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	6.3800e-003	0.0302	0.0259	3.0000e-005		1.0000e-003	1.0000e-003		1.0000e-003	1.0000e-003	0.0000	3.0713	3.0713	9.7000e-004	0.0000	3.0956

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3.5 Paving - 2019**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.0000e-005	6.0000e-005	6.2000e-004	0.0000	1.8000e-004	0.0000	1.8000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.1608	0.1608	0.0000	0.0000	0.1609
Total	8.0000e-005	6.0000e-005	6.2000e-004	0.0000	1.8000e-004	0.0000	1.8000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.1608	0.1608	0.0000	0.0000	0.1609

3.6 Building Construction - 2019**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0791	0.7061	0.5750	9.0000e-004		0.0432	0.0432		0.0406	0.0406	0.0000	78.7599	78.7599	0.0192	0.0000	79.2396
Total	0.0791	0.7061	0.5750	9.0000e-004		0.0432	0.0432		0.0406	0.0406	0.0000	78.7599	78.7599	0.0192	0.0000	79.2396

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3.6 Building Construction - 2019**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.9100e-003	0.1315	0.0337	2.9000e-004	6.8100e-003	9.0000e-004	7.7100e-003	1.9700e-003	8.6000e-004	2.8300e-003	0.0000	27.3670	27.3670	1.5200e-003	0.0000	27.4049
Worker	9.5900e-003	7.1100e-003	0.0725	2.1000e-004	0.0209	1.4000e-004	0.0211	5.5600e-003	1.3000e-004	5.7000e-003	0.0000	18.9164	18.9164	5.1000e-004	0.0000	18.9291
Total	0.0145	0.1386	0.1062	5.0000e-004	0.0277	1.0400e-003	0.0288	7.5300e-003	9.9000e-004	8.5300e-003	0.0000	46.2834	46.2834	2.0300e-003	0.0000	46.3340

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0362	0.7891	0.5988	9.0000e-004		0.0303	0.0303		0.0303	0.0303	0.0000	78.7598	78.7598	0.0192	0.0000	79.2395
Total	0.0362	0.7891	0.5988	9.0000e-004		0.0303	0.0303		0.0303	0.0303	0.0000	78.7598	78.7598	0.0192	0.0000	79.2395

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3.6 Building Construction - 2019**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.9100e-003	0.1315	0.0337	2.9000e-004	6.8100e-003	9.0000e-004	7.7100e-003	1.9700e-003	8.6000e-004	2.8300e-003	0.0000	27.3670	27.3670	1.5200e-003	0.0000	27.4049
Worker	9.5900e-003	7.1100e-003	0.0725	2.1000e-004	0.0209	1.4000e-004	0.0211	5.5600e-003	1.3000e-004	5.7000e-003	0.0000	18.9164	18.9164	5.1000e-004	0.0000	18.9291
Total	0.0145	0.1386	0.1062	5.0000e-004	0.0277	1.0400e-003	0.0288	7.5300e-003	9.9000e-004	8.5300e-003	0.0000	46.2834	46.2834	2.0300e-003	0.0000	46.3340

3.7 Architectural Coating - 2019**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.5895					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.9300e-003	0.0615	0.0617	1.0000e-004		4.3100e-003	4.3100e-003		4.3100e-003	4.3100e-003	0.0000	8.5534	8.5534	7.2000e-004	0.0000	8.5715
Total	0.5984	0.0615	0.0617	1.0000e-004		4.3100e-003	4.3100e-003		4.3100e-003	4.3100e-003	0.0000	8.5534	8.5534	7.2000e-004	0.0000	8.5715

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3.7 Architectural Coating - 2019**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.9400e-003	1.4400e-003	0.0147	4.0000e-005	4.2400e-003	3.0000e-005	4.2600e-003	1.1300e-003	3.0000e-005	1.1500e-003	0.0000	3.8312	3.8312	1.0000e-004	0.0000	3.8337
Total	1.9400e-003	1.4400e-003	0.0147	4.0000e-005	4.2400e-003	3.0000e-005	4.2600e-003	1.1300e-003	3.0000e-005	1.1500e-003	0.0000	3.8312	3.8312	1.0000e-004	0.0000	3.8337

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.5895					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.8200e-003	0.0788	0.0614	1.0000e-004		3.1900e-003	3.1900e-003		3.1900e-003	3.1900e-003	0.0000	8.5534	8.5534	7.2000e-004	0.0000	8.5715
Total	0.5933	0.0788	0.0614	1.0000e-004		3.1900e-003	3.1900e-003		3.1900e-003	3.1900e-003	0.0000	8.5534	8.5534	7.2000e-004	0.0000	8.5715

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3.7 Architectural Coating - 2019**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.9400e-003	1.4400e-003	0.0147	4.0000e-005	4.2400e-003	3.0000e-005	4.2600e-003	1.1300e-003	3.0000e-005	1.1500e-003	0.0000	3.8312	3.8312	1.0000e-004	0.0000	3.8337
Total	1.9400e-003	1.4400e-003	0.0147	4.0000e-005	4.2400e-003	3.0000e-005	4.2600e-003	1.1300e-003	3.0000e-005	1.1500e-003	0.0000	3.8312	3.8312	1.0000e-004	0.0000	3.8337

4.0 Operational Detail - Mobile**4.1 Mitigation Measures Mobile**

Increase Transit Accessibility

Improve Pedestrian Network

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.1707	0.8182	1.9267	6.1800e-003	0.5049	6.9000e-003	0.5118	0.1356	6.4900e-003	0.1420	0.0000	566.0582	566.0582	0.0223	0.0000	566.6167
Unmitigated	0.1789	0.8808	2.1122	6.9400e-003	0.5725	7.7300e-003	0.5802	0.1537	7.2700e-003	0.1610	0.0000	636.4279	636.4279	0.0244	0.0000	637.0386

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Industrial Park	750.48	273.60	80.21	1,537,970	1,356,490
Parking Lot	0.00	0.00	0.00		
Total	750.48	273.60	80.21	1,537,970	1,356,490

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Industrial Park	9.50	7.30	7.30	59.00	28.00	13.00	79	19	2
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Industrial Park	0.573139	0.040894	0.193976	0.114604	0.017740	0.005371	0.017133	0.024527	0.002545	0.002442	0.005942	0.000877	0.000812
Parking Lot	0.573139	0.040894	0.193976	0.114604	0.017740	0.005371	0.017133	0.024527	0.002545	0.002442	0.005942	0.000877	0.000812

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5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	264.1881	264.1881	0.0261	5.4100e-003	266.4530
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	264.1881	264.1881	0.0261	5.4100e-003	266.4530
NaturalGas Mitigated	9.7000e-003	0.0882	0.0741	5.3000e-004		6.7000e-003	6.7000e-003		6.7000e-003	6.7000e-003	0.0000	95.9909	95.9909	1.8400e-003	1.7600e-003	96.5613
NaturalGas Unmitigated	9.7000e-003	0.0882	0.0741	5.3000e-004		6.7000e-003	6.7000e-003		6.7000e-003	6.7000e-003	0.0000	95.9909	95.9909	1.8400e-003	1.7600e-003	96.5613

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5.2 Energy by Land Use - NaturalGas**Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Industrial Park	1.7988e+006	9.7000e-003	0.0882	0.0741	5.3000e-004		6.7000e-003	6.7000e-003		6.7000e-003	6.7000e-003	0.0000	95.9909	95.9909	1.8400e-003	1.7600e-003	96.5613
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		9.7000e-003	0.0882	0.0741	5.3000e-004		6.7000e-003	6.7000e-003		6.7000e-003	6.7000e-003	0.0000	95.9909	95.9909	1.8400e-003	1.7600e-003	96.5613

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Industrial Park	1.7988e+006	9.7000e-003	0.0882	0.0741	5.3000e-004		6.7000e-003	6.7000e-003		6.7000e-003	6.7000e-003	0.0000	95.9909	95.9909	1.8400e-003	1.7600e-003	96.5613
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		9.7000e-003	0.0882	0.0741	5.3000e-004		6.7000e-003	6.7000e-003		6.7000e-003	6.7000e-003	0.0000	95.9909	95.9909	1.8400e-003	1.7600e-003	96.5613

Los Medanos Industrial Park Mitigated - Bay Area AQMD Air District, Annual

5.3 Energy by Land Use - Electricity**Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Industrial Park	1.95923e+006	260.5025	0.0258	5.3300e-003	262.7357
Parking Lot	27720	3.6857	3.6000e-004	8.0000e-005	3.7173
Total		264.1881	0.0261	5.4100e-003	266.4530

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Industrial Park	1.95923e+006	260.5025	0.0258	5.3300e-003	262.7357
Parking Lot	27720	3.6857	3.6000e-004	8.0000e-005	3.7173
Total		264.1881	0.0261	5.4100e-003	266.4530

6.0 Area Detail**6.1 Mitigation Measures Area**

Los Medanos Industrial Park Mitigated - Bay Area AQMD Air District, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.4935	3.0000e-005	2.8500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	5.5000e-003	5.5000e-003	1.0000e-005	0.0000	5.8700e-003
Unmitigated	0.4935	3.0000e-005	2.8500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	5.5000e-003	5.5000e-003	1.0000e-005	0.0000	5.8700e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0590					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.4343					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.7000e-004	3.0000e-005	2.8500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	5.5000e-003	5.5000e-003	1.0000e-005	0.0000	5.8700e-003
Total	0.4935	3.0000e-005	2.8500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	5.5000e-003	5.5000e-003	1.0000e-005	0.0000	5.8700e-003

Los Medanos Industrial Park Mitigated - Bay Area AQMD Air District, Annual

6.2 Area by SubCategory**Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0590					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.4343					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.7000e-004	3.0000e-005	2.8500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	5.5000e-003	5.5000e-003	1.0000e-005	0.0000	5.8700e-003
Total	0.4935	3.0000e-005	2.8500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	5.5000e-003	5.5000e-003	1.0000e-005	0.0000	5.8700e-003

7.0 Water Detail**7.1 Mitigation Measures Water**

Los Medanos Industrial Park Mitigated - Bay Area AQMD Air District, Annual

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	26.3425	0.8298	0.0199	53.0247
Unmitigated	26.3425	0.8298	0.0199	53.0247

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Industrial Park	25.4097 / 0	26.3425	0.8298	0.0199	53.0247
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		26.3425	0.8298	0.0199	53.0247

Los Medanos Industrial Park Mitigated - Bay Area AQMD Air District, Annual

7.2 Water by Land Use**Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Industrial Park	25.4097 / 0	26.3425	0.8298	0.0199	53.0247
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		26.3425	0.8298	0.0199	53.0247

8.0 Waste Detail**8.1 Mitigation Measures Waste****Category/Year**

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	27.6575	1.6345	0.0000	68.5203
Unmitigated	27.6575	1.6345	0.0000	68.5203

Los Medanos Industrial Park Mitigated - Bay Area AQMD Air District, Annual

8.2 Waste by Land Use**Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Industrial Park	136.25	27.6575	1.6345	0.0000	68.5203
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		27.6575	1.6345	0.0000	68.5203

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Industrial Park	136.25	27.6575	1.6345	0.0000	68.5203
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		27.6575	1.6345	0.0000	68.5203

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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Los Medanos Industrial Park Mitigated - Bay Area AQMD Air District, Annual

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
----------------	--------	----------------	-----------------	---------------	-----------

User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

Los Medanos Industrial Park Mitigated - Bay Area AQMD Air District, Summer

Los Medanos Industrial Park Mitigated

Bay Area AQMD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Industrial Park	109.88	1000sqft	7.16	109,884.00	0
Parking Lot	198.00	Space	3.80	79,200.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	64
Climate Zone	4			Operational Year	2020
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MW hr)	293.13	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - pg&e RPS calculator

Land Use - Per site plans

Construction Phase - Per AQ questionnaire

Grading - AQ form

Energy Use -

Construction Off-road Equipment Mitigation - Mitigated

Mobile Land Use Mitigation - AQ form and google maps

Los Medanos Industrial Park Mitigated - Bay Area AQMD Air District, Summer

Table Name	Column Name	Default Value	New Value
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	5.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	6.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	9.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2

Los Medanos Industrial Park Mitigated - Bay Area AQMD Air District, Summer

tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstructionPhase	NumDays	20.00	67.00
tblConstructionPhase	NumDays	300.00	67.00
tblConstructionPhase	NumDays	20.00	0.00
tblConstructionPhase	NumDays	30.00	23.00
tblConstructionPhase	NumDays	20.00	3.00
tblConstructionPhase	NumDays	10.00	0.00
tblGrading	AcresOfGrading	57.50	7.75
tblLandUse	LandUseSquareFeet	109,880.00	109,884.00
tblLandUse	LotAcreage	2.52	7.16
tblLandUse	LotAcreage	1.78	3.80
tblProjectCharacteristics	CO2IntensityFactor	641.35	293.13

2.0 Emissions Summary

Los Medanos Industrial Park Mitigated - Bay Area AQMD Air District, Summer

2.1 Overall Construction (Maximum Daily Emission)**Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2019	20.7295	54.5678	33.9731	0.0637	6.5437	4.1871	8.9275	3.3924	3.8705	5.5854	0.0000	6,309.503 1	6,309.503 1	1.9472	0.0000	6,358.181 6
Maximum	20.7295	54.5678	33.9731	0.0637	6.5437	4.1871	8.9275	3.3924	3.8705	5.5854	0.0000	6,309.503 1	6,309.503 1	1.9472	0.0000	6,358.181 6

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2019	19.2967	51.2863	37.3190	0.0637	6.5437	1.8615	7.8781	3.3924	1.8614	4.7267	0.0000	6,309.503 1	6,309.503 1	1.9472	0.0000	6,358.181 6
Maximum	19.2967	51.2863	37.3190	0.0637	6.5437	1.8615	7.8781	3.3924	1.8614	4.7267	0.0000	6,309.503 1	6,309.503 1	1.9472	0.0000	6,358.181 6

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	6.91	6.01	-9.85	0.00	0.00	55.54	11.75	0.00	51.91	15.37	0.00	0.00	0.00	0.00	0.00	0.00

Los Medanos Industrial Park Mitigated - Bay Area AQMD Air District, Summer

2.2 Overall Operational**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.7056	2.9000e-004	0.0316	0.0000		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004		0.0674	0.0674	1.8000e-004		0.0719
Energy	0.0532	0.4832	0.4059	2.9000e-003		0.0367	0.0367		0.0367	0.0367		579.7908	579.7908	0.0111	0.0106	583.2363
Mobile	1.4278	5.9751	15.4898	0.0517	4.1809	0.0543	4.2352	1.1188	0.0510	1.1698		5,223.7978	5,223.7978	0.1913		5,228.5797
Total	4.1865	6.4585	15.9273	0.0546	4.1809	0.0911	4.2720	1.1188	0.0879	1.2066		5,803.6560	5,803.6560	0.2026	0.0106	5,811.8878

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.7056	2.9000e-004	0.0316	0.0000		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004		0.0674	0.0674	1.8000e-004		0.0719
Energy	0.0532	0.4832	0.4059	2.9000e-003		0.0367	0.0367		0.0367	0.0367		579.7908	579.7908	0.0111	0.0106	583.2363
Mobile	1.3691	5.5603	14.0205	0.0460	3.6876	0.0484	3.7360	0.9868	0.0455	1.0323		4,645.4239	4,645.4239	0.1743		4,649.7811
Total	4.1278	6.0438	14.4580	0.0489	3.6876	0.0853	3.7728	0.9868	0.0824	1.0691		5,225.2821	5,225.2821	0.1856	0.0106	5,233.0893

Los Medanos Industrial Park Mitigated - Bay Area AQMD Air District, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	1.40	6.42	9.22	10.51	11.80	6.41	11.69	11.80	6.26	11.40	0.00	9.97	9.97	8.39	0.00	9.96

3.0 Construction Detail**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	4/1/2019	3/31/2019	5	0	
2	Grading	Grading	4/1/2019	5/1/2019	5	23	
3	Site Preparation	Site Preparation	4/27/2019	4/26/2019	5	0	
4	Paving	Paving	5/2/2019	5/6/2019	5	3	
5	Building Construction	Building Construction	5/7/2019	8/7/2019	5	67	
6	Architectural Coating	Architectural Coating	5/21/2019	8/21/2019	5	67	

Acres of Grading (Site Preparation Phase): 0**Acres of Grading (Grading Phase): 7.75****Acres of Paving: 3.8****Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 164,826; Non-Residential Outdoor: 54,942; Striped Parking Area: 4,752 (Architectural Coating – sqft)****OffRoad Equipment**

Los Medanos Industrial Park Mitigated - Bay Area AQMD Air District, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Los Medanos Industrial Park Mitigated - Bay Area AQMD Air District, Summer

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	79.00	31.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	16.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

3.2 Demolition - 2019**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Los Medanos Industrial Park Mitigated - Bay Area AQMD Air District, Summer

3.2 Demolition - 2019**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Los Medanos Industrial Park Mitigated - Bay Area AQMD Air District, Summer

3.2 Demolition - 2019**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

3.3 Grading - 2019**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.3794	0.0000	6.3794	3.3488	0.0000	3.3488			0.0000			0.0000
Off-Road	4.7389	54.5202	33.3768	0.0620		2.3827	2.3827		2.1920	2.1920		6,140.0195	6,140.0195	1.9426		6,188.5854
Total	4.7389	54.5202	33.3768	0.0620	6.3794	2.3827	8.7621	3.3488	2.1920	5.5409		6,140.0195	6,140.0195	1.9426		6,188.5854

Los Medanos Industrial Park Mitigated - Bay Area AQMD Air District, Summer

3.3 Grading - 2019**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0761	0.0476	0.5964	1.7000e-003	0.1643	1.0900e-003	0.1654	0.0436	1.0000e-003	0.0446		169.4836	169.4836	4.5100e-003		169.5962
Total	0.0761	0.0476	0.5964	1.7000e-003	0.1643	1.0900e-003	0.1654	0.0436	1.0000e-003	0.0446		169.4836	169.4836	4.5100e-003		169.5962

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.3794	0.0000	6.3794	3.3488	0.0000	3.3488			0.0000			0.0000
Off-Road	1.8106	51.2386	36.7226	0.0620		1.3333	1.3333		1.3333	1.3333	0.0000	6,140.0195	6,140.0195	1.9426		6,188.5854
Total	1.8106	51.2386	36.7226	0.0620	6.3794	1.3333	7.7127	3.3488	1.3333	4.6821	0.0000	6,140.0195	6,140.0195	1.9426		6,188.5854

Los Medanos Industrial Park Mitigated - Bay Area AQMD Air District, Summer

3.3 Grading - 2019**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0761	0.0476	0.5964	1.7000e-003	0.1643	1.0900e-003	0.1654	0.0436	1.0000e-003	0.0446		169.4836	169.4836	4.5100e-003		169.5962
Total	0.0761	0.0476	0.5964	1.7000e-003	0.1643	1.0900e-003	0.1654	0.0436	1.0000e-003	0.0446		169.4836	169.4836	4.5100e-003		169.5962

3.4 Site Preparation - 2019**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Los Medanos Industrial Park Mitigated - Bay Area AQMD Air District, Summer

3.4 Site Preparation - 2019**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Los Medanos Industrial Park Mitigated - Bay Area AQMD Air District, Summer

3.4 Site Preparation - 2019**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

3.5 Paving - 2019**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4544	15.2441	14.6648	0.0228		0.8246	0.8246		0.7586	0.7586		2,257.0025	2,257.0025	0.7141		2,274.8548
Paving	3.3187					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	4.7731	15.2441	14.6648	0.0228		0.8246	0.8246		0.7586	0.7586		2,257.0025	2,257.0025	0.7141		2,274.8548

Los Medanos Industrial Park Mitigated - Bay Area AQMD Air District, Summer

3.5 Paving - 2019**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0570	0.0357	0.4473	1.2800e-003	0.1232	8.2000e-004	0.1240	0.0327	7.5000e-004	0.0334		127.1127	127.1127	3.3800e-003		127.1972
Total	0.0570	0.0357	0.4473	1.2800e-003	0.1232	8.2000e-004	0.1240	0.0327	7.5000e-004	0.0334		127.1127	127.1127	3.3800e-003		127.1972

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9311	20.1146	17.2957	0.0228		0.6670	0.6670		0.6670	0.6670	0.0000	2,257.0025	2,257.0025	0.7141		2,274.8548
Paving	3.3187					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	4.2497	20.1146	17.2957	0.0228		0.6670	0.6670		0.6670	0.6670	0.0000	2,257.0025	2,257.0025	0.7141		2,274.8548

Los Medanos Industrial Park Mitigated - Bay Area AQMD Air District, Summer

3.5 Paving - 2019**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0570	0.0357	0.4473	1.2800e-003	0.1232	8.2000e-004	0.1240	0.0327	7.5000e-004	0.0334		127.1127	127.1127	3.3800e-003		127.1972
Total	0.0570	0.0357	0.4473	1.2800e-003	0.1232	8.2000e-004	0.1240	0.0327	7.5000e-004	0.0334		127.1127	127.1127	3.3800e-003		127.1972

3.6 Building Construction - 2019**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.3612	21.0788	17.1638	0.0269		1.2899	1.2899		1.2127	1.2127		2,591.5802	2,591.5802	0.6313		2,607.3635
Total	2.3612	21.0788	17.1638	0.0269		1.2899	1.2899		1.2127	1.2127		2,591.5802	2,591.5802	0.6313		2,607.3635

Los Medanos Industrial Park Mitigated - Bay Area AQMD Air District, Summer

3.6 Building Construction - 2019**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1438	3.8717	0.9454	8.6000e-003	0.2098	0.0268	0.2366	0.0604	0.0256	0.0860		910.0207	910.0207	0.0481		911.2238
Worker	0.3004	0.1882	2.3557	6.7200e-003	0.6490	4.3000e-003	0.6533	0.1721	3.9600e-003	0.1761		669.4601	669.4601	0.0178		669.9050
Total	0.4442	4.0599	3.3011	0.0153	0.8588	0.0311	0.8899	0.2325	0.0296	0.2621		1,579.4808	1,579.4808	0.0659		1,581.1288

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0809	23.5544	17.8738	0.0269		0.9036	0.9036		0.9036	0.9036	0.0000	2,591.5802	2,591.5802	0.6313		2,607.3635
Total	1.0809	23.5544	17.8738	0.0269		0.9036	0.9036		0.9036	0.9036	0.0000	2,591.5802	2,591.5802	0.6313		2,607.3635

Los Medanos Industrial Park Mitigated - Bay Area AQMD Air District, Summer

3.6 Building Construction - 2019**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1438	3.8717	0.9454	8.6000e-003	0.2098	0.0268	0.2366	0.0604	0.0256	0.0860		910.0207	910.0207	0.0481		911.2238
Worker	0.3004	0.1882	2.3557	6.7200e-003	0.6490	4.3000e-003	0.6533	0.1721	3.9600e-003	0.1761		669.4601	669.4601	0.0178		669.9050
Total	0.4442	4.0599	3.3011	0.0153	0.8588	0.0311	0.8899	0.2325	0.0296	0.2621		1,579.4808	1,579.4808	0.0659		1,581.1288

3.7 Architectural Coating - 2019**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	17.5969					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2664	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288		281.4481	281.4481	0.0238		282.0423
Total	17.8633	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288		281.4481	281.4481	0.0238		282.0423

Los Medanos Industrial Park Mitigated - Bay Area AQMD Air District, Summer

3.7 Architectural Coating - 2019**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0609	0.0381	0.4771	1.3600e-003	0.1314	8.7000e-004	0.1323	0.0349	8.0000e-004	0.0357		135.5869	135.5869	3.6000e-003		135.6770
Total	0.0609	0.0381	0.4771	1.3600e-003	0.1314	8.7000e-004	0.1323	0.0349	8.0000e-004	0.0357		135.5869	135.5869	3.6000e-003		135.6770

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	17.5969					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1139	2.3524	1.8324	2.9700e-003		0.0951	0.0951		0.0951	0.0951	0.0000	281.4481	281.4481	0.0238		282.0423
Total	17.7108	2.3524	1.8324	2.9700e-003		0.0951	0.0951		0.0951	0.0951	0.0000	281.4481	281.4481	0.0238		282.0423

Los Medanos Industrial Park Mitigated - Bay Area AQMD Air District, Summer

3.7 Architectural Coating - 2019**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0609	0.0381	0.4771	1.3600e-003	0.1314	8.7000e-004	0.1323	0.0349	8.0000e-004	0.0357		135.5869	135.5869	3.6000e-003		135.6770
Total	0.0609	0.0381	0.4771	1.3600e-003	0.1314	8.7000e-004	0.1323	0.0349	8.0000e-004	0.0357		135.5869	135.5869	3.6000e-003		135.6770

4.0 Operational Detail - Mobile**4.1 Mitigation Measures Mobile**

Increase Transit Accessibility

Improve Pedestrian Network

Los Medanos Industrial Park Mitigated - Bay Area AQMD Air District, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.3691	5.5603	14.0205	0.0460	3.6876	0.0484	3.7360	0.9868	0.0455	1.0323		4,645.4239	4,645.4239	0.1743		4,649.7811
Unmitigated	1.4278	5.9751	15.4898	0.0517	4.1809	0.0543	4.2352	1.1188	0.0510	1.1698		5,223.7978	5,223.7978	0.1913		5,228.5797

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Industrial Park	750.48	273.60	80.21	1,537,970	1,356,490
Parking Lot	0.00	0.00	0.00		
Total	750.48	273.60	80.21	1,537,970	1,356,490

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Industrial Park	9.50	7.30	7.30	59.00	28.00	13.00	79	19	2
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Industrial Park	0.573139	0.040894	0.193976	0.114604	0.017740	0.005371	0.017133	0.024527	0.002545	0.002442	0.005942	0.000877	0.000812
Parking Lot	0.573139	0.040894	0.193976	0.114604	0.017740	0.005371	0.017133	0.024527	0.002545	0.002442	0.005942	0.000877	0.000812

Los Medanos Industrial Park Mitigated - Bay Area AQMD Air District, Summer

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0532	0.4832	0.4059	2.9000e-003		0.0367	0.0367		0.0367	0.0367		579.7908	579.7908	0.0111	0.0106	583.2363
NaturalGas Unmitigated	0.0532	0.4832	0.4059	2.9000e-003		0.0367	0.0367		0.0367	0.0367		579.7908	579.7908	0.0111	0.0106	583.2363

Los Medanos Industrial Park Mitigated - Bay Area AQMD Air District, Summer

5.2 Energy by Land Use - NaturalGas**Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Industrial Park	4928.22	0.0532	0.4832	0.4059	2.9000e-003		0.0367	0.0367		0.0367	0.0367		579.7908	579.7908	0.0111	0.0106	583.2363
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0532	0.4832	0.4059	2.9000e-003		0.0367	0.0367		0.0367	0.0367		579.7908	579.7908	0.0111	0.0106	583.2363

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Industrial Park	4.92822	0.0532	0.4832	0.4059	2.9000e-003		0.0367	0.0367		0.0367	0.0367		579.7908	579.7908	0.0111	0.0106	583.2363
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0532	0.4832	0.4059	2.9000e-003		0.0367	0.0367		0.0367	0.0367		579.7908	579.7908	0.0111	0.0106	583.2363

6.0 Area Detail**6.1 Mitigation Measures Area**

Los Medanos Industrial Park Mitigated - Bay Area AQMD Air District, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2.7056	2.9000e-004	0.0316	0.0000		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004		0.0674	0.0674	1.8000e-004		0.0719
Unmitigated	2.7056	2.9000e-004	0.0316	0.0000		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004		0.0674	0.0674	1.8000e-004		0.0719

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.3230					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.3796					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.9800e-003	2.9000e-004	0.0316	0.0000		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004		0.0674	0.0674	1.8000e-004		0.0719
Total	2.7056	2.9000e-004	0.0316	0.0000		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004		0.0674	0.0674	1.8000e-004		0.0719

Los Medanos Industrial Park Mitigated - Bay Area AQMD Air District, Summer

6.2 Area by SubCategory**Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.3230					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.3796					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.9800e-003	2.9000e-004	0.0316	0.0000		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004		0.0674	0.0674	1.8000e-004		0.0719
Total	2.7056	2.9000e-004	0.0316	0.0000		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004		0.0674	0.0674	1.8000e-004		0.0719

7.0 Water Detail**7.1 Mitigation Measures Water****8.0 Waste Detail****8.1 Mitigation Measures Waste****9.0 Operational Offroad**

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment**Fire Pumps and Emergency Generators**

Los Medanos Industrial Park Mitigated - Bay Area AQMD Air District, Summer

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

Los Medanos Industrial Park Mitigated - Bay Area AQMD Air District, Winter

Los Medanos Industrial Park Mitigated

Bay Area AQMD Air District, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Industrial Park	109.88	1000sqft	7.16	109,884.00	0
Parking Lot	198.00	Space	3.80	79,200.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	64
Climate Zone	4			Operational Year	2020
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MW hr)	293.13	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - pg&e RPS calculator

Land Use - Per site plans

Construction Phase - Per AQ questionnaire

Grading - AQ form

Energy Use -

Construction Off-road Equipment Mitigation - Mitigated

Mobile Land Use Mitigation - AQ form and google maps

Los Medanos Industrial Park Mitigated - Bay Area AQMD Air District, Winter

Table Name	Column Name	Default Value	New Value
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	5.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	6.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	9.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2

Los Medanos Industrial Park Mitigated - Bay Area AQMD Air District, Winter

tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstructionPhase	NumDays	20.00	67.00
tblConstructionPhase	NumDays	300.00	67.00
tblConstructionPhase	NumDays	20.00	0.00
tblConstructionPhase	NumDays	30.00	23.00
tblConstructionPhase	NumDays	20.00	3.00
tblConstructionPhase	NumDays	10.00	0.00
tblGrading	AcresOfGrading	57.50	7.75
tblLandUse	LandUseSquareFeet	109,880.00	109,884.00
tblLandUse	LotAcreage	2.52	7.16
tblLandUse	LotAcreage	1.78	3.80
tblProjectCharacteristics	CO2IntensityFactor	641.35	293.13

2.0 Emissions Summary

Los Medanos Industrial Park Mitigated - Bay Area AQMD Air District, Winter

2.1 Overall Construction (Maximum Daily Emission)**Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2019	20.7571	54.5791	33.9399	0.0636	6.5437	4.1871	8.9275	3.3924	3.8705	5.5854	0.0000	6,296.145 9	6,296.145 9	1.9469	0.0000	6,344.817 8
Maximum	20.7571	54.5791	33.9399	0.0636	6.5437	4.1871	8.9275	3.3924	3.8705	5.5854	0.0000	6,296.145 9	6,296.145 9	1.9469	0.0000	6,344.817 8

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2019	19.3243	51.2975	37.2857	0.0636	6.5437	1.8615	7.8781	3.3924	1.8614	4.7267	0.0000	6,296.145 9	6,296.145 9	1.9469	0.0000	6,344.817 8
Maximum	19.3243	51.2975	37.2857	0.0636	6.5437	1.8615	7.8781	3.3924	1.8614	4.7267	0.0000	6,296.145 9	6,296.145 9	1.9469	0.0000	6,344.817 8

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	6.90	6.01	-9.86	0.00	0.00	55.54	11.75	0.00	51.91	15.37	0.00	0.00	0.00	0.00	0.00	0.00

Los Medanos Industrial Park Mitigated - Bay Area AQMD Air District, Winter

2.2 Overall Operational**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.7056	2.9000e-004	0.0316	0.0000		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004		0.0674	0.0674	1.8000e-004		0.0719
Energy	0.0532	0.4832	0.4059	2.9000e-003		0.0367	0.0367		0.0367	0.0367		579.7908	579.7908	0.0111	0.0106	583.2363
Mobile	1.2528	6.3247	15.5417	0.0484	4.1809	0.0546	4.2355	1.1188	0.0514	1.1701		4,887.7694	4,887.7694	0.1939		4,892.6177
Total	4.0115	6.8082	15.9792	0.0513	4.1809	0.0914	4.2724	1.1188	0.0882	1.2070		5,467.6276	5,467.6276	0.2052	0.0106	5,475.9259

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.7056	2.9000e-004	0.0316	0.0000		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004		0.0674	0.0674	1.8000e-004		0.0719
Energy	0.0532	0.4832	0.4059	2.9000e-003		0.0367	0.0367		0.0367	0.0367		579.7908	579.7908	0.0111	0.0106	583.2363
Mobile	1.1949	5.8669	14.2302	0.0430	3.6876	0.0488	3.7363	0.9868	0.0459	1.0326		4,345.8365	4,345.8365	0.1778		4,350.2818
Total	3.9536	6.3504	14.6677	0.0459	3.6876	0.0856	3.7732	0.9868	0.0827	1.0695		4,925.6947	4,925.6947	0.1891	0.0106	4,933.5900

Los Medanos Industrial Park Mitigated - Bay Area AQMD Air District, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	1.44	6.72	8.21	10.47	11.80	6.39	11.68	11.80	6.25	11.39	0.00	9.91	9.91	7.85	0.00	9.90

3.0 Construction Detail**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	4/1/2019	3/31/2019	5	0	
2	Grading	Grading	4/1/2019	5/1/2019	5	23	
3	Site Preparation	Site Preparation	4/27/2019	4/26/2019	5	0	
4	Paving	Paving	5/2/2019	5/6/2019	5	3	
5	Building Construction	Building Construction	5/7/2019	8/7/2019	5	67	
6	Architectural Coating	Architectural Coating	5/21/2019	8/21/2019	5	67	

Acres of Grading (Site Preparation Phase): 0**Acres of Grading (Grading Phase): 7.75****Acres of Paving: 3.8****Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 164,826; Non-Residential Outdoor: 54,942; Striped Parking Area: 4,752 (Architectural Coating – sqft)****OffRoad Equipment**

Los Medanos Industrial Park Mitigated - Bay Area AQMD Air District, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Los Medanos Industrial Park Mitigated - Bay Area AQMD Air District, Winter

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	79.00	31.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	16.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

3.2 Demolition - 2019**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Los Medanos Industrial Park Mitigated - Bay Area AQMD Air District, Winter

3.2 Demolition - 2019**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Los Medanos Industrial Park Mitigated - Bay Area AQMD Air District, Winter

3.2 Demolition - 2019**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

3.3 Grading - 2019**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.3794	0.0000	6.3794	3.3488	0.0000	3.3488			0.0000			0.0000
Off-Road	4.7389	54.5202	33.3768	0.0620		2.3827	2.3827		2.1920	2.1920		6,140.0195	6,140.0195	1.9426		6,188.5854
Total	4.7389	54.5202	33.3768	0.0620	6.3794	2.3827	8.7621	3.3488	2.1920	5.5409		6,140.0195	6,140.0195	1.9426		6,188.5854

Los Medanos Industrial Park Mitigated - Bay Area AQMD Air District, Winter

3.3 Grading - 2019**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0804	0.0589	0.5631	1.5700e-003	0.1643	1.0900e-003	0.1654	0.0436	1.0000e-003	0.0446		156.1264	156.1264	4.2400e-003		156.2324
Total	0.0804	0.0589	0.5631	1.5700e-003	0.1643	1.0900e-003	0.1654	0.0436	1.0000e-003	0.0446		156.1264	156.1264	4.2400e-003		156.2324

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.3794	0.0000	6.3794	3.3488	0.0000	3.3488			0.0000			0.0000
Off-Road	1.8106	51.2386	36.7226	0.0620		1.3333	1.3333		1.3333	1.3333	0.0000	6,140.0195	6,140.0195	1.9426		6,188.5854
Total	1.8106	51.2386	36.7226	0.0620	6.3794	1.3333	7.7127	3.3488	1.3333	4.6821	0.0000	6,140.0195	6,140.0195	1.9426		6,188.5854

Los Medanos Industrial Park Mitigated - Bay Area AQMD Air District, Winter

3.3 Grading - 2019**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0804	0.0589	0.5631	1.5700e-003	0.1643	1.0900e-003	0.1654	0.0436	1.0000e-003	0.0446		156.1264	156.1264	4.2400e-003		156.2324
Total	0.0804	0.0589	0.5631	1.5700e-003	0.1643	1.0900e-003	0.1654	0.0436	1.0000e-003	0.0446		156.1264	156.1264	4.2400e-003		156.2324

3.4 Site Preparation - 2019**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Los Medanos Industrial Park Mitigated - Bay Area AQMD Air District, Winter

3.4 Site Preparation - 2019**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Los Medanos Industrial Park Mitigated - Bay Area AQMD Air District, Winter

3.4 Site Preparation - 2019**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

3.5 Paving - 2019**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4544	15.2441	14.6648	0.0228		0.8246	0.8246		0.7586	0.7586		2,257.0025	2,257.0025	0.7141		2,274.8548
Paving	3.3187					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	4.7731	15.2441	14.6648	0.0228		0.8246	0.8246		0.7586	0.7586		2,257.0025	2,257.0025	0.7141		2,274.8548

Los Medanos Industrial Park Mitigated - Bay Area AQMD Air District, Winter

3.5 Paving - 2019**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0603	0.0442	0.4223	1.1800e-003	0.1232	8.2000e-004	0.1240	0.0327	7.5000e-004	0.0334		117.0948	117.0948	3.1800e-003		117.1743
Total	0.0603	0.0442	0.4223	1.1800e-003	0.1232	8.2000e-004	0.1240	0.0327	7.5000e-004	0.0334		117.0948	117.0948	3.1800e-003		117.1743

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9311	20.1146	17.2957	0.0228		0.6670	0.6670		0.6670	0.6670	0.0000	2,257.0025	2,257.0025	0.7141		2,274.8548
Paving	3.3187					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	4.2497	20.1146	17.2957	0.0228		0.6670	0.6670		0.6670	0.6670	0.0000	2,257.0025	2,257.0025	0.7141		2,274.8548

Los Medanos Industrial Park Mitigated - Bay Area AQMD Air District, Winter

3.5 Paving - 2019**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0603	0.0442	0.4223	1.1800e-003	0.1232	8.2000e-004	0.1240	0.0327	7.5000e-004	0.0334		117.0948	117.0948	3.1800e-003		117.1743
Total	0.0603	0.0442	0.4223	1.1800e-003	0.1232	8.2000e-004	0.1240	0.0327	7.5000e-004	0.0334		117.0948	117.0948	3.1800e-003		117.1743

3.6 Building Construction - 2019**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.3612	21.0788	17.1638	0.0269		1.2899	1.2899		1.2127	1.2127		2,591.5802	2,591.5802	0.6313		2,607.3635
Total	2.3612	21.0788	17.1638	0.0269		1.2899	1.2899		1.2127	1.2127		2,591.5802	2,591.5802	0.6313		2,607.3635

Los Medanos Industrial Park Mitigated - Bay Area AQMD Air District, Winter

3.6 Building Construction - 2019**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1507	3.9241	1.0793	8.3900e-003	0.2098	0.0272	0.2371	0.0604	0.0260	0.0865		887.3813	887.3813	0.0521		888.6842
Worker	0.3176	0.2326	2.2242	6.1900e-003	0.6490	4.3000e-003	0.6533	0.1721	3.9600e-003	0.1761		616.6992	616.6992	0.0168		617.1179
Total	0.4683	4.1567	3.3034	0.0146	0.8588	0.0315	0.8903	0.2325	0.0300	0.2626		1,504.0805	1,504.0805	0.0689		1,505.8021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0809	23.5544	17.8738	0.0269		0.9036	0.9036		0.9036	0.9036	0.0000	2,591.5802	2,591.5802	0.6313		2,607.3635
Total	1.0809	23.5544	17.8738	0.0269		0.9036	0.9036		0.9036	0.9036	0.0000	2,591.5802	2,591.5802	0.6313		2,607.3635

Los Medanos Industrial Park Mitigated - Bay Area AQMD Air District, Winter

3.6 Building Construction - 2019**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1507	3.9241	1.0793	8.3900e-003	0.2098	0.0272	0.2371	0.0604	0.0260	0.0865		887.3813	887.3813	0.0521		888.6842
Worker	0.3176	0.2326	2.2242	6.1900e-003	0.6490	4.3000e-003	0.6533	0.1721	3.9600e-003	0.1761		616.6992	616.6992	0.0168		617.1179
Total	0.4683	4.1567	3.3034	0.0146	0.8588	0.0315	0.8903	0.2325	0.0300	0.2626		1,504.0805	1,504.0805	0.0689		1,505.8021

3.7 Architectural Coating - 2019**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	17.5969					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2664	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288		281.4481	281.4481	0.0238		282.0423
Total	17.8633	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288		281.4481	281.4481	0.0238		282.0423

Los Medanos Industrial Park Mitigated - Bay Area AQMD Air District, Winter

3.7 Architectural Coating - 2019**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0643	0.0471	0.4505	1.2500e-003	0.1314	8.7000e-004	0.1323	0.0349	8.0000e-004	0.0357		124.9011	124.9011	3.3900e-003		124.9859
Total	0.0643	0.0471	0.4505	1.2500e-003	0.1314	8.7000e-004	0.1323	0.0349	8.0000e-004	0.0357		124.9011	124.9011	3.3900e-003		124.9859

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	17.5969					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1139	2.3524	1.8324	2.9700e-003		0.0951	0.0951		0.0951	0.0951	0.0000	281.4481	281.4481	0.0238		282.0423
Total	17.7108	2.3524	1.8324	2.9700e-003		0.0951	0.0951		0.0951	0.0951	0.0000	281.4481	281.4481	0.0238		282.0423

Los Medanos Industrial Park Mitigated - Bay Area AQMD Air District, Winter

3.7 Architectural Coating - 2019**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0643	0.0471	0.4505	1.2500e-003	0.1314	8.7000e-004	0.1323	0.0349	8.0000e-004	0.0357		124.9011	124.9011	3.3900e-003		124.9859
Total	0.0643	0.0471	0.4505	1.2500e-003	0.1314	8.7000e-004	0.1323	0.0349	8.0000e-004	0.0357		124.9011	124.9011	3.3900e-003		124.9859

4.0 Operational Detail - Mobile**4.1 Mitigation Measures Mobile**

Increase Transit Accessibility

Improve Pedestrian Network

Los Medanos Industrial Park Mitigated - Bay Area AQMD Air District, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.1949	5.8669	14.2302	0.0430	3.6876	0.0488	3.7363	0.9868	0.0459	1.0326		4,345.8365	4,345.8365	0.1778		4,350.2818
Unmitigated	1.2528	6.3247	15.5417	0.0484	4.1809	0.0546	4.2355	1.1188	0.0514	1.1701		4,887.7694	4,887.7694	0.1939		4,892.6177

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Industrial Park	750.48	273.60	80.21	1,537,970	1,356,490
Parking Lot	0.00	0.00	0.00		
Total	750.48	273.60	80.21	1,537,970	1,356,490

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Industrial Park	9.50	7.30	7.30	59.00	28.00	13.00	79	19	2
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Industrial Park	0.573139	0.040894	0.193976	0.114604	0.017740	0.005371	0.017133	0.024527	0.002545	0.002442	0.005942	0.000877	0.000812
Parking Lot	0.573139	0.040894	0.193976	0.114604	0.017740	0.005371	0.017133	0.024527	0.002545	0.002442	0.005942	0.000877	0.000812

Los Medanos Industrial Park Mitigated - Bay Area AQMD Air District, Winter

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0532	0.4832	0.4059	2.9000e-003		0.0367	0.0367		0.0367	0.0367		579.7908	579.7908	0.0111	0.0106	583.2363
NaturalGas Unmitigated	0.0532	0.4832	0.4059	2.9000e-003		0.0367	0.0367		0.0367	0.0367		579.7908	579.7908	0.0111	0.0106	583.2363

Los Medanos Industrial Park Mitigated - Bay Area AQMD Air District, Winter

5.2 Energy by Land Use - NaturalGas**Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Industrial Park	4928.22	0.0532	0.4832	0.4059	2.9000e-003		0.0367	0.0367		0.0367	0.0367		579.7908	579.7908	0.0111	0.0106	583.2363
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0532	0.4832	0.4059	2.9000e-003		0.0367	0.0367		0.0367	0.0367		579.7908	579.7908	0.0111	0.0106	583.2363

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Industrial Park	4.92822	0.0532	0.4832	0.4059	2.9000e-003		0.0367	0.0367		0.0367	0.0367		579.7908	579.7908	0.0111	0.0106	583.2363
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0532	0.4832	0.4059	2.9000e-003		0.0367	0.0367		0.0367	0.0367		579.7908	579.7908	0.0111	0.0106	583.2363

6.0 Area Detail**6.1 Mitigation Measures Area**

Los Medanos Industrial Park Mitigated - Bay Area AQMD Air District, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2.7056	2.9000e-004	0.0316	0.0000		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004		0.0674	0.0674	1.8000e-004		0.0719
Unmitigated	2.7056	2.9000e-004	0.0316	0.0000		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004		0.0674	0.0674	1.8000e-004		0.0719

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.3230					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.3796					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.9800e-003	2.9000e-004	0.0316	0.0000		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004		0.0674	0.0674	1.8000e-004		0.0719
Total	2.7056	2.9000e-004	0.0316	0.0000		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004		0.0674	0.0674	1.8000e-004		0.0719

Los Medanos Industrial Park Mitigated - Bay Area AQMD Air District, Winter

6.2 Area by SubCategory**Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.3230					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.3796					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.9800e-003	2.9000e-004	0.0316	0.0000		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004		0.0674	0.0674	1.8000e-004		0.0719
Total	2.7056	2.9000e-004	0.0316	0.0000		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004		0.0674	0.0674	1.8000e-004		0.0719

7.0 Water Detail**7.1 Mitigation Measures Water****8.0 Waste Detail****8.1 Mitigation Measures Waste****9.0 Operational Offroad**

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment**Fire Pumps and Emergency Generators**

Los Medanos Industrial Park Mitigated - Bay Area AQMD Air District, Winter

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

Los Medanos Industrial Park Mitigated
Bay Area AQMD Air District, Mitigation Report

Construction Mitigation Summary

Phase	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Architectural Coating	0.01	-0.28	0.00	0.00	0.26	0.26	0.00	0.00	0.00	0.00	0.00	0.00
Building Construction	0.46	-0.10	-0.03	0.00	0.29	0.25	0.00	0.00	0.00	0.00	0.00	0.00
Demolition	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grading	0.61	0.06	-0.10	0.00	0.44	0.39	0.00	0.00	0.00	0.00	0.00	0.00
Paving	0.11	-0.32	-0.17	0.00	0.19	0.12	0.00	0.00	0.00	0.00	0.00	0.00
Site Preparation	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

OFFROAD Equipment Mitigation

Equipment Type	Fuel Type	Tier	Number Mitigated	Total Number of Equipment	DPF	Oxidation Catalyst
Air Compressors	Diesel	Tier 2	1	1	No Change	0.00
Concrete/Industrial Saws	Diesel	Tier 2	1	1	No Change	0.00
Cranes	Diesel	Tier 2	1	1	No Change	0.00
Excavators	Diesel	Tier 2	5	5	No Change	0.00
Forklifts	Diesel	Tier 2	3	3	No Change	0.00
Generator Sets	Diesel	Tier 2	1	1	No Change	0.00
Graders	Diesel	Tier 2	1	1	No Change	0.00
Pavers	Diesel	Tier 2	2	2	No Change	0.00
Paving Equipment	Diesel	Tier 2	2	2	No Change	0.00
Rollers	Diesel	Tier 2	2	2	No Change	0.00
Rubber Tired Dozers	Diesel	Tier 2	6	6	No Change	0.00
Scrapers	Diesel	Tier 2	2	2	No Change	0.00
Tractors/Loaders/Backhoes	Diesel	Tier 2	9	9	No Change	0.00
Welders	Diesel	Tier 2	1	1	No Change	0.00

Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Unmitigated tons/yr							Unmitigated mt/yr					
Air Compressors	8.93000E-003	6.14900E-002	6.16800E-002	1.00000E-004	4.31000E-003	4.31000E-003	0.00000E+000	8.55340E+000	8.55340E+000	7.20000E-004	0.00000E+000	8.57146E+000
Concrete/Industrial Saws	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000
Cranes	1.47700E-002	1.76080E-001	6.72100E-002	1.70000E-004	7.46000E-003	6.87000E-003	0.00000E+000	1.51896E+001	1.51896E+001	4.81000E-003	0.00000E+000	1.53097E+001
Excavators	6.00000E-003	6.16800E-002	7.50500E-002	1.20000E-004	2.97000E-003	2.74000E-003	0.00000E+000	1.06648E+001	1.06648E+001	3.37000E-003	0.00000E+000	1.07491E+001
Forklifts	1.60700E-002	1.43550E-001	1.20020E-001	1.50000E-004	1.11200E-002	1.02300E-002	0.00000E+000	1.37962E+001	1.37962E+001	4.36000E-003	0.00000E+000	1.39053E+001
Generator Sets	1.48700E-002	1.26560E-001	1.24720E-001	2.20000E-004	7.57000E-003	7.57000E-003	0.00000E+000	1.89345E+001	1.89345E+001	1.20000E-003	0.00000E+000	1.89644E+001
Graders	5.60000E-003	7.56700E-002	2.11400E-002	8.00000E-005	2.43000E-003	2.23000E-003	0.00000E+000	6.86078E+000	6.86078E+000	2.17000E-003	0.00000E+000	6.91504E+000
Pavers	8.60000E-004	9.37000E-003	8.71000E-003	1.00000E-005	4.60000E-004	4.20000E-004	0.00000E+000	1.26688E+000	1.26688E+000	4.00000E-004	0.00000E+000	1.27690E+000
Paving Equipment	6.40000E-004	6.77000E-003	7.57000E-003	1.00000E-005	3.40000E-004	3.10000E-004	0.00000E+000	1.09766E+000	1.09766E+000	3.50000E-004	0.00000E+000	1.10634E+000
Rollers	6.80000E-004	6.72000E-003	5.72000E-003	1.00000E-005	4.40000E-004	4.10000E-004	0.00000E+000	7.06740E-001	7.06740E-001	2.20000E-004	0.00000E+000	7.12330E-001
Rubber Tired Dozers	1.30500E-002	1.38860E-001	4.92700E-002	1.00000E-004	6.77000E-003	6.23000E-003	0.00000E+000	8.82004E+000	8.82004E+000	2.79000E-003	0.00000E+000	8.88980E+000
Scrapers	2.45000E-002	2.97020E-001	1.85410E-001	3.50000E-004	1.16400E-002	1.07100E-002	0.00000E+000	3.12940E+001	3.12940E+001	9.90000E-003	0.00000E+000	3.15415E+001
Tractors/Loaders/Backhoes	2.58300E-002	2.59300E-001	2.55450E-001	3.40000E-004	1.73100E-002	1.59300E-002	0.00000E+000	3.09513E+001	3.09513E+001	9.79000E-003	0.00000E+000	3.11961E+001
Welders	1.29000E-002	5.44100E-002	6.05400E-002	9.00000E-005	3.34000E-003	3.34000E-003	0.00000E+000	6.30539E+000	6.30539E+000	1.05000E-003	0.00000E+000	6.33174E+000

Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Mitigated tons/yr							Mitigated mt/yr					
Air Compressors	3.82000E-003	7.88100E-002	6.13900E-002	1.00000E-004	3.19000E-003	3.19000E-003	0.00000E+000	8.55339E+000	8.55339E+000	7.20000E-004	0.00000E+000	8.57145E+000
Concrete/Industrial Saws	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000
Cranes	4.16000E-003	1.43730E-001	9.00500E-002	1.70000E-004	3.05000E-003	3.05000E-003	0.00000E+000	1.51895E+001	1.51895E+001	4.81000E-003	0.00000E+000	1.53097E+001
Excavators	4.63000E-003	1.01560E-001	9.01100E-002	1.20000E-004	3.12000E-003	3.12000E-003	0.00000E+000	1.06648E+001	1.06648E+001	3.37000E-003	0.00000E+000	1.07491E+001
Forklifts	7.26000E-003	1.49870E-001	1.16740E-001	1.50000E-004	6.06000E-003	6.06000E-003	0.00000E+000	1.37962E+001	1.37962E+001	4.36000E-003	0.00000E+000	1.39053E+001
Generator Sets	8.45000E-003	1.74450E-001	1.35890E-001	2.20000E-004	7.05000E-003	7.05000E-003	0.00000E+000	1.89344E+001	1.89344E+001	1.20000E-003	0.00000E+000	1.89644E+001
Graders	1.87000E-003	6.45300E-002	4.04300E-002	8.00000E-005	1.37000E-003	1.37000E-003	0.00000E+000	6.86077E+000	6.86077E+000	2.17000E-003	0.00000E+000	6.91504E+000
Pavers	5.50000E-004	1.20500E-002	1.06900E-002	1.00000E-005	3.70000E-004	3.70000E-004	0.00000E+000	1.26688E+000	1.26688E+000	4.00000E-004	0.00000E+000	1.27690E+000
Paving Equipment	4.80000E-004	1.04800E-002	9.30000E-003	1.00000E-005	3.20000E-004	3.20000E-004	0.00000E+000	1.09765E+000	1.09765E+000	3.50000E-004	0.00000E+000	1.10634E+000
Rollers	3.70000E-004	7.64000E-003	5.95000E-003	1.00000E-005	3.10000E-004	3.10000E-004	0.00000E+000	7.06740E+001	7.06740E+001	2.20000E-004	0.00000E+000	7.12330E+001
Rubber Tired Dozers	2.40000E-003	8.31600E-002	5.21000E-002	1.00000E-004	1.76000E-003	1.76000E-003	0.00000E+000	8.82003E+000	8.82003E+000	2.79000E-003	0.00000E+000	8.88979E+000
Scrapers	8.58000E-003	2.70830E-001	1.85790E-001	3.50000E-004	6.29000E-003	6.29000E-003	0.00000E+000	3.12940E+001	3.12940E+001	9.90000E-003	0.00000E+000	3.15415E+001
Tractors/Loaders/Balckhoes	1.61500E-002	3.33560E-001	2.59820E-001	3.40000E-004	1.34800E-002	1.34800E-002	0.00000E+000	3.09512E+001	3.09512E+001	9.79000E-003	0.00000E+000	3.11960E+001
Welders	3.55000E-003	5.66300E-002	5.01400E-002	9.00000E-005	3.42000E-003	3.42000E-003	0.00000E+000	6.30538E+000	6.30538E+000	1.05000E-003	0.00000E+000	6.33173E+000

Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Air Compressors	5.72228E-001	-2.81672E-001	4.70169E-003	0.00000E+000	2.59861E-001	2.59861E-001	0.00000E+000	1.16913E-006	1.16913E-006	0.00000E+000	0.00000E+000	1.16666E-006
Concrete/Industrial Saws	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000
Cranes	7.18348E-001	1.83723E-001	-3.39830E-001	0.00000E+000	5.91153E-001	5.56041E-001	0.00000E+000	1.31669E-006	1.31669E-006	0.00000E+000	0.00000E+000	1.30636E-006
Excavators	2.28333E-001	-6.46563E-001	-2.00666E-001	0.00000E+000	-5.05051E-002	-1.38686E-001	0.00000E+000	9.37668E-007	9.37668E-007	0.00000E+000	0.00000E+000	9.30309E-007
Forklifts	5.48227E-001	-4.40265E-002	2.73288E-002	0.00000E+000	4.55036E-001	4.07625E-001	0.00000E+000	7.24838E-007	7.24838E-007	0.00000E+000	0.00000E+000	1.43830E-006
Generator Sets	4.31742E-001	-3.78398E-001	-8.95606E-002	0.00000E+000	6.86922E-002	6.86922E-002	0.00000E+000	1.05628E-006	1.05628E-006	0.00000E+000	0.00000E+000	1.58191E-006
Graders	6.66071E-001	1.47218E-001	-9.12488E-001	0.00000E+000	4.36214E-001	3.85650E-001	0.00000E+000	1.45756E-006	1.45756E-006	0.00000E+000	0.00000E+000	0.00000E+000
Pavers	3.60465E-001	-2.86019E-001	-2.27325E-001	0.00000E+000	1.95652E-001	1.19048E-001	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000
Paving Equipment	2.50000E-001	-5.48006E-001	-2.28534E-001	0.00000E+000	5.88235E-002	-3.22581E-002	0.00000E+000	9.11029E-006	9.11029E-006	0.00000E+000	0.00000E+000	0.00000E+000
Rollers	4.55882E-001	-1.36905E-001	-4.02098E-002	0.00000E+000	2.95455E-001	2.43902E-001	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000
Rubber Tired Dozers	8.16092E-001	4.01123E-001	-5.74386E-002	0.00000E+000	7.40030E-001	7.17496E-001	0.00000E+000	1.13378E-006	1.13378E-006	0.00000E+000	0.00000E+000	1.12488E-006
Scrapers	6.49796E-001	8.81759E-002	-2.04951E-003	0.00000E+000	4.59622E-001	4.12698E-001	0.00000E+000	9.58650E-007	9.58650E-007	0.00000E+000	0.00000E+000	1.26817E-006
Tractors/Loaders/Balckhoes	3.74758E-001	-2.86386E-001	-1.71071E-002	0.00000E+000	2.21259E-001	1.53798E-001	0.00000E+000	1.29235E-006	1.29235E-006	0.00000E+000	0.00000E+000	1.28221E-006
Welders	7.24806E-001	-4.08013E-002	1.71787E-001	0.00000E+000	-2.39521E-002	-2.39521E-002	0.00000E+000	1.58594E-006	1.58594E-006	0.00000E+000	0.00000E+000	1.57934E-006

Fugitive Dust Mitigation

Yes/No	Mitigation Measure	Mitigation Input	Mitigation Input	Mitigation Input
No	Soil Stabilizer for unpaved Roads	PM10 Reduction	0.00	PM2.5 Reduction
No	Replace Ground Cover of Area Disturbed	PM10 Reduction	0.00	PM2.5 Reduction
No	Water Exposed Area	PM10 Reduction	0.00	PM2.5 Reduction
				Frequency (per day)

No	Unpaved Road Mitigation	Moisture Content %	0.00	Vehicle Speed (mph)	0.00		
No	Clean Paved Road	% PM Reduction	0.00				

Phase	Source	Unmitigated		Mitigated		Percent Reduction	
		PM10	PM2.5	PM10	PM2.5	PM10	PM2.5
Architectural Coating	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Architectural Coating	Roads	0.00	0.00	0.00	0.00	0.00	0.00
Building Construction	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Building Construction	Roads	0.03	0.01	0.03	0.01	0.00	0.00
Demolition	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Demolition	Roads	0.00	0.00	0.00	0.00	0.00	0.00
Grading	Fugitive Dust	0.07	0.04	0.07	0.04	0.00	0.00
Grading	Roads	0.00	0.00	0.00	0.00	0.00	0.00
Paving	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Paving	Roads	0.00	0.00	0.00	0.00	0.00	0.00
Site Preparation	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Site Preparation	Roads	0.00	0.00	0.00	0.00	0.00	0.00

Operational Percent Reduction Summary

Category	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Architectural Coating	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Electricity	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hearth	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mobile	4.56	7.11	8.78	10.95	10.74	10.73	0.00	11.06	11.06	8.56	0.00	11.05
Natural Gas	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Water Indoor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Water Outdoor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Operational Mobile Mitigation

Project Setting: Suburban Center

Mitigation	Category	Measure	% Reduction	Input Value 1	Input Value 2	Input Value 3
No	Land Use	Increase Density	0.00	0.00	0.00	
No	Land Use	Increase Diversity	0.09	0.30		
No	Land Use	Improve Walkability Design	0.00	0.00		
No	Land Use	Improve Destination Accessibility	0.00	0.00		
Yes	Land Use	Increase Transit Accessibility	0.18	0.20		
No	Land Use	Integrate Below Market Rate Housing	0.00	0.00		
	Land Use	Land Use SubTotal	0.10			

Yes	Neighborhood Enhancements	Improve Pedestrian Network	2.00	Project Site and Connecting Off-Site		
No	Neighborhood Enhancements	Provide Traffic Calming Measures				
No	Neighborhood Enhancements	Implement NEV Network	0.00			
	Neighborhood Enhancements	Neighborhood Enhancements Subtotal	0.02			
No	Parking Policy Pricing	Limit Parking Supply	0.00	0.00		
No	Parking Policy Pricing	Unbundle Parking Costs	0.00	0.00		
No	Parking Policy Pricing	On-street Market Pricing	0.00	0.00		
	Parking Policy Pricing	Parking Policy Pricing Subtotal	0.00			
No	Transit Improvements	Provide BRT System	0.00	0.00		
No	Transit Improvements	Expand Transit Network	0.00	0.00		
No	Transit Improvements	Increase Transit Frequency	0.00		0.00	
	Transit Improvements	Transit Improvements Subtotal	0.00			
		Land Use and Site Enhancement Subtotal	0.12			
No	Commute	Implement Trip Reduction Program				
No	Commute	Transit Subsidy				
No	Commute	Implement Employee Parking "Cash Out"	4.50			
No	Commute	Workplace Parking Charge		0.00		
No	Commute	Encourage Telecommuting and Alternative Work Schedules	0.00			
No	Commute	Market Commute Trip Reduction Option	0.00			
No	Commute	Employee Vanpool/Shuttle	0.00		2.00	
No	Commute	Provide Ride Sharing Program	10.00			
	Commute	Commute Subtotal	0.00			

No	School Trip	Implement School Bus Program	0.00		
		Total VMT Reduction	0.12		

Area Mitigation

Measure Implemented	Mitigation Measure	Input Value
No	Only Natural Gas Hearth	
No	No Hearth	
No	Use Low VOC Cleaning Supplies	
No	Use Low VOC Paint (Residential Interior)	100.00
No	Use Low VOC Paint (Residential Exterior)	150.00
No	Use Low VOC Paint (Non-residential Interior)	100.00
No	Use Low VOC Paint (Non-residential Exterior)	150.00
No	Use Low VOC Paint (Parking)	150.00
No	% Electric Lawnmower	
No	% Electric Leafblower	
No	% Electric Chainsaw	

Energy Mitigation Measures

Measure Implemented	Mitigation Measure	Input Value 1	Input Value 2
No	Exceed Title 24		
No	Install High Efficiency Lighting		
No	On-site Renewable		

Appliance Type	Land Use Subtype	% Improvement
ClothWasher		30.00
DishWasher		15.00
Fan		50.00
Refrigerator		15.00

Water Mitigation Measures

Measure Implemented	Mitigation Measure	Input Value 1	Input Value 2
No	Apply Water Conservation on Strategy		
No	Use Reclaimed Water		
No	Use Grey Water		
No	Install low-flow bathroom faucet	32.00	
No	Install low-flow Kitchen faucet	18.00	
No	Install low-flow Toilet	20.00	
No	Install low-flow Shower	20.00	
No	Turf Reduction		
No	Use Water Efficient Irrigation Systems	6.10	
No	Water Efficient Landscape		

Solid Waste Mitigation

Mitigation Measures	Input Value
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Institute Recycling and Composting Services Percent Reduction in Waste Disposed	
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Application Form and Planning Survey Report

To Comply With and Receive Permit Coverage Under The East Contra Costa County Habitat Conservation Plan and Natural Community Conservation Plan

Please complete this application to apply for take authorization under the state and federal East Contra Costa County HCP/NCCP incidental take permits. The East Contra Costa County Habitat Conservancy ("Conservancy") or local jurisdiction (City of Brentwood, City of Clayton, City of Oakley, City of Pittsburg, and Contra Costa County) may request more information in order to deem the application complete.

I. PROJECT OVERVIEW

PROJECT INFORMATION	
PROJECT NAME: Los Medanos Industrial Park	
PROJECT TYPE: ☐ Residential ☒ Commercial ☐ Transportation ☐ Utility ☐ Other	
PROJECT DESCRIPTION (BRIEF): Development of four industrial buildings	
PROJECT ADDRESS/LOCATION: Kelly Court; Garcia Ave. between Martin Street and Kelley Court, Pittsburg, CA	
PARCEL/PROJECT SIZE (ACRES): 7.61 acres	
PROJECT APN(S): 088-530-004-6, 088-530-005-3, 088-530-006-1, 088-540-007-7, 088-540-014-3, 088-540-018-4	
APPLICATION SUBMITTAL DATE:	FINAL PSR DATE: (City/County/Conservancy use)
LEAD PLANNER: Jordan Davis	
JURISDICTION: ☐ City of Brentwood ☐ City of Clayton ☐ City of Oakley ☒ City of Pittsburg ☐ Contra Costa County ☐ Participating Special Entity*	
*Participating Special Entities are organizations not subject to the authority of a local jurisdiction. Such organizations may include school districts, irrigation districts, transportation agencies, local park districts, geological hazard abatement districts, or other utilities or special districts that own land or provide public services.	
DEVELOPMENT FEE ZONE: ☐ Zone I ☐ Zone II ☒ Zone III ☐ Zone IV See figure 9-1 of the HCP/NCCP at www.cocohcp.org for a generalized development fee zone map. Detailed development fee zone maps by jurisdiction are available from the jurisdiction.	

PROJECT APPLICANT INFORMATION	
APPLICANT'S NAME: Discovery Builders, Incorporated	
AUTHORIZED AGENT'S NAME AND TITLE: Louis Parsons, President	
PHONE NO.: 925-682-6419	APPLICANT'S E-MAIL: lp Parsons@discoverybuilders.com
MAILING ADDRESS: 4061 Port Chicago Highway, Concord, CA 94520	

BIOLOGIST INFORMATION ¹	
BIOLOGICAL/ENVIRONMENTAL FIRM: Swaim Biological, Incorporated	
CONTACT NAME AND TITLE: Leslie Koenig, Senior Biologist	
PHONE NO.: 916-849-0513	CONTACT'S E-MAIL: lkoenig@swaimbio.com
MAILING ADDRESS: 4435 First St. PMB 312, Livermore, CA 94551	

¹ A USFWS/CDFW-approved biologist (project-specific) is required to conduct the surveys. Please submit biologist(s) approval request to the Conservancy.

II. PROJECT DETAILS

Please complete and/or provide the following attachments:

1) Project Description

Attach as **Attachment A: Project Description**. Provide a detailed written description that concisely and completely describes the project and location. Include the following information:

- All activities proposed for the site or project, including roads utilized, construction staging areas, and the installation of underground facilities, to ensure the entire project is covered by the HCP/NCCP permit
- Proposed construction dates, including details on construction phases, if applicable
- Reference a City/County application number for the project, if applicable
- General Best Management Practices, if applicable
- If the project will have temporary impacts, please provide a restoration plan describing how the site will be restored to pre-project conditions, including revegetation seed mixes or plantings and timing

2) Project Vicinity Map

Provide a project vicinity map. Attach as **Figure 1 in Attachment B: Figures**.

3) Project Site Plans

Provide any project site plans for the project. Attach as **Figure 2 in Attachment B: Figures**.

4) CEQA Document

Indicate the status of CEQA documents prepared for the project. Provide additional comments below table if necessary.

Type of Document	Status	Date Completed
☒ Initial Study		
☐ Notice of Preparation		
☐ Draft EIR		
☐ Final EIR		
☐ Notice of Categorical Exemption		
☐ Notice of Statutory Exemption		
☒ Other (describe)	Mitigated Negative Declaration	

III. EXISTING CONDITIONS AND IMPACTS

Please complete and/or provide the following attachments:

1) Field-Verified Land Cover Map²

Attach a field-verified land cover map in **Attachment B: Figures** and label as **Figure 3**. The map should contain all land cover types present on-site overlaid on aerial/satellite imagery. Map colors for the land cover types should conform to the HCP/NCCP (see *Figure 3-3: Landcover in the Inventory Area* for land cover type legend).

2) Photographs of the Project Site

Attach representative photos of the project site in **Attachment B: Figures** and label as **Figure 4**. Please provide captions for each photo.

² For PSEs and city or county public works projects, please also identify permanent and temporary impact areas by overlaying crosshatching (permanent impacts) and hatching (temporary impacts) on the land cover map.

3) Land Cover Types and Impacts and Supplemental Tables

- For all terrestrial land cover types please provide calculations to the nearest **hundredth of an acre (0.01)**. For aquatic land cover types please provide calculations to the nearest **thousandth of an acre (0.001)**.
- Permanent Impacts** are broadly defined in the ECCC HCP/NCCP to include all areas removed from an undeveloped or habitat-providing state and includes land in the same parcel or project that is not developed, graded, physically altered, or directly affected in any way but is isolated from natural areas by the covered activity. Unless such undeveloped land is dedicated to the Preserve System or is a deed-restricted creek setback, the development mitigation fee will apply (if proposed, would require Conservancy approval).
- Temporary Impacts** are broadly defined in the ECCC HCP/NCCP as any impact on vegetation or habitat that does not result in permanent habitat removal (i.e. vegetation can eventually recover).
- If **wetland (riparian woodland/scrub, wetland, or aquatic)** land cover types are present on the parcel but will not be impacted please discuss in the following section 4) Jurisdictional Wetlands and Waters. Wetland impact fees will only be charged if wetland features are impacted. However, development fees will apply to the entire parcel.
- Stream** land cover type is considered a linear feature where impacts are calculated based on length impacted. The acreage within a stream, below Top of Bank (TOB), must be assigned to the adjacent land cover type(s). Insert area of impact to stream below TOB in parentheses after the Land Cover acreage number (e.g., Riparian Woodland/Scrub: 10 (0.036) – where 10 is the total impacted acreage including 0.036 acre, which is the acreage within stream TOB). Complete following supplemental **Stream Feature Detail** table to provide information for linear feet.
- Total Impacts** acreage should be the total parcel acreage (development project) or project footprint acreage (rural infrastructure or utility project).

*Proposed for HCP/NCCP
Dedication on the Parcel
(Requires Conservancy Approval)*

Table 1: Land Cover Types and Impacts

Land Cover Type	Permanent Impacts	Temporary Impacts	Stream Setback	Preserve System Dedication
<i>Grassland</i>				
Annual Grassland				
Alkali Grassland				
Ruderal	7.40 acres			
<i>Shrubland</i>				
Chaparral and Scrub				
<i>Woodland</i>				
Oak Savannah				
Oak Woodland				
<i>Riparian</i>				
Riparian Woodland/Scrub	0.213 acres			
<i>Wetland</i>				
Permanent Wetland				
Seasonal Wetland				
Alkali Wetland				
<i>Aquatic</i>				
Aquatic (Reservoir/Open Water)				
Slough/Channel				
Pond				
Stream (in linear feet)				
<i>Irrigated Agriculture</i>				
Pasture				
Cropland				
Orchard				
Vineyard				
<i>Other</i>				
Nonnative woodland				
Wind turbines				
<i>Developed (not counted toward Fees)</i>				
Urban				
Aqueduct				
Turf				
Landfill				
TOTAL IMPACTS	7.613 acres			

Identify any uncommon vegetation and uncommon landscape features³:

Supplemental to Table 1: Uncommon Vegetation and Landscape Features

	Permanent Impacts	Temporary Impacts
<i>Uncommon Grassland Alliances</i>		
Purple Needlegrass Grassland		
Blue Wildrye Grassland		
Creeping Ryegrass Grassland		
Wildflower Fields		
Squirrelta Grassland		
One-sided Bluegrass Grassland		
Serpentine Bunchgrass Grassland		
Saltgrass Grassland		
Alkali Sacaton Bunchgrass Grassland		
☐ Other		
<i>Uncommon Landscape Features</i>		
Rock Outcrops		
Caves		
Springs and seeps		
Scalds		
Sand Deposits		
☐ Mines ⁴		
☐ Buildings (bat roosts) ³		
☐ Potential nest sites (trees or cliffs) ³		

Please provide details of impacts to stream features:

Stream Name:

Watershed:

Supplemental to Table 1: Stream Feature Detail⁵

Stream Width	Stream Type ⁶	Permanent Impacts (linear feet) ⁷	Temporary Impacts (linear feet) ⁷
☐ ≤ 25 feet wide ☐ > 25 feet wide	☐ Perennial ☐ Intermittent ☐ Ephemeral, 3rd or higher order ☐ Ephemeral, 1st or 2nd order		
☐ ≤ 25 feet wide ☐ > 25 feet wide	☐ Perennial ☐ Intermittent ☐ Ephemeral, 3rd or higher order ☐ Ephemeral, 1st or 2nd order		
☐ ≤ 25 feet wide ☐ > 25 feet wide	☐ Perennial ☐ Intermittent ☐ Ephemeral, 3rd or higher order ☐ Ephemeral, 1st or 2nd order		

³ These acreages are for Conservancy tracking purposes. Impacts to these uncommon vegetation and landscape features should be accounted for within the land cover types in Table 1 (e.g., x acres of purple needlegrass in this supplemental table should be accounted for within annual grassland in Table 1).

⁴ Insert amount/number, not acreage. Provide additional information on these features in Attachment A: Project Description.

⁵ Use more than 1 row as necessary to describe impacts to streams on site.

⁶ See glossary (Appendix A) for definition of stream type and order.

⁷ Stream length is measured along stream centerline, based on length of impact to any part of the stream channel, TOB to TOB.

4) Summary of Land Cover Types

Please provide a written summary of descriptions for land cover types found on site including characteristic vegetation.

The Project Site is shown on the Final ECCCHCP/NCCP Landcover map as ruderal cover type and also falls within the Initial Urban Development Area. The planning survey, conducted December 5, 2018, determined that a total of 7.40 acres of ruderal and 0.213 acres of riparian woodland land cover occur within the parcels proposed for development.

During the planning survey, minimal ground cover was present within the ruderal habitat, and historic imagery (Google Earth 2019) indicates that the site has been disced annually since at least 2002. Adjacent to the site thistle (*Carduus* sp.), black mustard (*Brassica nigra*), and non-native grasses were observed. Ornamental walnut trees (*Juglans* sp.) were present along the fenceline in the northwest corner of the Project Site adjacent to Building D (Photo 4). Isolated walnut trees were also present along the eastern margin of the Project Site, adjacent to the unnamed concrete channel and Buildings C and D (Photo 5).

Riparian woodland habitat associated with Kirker Creek borders the Project Site to the west near Building A and D, and occurs within two parcels – 088-530-006-1 and 088-540-018-4. Riparian woodland in these areas is dominated by willow (*Salix* sp.), walnut, California blackberry (*Rubus ursinus*), and non-native grasses (Photo 4).

5) Jurisdictional Wetlands and Waters

If wetlands and waters are present on the project site, project proponents must conduct a delineation of jurisdictional wetlands and waters. Jurisdictional wetlands and waters are defined on pages 1-18 and 1-19 of the ECCCHCP/NCCP as the following land cover types: permanent wetland, seasonal wetland, alkali wetland, aquatic, pond, slough/channel, and stream. It should be noted that these features differ for federal and state jurisdictions. If you have identified any of these land cover types in Table 1, complete the section below.

- a) Attach the wetland delineation report as **Attachment E: Wetland Delineation**. If a wetland delineation has not been completed, please explain below in section 4c.
- b) Please check the following permits the project may require. Please submit copies of these permits to the Conservancy prior to the start of construction:
- | | |
|--|--|
| ☐ CWA Section 404 Permit ⁸ | ☐ CWA Section 401 Water Quality Certification |
| ☐ Waste Discharge Requirements | ☐ Lake and Streambed Alteration Agreement |
- c) Provide any additional information on impacts to jurisdictional wetland and waters below, including status of the permit(s):

There are two aquatic resources bordering the Project Site, Kirker Creek and a concrete lined channel that drains to Kirker Creek.

Kirker Creek is adjacent to Buildings A, B and D (APNs 088-530-006-1, 088-540-007-7 and 088-540-018-4). No impacts will occur within the channel below top of bank, however permanent impacts to riparian woodland and ruderal land cover within the required stream setback will occur.

The concrete lined channel is located adjacent to Buildings C and D (APNs 088-540-014-3 and 088-540-018-4). No impacts are planned within the concrete channel; however, permanent impacts to ruderal land within the required stream setback will occur.

Per Chapter 6 and Conservation Measure 1.7 of the HCP/NCCP, a stream setback is required for all development projects. The setback extent is determined according to the stream types identified in Table 6.2. The setbacks for each aquatic resource are discussed in Attachment C.

⁸ The USACE Sacramento District issued a Regional General Permit 1 (RGP) related to ECCCHCP/NCCP covered activities. The RGP is designed to streamline wetland permitting in the entire ECCCHCP/NCCP Plan Area by coordinating the avoidance, minimization, and mitigation measures in the Plan with the Corps' wetland permitting requirement. Applicants seeking authorization under this RGP shall notify the Corps in accordance with RGP general condition number 18 (Notification).

6) Species-Specific Planning Survey Requirements

Based on the land cover types found on-site and identified in Table 1, check the applicable boxes in Table 2a.

Table 2a. Species –Specific Planning Survey Requirements

Land Cover Type in Project Area	Required Survey Species	Habitat Element in Project Area	Planning Survey Requirement ⁹	Info in HCP
☒ Grasslands, oak savannah, agriculture, or ruderal	☐ San Joaquin kit fox	Assumed if within modeled range of species	If within modeled range of species, identify and map potential breeding or denning habitat within the project site and a 250-ft radius around the project footprint.	pp. 6-37 to 6-38
	☒ Western burrowing owl	Assumed	Identify and map potential breeding habitat within the project site and a 500-ft radius around the project footprint. Please note the HCP requires buffers for occupied burrows. Surveys may need to encompass an area larger than the project footprint.	pp. 6-39 to 6-41
☐ Aquatic (ponds, wetlands, streams, sloughs, channels, and marshes)	☐ Giant garter snake	Aquatic habitat accessible from the San Joaquin River	Identify and map potential habitat.	pp. 6-43 to 6-45
	☐ California tiger salamander	Ponds and wetlands Vernal pools Reservoirs Small lakes	Identify and map potential breeding habitat. Document habitat quality and features. Provide the Conservancy with photo-documentation and report.	pp. 6-45
	☐ California red-legged frog	Slow-moving streams, ponds and wetlands	Identify and map potential breeding habitat. Document habitat quality and features. Provide the Conservancy with photo-documentation and report.	p. 6-46
	☐ Covered shrimp	Seasonal wetlands Vernal pools Sandstone rock outcrops Sandstone depressions	Identify and map potential habitat. Please note the HCP requires a 50 foot non-disturbance buffer from seasonal wetlands that may be occupied by covered shrimp. Surveys may need to encompass an area larger than the project footprint.	pp. 6-46 to 6-48
☒ Any	☐ Townsend's big-eared bat	Rock formations with caves Mines Abandoned buildings outside urban area	Map and document potential breeding or roosting habitat.	pp. 6-36 to 6-37
	☐ Swainson's hawk	Potential nest sites within 1,000 feet of project	Inspect large trees for presence of nest sites. Document and map.	pp. 6-41 to 6-43
	☒ Golden Eagle	Potential nest sites with ½ mile of project	Inspect large trees for presence of nest sites. Document and map.	pp. 6-38 to 6-39
Surveys for all covered species must be conducted by a qualified biologist (USFWS/CDFW project-specific approved). Please submit biologist approval request to the East Contra Costa County Habitat Conservancy.				
Surveys for all covered species must be conducted according to the respective USFWS or CDFW survey protocols, as identified in Chapter 6.4.3 in the HCP/NCCP.				

7) Planning Survey Species Habitat Maps

Provide Planning Survey Species Habitat Maps as required in Table 2a, attach as **Figure 5 in Attachment B: Figures**.

⁹ The planning survey requirements in this table are not comprehensive. Please refer to Chapter 6.4.3 in the ECCC HCP/NCCP for more detail.

8) Results of Species Specific Surveys

Provide a written summary describing the results of the planning surveys. Please discuss the location, quantity, and quality of suitable habitat for specified covered wildlife species on the project site.

Below is a summary describing the results of the planning surveys for all species identified in Table 2a.

Western burrowing owl (*Athene cunicularia hypuqaea*)

The Project Site is located within the modeled suitable habitat of the western burrowing owl. The nearest recorded occurrence of western burrowing owls is located 2.2 mi east of the Project Site, at the junction of Somersville Road and railroad tracks in Antioch. Two adult owls were evicted from this site prior to construction in January of 2008 (CNDDDB 2019). The next nearest record of burrowing owls occurs 2.5 mi southeast of the Project Site at the Somersville Road landfill in Antioch. Four adults were observed at this location in January 2008 (CNDDDB 2019).

During the planning survey, the Project Site and a 500 foot buffer surrounding the site were surveyed for burrowing owls and for burrows capable of supporting burrowing owls. No owls or burrows were observed within the Project Site or surrounding areas. Historic imagery indicates that the Project Site and surrounding ruderal grasslands have been disced annually since 2002 (Google 2019). Thus, there is little potential for western burrowing owls to occur within the Project Site as either a breeder or wintering individual. The ruderal grasslands within and adjacent to the Project Site provide, marginal foraging habitat for the species. Nonetheless, there is some potential for western burrowing owls to utilize the ruderal lot for foraging and/or breeding. Therefore, preconstruction surveys and avoidance and minimization measures (if necessary) will be completed for western burrowing owl as described below in Section IV.2 and in Attachment A.

Golden eagle (*Aquila chrysaetos*)

The Project Site is located within modeled suitable habitat of the golden eagle. Per Chapter 6 of the HCP/NCCP, surveys for golden eagle nests are required where suitable breeding habitat is present. As summarized in Table 6.1, no construction may occur within ½ mile of active golden eagle nests; thus, planning and preconstruction surveys for golden eagles must include all suitable habitat within ½ mile of covered activities to ensure the appropriate buffers are maintained.

The nearest recorded golden eagle nest was recorded in 1974 at the Concord Naval Weapons Station, 5.95 mi southwest of the Project Site. During the planning survey, the Project Site and a ½ mile buffer surrounding the site were surveyed for golden eagle nests. No active or inactive raptor nests were observed during the planning survey. In addition, no sufficiently large trees capable of supporting an eagle nest were observed within the Project Site or within ½ mile of the Project Site. Ruderal habitats in the vicinity of the Project Site provide marginal foraging habitat for the species, as golden eagles do not typically nest or forage within urban habitats. Nonetheless, there is some potential for a pair of golden eagles to nest within ½ mile of the Project Site. Thus, preconstruction surveys and avoidance and minimization measures (if necessary) will be completed for golden eagles as described below in Section IV.2 and in Attachment A.

References:

California Department of Fish and Wildlife (CDFW). 2019. California Natural Diversity Database query within five miles of Project Site. January 2019.

Google Inc. 2019. Google Earth Pro (Version 7.3.2.5491) [Software]. Accessed January 2019 from earth.google.com.

Jones & Stokes. 2007. Final East Contra Costa County Habitat Conservation Plan and Natural Community Conservation Plan. Retrieved January 2019, from http://www.co.contra-costa.ca.us/depart/cd/water/hcp/archive/final-hcp-rev/final_hcp_nccp.html

9) Covered and No-Take Plants

Please check the applicable boxes in Table 2b based on the land cover types found in the project area. If suitable land cover types are present on site, surveys must be conducted using approved CDFW/USFWS methods during the appropriate season for identification of covered and no-take species (see page 6-9 of the ECCC HCP/NCCP). Reference populations of covered and no-take plants should be visited, where possible, prior to conducting surveys to confirm that the plant species is visible and detectable at the time surveys are conducted. In order to complete all the necessary covered and no-take plant surveys, spring, summer, and fall surveys may be required.

Table 2b. Covered and No-Take Plant Species

Plant Species	Covered (C) or No-Take (N)	Associated Land Cover Type	Typical Habitat or Physical Conditions, if Known	Typical Blooming Period	Suitable Land Cover Type Present
Adobe navarretia (<i>Navarretia nigelliformis</i> ssp. <i>radians</i>) ^a	C	Annual Grassland	Generally found on clay barrens in Annual Grassland ^b	Apr–Jun	☐ Yes ☒ No
Alkali milkvetch (<i>Astragalus tener</i> ssp. <i>tener</i>)	N	Alkali grassland Alkali wetland Annual grassland Seasonal wetland	Generally found in vernal moist habitat in soils with a slight to strongly elevated pH	Mar–Jun	☐ Yes ☒ No
Big tarplant (<i>Blepharizonia plumosa</i>)	C	Annual grassland	Elevation below 1500 feet ^d most often on Altamont Series or Complex soils	Jul–Oct	☐ Yes ☒ No
Brewer's dwarf flax (<i>Hesperolinon breweri</i>)	C	Annual grassland Chaparral and scrub Oak savanna Oak woodland	Generally, restricted to grassland areas within a 500+ buffer from oak woodland and/or chaparral/scrub ^d	May–Jul	☐ Yes ☒ No
Brittlescale (<i>Atriplex depressa</i>)	C	Alkali grassland Alkali wetland	Restricted to soils of the Pescadero or Solano soil series; generally found in southeastern region of plan area ^d	May–Oct	☐ Yes ☒ No
Caper-fruited tropidocarpum (<i>Tropidocarpum capparideum</i>)	N	Alkali grassland		Mar–Apr	☐ Yes ☒ No
Contra Costa goldfields (<i>Lasthenia conjugens</i>)	N	Alkali grassland Alkali wetland Annual grassland Seasonal wetland	Generally found in vernal pools	Mar–Jun	☐ Yes ☒ No
Diablo Helianthella (<i>Helianthella castanea</i>)	C	Chaparral and scrub Oak savanna Oak woodland	Elevations generally above 650 feet ^d	Mar–Jun	☐ Yes ☒ No
Diamond-petaled poppy (<i>Eschscholzia rhombipetala</i>)	N	Annual grassland		Mar–Apr	☐ Yes ☒ No
Large-flowered fiddleneck (<i>Amsinckia grandiflora</i>)	N	Annual grassland	Generally on clay soil	Apr–May	☐ Yes ☒ No
Mount Diablo buckwheat (<i>Eriogonum truncatum</i>)	N	Annual grassland Chaparral and scrub	Ecotone of grassland and chaparral/scrub	Apr–Sep	☐ Yes ☒ No
Mount Diablo fairy-lantern (<i>Calochortus pulchellus</i>)	C	Annual grassland Chaparral and scrub Oak savanna Oak woodland	Elevations generally between 650 and 2,600 ^d	Apr–Jun	☐ Yes ☒ No
Mount Diablo Manzanita (<i>Arctostaphylos auriculata</i>)	C	Chaparral and scrub	Elevations generally between 700 and 1,860 feet; restricted to the eastern and northern flanks of Mt. Diablo ^d and the vicinity of Black Diamond Mines	Jan–Mar	☐ Yes ☒ No
Recurved larkspur (<i>Delphinium recurvatum</i>)	C	Alkali grassland Alkali wetland		Mar–Jun	☐ Yes ☒ No
Round-leaved filaree (<i>California macrophylla</i>) ^c	C	Annual grassland		Mar–May	☐ Yes ☒ No
San Joaquin spearscale (<i>Extriplex joaquiniana</i>) ^e	C	Alkali grassland Alkali wetland		Apr–Oct	☐ Yes ☒ No
Showy madia (<i>Madia radiata</i>)	C	Annual grassland Oak savanna Oak woodland	Primarily occupies open grassland or grassland on edge of oak woodland	Mar–May	☐ Yes ☒ No

^a The species *Navarretia nigelliformis* subsp. *nigelliformis* is no longer considered to occur within Contra Costa County based on specimen annotations at the UC and Jepson Herbaria at the University of California Berkeley as well as the opinions of experts in the genus. This taxon is now recognized as *Navarretia nigelliformis* subsp. *radians*. Any subspecies of *Navarretia nigelliformis* encountered as a part of botanical surveys in support of a PSR should be considered as covered under this HCP/NCCP.

^b Habitat for the *Navarretia nigelliformis* subspecies that occurs within the inventory are inaccurately described in the HCP/NCCP as vernal pools. The entity within the Inventory generally occupies clay barrens within Annual Grassland habitat, which is an upland habitat type.

^c From California Native Plant Society. 2007. *Inventory of Rare and Endangered Plants* (online edition, v7-07d). Sacramento, CA. Species may be identifiable outside of the typical blooming period; a professional botanist shall determine if a covered or no take plant occurs on the project site. Reference population of covered and no-take plants should be visited, where possible, prior to conducting surveys to confirm that the plant is visible and detectable at the time surveys are conducted.

^d See Species Profiles in Appendix D of the Final HCP/NCCP. Reference populations of covered and no-take plants should be visited, where possible, prior to conducting surveys to confirm that the plant species is visible and detectable at the time surveys are conducted.

^e In the recent update to the Jepson eflora (JFP 2013) *Atriplex joaquiniana* has been circumscribed and segregated into a new genus called *Extriplex* based on the work of Elizabeth Zacharias and Bruce Baldwin (2010). The etymology of the genus *Extriplex* means, "beyond or outside *Atriplex*".

10) Results of Covered and No-Take Plant Species

Provide a written summary describing the results of the planning surveys conducted as required in Table 2b. Describe the methods used to survey the site for all covered and no-take plants, including the dates and times of all surveys conducted (see Tables 3-8 and 6-5 of the ECCC HCP/NCCP for covered and no-take plants), including reference populations visited prior to conducting surveys.

If any covered or no-take plant species were found, include the following information in the results summary:

- Description and number of occurrences and their rough population size.
- Description of the “health” of each occurrence, as defined on pages 5-49 and 5-50 of the HCP/NCCP.
- A map of all the occurrences.
- Justification of surveying time window, if outside of the plant’s blooming period.
- The CNDDDB form(s) submitted to CDFW (if this is a new occurrence).
- A description of the anticipated impacts that the covered activity will have on the occurrence and how the project will avoid impacts to all covered and no-take plant species. If impacts to covered plant species cannot be avoided and plants will be removed by covered activity, the Conservancy must be notified and has the option to salvage the covered plants. All projects must demonstrate avoidance of all six no-take plants (see table 6-5 of the HCP/NCCP).

Planning surveys for covered and no-take plant species were conducted on December 5, 2018 by walking the entirety of the Project Site. The site is ruderal and regularly disced and has been since at least 2002, based on aerial imagery (Google 2018). No suitable land cover types are present within the Project Site and no additional focused plant surveys are required.

References:

Calflora. 2018. Calflora: Information on California plants for education, research and conservation. Retrieved December 2018 from <http://www.calflora.org/>.

California Department of Fish and Wildlife (CDFW). 2019. California Natural Diversity Database query within five miles of Project Site. January 2019.

California Native Plant Society (CNPS), Rare Plant Program. 2018. Inventory of Rare and Endangered Plants (online edition, v8- 03 0.39). Sacramento, CA. Retrieved December 2018, from <http://www.rareplants.cnps.org>

Google Inc. 2019. Google Earth Pro (Version 7.3.2.5491) [Software]. Accessed January 2019 from earth.google.com.

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IV. SPECIES-SPECIFIC AVOIDANCE AND MINIMIZATION REQUIREMENTS

Please complete and/or provide the following attachments:

1) Species-Specific Avoidance and Minimization for Selected Covered Wildlife

Complete the following table and check the applicable box for covered species determined by the planning surveys.

Table 3. Summary of Applicable Preconstruction Surveys, Avoidance and Minimization, and Construction Monitoring Requirements¹⁰

Species	Preconstruction Survey Requirements	Avoidance and Minimization Requirements	Construction Monitoring Required	Info in HCP
☐ San Joaquin kit fox	- On project footprint and 250-ft radius, map all dens (>5 in. diameter) and determine status - Provide written survey results to USFWS within 5 working days after surveying	- Monitor dens - Destroy unoccupied dens - Discourage use of occupied (non-natal) dens	- Establish exclusion zones (>50 ft for potential dens, and >100 ft for known dens) - Notify USFWS of occupied natal dens	pp. 6-37 to 6-38
☒ Western burrowing owl	- On project footprint and 500-ft radius, identify and map all owls and burrows, and determine status - Document use of habitat (e.g. breeding, foraging)	- Avoid occupied nests during breeding season (Feb-Sep) - Avoid occupied burrows during nonbreeding season (Sep – Feb) - Install one-way doors in occupied burrow (if avoidance not possible) - Monitor burrows with doors installed	- Establish buffer zones (250 ft around nests) - Establish buffer zones (160 ft around burrows)	pp. 6-39 to 6-41
☐ Giant garter snake	- Delineate aquatic habitat up to 200 ft from water's edge on each side - Document any occurrences	- Limit construction to Oct-May - Dewater habitat April 15 – Sep 30 prior to construction - Minimize clearing for construction	- Delineate 200 ft buffer around potential habitat near construction - Provide field report on monitoring efforts - Stop construction activities if snake is encountered; allow snake to passively relocate - Remove temporary fill or debris from construction site - Mandatory training for construction personnel	pp. 6-43 to 6-45
☐ California tiger salamander	Provide written notification to USFWS and CDFW regarding timing of construction and likelihood of occurrence on site	Allow agency staff to translocate species, if requested	None	p. 6-45
☐ California red-legged frog	Provide written notification to USFWS and CDFW regarding timing of construction and likelihood of occurrence on site	Allow agency staff to translocate species, if requested	None	p. 6-46
☐ Covered shrimp	- Establish presence/absence - Document and evaluate use of all habitat features (e.g. vernal pools, rock outcrops)	- Establish buffer near construction activities - Prohibit incompatible activities	- Establish buffer around outer edge of all hydric vegetation associated with habitat (50 ft or immediate watershed, whichever is larger) - Mandatory training for construction personnel	pp. 6-46 to 6-48
☐ Townsend's big-eared bat	- Establish presence/absence - Determine if potential sites were recently occupied (guano)	- Seal hibernacula before Nov - Seal nursery sites before April - Delay construction near occupied sites until hibernation or nursery seasons are over	None	pp. 6-36 to 6-37
☐ Swainson's hawk	Determine whether potential nests are occupied	- No construction within 1,000 ft of occupied nests within breeding season (March 15 - Sep 15) - If necessary, remove active nest tree after nesting season to prevent occupancy in second year.	Establish 1,000 ft buffer around active nest and monitor compliance (no activity within established buffer)	pp. 6-41 to 6-43
☒ Golden Eagle	Establish presence/absence of nesting eagles	No construction within ½ mile near active nests (most activity late Jan – Aug)	Establish ½ mile buffer around active nest and monitor compliance with buffer	pp. 6-38 to 6-39

¹⁰ The requirements in this table are not comprehensive; they are detailed in the next section on the following page.

2) Required Preconstruction Surveys, Avoidance and Minimization, and Construction Monitoring

All preconstruction surveys shall be conducted in accordance with the requirements set forth in Section 6.4.3, Species-Level Measures, and Table 6-1 of the ECCC HCP/NCCP. Detailed descriptions of preconstruction surveys, avoidance and minimization, and construction monitoring applicable to each of the wildlife species in Table 3 are located below. Please remove the species-specific measures that do not apply to your project (highlight entire section and delete).

WESTERN BURROWING OWL

Preconstruction Surveys

Prior to any ground disturbance related to covered activities, a USFWS/CDFW- approved biologist will conduct a preconstruction survey in areas identified in the planning surveys as having potential burrowing owl habitat. The surveys will establish the presence or absence of western burrowing owl and/or habitat features and evaluate use by owls in accordance with CDFW survey guidelines (California Department of Fish and Game 1995).

On the parcel where the activity is proposed, the biologist will survey the proposed disturbance footprint and a 500-foot radius from the perimeter of the proposed footprint to identify burrows and owls. Adjacent parcels under different land ownership will not be surveyed. Surveys should take place near sunrise or sunset in accordance with CDFW guidelines. All burrows or burrowing owls will be identified and mapped. Surveys will take place no more than 30 days prior to construction. During the breeding season (February 1– August 31), surveys will document whether burrowing owls are nesting in or directly adjacent to disturbance areas. During the nonbreeding season (September 1–January 31), surveys will document whether burrowing owls are using habitat in or directly adjacent to any disturbance area. Survey results will be valid only for the season (breeding or nonbreeding) during which the survey is conducted.

Avoidance and Minimization and Construction Monitoring

This measure incorporates avoidance and minimization guidelines from CDFW's *Staff Report on Burrowing Owl Mitigation* (California Department of Fish and Game 1995).

If burrowing owls are found during the breeding season (February 1 – August 31), the project proponent will avoid all nest sites that could be disturbed by project construction during the remainder of the breeding season or while the nest is occupied by adults or young. Avoidance will include establishment of a non-disturbance buffer zone (described below). Construction may occur during the breeding season if a qualified biologist monitors the nest and determines that the birds have not begun egg-laying and incubation or that the juveniles from the occupied burrows have fledged. During the nonbreeding season (September 1 – January 31), the project proponent should avoid the owls and the burrows they are using, if possible. Avoidance will include the establishment of a buffer zone (described below).

During the breeding season, buffer zones of at least 250 feet in which no construction activities can occur will be established around each occupied burrow (nest site). Buffer zones of 160 feet will be established around each burrow being used during the nonbreeding season. The buffers will be delineated by highly visible, temporary construction fencing.

If occupied burrows for burrowing owls are not avoided, passive relocation will be implemented. Owls should be excluded from burrows in the immediate impact zone and within a 160-foot buffer zone by installing one-way doors in burrow entrances. These doors should be in place for 48 hours prior to excavation. The project area should be monitored daily for 1 week to confirm that the owl has abandoned the burrow. Whenever possible, burrows should be excavated using hand tools and refilled to prevent reoccupation (California Department of Fish and Game 1995). Plastic tubing or a similar structure should be inserted in the tunnels during excavation to maintain an escape route for any owls inside the burrow.

GOLDEN EAGLE

Preconstruction Survey

Prior to implementation of covered activities, a qualified biologist will conduct a preconstruction survey to establish whether nests of golden eagles are occupied (see Section 6.3.1, *Planning Surveys*). If nests are occupied, minimization requirements and construction monitoring will be required.

Avoidance and Minimization

Covered activities will be prohibited within 0.5 mile of active nests. Nests can be built and active at almost any time of the year, although mating and egg incubation occurs late January through August, with peak activity in March through July. If site-specific conditions or the nature of the covered activity (e.g., steep topography, dense vegetation, limited activities) indicate that a smaller buffer could be appropriate or that a larger buffer should be implemented, the Implementing Entity will coordinate with CDFW/USFWS to determine the appropriate buffer size.

Construction Monitoring

Construction monitoring will focus on ensuring that no covered activities occur within the buffer zone established around an active nest. Although no known golden eagle nest sites occur within or near the ULL, covered activities inside and outside of the Preserve System have the potential to disturb golden eagle nest sites. Construction monitoring will ensure that direct effects to golden eagles are minimized.

3) Construction Monitoring Plan

Before implementing a covered activity, the applicant will develop and submit a construction monitoring plan to the planning department of the local land use jurisdiction and the East Contra Costa County Habitat Conservancy for review and approval. Elements of a brief construction monitoring plan will include the following:

- Results of planning and preconstruction surveys.¹¹
- Description of avoidance and minimization measures to be implemented, including a description of project-specific refinements to the measures or additional measures not included in the HCP/NCCP.
- Description of monitoring activities, including monitoring frequency and duration, and specific activities to be monitored.
- Description of the onsite authority of the construction monitor to modify implementation of the activity.

☒ Check box to acknowledge this requirement.

¹¹ If the preconstruction surveys do not trigger construction monitoring, results of preconstruction surveys should still be submitted to the local jurisdiction and the East Contra Costa County Habitat Conservancy.

V. SPECIFIC CONDITIONS ON COVERED ACTIVITIES

1) Check off the HCP conservation measures that apply to the project.

APPLIES TO ALL PROJECTS

☒ **Conservation Measure 1.11. Avoid Direct Impacts on Extremely Rare Plants, Fully Protected Wildlife Species, or Migratory Birds.** This conservation measure applies to all projects. All projects will avoid all impacts on extremely rare plants and fully protected species listed in Table 6-5 of the ECCC HCP/NCCP. See HCP pp. 6-23 to 6-25, and Table 6-5.

APPLIES TO PROJECTS THAT IMPACT COVERED PLANT SPECIES

☐ **Conservation Measure 3.10. Plant Salvage when Impacts are Unavoidable.** This condition applies to projects that cannot avoid impacts on covered plants and help protect covered plants by prescribing salvage whenever avoidance of impacts is not feasible. Project proponents wishing to remove populations of covered plants must notify the Conservancy of their construction schedule to allow the Conservancy the option of salvaging the populations. See HCP pp. 6-48 to 6-50.

APPLIES TO PROJECTS THAT INCLUDE ARE ADJACENT TO STREAMS, PONDS, OR WETLANDS

☒ **Conservation Measure 2.12. Wetland, Pond, and Stream Avoidance and Minimization.** All projects will implement measures described in the HCP to avoid and minimize impacts on wetlands, ponds, streams, and riparian woodland/scrub. See HCP pp. 6-33 to 6-35.

APPLIES TO NEW DEVELOPMENT PROJECTS

☒ **Conservation Measure 1.10. Maintain Hydrologic Conditions and Minimize Erosion.** All new development must avoid or minimize direct and indirect impacts on local hydrological conditions and erosion by incorporating the applicable Provision C.3 Amendments of the Contra Costa County Clean Water Program's (CCCCWP's) amended NPDES Permit (order no. R2-2003-0022; permit no. CAS002912). The overall goal of this measure is to ensure that new development covered under the HCP has no or minimal adverse effects on downstream fisheries to avoid take of fish listed under ESA or CESA. See HCP pp. 6-21 to 6-22.

APPLIES TO NEW DEVELOPMENT PROJECTS THAT INCLUDE OR ARE ADJACENT TO STREAMS, PONDS, OR WETLANDS

☒ **Conservation Measure 1.7. Establish Stream Setbacks.** A stream setback will be applied to all development projects covered by the HCP according to the stream types listed in Table 6-2 of the HCP. See HCP pp. 6-15 to 6-18 and Table 6-2.

APPLIES TO NEW DEVELOPMENT PROJECTS ADJACENT TO EXISTING PUBLIC OPEN SPACE, HCP PRESERVES, OR LIKELY HCP ACQUISITION SITES

☐ **Conservation Measure 1.6. Minimize Development Footprint Adjacent to Open Space.** Project applicants are encouraged to minimize their development footprint and set aside portions of their land to contribute to the HCP Preserve System. Land set aside that contributes to the HCP biological goals and objectives may be credited against development fees. See HCP pages 6-14 to 6-15.

☐ **Conservation Measure 1.8. Establish Fuel Management Buffer to Protect Preserves and Property.** Buffer zones will provide a buffer between development and wildlands that allows adequate fuel management to minimize the risk of wildlife damage to property or to the preserve. The minimum buffer zone for new development is 100 feet. See HCP pages 6-18 to 6-19.

☐ **Conservation Measure 1.9. Incorporate Urban-Wildlife Interface Design Elements.** These projects will incorporate design elements at the urban-wildlife interface to minimize the indirect impacts of development on the adjacent preserve. See HCP pp. 6-20 to 6-21.

APPLIES TO ROAD MAINTENANCE PROJECTS OUTSIDE THE UDA

☐ **Conservation Measure 1.12. Implement Best Management Practices for Rural Road Maintenance.** Road maintenance activities have the potential to affect covered species by introducing sediment and other pollutants into downstream waterways, spreading invasive weeds, and disturbing breeding wildlife. In order to avoid and minimize these impacts, BMPs described in the HCP will be used where appropriate and feasible. See HCP pp. 6-25 to 6-26.

APPLIES TO NEW ROADS OR ROAD IMPROVEMENTS OUTSIDE THE UDA

☐ **Conservation Measure 1.14. Design Requirements for Covered Roads Outside the Urban Development Area (UDA).** New roads or road improvements outside the UDA have impacts on many covered species far beyond the direct impacts of their project footprints. To minimize the impacts of new, expanded, and improved roads in agricultural and natural areas of the inventory area, road and bridge construction projects will adopt siting, design, and construction requirements described in the HCP and listed in Table 6-6. See HCP pp. 6-27 to 6-33 and Table 6-6.

APPLIES TO FLOOD CONTROL MAINTENANCE ACTIVITIES

☐ **Conservation Measure 1.13. Implement Best Management Practices for Flood Control Facility Maintenance.** Flood control maintenance activities have the potential to affect covered species by introducing sediment and other pollutants into downstream waterways and disturbing breeding wildlife. In order to avoid and minimize these impacts, BMPs described in the HCP will be used where appropriate and feasible. See HCP pp. 6-26 to 6-27.

- 2) For all checked conservation measures, describe how the project will comply with each measure. Attach as Attachment C: Project Compliance to HCP Conditions.

VI. MITIGATION MEASURES

1) **Mitigation Fee Calculator(s)**

Complete and attach the fee calculator (use permanent and/or temporary impact fee calculator as appropriate), and attach as **Attachment D: Fee Calculator(s)**.

2) **Briefly describe the amount of fees to be paid and when applicant plans to submit payment.**

Below is a breakdown the fees to be paid by category in the Fee Calculator.

Development Fee:

A total of 7.40 acres of ruderal land cover will be developed as part of the Project in the HCP/NCCP Zone 3 of the Fee Zone map. However, the total acreage of the parcels to be developed is 7.61 acres and is considered the total impact area. Per Chapter 9, the development fee includes all areas removed from an undeveloped or habitat-providing state and includes land in the same parcel or project that is not developed, graded, physically altered, or directly affected in any way but is isolated from natural areas by the covered activity. Since the undeveloped land within the parcels will not be dedicated to the Preserve System or as a deed-restricted creek setback, the development mitigation fee applies to the total parcel acreage.

Wetland Mitigation Fee:

A total of 0.213 acres of riparian woodland scrub will be permanently impacted within the Project Site. Per Chapter 9, land subject to the wetland fee is included in the development fee calculation and the wetland fee calculation (i.e. the wetland fee is in addition to the development fee).

Stream Setback Exception Fee:

A total of 0.530 acres of ruderal habitat will be permanently impacted within the required stream setback for Kirker Creek and the concrete channel. The Applicant requests approval for an exception to the stream setback per conditions provided in Chapter 6. The Applicant proposes additional mitigation to address this exception. The fee for setback encroachment for 0.530 acres (0.367 acres for Kirker Creek and 0.163 acres for the concrete channel) has been included in the attached Fee Calculator Worksheet. This acreage excludes the riparian woodland habitat occurring within the Kirker Creek setback, per Chapter 9 of the HCP/NCCP (see Attachment C for further discussion).

A total development fee of \$97,446.84 required for the project. These fees are calculated at the 2018 rates and will be paid prior to construction based on phased impacts. If the fees change prior to construction the fees will be recalculated in accordance with the current Fee Calculator.

ATTACHMENT A: PROJECT DESCRIPTION

Project Description

Discovery Builders, Incorporated plans to develop 6 vacant parcels (Project Site) located in the City of Pittsburg, California. The proposed project includes the development of four industrial buildings, landscaping, and associated parking and infrastructure. The Project Site is located in the East Contra Costa County Habitat Conservation Plan/Natural Communities Conservation Plan (HCP/NCCP) Zone 3 and is therefore eligible to be covered by the HCP/NCCP permit. The Project Site is shown on the Final ECCHCP/NCCP Landcover map as ruderal landcover and also falls within the Initial Urban Development Area. The planning surveys determined the majority of the site is ruderal land cover, with small patches of riparian woodland associated with Kirker Creek occurring along the margins.

The Project Site will be accessed at Garcia Avenue, between Martin Street and Kelley Court, and at the existing terminus of Kelly Court. All construction and staging will occur within the Project Site. Wet and dry utilities including water, sewer, storm drain, and electrical will be installed as well.

Project Location

The Project Site is located at Garcia Avenue, between Martin Street and Kelley Court, and at the existing terminus of Kelly Court. The project will occur on parcels 088-530-004-6, 088-530-005-3, 088-530-006-1, 088-540-007-7, 088-540-014-3, 088-540-018-4. The Project Site is bordered by State Highway 4 to the north, industrial development to the east and west, and residential development to the south.

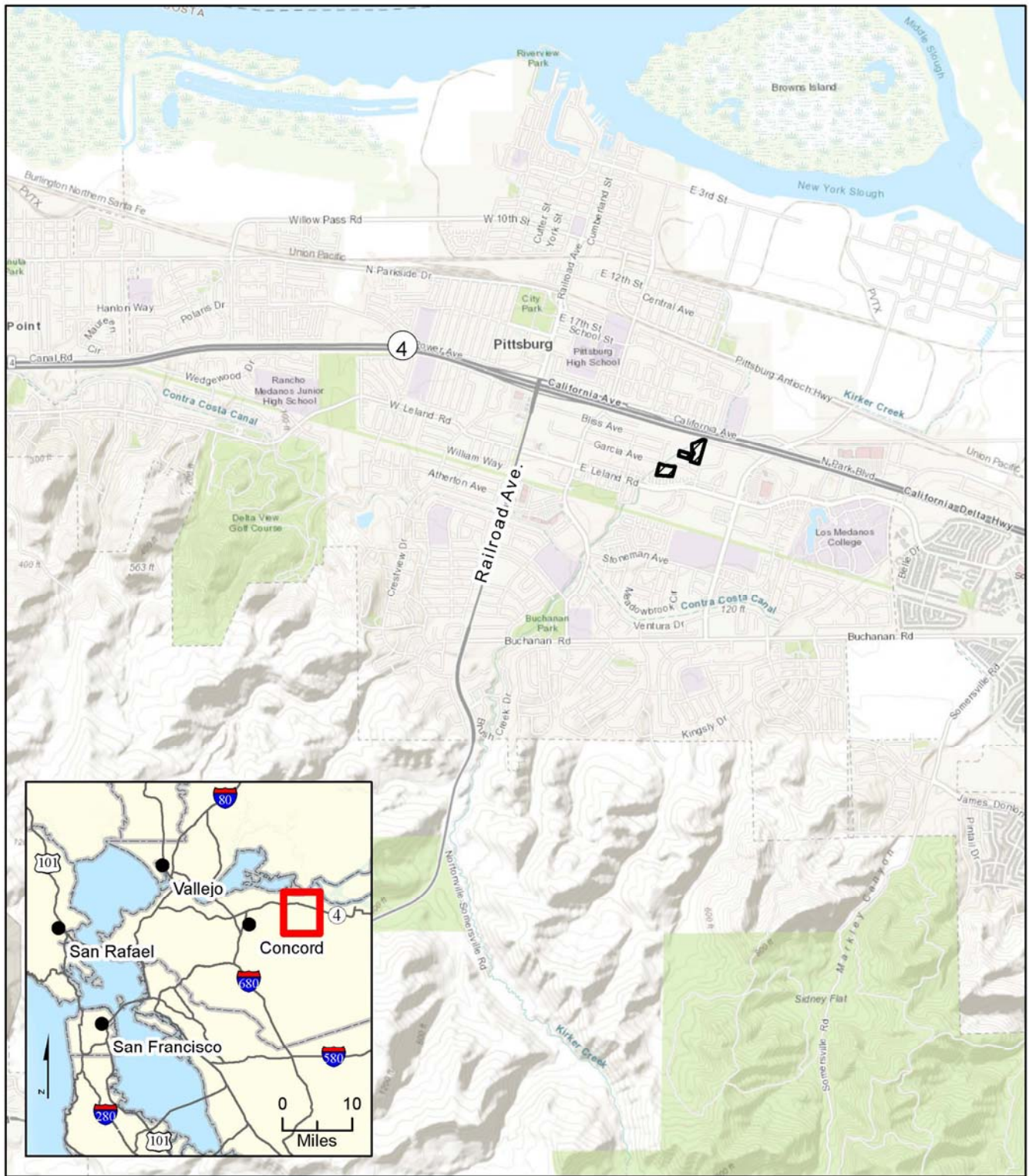
General Best Management Practices and Avoidance and Minimization Measures

- Applicable measures from the Provision C.3 Amendments of the Contra Costa County Clean Water Program's amended NPDES Permit will be incorporated into construction documents and the Stormwater Pollution Prevention Plan developed for the Project Site.
- Pre-construction surveys and appropriate Avoidance and Minimization Measures for the following species will be required to comply with the ECCC HCP/NCCP guidelines. Survey methods, reporting requirements and construction measures if necessary are included in Attachment C.
 - Western burrowing owl
 - Golden eagle
 - Nesting birds

Construction Schedule

Work activities are anticipated to occur in summer 2019 through summer 2020.

ATTACHMENT B: FIGURES



 Survey Area Boundary (7.61 acres)

0 0.375 0.75 1.5 Miles

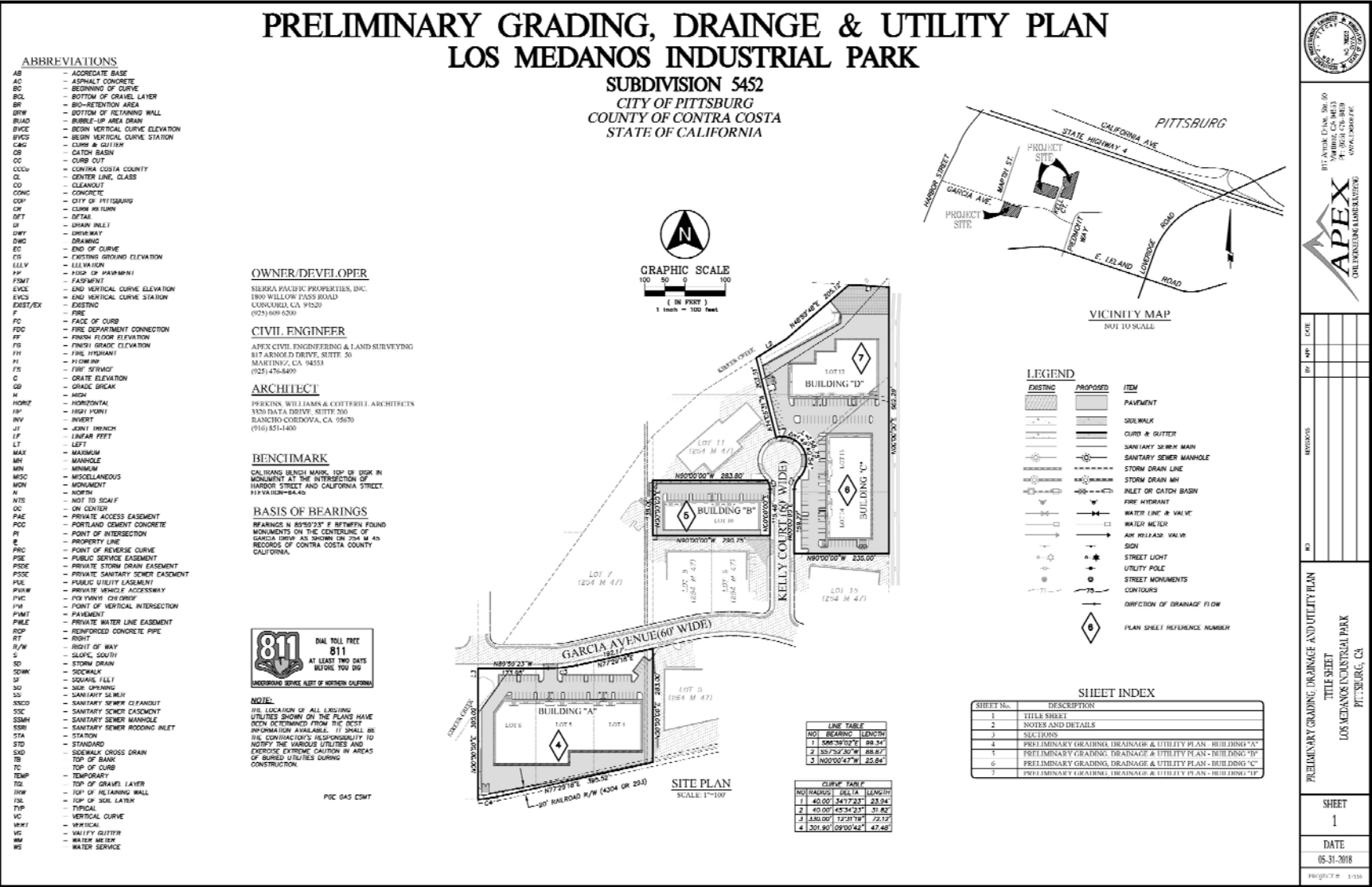


SBI 1/21/2019

Los Medanos Industrial Park
Figure 1. Regional Location



Figure 2. Site Plans





Los Medanos Industrial Park
Figure - 3 Field Verified Land Cover Map
Map 1 of 2





FIGURE 4. Representative Photographs of the Los Medanos Industrial Park Project Site

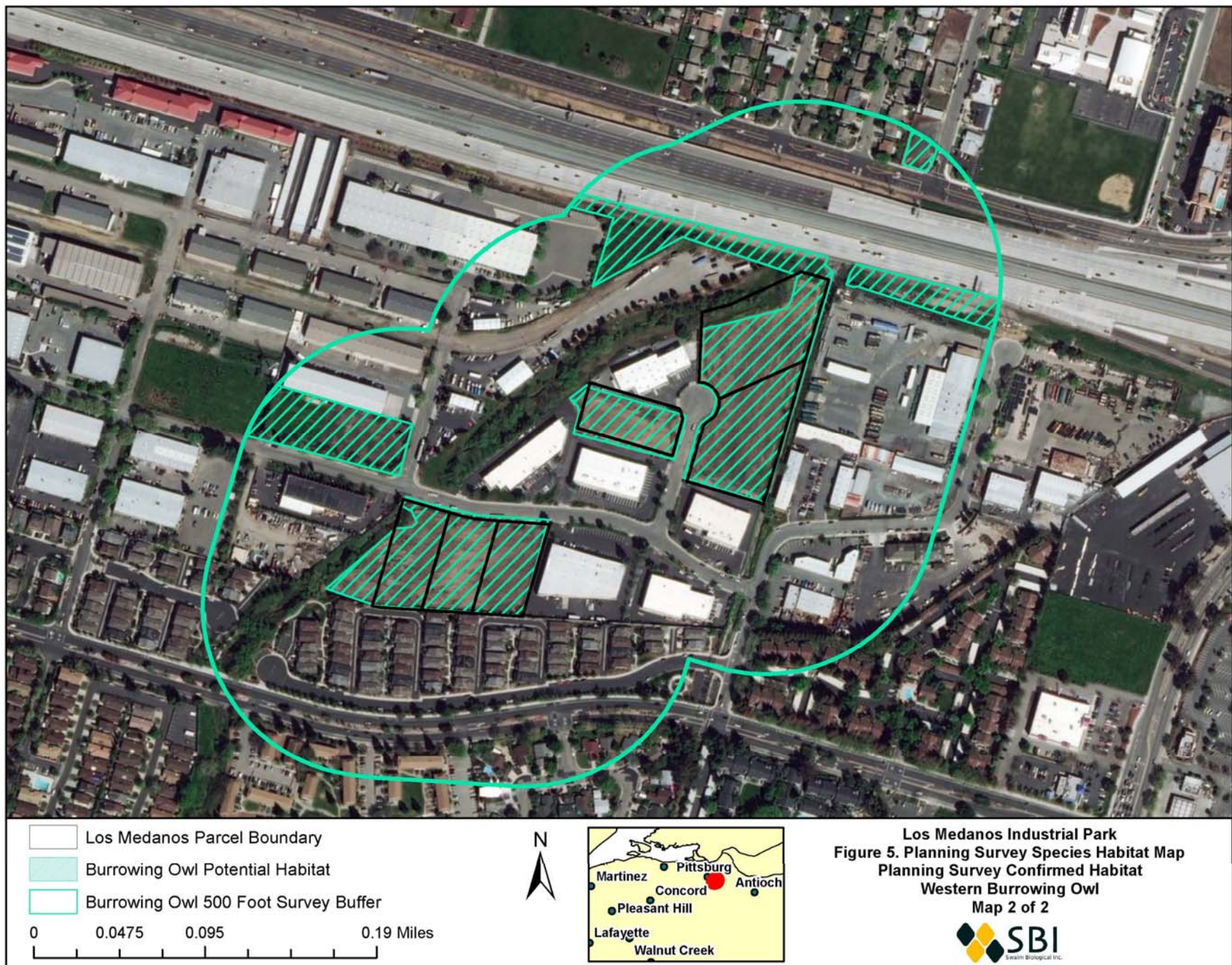
	
Photo 1. Project Site, looking north showing ruderal land cover on parcels 088-540-014-3 and 088-540-018-4 (Buildings C and D).	Photo 2. Project Site, looking west and showing ruderal land cover on parcel 088-540-007-7 (Building B).
	
Photo 3. Project Site, looking east and showing ruderal land cover on parcels 088-530-004-6 088-530-005-3, and 088-530-006-1 (Building A).	Photo 4. Ornamental walnut trees along the fence line in the northwest corner of parcel 088-540-018-4 northwest of Building D.



Photo 5. Parcels 088-540-014-3 and 088-540-018-4, showing ruderal land cover and the concrete lined channel adjacent to Buildings C and D.



Photo 6. Example of current stream setbacks in area



ATTACHMENT C: PROJECT COMPLIANCE TO HCP/NCCP CONDITIONS

Conservation Measures 1.7, 1.10, 1.11, and 2.12 are applicable for the Los Medanos Industrial Park Project. The following sections discuss these conservation measures and how they will be complied with.

Conservation Measure 1.7. Establish Stream Setbacks

In order to comply with Measure 1.7, stream setbacks are required for all development projects covered by the HCP/NCCP that are adjacent to streams. Setback extent is established based on the stream type. Below is a discussion of the stream setback requirements and proposed method for addressing these as part of this project.

Kirker Creek is adjacent to Building A and Building D. In this reach, Kirker Creek is mapped as a third order or higher intermittent stream in an urban area, and has a required setback from the top of bank, measured in aerial perspective of 50 feet. The proposed project would permanently impact a total of 0.367 acres of ruderal habitat and a total of 0.213 acres of riparian woodland habitat occurring within this stream setback for Kirker Creek.

The concrete lined channel adjacent to Buildings C and D has a required setback from the top of bank, measured in aerial perspective of 20 feet. Permanent impacts are planned within ruderal habitat occurring within this setback. In total, 0.163 acres of ruderal habitat will be permanently impacted within this setback.

As such, the project cannot meet the stream setback requirements for these stream features. Per Chapter 6 of the HCP/NCCP, local jurisdictions can grant exceptions to the stream setback requirements described in Table 6-2 if the local agency finds that complete adherence to the setback requirement is not practicable. Development granted an exception to the stream setback shall be required to mitigate for the loss of stream buffer by restoring riparian vegetation on site or off-site at a 0.5 to 1 ratio or to pay a fee of one half the riparian impact fee per acre of setback encroachment is required.

Approval of setback exceptions afforded by the local agency is required by the Implementing Entity for projects within the Urban Development Area. It should be noted that existing development within this area does not meet these setback requirements and in most locations is less than 5-10 feet from the top of bank.

The Applicant and the City of Pittsburg propose an exception to this stream setback requirement given the current setbacks present within the surrounding development. Proposed encroachment within the setbacks for Kirker Creek and the concrete channel are shown in Figure 3, Map 2. The applicant will pay additional fees to address setback encroachment on both Kirker Creek and the unnamed concrete lined channel.

The fee for setback encroachment for 0.530 acres (0.367 acres for Kirker Creek and 0.163 acres for the concrete channel) has been included in the attached Fee Calculator Worksheet. This acreage excludes riparian woodland habitat occurring within the Kirker Creek setback, per Chapter 9 of the HCP/NCCP:

“In cases where riparian woodland/scrub is removed within stream setback violation areas, the full riparian woodland scrub fee in Table 9-5 will be applied to each acre of riparian woodland impact, and no additional fee or mitigation will be required for the setback encroachment (i.e., the riparian woodland fee and the fee for stream setback encroachment are not additive).”

Conservation Measure 1.10. Maintain Hydrologic Conditions and Minimize Erosion

In order to comply with Measure 1.10, applicable measures from the Provision C.3 Amendments of the Contra Costa County Clean Water Program's amended NPDES Permit will be incorporated into construction documents and the Stormwater Pollution Prevention Plan developed for the Project Site.

Conservation Measure 1.11. Avoid Direct Impacts on Extremely Rare Plants, Fully Protected Wildlife Species, or Migratory Birds.

The required planning surveys for wildlife species and migratory birds were conducted by biologist Bridget Sousa in December 2018. The sections below summarize applicable conservation measures.

Rare Plant Species

No rare plant species have the potential to be present on the project site.

Fully Protected Wildlife Species

Three wildlife species that have potential to occur in the vicinity of the project are listed as fully protected (as defined under Sections 3511 and 4700 of the California Fish and Game Code). These are white-tailed kite (*Elanus leucurus*), peregrine falcon (*Falco peregrinus*), and golden eagle (*Aquila chrysaetos*). The golden eagle is also an HCP/NCCP covered species. All three species forage widely throughout the ECCC HCP/NCCP inventory area but nest in discrete locations. To ensure there will be no take of these species, pre-construction surveys will take place following the requirements in the ECCC HCP/NCCP and within Section IV of the Application Form and Planning Survey Report. If any nests associated with these species are determined to be active during the pre-construction surveys, the appropriate no-work buffer will be set up around the nest. Work will not proceed until the young fledge, the nest fails, or a reduced buffer is determined to be sufficient.

Migratory Birds

The riparian habitat, ornamental plantings, and adjacent buildings may serve as nesting locations for common and sensitive raptor and other bird species. To comply with the federal Migratory Bird Treaty Act pre-construction surveys will be conducted and construction avoidance measures will be implemented if necessary. The survey requirements and Avoidance and Minimization Measure (AMM) included below will be implemented to protect migratory birds.

- If work is scheduled to take place between February 1 and August 31, a pre-construction nesting bird survey will be conducted by a qualified biologist within 14 days of construction, covering a radius of 250 feet for non-listed raptors and 100 feet for other non-listed birds at all locations. If an active bird nest is found within these buffers, species-specific measures shall be prepared by a qualified biologist and implemented to prevent abandonment of the active nest. At a minimum, grading in the vicinity of a nest shall be postponed until the young birds have fledged. If an active nest is present, a minimum exclusion buffer of 100 feet shall be maintained during construction, depending on the species and location. The perimeter of the nest setback zone shall be fenced or adequately demarcated with stakes and flagging at 20-foot intervals, and construction personnel and activities restricted from the area. A survey report by a qualified biologist verifying that no active nests are present, or that the young have fledged, shall be submitted prior to initiation of

grading in the nest-setback zone. The qualified biologist shall serve as a biological monitor during those periods when construction activities occur near active nest areas to ensure that no inadvertent impacts on these nests occur.

Other Sensitive Wildlife Species

The required planning surveys were also conducted for wildlife that has the potential to occur in the habitats surrounding the project area. In addition to the species discussed above, western burrowing owl (*Athene cunicularia hypugaea*) and golden eagle (*Aquila chrysaetos*) will require conservation measures to avoid impacts. The pre-construction surveys and AMMs included in Section IV of the Application Form and Planning Survey Report will be implemented for the western burrowing owl and golden eagle.

Conservation Measure 2.12. Wetland, Pond, and Stream Avoidance and Minimization.

No discharge into or fill of waters of the United States will occur during Project implementation, however, permanent impacts to riparian woodland may require a Lake and Streambed Alteration Agreement. All covered activities will implement the following measures to avoid and minimize impacts of covered activities on wetlands, ponds, streams and riparian woodland/scrub.

- All wetlands, ponds, streams, and riparian woodland/scrub to be avoided by covered activities will be temporarily staked in the field by a qualified biologist.
- Buffer zones will be established where feasible between the aquatic resource and development.
- Stream setbacks meeting Conservation Measure 1.7 are described above.
- Fencing will be erected between the outer edge of the buffer zone and the project area. The type of fencing will match the activity and impact types. For example, projects that have the potential to cause erosion will require erosion control barriers (see below), and projects that may bring more household pets to a site should be fenced to keep the pets out.
- Personnel conducting ground-disturbing activities within or adjacent to the buffer zone of wetlands, ponds, streams, or riparian woodland/scrub will be trained by a qualified biologist in these avoidance and minimization measures and the permit obligations of project proponents working under the ECC HCP/NCCP. Vehicles and equipment will be parked on pavement, existing roads, and previously disturbed areas.
- Trash generated by covered activities will be promptly and properly removed from the site.
- No construction or maintenance vehicles will be refueled within 200 feet of wetlands, ponds, streams, or riparian woodland/scrub unless a bermed and lined refueling area is constructed and hazardous material absorbent pads are available in the event of a spill.
- Appropriate erosion-control measures (e.g., fiber rolls, filter fences, vegetative buffer strips) will be used on site to reduce siltation and runoff of contaminants into wetlands, ponds, streams, or riparian woodland/scrub. Filter fences and mesh will be of material that will not entrap reptiles and amphibians. Erosion control blankets shall be used as a last resort because of their tendency to biodegrade slowly and trap reptiles and amphibians. Erosion-control measures will be placed between the outer edge of the buffer and the project site.
- Fiber rolls used for erosion control will be certified as free of noxious weed seed.
- Seed mixtures applied for erosion control will not contain invasive nonnative species, and will be composed of native species or sterile nonnative species.

- Herbicide will not be applied within 100 feet of wetlands, ponds, streams, or riparian woodland/scrub; however, where appropriate to control serious invasive plants, herbicides that have been approved for use by EPA in or adjacent to aquatic habitats may be used as long as label instructions are followed and applications avoid or minimize impacts on covered species and their habitats. In seasonal or intermittent stream or wetland environments, appropriate herbicides may be applied during the dry season to control nonnative invasive species (e.g., yellow star-thistle). Herbicide drift should be minimized by applying the herbicide as close to the target area as possible

PROJECT APPLICANT:	Discovery Builders Incorporated
PROJECT NAME:	Los Medanos Industrial Park
APN(s):	088-530-004-6, 088-530-005-3, 088-530-006-1, 088-540-007-7, 088-540-014-3, 088-540-018-4
JURISDICTION:	City of Pittsburg
DATE:	January 28, 2019

		ACREAGE PERMANENTLY IMPACTED (TABLE 1) ¹	2018 FEE PER ACRE (SUBJECT TO CHANGE) ²		
<u>DEVELOPMENT FEE</u>					
See appropriate ordinance or HCP/NCCP Figure 9-1 to determine Fee Zone	Fee Zone 1	x	\$15,724.46	=	\$0.00
	Fee Zone 2	x	\$31,448.92	=	\$0.00
	Fee Zone 3	7.61 x	\$7,862.89	=	\$59,836.59
			Development Fee Total	=	\$59,836.59

	ACREAGE PERMANENTLY IMPACTED (TABLE 1) ¹		2018 FEE PER ACRE (SUBJECT TO CHANGE) ²	
<u>WETLAND MITIGATION FEE</u>				
Riparian woodland / scrub	<u>0.034</u>	x	<u>\$78,682.52</u>	= <u>\$2,675.21</u>
Stream Setback Exception	<u>0.530</u>	x	<u>1/2 x (\$78,682.52)</u>	= <u>\$20,850.87</u>
Perennial Wetland		x	<u>\$107,670.82</u>	= <u>\$0.00</u>
Seasonal Wetland		x	<u>\$233,286.78</u>	= <u>\$0.00</u>
Alkali Wetland		x	<u>\$220,863.22</u>	= <u>\$0.00</u>
Ponds		x	<u>\$117,333.59</u>	= <u>\$0.00</u>
Aquatic (open water)		x	<u>\$59,356.99</u>	= <u>\$0.00</u>
Slough / Channel		x	<u>\$133,898.33</u>	= <u>\$0.00</u>
	LINEAR FEET PERMANENTLY IMPACTED (TABLE 1)		2018 FEE PER LINEAR FT (SUBJECT TO CHANGE)²	
STREAMS				
Streams 25 feet wide or less	<u>0.00</u>	x	<u>\$641.48</u>	= <u>\$0.00</u>
Streams greater than 25 feet wide	<u>0.00</u>	x	<u>\$966.28</u>	= <u>\$0.00</u>
			Wetland Mitigation Fee Total	= <u>\$23,526.07</u>

<u>FEE REDUCTION</u> ³	Development Fee reduction for land in lieu of fee	=	_____
	Development Fee reduction (up to 33%) for permanent assessments	=	_____
	Wetland Mitigation Fee reduction for wetland restoration/creation performed by applicant	=	_____
	Reduction Total	=	\$0.00

FINAL FEE CALCULATION	Development Fee Total	\$59,836.59
	Wetland Mitigation Fee Total +	\$23,526.07
	Fee Subtotal =	\$83,362.67
	Contribution to Recovery +	
	TOTAL AMOUNT TO BE PAID =	\$83,362.67

³ Fee reductions must be reviewed and approved by the Conservancy.

ATTACHMENT E: WETLAND DELINEATION (if applicable)



City of Pittsburg

Community Development Department – Planning Division

65 Civic Avenue, Pittsburg, CA 94565 | Tel: (925) 252-4920 | Fax: (925) 252-4814

NOTICE OF PUBLIC MEETING

NOTICE IS HEREBY GIVEN that the **PLANNING COMMISSION** of the City of Pittsburg will conduct a Public Meeting on:

DATE: August 13, 2019
TIME: 7:00 p.m.
PLACE: City Council Chamber at City Hall
65 Civic Avenue, Pittsburg, California

Concerning the following matter:

Los Medanos Industrial Park Project, AP-18-1353 (DR).

This is a public meeting on a request by Sierra Pacific Properties for design review approval of plans to construct four shell buildings, totaling 109,884 square feet on the 2.5-acre lot located south of the intersection of Garcia Avenue and Martin Street, the 0.89-acre lot located west of the terminus of Kelley Court, and the 3.77-acre lot located east of the terminus of Kelley Court in the IP (Industrial Park) District. Assessor's Parcel Nos. 088-530-004, -005, & -006, and 088-540-007, -014, & -018

PROJECT PLANNER: Kristin Pollot, (925) 252-6941 or kpollot@ci.pittsburg.ca.us

Why am I receiving this notice? You are receiving this notice because you have either previously requested notifications from the Planning Division, or a project has been proposed in your neighborhood and all property owners within a minimum 300-foot radius of the project site are required to be notified under the Pittsburg Municipal Code.

Where can I get more information about this project?

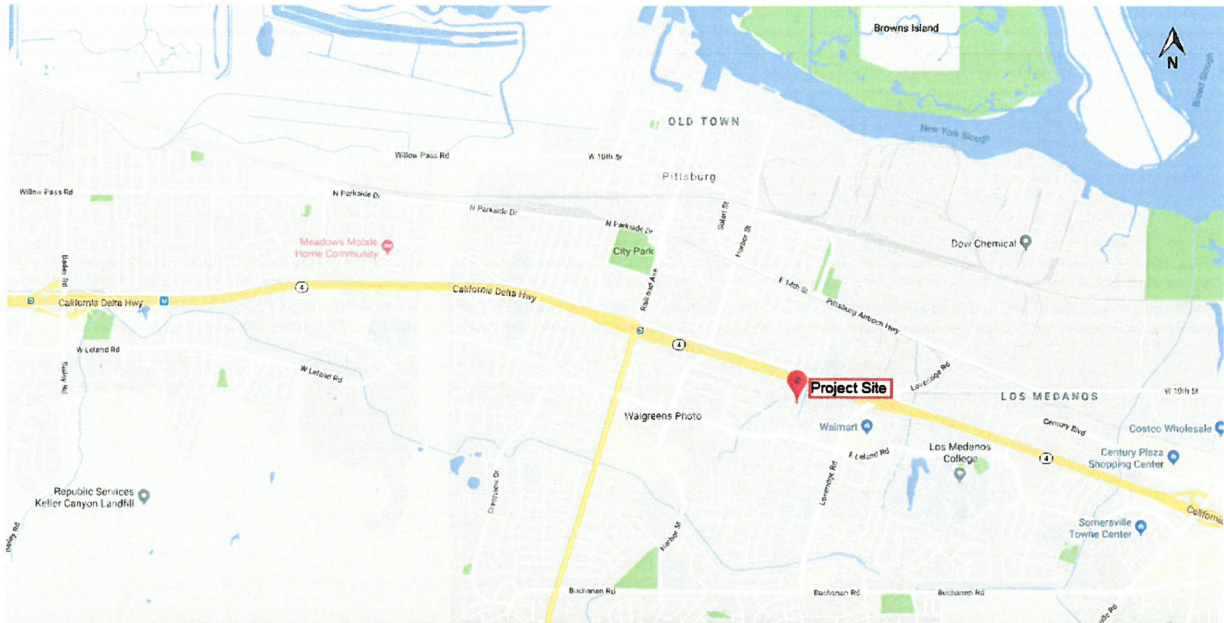
The complete file for this project is available for public inspection at the Planning Division, weekdays during the hours of 8:00 AM to 12:00 PM and 1:00 PM to 5:00 PM. You can also find out more about the project by contacting the project planner listed above.

What can I do if I have comments on the project?

Comments or objections to the project can be made by writing or through oral testimony during the public hearing. 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. You may also register your comments or objections by attending the public hearing on the date and time listed above.

KRISTIN POLLOT, SECRETARY
PITTSBURG PLANNING COMMISSION

Project Title: Los Medanos Industrial Park Project, AP-18-1353 (DR).
Location: Vicinity of Kelley Court & Garcia Avenue, APNs: 088-530-004, -005, & -006, and 088-540-007, -014, & -018



City of Pittsburg

Community Development Department - Planning Division
65 Civic Avenue
Pittsburg, CA 94565

NOTICE OF PUBLIC HEARING

**CITY OF PITTSBURG
PLANNING COMMISSION
STAFF REPORT
August 13, 2019**

ITEM: The Atchison, AP-19-1444 (PPR).

ORIGINATED BY: Jake Lingo on behalf of Integrated Community Development, 20750 Ventura Boulevard, Suite 155, Woodland Hills, CA 91364

SUBJECT: This is a study session to receive Planning Commission comments on a potential proposal to construct a mixed-use development consisting of 212 apartment units and 15,000 square feet of commercial space on a 3.94-acre site located at 2575 Railroad Avenue in the Community Commercial (CC) District. APN 088-184-006.

RECOMMENDATION:

Staff recommends the Planning Commission receive a presentation and provide initial comments on the project.

BACKGROUND:

The project site includes just under four acres of land located along the eastern side of Railroad Avenue, between West Leland Road and the Contra Costa Canal (see Attachment 1 – Location Map). It was originally developed in 1973 as an auto dealership last operated by All-Star Ford. The dealership included a one-story, 24,800-square-foot building with a showroom, offices, a parts department, and an auto body shop. All-Star Ford closed and moved to 3800 Century Plaza in 2012. The project site has been vacant since then, but the former dealership facilities remain extant. There is currently a six-foot-high chain-link fence along the southern and eastern boundaries and a 3.5-foot fence along the northern edge. The site has just over 315 feet of frontage along Railroad Avenue. East of the Railroad Avenue centerline, the public right-of-way consists of a landscaped median; two north-bound vehicle lanes; a 12-foot-wide landscape planter containing seven tall palm trees; and a five-foot-wide sidewalk (see Attachment 2 – Site Photos).

The project site is bordered to the south by the Delta de Anza Regional Trail. Immediately east of the site is Presidio Village, which includes 104 senior housing units; the Pittsburg Senior Center; and Stoneman Village, which includes 205 units for senior housing. To the north there are several office buildings and businesses including Oranje Chiropractic, Pittsburg KinderCare, and Bank of America. The Westwood Garden single-family subdivision is located immediately west of the site, across Railroad Avenue (see Attachment 3 – Map of Surrounding Uses and Affordable Housing).

The site is within a half-mile distance of the Pittsburg Center BART Station and is adjacent to Tri Delta Transit Bus Stop No. 812676 which serves Routes Nos. 381, 387, 388, 392, and 396. Shopping centers within a half-mile distance of the site include the Pittsburg Town Center, Atlantic Plaza, Pittsburg City Plaza, and the unnamed center immediately west of the Railroad Avenue/Bliss Avenue intersection which includes

Cardenas Market. Heights Elementary School, Hillview Junior High School, and Small World Park are also within 0.5 mile of the site.

PROJECT DESCRIPTION:

The applicant, Integrated Community Development, is interested in purchasing the site, demolishing the former dealership facility, and constructing a new mixed-use development. As currently contemplated, the project would consist of two buildings – a four-story building along Railroad Avenue and a five-story building at the back of the property (see Attachment 5 – Preliminary Plans). The building closest to Railroad Avenue would include 42, 525-square-foot studio apartment units over 15,000 square feet of ground floor commercial space. The back building would include 170, one or two-bedroom apartment units ranging between 625 and 850 square feet in size. The project is intended to be a mixed-income development with 66% market rate and 34% below market rate (BMR) units. Of the BMR units, 11% would be set aside for very low-income and 23% would be for low-income households. A total of 269 surface parking spaces would be provided around and in between the buildings, with 74 spaces for the commercial component and 195 for the residential portion of the project.

GENERAL PLAN/CODE COMPLIANCE:

General Plan: The project site is in the Railroad Avenue Subarea of the General Plan and is designated 'Community Commercial' which is intended primarily for retail shopping areas. The General Plan establishes several goals and policies for the Railroad Avenue Subarea including Policy 2-P-58. This policy allows mixed-use development at an intensity of up to 1.0 FAR for non-residential uses, and additional residential development at a maximum density of 25 dwelling units per acre (du/ac), on designated community commercial sites along Railroad Avenue, south of Bliss Avenue. With a maximum density of 25 du/ac, the project site could accommodate up to 99 apartment units.

Zoning: The project site is in the CC (Community Commercial) District. Like the General Plan 'Community Commercial' designation, the CC District also allows residential uses at a density of up to 25 du/ac. However, the district allows a higher density of 40 du/ac for residential projects that exceed the minimum affordability requirements specified in the city's inclusionary housing ordinance (PMC schedule 18.50.105 and PMC chapter 18.86). The following combinations of BMR rental units would qualify for a maximum density of 40 du/ac: a) 6% very low-income + 23% low-income; or b) 10% very low-income + 14% low-income; or c) 6% extremely low-income + 14% low-income. With a maximum density of 40 du/ac, the project site could accommodate up to 158 apartment units.

Density Bonus: State density bonus law (California Government Code sections 65915-65918) provides developers with tools to encourage the development of affordable housing, including up to a 35% increase over the maximum allowable density in a zoning district, depending on the number of affordable units provided by the developer.

With a combination of 11% very low-income + 23% low-income rental units, the developer would receive a density bonus allowing up to 54 du/ac. At this density, the developer could build a maximum of 213 apartment units on the site.

Incentives or Concessions: In addition to the density bonus, state law allows developers to request incentives or concessions that would result in cost reductions for affordable housing. An incentive or concession is defined as the following: a) a reduction in site development standards or modification of zoning code or architectural design requirements; b) approval of mixed-use zoning; or c) other regulatory incentives or concessions which result in cost reductions. The number of required incentives or concessions is based on the percentage of affordable units to be provided by the developer. Based on the combination of BMR units contemplated, the developer would be eligible for up to two incentives or concessions. The applicant has stated their intent to request a 35% density bonus but has not yet decided if they would request any incentives or concessions.

Affordable housing projects are also eligible to receive other forms of assistance under state density bonus law. For projects within half-a-mile distance of a major transit stop (such as a BART station) and at least 11% very low-income or 20% low-income units, the city may not require more than 0.5 spaces per bedroom under density bonus law. Based on the site's proximity to the Pittsburg Center BART Station and the combination of BMR units contemplated, a maximum of 136 off-street parking spaces would be required for the residential portion of the contemplated project. The preliminary plan includes a total of 195 spaces which would be reserved for residents.

Environmental: Projects characterized as in-fill development are eligible for a Class 32 Categorical Exemption from the California Environmental Quality Act (CEQA). To qualify, projects must: a) be consistent with the applicable general plan designation and all applicable general plan policies as well as with the applicable zoning designation and regulations; b) occur within city limits on a project site of no more than five acres substantially surrounded by urban uses; c) occur on a site having no value as habitat for endangered, rare or threatened species; d) result in no significant effects relating to traffic, noise, air quality, or water quality; and e) occur on a site that can be adequately served by all required utilities and public services. The project contemplated for the site could qualify for this exemption if a city-led traffic study determines there would be no significant impact related to transportation and circulation.

Public Notice: Although not required by the PMC, on or prior to August 2, 2019, notice of the August 13, 2019 public hearing was posted at City Hall, near the project site, and on the 'Public Notices' section of the city's website; was delivered for posting at the Pittsburg Library; and was mailed via first class or electronic mail to the applicant, to the property owner, to owners of property located within 300 feet of the project site, to local service agencies expected to provide services to the building, and to individuals who had previously filed written request for such notice. The notice was also posted on www.nextdoor.com ("Nextdoor") and was sent directly to all subscribed residents in the "Atherton Ave.", "Upper Diamond", and "William Way" Nextdoor neighborhoods.

Planning Commission Staff Report
The Atchison, AP-19-1444 (PPR).
August 13, 2018

ANALYSIS:

Not applicable at this time.

ACTION REQUIRED:

Receive a presentation and provide initial comments on the project.

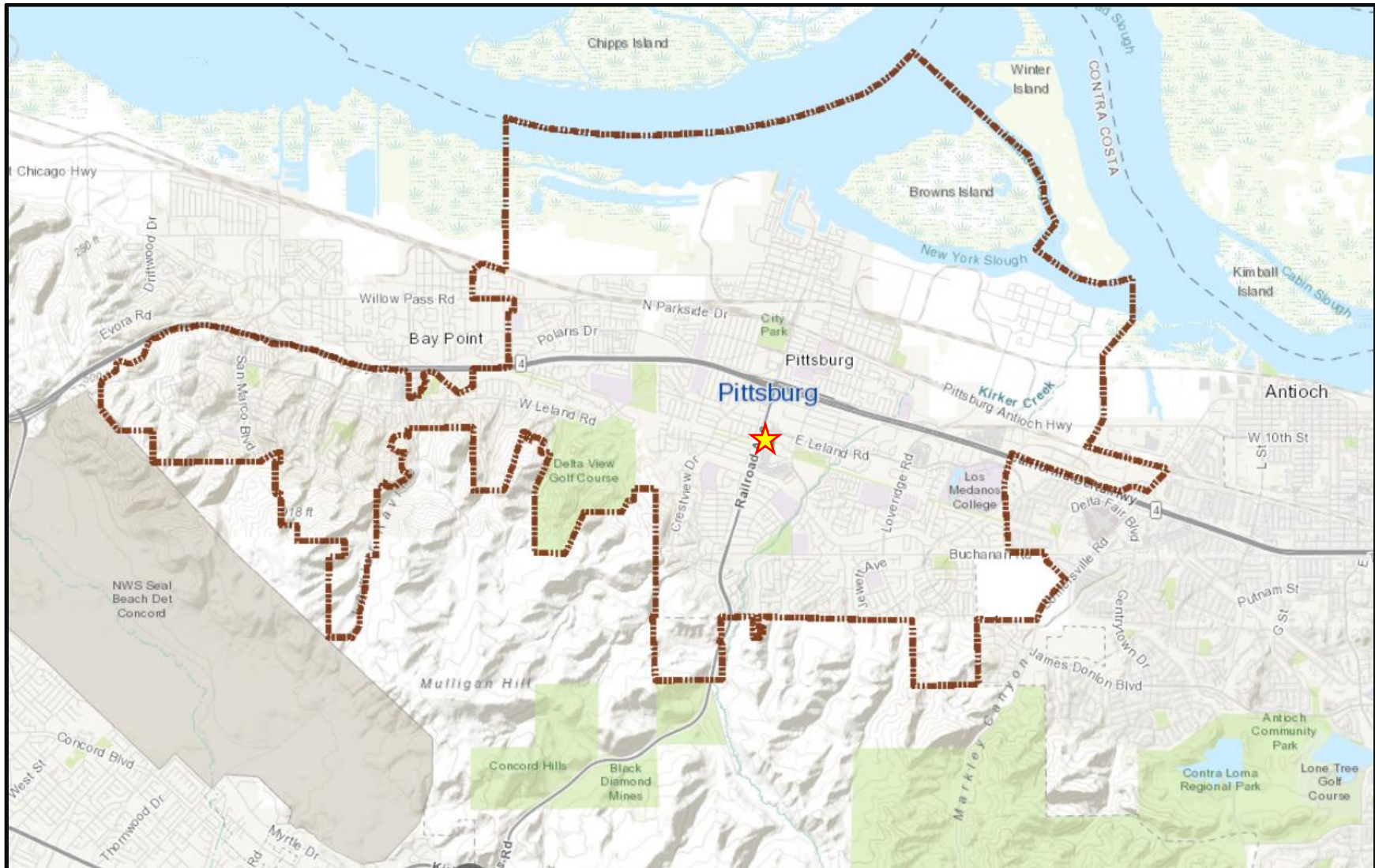
ATTACHMENTS:

1. Location Map
2. Site Photos
3. Map of Surrounding Uses and Affordable Housing
4. Regional Housing Needs Allocation Status as of December 31, 2018
5. Preliminary Plans
6. Notice of Study Session

Prepared by: Hector J. Rojas, AICP, Senior Planner

Attachment 1
Location Map
The Atchison, AP-19-1444 (PPR)

★ **Project Site**



Attachment 2
Site Photos
The Atchison, AP-19-1444 (PPR)



Above: View of project site from Railroad Avenue looking southeast
Below: View of project site from Railroad Avenue looking northeast

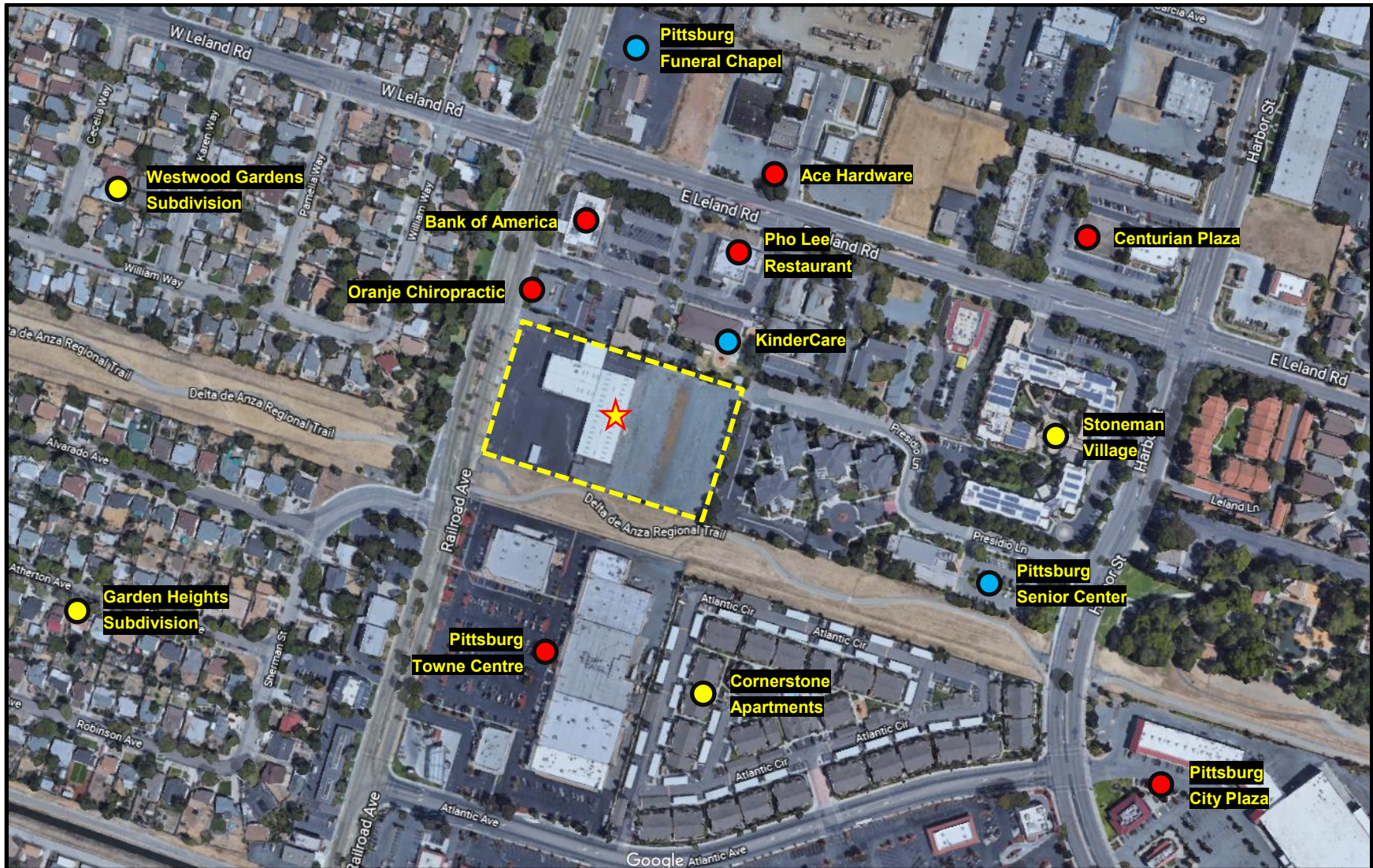




Above: View of Railroad Avenue looking north (with project site frontage on the right)

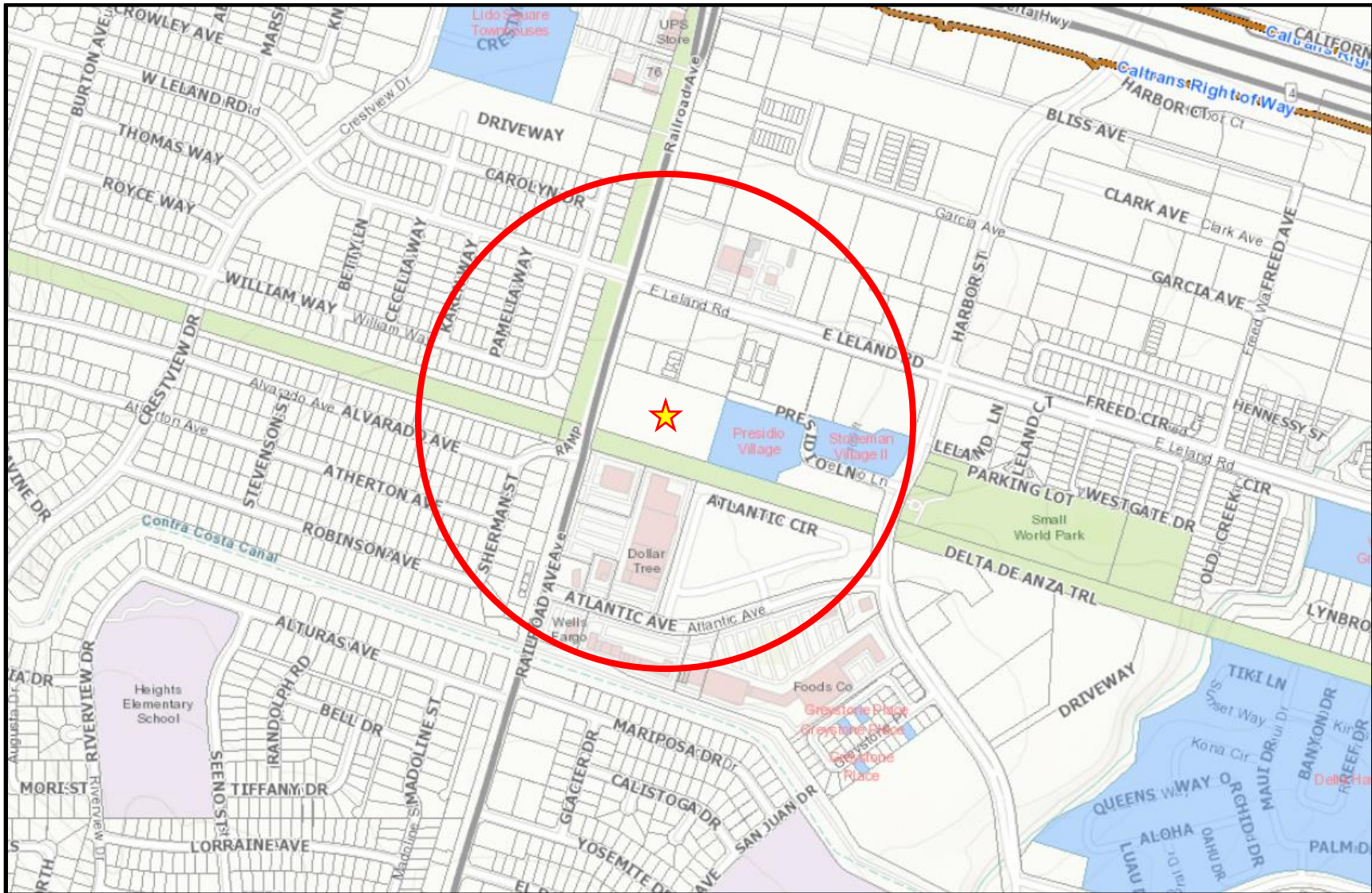
Attachment 3
Map of Surrounding Uses and Affordable Housing
The Atchison, AP-19-1444 (PPR)

★ **Project Site** ● **Residential** ● **Commercial** ● **Industrial** ● **Other**



Attachment 3
Map of Surrounding Uses and Affordable Housing
The Atchison, AP-19-1444 (PPR)

★ Project Sites ■ Income-Restricted Developments — ¼ mile radius of site



Attachment 4
Regional Fair Share Housing Allocation (RHNA) – Status as of December 31, 2018
For 2015-2023 Housing Cycle

The table below shows the City's progress in reaching its RHNA goals for the 2015-2023 housing cycle as of December 31, 2018. **The City of Pittsburg's area of greatest need includes the very low and above moderate-income categories highlighted in yellow.** For 2018, the area median income (AMI) for a 4-person household in Contra Costa County was \$104,400. Based on the AMI for 2018, a 4-person household was considered 'very low-income' if their total annual household income was under \$52,200. A four-person household with an income between \$52,200 and \$83,520 was considered 'low-income'. To be considered moderate income, a 4-person household had to earn between \$83,521 and \$125,280.

Income Level		RHNA Goal	Units Approved by Year				Total Approved Units to Date	Total Units Remaining
2015	2016	2017	2018					
VL	Deed Restricted	392	0	0	0	23	23	369
	Unrestricted		0	0	0	0		
L	Deed Restricted	254	2	0	6	205	216	38
	Unrestricted		0	0	0	3		
M	Deed Restricted	316	0	0	0	0	199	117
	Unrestricted		150	0	0	49		
AM		1063	252	171	147	69	639	424
Total Units			404	171	153	349	1077	948
Notes: VL = Very low-income (households earning 0-50% of AMI) L = Low-income (households earning 50-80% of AMI) M = Moderate income (households earning 80-120% of AMI) AM = Above-moderate income (households earning above 120% of AMI)								

Attachment 5

PROJECT SUMMARY:

PROJECT DESCRIPTION:
4 STORY TYPE V-A MIXED USE BUILDNG AND A
5 STORY TYPE III-A APARTMENT BUILDING WITH
42 - STUDIOS @ 525 SF
110 - 1 BR @ 625 SF
60 - 2 BR @ 850 SF
212 RESIDENTIAL UNITS TOTAL AND
15,000 SF COMMERCIAL AREA

PROJECT APN:
088-184-006

SITE AREA:
171,626 SF OR 3.94 ACRES

ZONING:
COMMUNITY COMMERCIAL - CC
RAILROAD SPECIFIC PLAN

MAX. HEIGHT: 60'-0"

SETBACKS:
FRONT YARD: 0' - 15'
SIDE YARD: 0' - 10'
REAR YARD: 0' - 10'

BUILDING # 1 - 4 STORY:
3 STORIES TYPE V - A RESIDENTIAL
STUDIO APARTMENT UNITS OVER
1 STORY COMMERCIAL

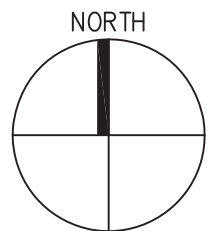
BUILDING #1 UNIT SUMMARY:
42 STUDIO UNITS @ 525 SF
42 UNITS TOTAL

BUILDING #1 COMMERCIAL AREA
15,000 SF

BUILDING # 2 - 5 STORY:
5 STORIES TYPE III - A
RESIDENTIAL APARTMENT BUILDING

BUILDING #2 UNIT SUMMARY:
110 - 1 BR @ 625 SF
60 - 2 BR @ 850 SF
170 UNITS TOTAL

PARKING SUMMARY:
COMMERCIAL SPACES = 74 SPACES
RESIDENTIAL SPACES = 195 SPACES
TOTAL SPACES PROVIDED = 269 SPACES



SITE PLAN
SCALE: 1" = 10'-0"

PITTSBURG APARTMENTS

Project. *

Y&M Architects
724 South Spring Street, Suite 304
Los Angeles, CA 90014
Tel. 213 623 2107 Fax. 213 623 2108
www.ymarch.com



Developer. 21031 Ventura Boulevard, Suite 200
Woodland Hills, CA 91364

The above drawings, specifications, ideas, designs and arrangements represented thereby are and shall remain property of the Architect (Y&M Architects), and no part thereof shall be copied, disclosed to others or used in connection with any other project other than the specific project for which they have been prepared and developed, without the written consent of the Architect (Y&M Architects). Visual contact with these drawings or specifications shall constitute conclusive evidence of acceptance of these restrictions. Written dimensions on these drawings shall have precedence over verbal dimensions. Contractors shall verify and be responsible for all dimensions and conditions shown by these drawings. Shop details must be submitted to this office for approval before proceeding with fabrication.

2019 ©

01.08.19 A-001

Date Page







NOTICE OF STUDY SESSION

NOTICE IS HEREBY GIVEN that the **PLANNING COMMISSION** of the City of Pittsburg will conduct a study session on:

DATE: August 13, 2019
TIME: 7:00 p.m.
PLACE: City Council Chamber at City Hall
65 Civic Avenue, Pittsburg, California

Concerning the following matter:

The Atchison, AP-19-1444 (PPR).

This is a study session to receive Planning Commission comments on a potential proposal to construct a mixed-use development on a 3.94-acre site located at 2575 Railroad Avenue in the Community Commercial (CC) District. APN 088-184-006. The development would consist of a four-story building along Railroad Avenue and a five-story building at the back of the property. The front building would include 42 studio apartment units over 15,000 square feet of ground floor commercial space and the back building would include 170, one to two-bedroom apartments. The applicant would set aside 34% of the apartment units for low and very-low income households in order to qualify for a density bonus with incentives or concessions for the project.

PROJECT PLANNER: Hector J. Rojas, (925) 252-4043 or hrojas@ci.pittsburg.ca.us

Why am I receiving this notice? You are receiving this notice because you have either previously requested notifications from the Planning Division, or a project has been proposed in your neighborhood and all property owners within a minimum 300-foot radius of the project site are required to be notified under the Pittsburg Municipal Code.

Where can I get more information about this project?

The complete file for this project is available for public inspection at the Planning Division, weekdays during the hours of 8:00 AM to 12:00 PM and 1:00 PM to 5:00 PM. You can also find out more about the project by contacting the project planner listed above.

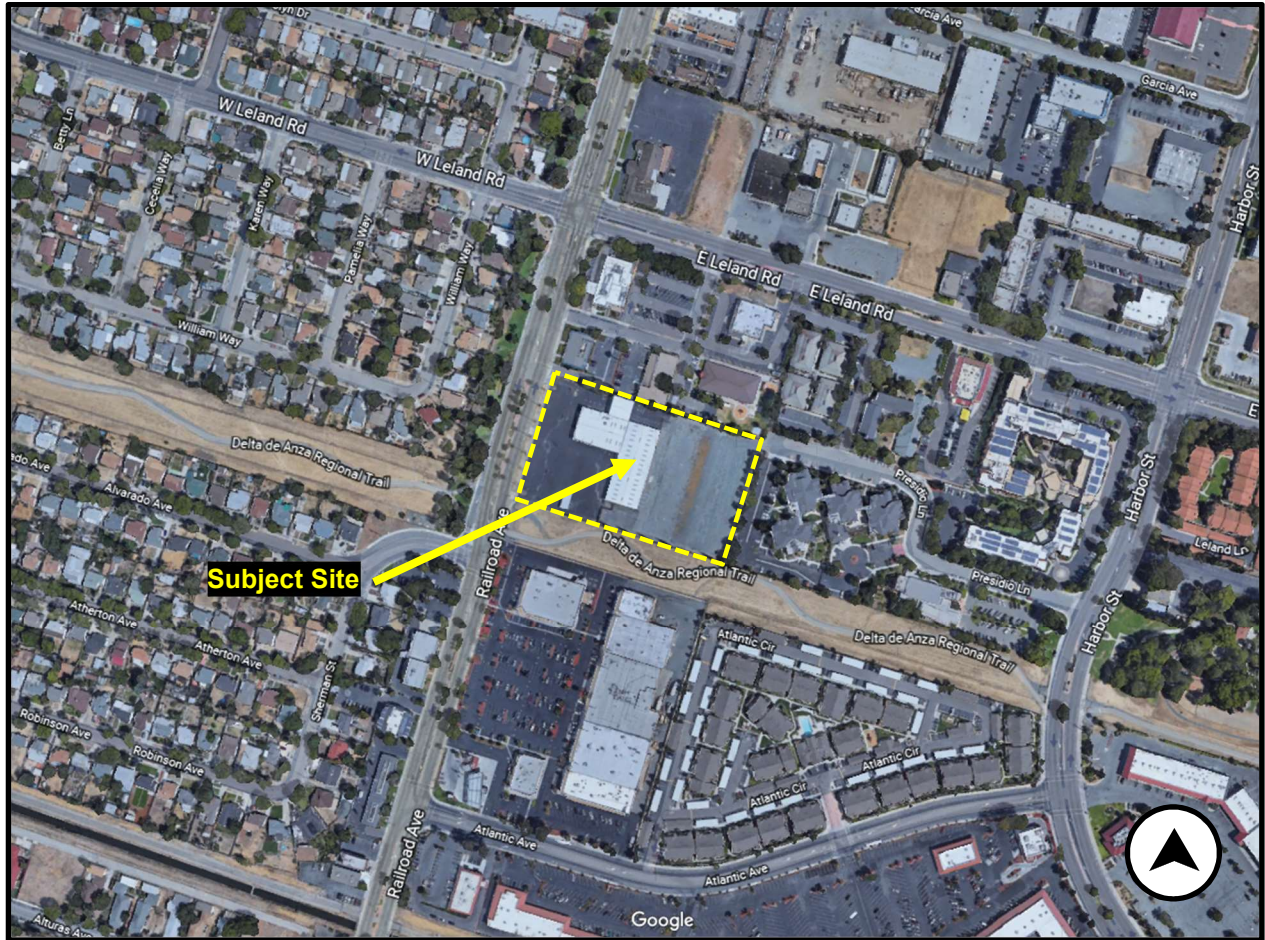
What can I do if I have comments on the project?

Comments or objections to the project can be made by writing or through oral testimony during the study session. 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. You may also register your comments or objections by attending the study session on the date and time listed above.

KRISTIN POLLOT, SECRETARY
PITTSBURG PLANNING COMMISSION

Project Title: The Atchison, AP-19-1444 (PPR)
Location: 2575 Railroad Avenue

Project Location Map



City of Pittsburg

Community Development Department - Planning Division
65 Civic Avenue
Pittsburg, CA 94565



**CITY OF PITTSBURG
PLANNING COMMISSION
STAFF REPORT
August 13, 2019**

ITEM: Notice of Intent to Exercise Delegated Design Review Authority and Conduct a Zoning Administrator Public Hearings.

ORIGINATED BY: City of Pittsburgh, Zoning Administrator, 65 Civic Avenue, Pittsburgh, CA 94565

SUBJECT: The Zoning Administrator submits one notice of intent to exercise delegated design review authority for an update to an existing gas station façade at 2971 Railroad Avenue (in accordance with Planning Commission Resolution No. 9918), and one notice of intent to conduct a Zoning Administrator public hearing for a fence height exception at the Mosaic Apartments at 1128 Leland Road.

RECOMMENDATION:

Staff recommends that the Commission acknowledge receipt of the attached Notices of Intent to Exercise Design Review Authority and Conduct a Zoning Administrator Public Hearing.

BACKGROUND:

Delegated Design Review Authority: Planning Commission Resolution No. 9444, as later amended by Resolution No. 9918, allows for delegation of nine categories of design review applications from the Planning Commission to the Zoning Administrator, as follows:

1. Freestanding signs: Applicable to signs not already part of a sign program; must be consistent with sign standards and architecturally compatible with associated building.
2. Wireless Communication Equipment: New or replacement antennas on existing poles and their related equipment.
3. Minor Building Remodels: Limited to changes in building colors, awnings, fenestration, and finishes.
4. Changes to Existing Parking Lots.
5. Changes to Existing Landscaping.
6. Additions to Existing Buildings: Additions must be smaller than 2,500 square feet and designed to complement existing building architecture.
7. New Model Homes in Approved Subdivisions. Must be consistent with the general size, quality of architecture and materials, and general character of the

originally approved models. Must comply with approved zoning development standards.

8. Ancillary Structures: Structures in any district where visual impacts are minimal, including miscellaneous mechanical equipment associated with legal uses in the Industrial Districts.

The intent of the delegation is to allow a more efficient approval process for non-controversial design review applications, without compromising the integrity of the design review process or removing from public scrutiny those projects that would be most visible or of high interest to the general public. Prior to approving any delegated design review application, the Zoning Administrator must notify the Commission of his or her intent to exercise delegated design review authority. Copies of resolutions approving any delegated design review application must also be provided to the Commission.

PROJECT DESCRIPTION:

Since the last Commission meeting, staff has received one application requesting design review approval which qualifies within one or more of the nine categories of delegated authority established by Resolution No. 9918, and one application requiring a Zoning Administrator public hearing:

1. Speedway, AP-19-1443 (AD) – Delegated Design Review Category 3.

This is an application filed by A&S Engineering, requesting administrative design review approval to: 1) install new canopy signage; 2) update gas pump signage; and 3) reface existing pylon price sign located at 2971 Railroad Avenue, in the CC (Community Commercial) District. Assessor's Parcel No. 088-121-034.

2. Mosaic Apartments Fence Height Exception, AP-19-1449 (ZA) – Zoning Administrator Public Hearing.

This is an application by Eric Mitchell, on behalf of the Mosaic Apartments, requesting Zoning Administrator approval of a fence height exception, where the maximum fence height permitted is six feet, in order to legalize an eight-foot-tall chain-link fence with privacy slats along the western property line of the Mosaic Apartments, located at 1128 Leland Road in the RH (High Density Residential) District. APN: 088-230-020.

GENERAL PLAN/CODE COMPLIANCE:

Zoning Administrator Public Hearings: PMC sections 18.32.010 and 18.84.560 authorize the Zoning Administrator to hear and decide on applications for approval of variances, exceptions to fence regulations, large day care homes, small recycling facilities, and wireless telecommunications collocation facilities. PMC section 18.10.100

directs the Zoning Administrator to notify the Planning Commission of his or her intent to schedule and conduct a public hearing on any application for which the Zoning Administrator is authorized to act, prior to the Zoning Administrator acting on the application.

Delegated Design Review Authority: Resolution No. 9918 established nine categories of design review applications upon which the Commission would authorize the Zoning Administrator to act. Resolution No. 9918, and PMC section 18.10.100, direct staff to notify the Planning Commission of intent to exercise delegated design review authority on any application that falls within one of those nine categories, prior to approving the application. Upon receiving such notification, a majority of the Commission may direct that the matter be scheduled for future consideration by the entire Commission. Resolution No. 9918 also directs staff to keep the Commission informed about delegated design review application approvals by providing copies of resolutions adopted by the Zoning Administrator.

ANALYSIS:

Not applicable.

ACTION REQUIRED:

Acknowledge receipt of the attached Notices of Intent.

ATTACHMENTS:

1. Notice of Intent: Speedway, AP-19-1443 (AD)
2. Notice of Intent: Mosaic Apartments Fence Height Exception, AP-19-1449 (ZA)

Prepared by: Kristin Pollot, AICP, Zoning Administrator

**NOTICE OF INTENT
TO CONDUCT A ZONING ADMINISTRATOR PUBLIC HEARING
PURSUANT TO PMC 18.10.050**

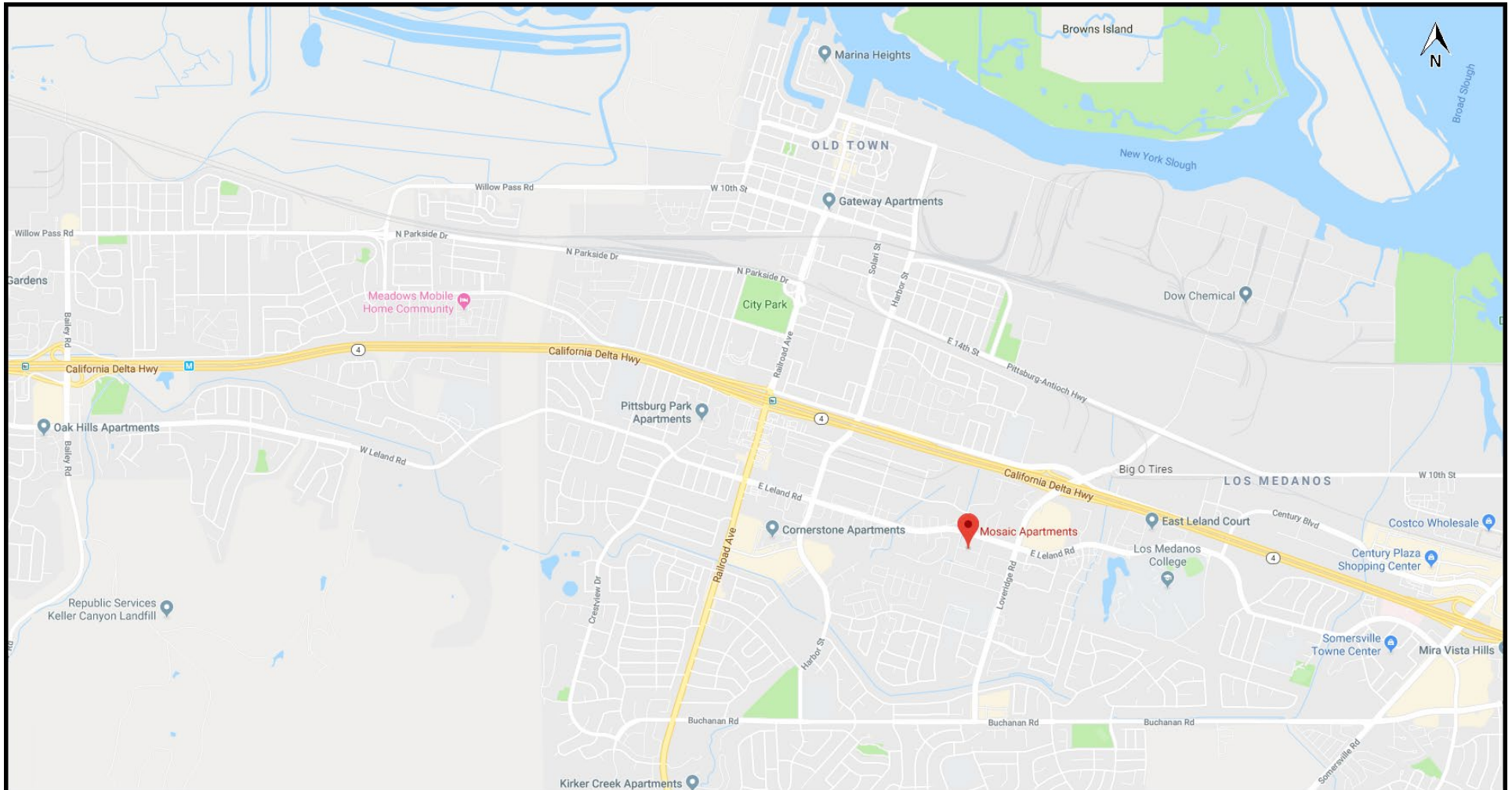
Mosaic Apartments Fence Height Exception, AP-19-1449 (ZA).

This is an application by Eric Mitchell, on behalf of the Mosaic Apartments, requesting Zoning Administrator approval of a fence height exception, where the maximum fence height permitted is six feet, in order to legalize an eight-foot-tall chain-link fence with privacy slats along the western property line of the Mosaic Apartments, located at 1128 Leland Road in the RH (High Density Residential) District. APN: 088-230-020.

This project is delegated to the Zoning Administrator under Pittsburg Municipal Code (PMC) section 18.84.205.F.2.

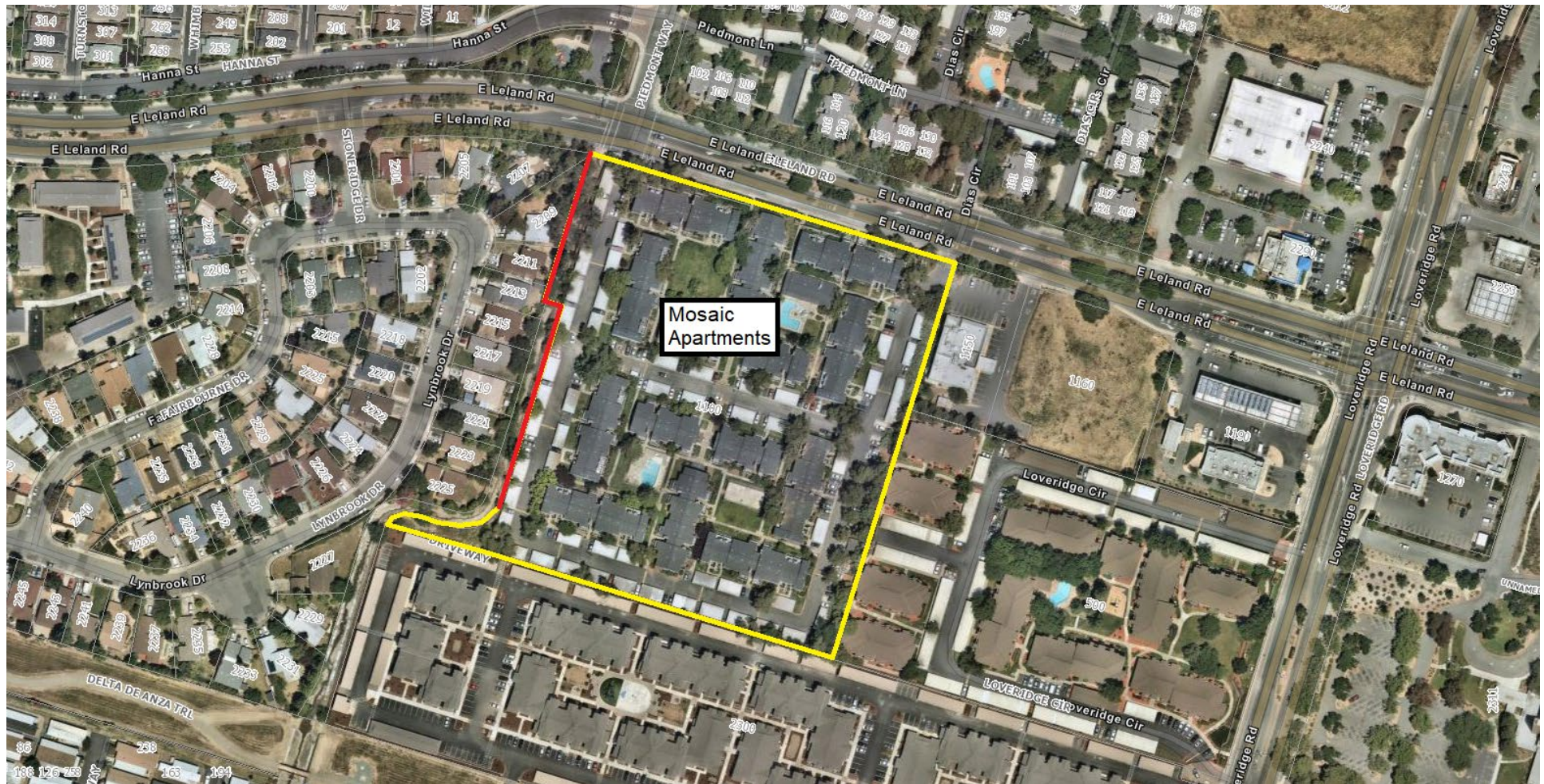
Mosaic Apartments Fence Height Exception – Vicinity Map

AP-19-1449	1128 E. Leland Road
Fence Height Exception	APN: 088-230-020



Mosaic Apartments Fence Height Exception – Aerial Map

AP-19-1449	1128 E. Leland Road
Fence Height Exception	APN: 088-230-020



Property line in yellow.

Proposed fence line in red.

Mosaic Apartments Fence Height Exception
AP-19-1449
1128 E. Leland Road
Pittsburg, CA 94565



Scope of Work

1. Remove approximately 650 feet of chain link fence at perimeter drainage canal 5' high
2. Install new chain link privacy fence, 8' high approximately 650', indicated on map
(New chain link fence (privacy) picture included in package)



8' 4" 2"



Planning Application

City of Pittsburg, Community Development Department – Planning Division
65 Civic Avenue, Pittsburg, CA 94565 | Tel: (925) 252-4920 | Fax: (925) 252-4814

TYPE OF APPLICATION REQUESTED:

- | | |
|---|---|
| ☐ UP Conditional Use Permit | ☐ ZA Zoning Administrator |
| ☐ DR Design Review | ☐ TRP Tree Removal Permit |
| ☐ ADR Design Review (Admin) | ☐ TA Temporary Activity |
| ☐ GP General Plan Amendment | ☐ PPR Preliminary Plan Review |
| ☐ RZ Rezoning (Includes PUD) | ☐ MM Minor Modification (wireless) |
| ☐ SUB Major Subdivision | ☐ SR Sign Review (Type: _____) |
| ☐ MS Minor Subdivision | |
| ☐ VA Variance | ☒ Other: <u>Fence Height Amendment</u> ^{Exception} |

STAFF USE ONLY

Application Number: AP-19-1449

Date Filed: 7/24/

PROJECT INFORMATION:

Project Name (Business/Development): Mosaic Apartments
Address/Location of Project: 1128 East Leland RD Pittsburg CA 94565
Assessor's Parcel No(s): 088-230-020
Mapping Address (Latitude/Longitude): -121.8755, 38.0082
Existing General Plan / Zoning Designations: High Density Residential / RH
Proposed General Plan / Zoning Designations: _____
Existing Use: Fence (perimeter)
Proposed Use: Fence (perimeter)
Size of Existing Structure(s): 5' High
Size of Proposed Additions / New Structure(s): 8' High
Amount of New Impervious Surfaces (s.f. or acres)¹: _____
Property Size (s.f. or acres): 379,886 ^{structures} 164,816 No. of Existing Lots: _____ Proposed: _____
Days/Hours of Operation: _____
No. of Employees, Existing: _____ Proposed: _____
No. of On-Site Parking Stalls, Existing: _____ Proposed: _____
HCP Land Cover Type: _____ Cortese List: Yes ☐ No ☐

¹ If over 10,000 square feet, a stormwater control plan and related documents may be required per PMC §13.28.050(A)(2). Please contact Planning staff or refer to the Stormwater C.3 Guidebook available at www.cccleanwater.org/construction/nd.php for further guidance.

Proposed Project/Use Description:

(Attach additional sheets if necessary. For sign permits, include length x width x height dimensions, sign copy, colors, and length of building frontage.)

install 8' chainLink Fence in place of existing
5' High chainLink Fence
to prevent trespassing & adding privacy along
Drainage Canal Approx 650' Long

APPLICANT INFORMATION:

Applicant Name: Eric Mitchell **Primary Contact:** 916 266 1765
E-Mail: mitchelleric7@gmail.com **Phone:** 916-266-1765
Mailing Address: 6056 Rutland Dr Carmichael CA 95608

Property Owner(s): Mosaic Apartments c/o Westcal Management
E-Mail: cmattison@westcal.net
Mailing Address: 6056 Rutland Dr. Suite 1 Carmichael, CA 95608 916/348-1188

Notarized Signature of Agent and/or Property Owner:

Agent (Attach Notary): R Smith agent for owner **Date:** 7/16/19
Property owner/manager (attach notary): R Smith **Date:** 7/16/19

(If not property owner or manager, provide letter from property owner authorizing agent to sign application.)

SUBMITTAL REQUIREMENTS: (to be completed by the applicant)

- ☐ Consultation with Planning Division
- ☐ Completed Planning Application Form
- ☐ 2 sets (minimum) of Project Plans* + 1 electronic set on a flash drive or CD
- ☐ Correct Filing Fees (if paying by check, make payable to "City of Pittsburg")
- ☐ Anticipated Postage Fees for Public Notices (check with Planning Division if applicable)

*One full-sized and one reduced (8.5" x 11" or 11" x 17") required. Please review the Planning Application Submittal Checklist (separate handout) for details about what needs to be included on the project plans.

STAFF USE ONLY

TOTAL FEES PAID*: \$700 **Date Rec'd:** 7/24/19 **By:** Delina Palmer
007393-0030 by Morgan L.

*Attach Copy of Completed Planning Receipt Form or Developer Deposit Request

CONSULTANT LIST:

Please list all consultants hired in conjunction with this project and return to the City of Pittsburg Planning Department with the completed application form. The City's Finance Department will review the list to determine if a business license is required and will follow up directly with the consultant pursuant to Pittsburg Municipal Code Chapter 5, Business Licenses and Regulations.

Project Name/Application Number: Mosaic Fence Replacement
Project Address: 1128 East Leland RD Pittsburg CA.
Applicant name: Eric Mitchell
Applicant phone number: 916 266 1765

Contractor/Consultant Name Address/Contact Phone No.	Consultant's Scope of Work	Contract Price
Pacific Cities Management inc. 6056 Rutland Dr Carmichael CA 95608 916-266-1765	Remove & Replace chain Link Fence change to 8' privacy Fence	55,000.00

Attach additional sheets as necessary

CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT

CIVIL CODE § 1189

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California)

County of SACRAMENTO)

On 07/16/2019 before me, LINDA THOMPSON PURICELLI NOTARY PUBLIC
Date Here Insert Name and Title of the Officer

personally appeared RAGINA SMITH
Name(s) of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.



Signature Linda Thompson Puricelli
Signature of Notary Public

Place Notary Seal Above

OPTIONAL

Though this section is optional, completing this information can deter alteration of the document or fraudulent reattachment of this form to an unintended document.

Description of Attached Document

Title or Type of Document: _____ Document Date: _____

Number of Pages: _____ Signer(s) Other Than Named Above: _____

Capacity(ies) Claimed by Signer(s)

Signer's Name: _____

☐ Corporate Officer — Title(s): _____

☐ Partner — ☐ Limited ☐ General

☐ Individual ☐ Attorney in Fact

☐ Trustee ☐ Guardian or Conservator

☐ Other: _____

Signer Is Representing: _____

Signer's Name: _____

☐ Corporate Officer — Title(s): _____

☐ Partner — ☐ Limited ☐ General

☐ Individual ☐ Attorney in Fact

☐ Trustee ☐ Guardian or Conservator

☐ Other: _____

Signer Is Representing: _____

NOTICE OF INTENT

TO EXERCISE DESIGN REVIEW AUTHORITY DELEGATED TO STAFF PURSUANT TO PLANNING COMMISSION RESOLUTION NO. 9918

Speedway, AP-19-1443 (AD).

This is an application filed by A&S Engineering, requesting administrative design review approval to: 1) install new canopy signage; 2) update gas pump signage; and 3) reface existing pylon price sign located at 2971 Railroad Avenue, in the CC (Community Commercial) District. Assessor's Parcel No. 088-121-034.

This project is delegated to staff under Category 3 (Minor Building Remodels) of Planning Commission Resolution No. 9918.

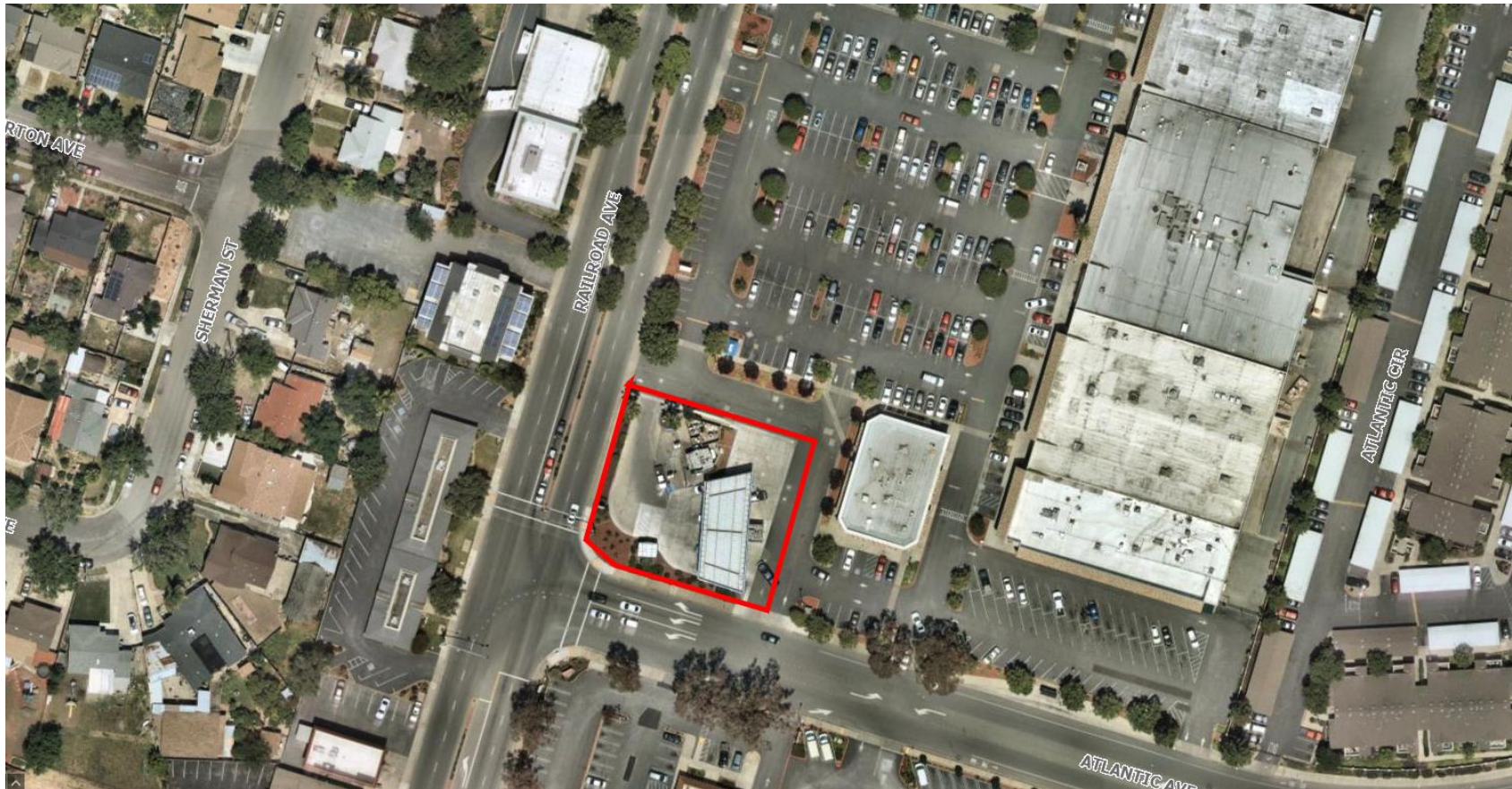
Speedway – Vicinity Map

AP-19-1443	2971 Railroad Ave
Administrative Design Review	APN: 088-121-034



Speedway – Aerial Map

AP-19-1443	2971 Railroad Ave
Administrative Design Review	APN: 088-121-034





Speedway #6386 - Legacy #68187

**2971 Railroad Ave,
Pittsburg, CA 94565**

June 28, 2019

RECEIVED

JUL 09 2019

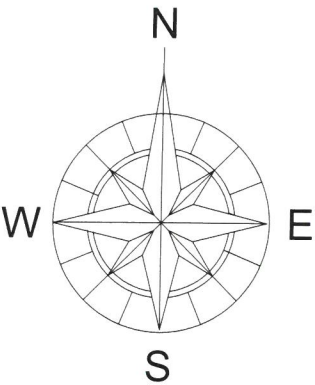
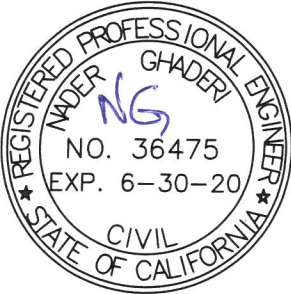
PLANNING DIVISION

Allen Industries

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SITE PLAN LEGEND

- 1 GAS CANOPY RIGHT - 26" SPEEDWAY EXPRESS BADGE SIGN - LEFT
- 2 GAS CANOPY FRONT - 25 1/2" SPEEDWAY EXPRESS CHANNEL LETTERS - LEFT
- 3 PYLON - FACE REPLACEMENT



SITE PLAN
SCALE: NTS

Client Review Status

Allen Industries, Inc. requires that an "Approved" drawing be obtained from the client prior to any production release or production release revision.
☐ Approved ☐ Approved as Noted ☐ Revise & Resubmit

Name _____
Title _____ Date _____

Declaration

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Date / Description

Date	Description
06/24/19	Issue Date
06/28/19	updated per master express site JP
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-	-
-431	-

Project Information

Client	Speedway #6386 - Legacy # 68187
	2971 Railroad Ave,
	Pittsburg, CA 94565
File	SW.6386 Pittsburg, CA 301
Sales	House Design D-ED PM GG



EXISTING BUILDING FASCIA HEIGHT: 36"
FASCIA LENGTH: 13'-3" x 20'-3"



PROPOSED BUILDING

PHOTO ELEVATION DEPICTION INTENDED FOR GENERAL CONCEPT ILLUSTRATION. ACTUAL SIZING, COLORS & PERSPECTIVE WILL VARY FROM IMAGE.



LEFT/FRONT



REAR



RIGHT



LEFT

INSTALL (8) SHEETS 48" WHITE ACM



Client Review Status

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Title _____ Date _____

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Date / Description

Date	Description
06/24/19	Issue Date
06/28/19	updated per master express site JP
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-	-
-	-
-432	-

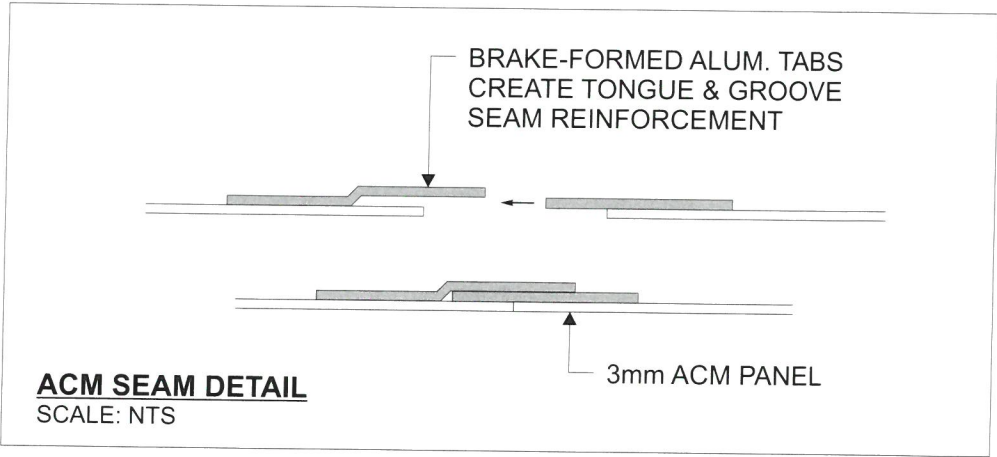
Project Information

Client	Speedway #6386 - Legacy # 68187
	2971 Railroad Ave,
	Pittsburg, CA 94565
File	SW.6386 Pittsburg, CA 301
Sales	House Design D-ED PM GG



ACM PANEL LAYOUT
SCALE: 1" = 1'-0"

30 SQUARE FOOT



Client Review Status

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Date / Description

Date	Description
06/24/19	Issue Date
06/28/19	updated per master express site JP
-	2 -
-	3 -
- 433	4 -

Project Information

Client **Speedway #6386 - Legacy # 68187**
2971 Railroad Ave,
Pittsburg, CA 94565
File **SW.6386 Pittsburg, CA 301**
Sales **House** Design **D-ED** PM **GG**



EXISTING GAS CANOPY FASCIA HEIGHT: 36"
FASCIA LENGTH: 76' x 37'



PROPOSED GAS CANOPY

PHOTO ELEVATION DEPICTION INTENDED FOR GENERAL CONCEPT ILLUSTRATION. ACTUAL SIZING, COLORS & PERSPECTIVE WILL VARY FROM IMAGE.



REAR



RIGHT

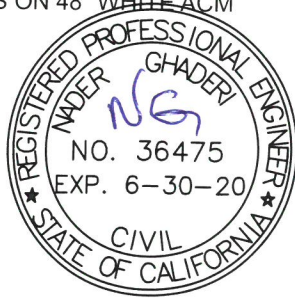


FRONT



LEFT

- REMOVE & DISCARD (2) SETS 20" X 6' 7" MOBIL LETTERS ON ACM
- INSTALL (1) 26" SPEEDWAY EXPRESS CHANNEL LETTERSETS & (1) 26" SPEEDWAY EXPRESS BADGES ON 48" WHITE ACM
- CONNECT TO EXISTING POWER
- REMOVE & DISCARD EXISTING ACM DOWN TO ONE EVEN PLANE
- REMOVE & DISCARD EXISTING CANOPY ACCENT LIGHTING AND SECURE POWER TO ILLUMINATION
- INSTALL (22) SHEETS 48" WHITE ACM W/PRE APPLIED GRAY STRIPES & RED TOP STRIPE
- INSTALL (10) NEW LANE IDENTIFIERS & (4) DIESEL LANE IDENTIFIERS
- REMOVE & DISCARD ALL FIRE MARSHAL SIGNS
- REMOVE & DISCARD ALL FLEET SIGNS AND REPLACE WITH FUEL MAN SIGN



EXISTING SIGNS:

LOCATION:	DESCRIPTION:	ILLUMINATION:	HEIGHT:	LENGTH:	SQ. FT.
1	MOBIL LETTERS	ILLUMINATED	1'-8"	6'-7"	10.97
2	MOBIL LETTERS	ILLUMINATED	1'-8"	6'-7"	10.97

PROPOSED SIGNS:

LOCATION:	DESCRIPTION:	ILLUMINATION:	HEIGHT:	LENGTH:	SQ. FT.
1	SPEEDWAY EXPRESS BADGE SIGN	ILLUMINATED	2'-2"	2'-2"	4.69
2	SPEEDWAY EXPRESS CHANNEL LETTERS	ILLUMINATED	2'-1 1/2"	7'-1"	10.821



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Date / Description

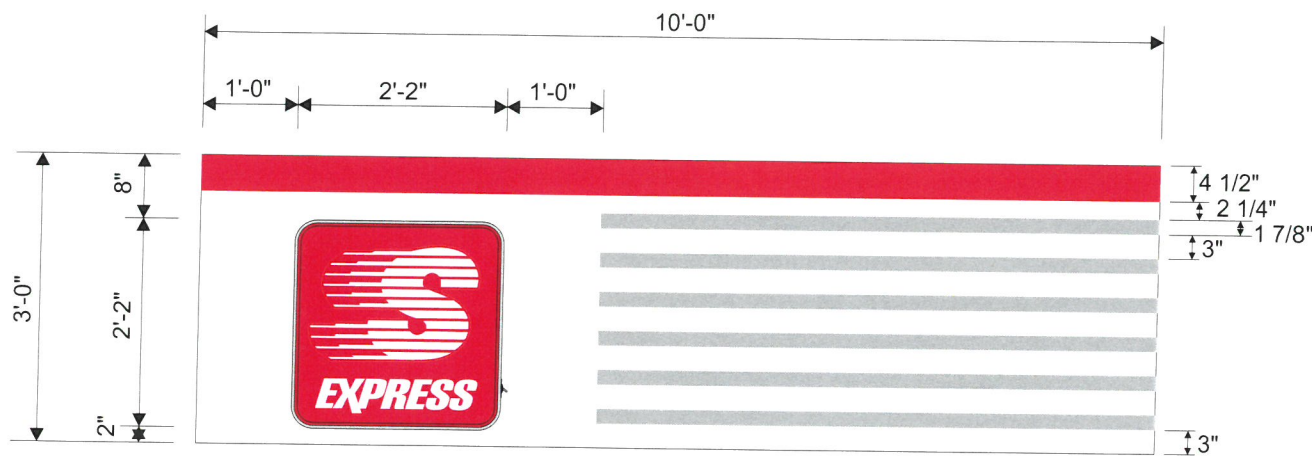
06/24/19	Issue Date
06/28/19	updated per master express site JP
-	2 -
-	3 -
-434	4 -

Project Information

Client	Speedway #6386 - Legacy # 68187
	2971 Railroad Ave,
	Pittsburg, CA 94565
File	SW.6386 Pittsburg, CA 301
Sales	House Design D-ED PM GG

Speedway Express / 26" Badge Sign on 48" ACM / 36" Stripe Pattern for 36" Fascia

Single Face Sign on ACM w/ Stripes



ACM w/ BADGE SIGN & STRIPES LAYOUT
SCALE: 1/2" = 1'-0"
SQUARE FOOTAGE = 4.69
QUANTITY: 1



SPECIFICATIONS:

ACM: 3mm, WHITE.

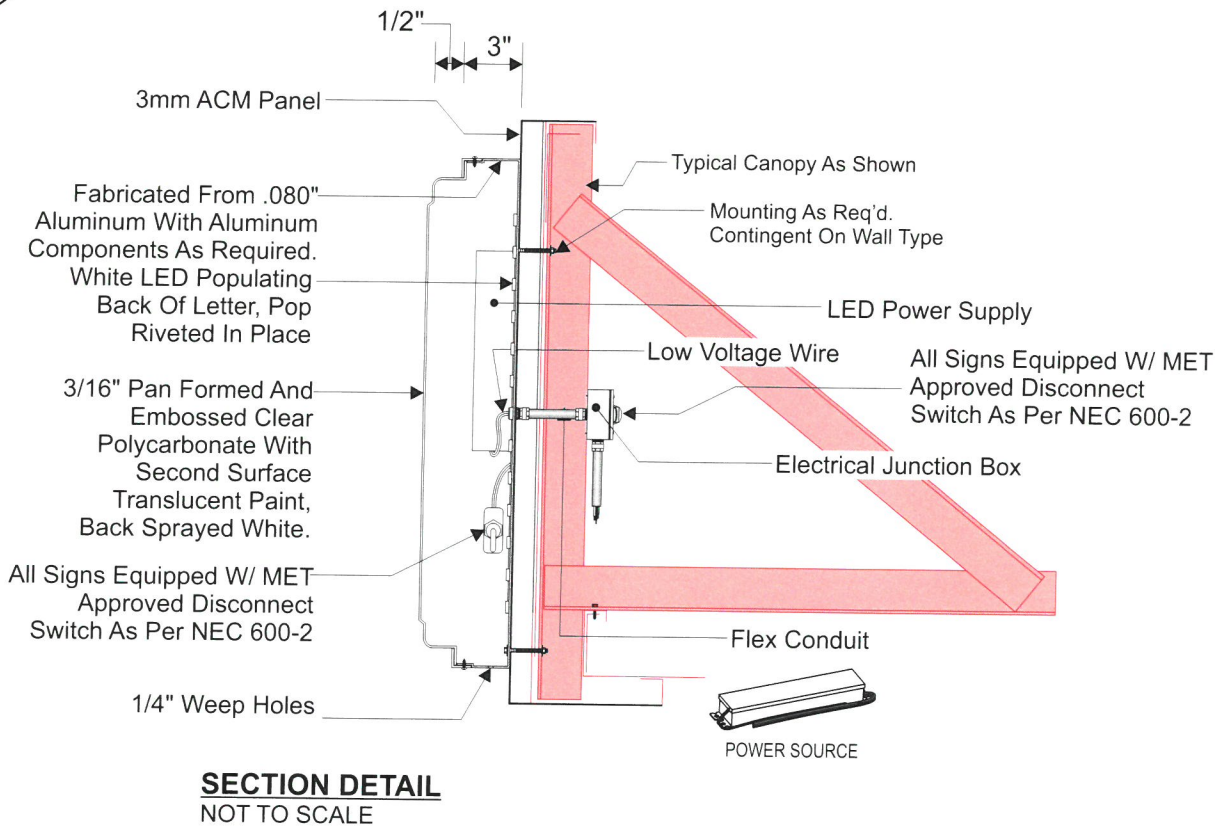
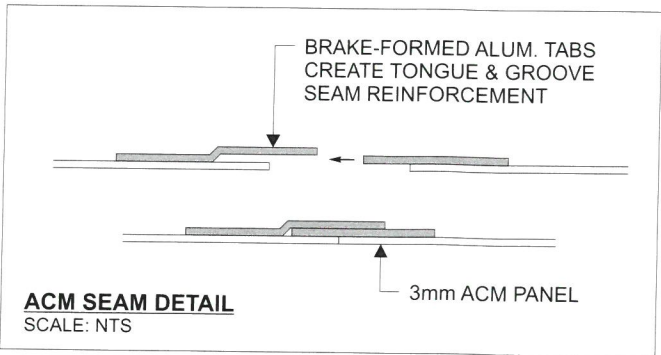
CABINET FABRICATED FROM .080" ALUMINUM W/ ALUMINUM COMPONENTS AS REQUIRED.
ALUM. CABINET AND 1" ALUM. RETAINER PAINTED GREY.
3/16" PAN FORMED AND EMBOSSED CLEAR POLY W/ SECOND SURFACE PAINT.
ILLUMINATED W/ WHITE PRINCIPAL LED.
120 VOLT 20 AMP PRIMARY ELECTRICAL CKTS.
MECHANICAL FASTENERS AS REQUIRED.

COLOR SPECIFICATIONS - BADGE SIGN

- REGAL RED PMS 187C
- GREY PMS 428C
- PMS WHITE

COLOR SPECIFICATIONS - ACM

- 3M GERANIUM #7725-63 OPAQUE VINYL
- PMS 428C
- PMS White



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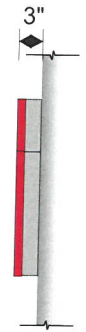
Date	Description
06/24/19	Issue Date
06/28/19	updated per master express site JP
-	2 -
-	3 -
- 435	4 -

Project Information

Client **Speedway #6386 - Legacy # 68187**
2971 Railroad Ave,
Pittsburg, CA 94565
File **SW.6386 Pittsburg, CA 301**
Sales **House** Design **D-ED** PM **GG**



Page 7 of 18



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EXISTING BUILDING FASCIA HEIGHT: 36"
FASCIA LENGTH: 14' x 11'-10"



PROPOSED BUILDING

PHOTO ELEVATION DEPICTION INTENDED FOR GENERAL CONCEPT ILLUSTRATION. ACTUAL SIZING, COLORS & PERSPECTIVE WILL VARY FROM IMAGE.



RIGHT



LEFT



REAR

INSTALL (6) SHEETS 48" WHITE ACM



Client Review Status

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Name _____
Title _____ Date _____

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Date / Description

Date	Description
06/24/19	Issue Date
06/28/19	updated per master express site JP
-	2 -
-	3 -
- 437	4 -

Project Information

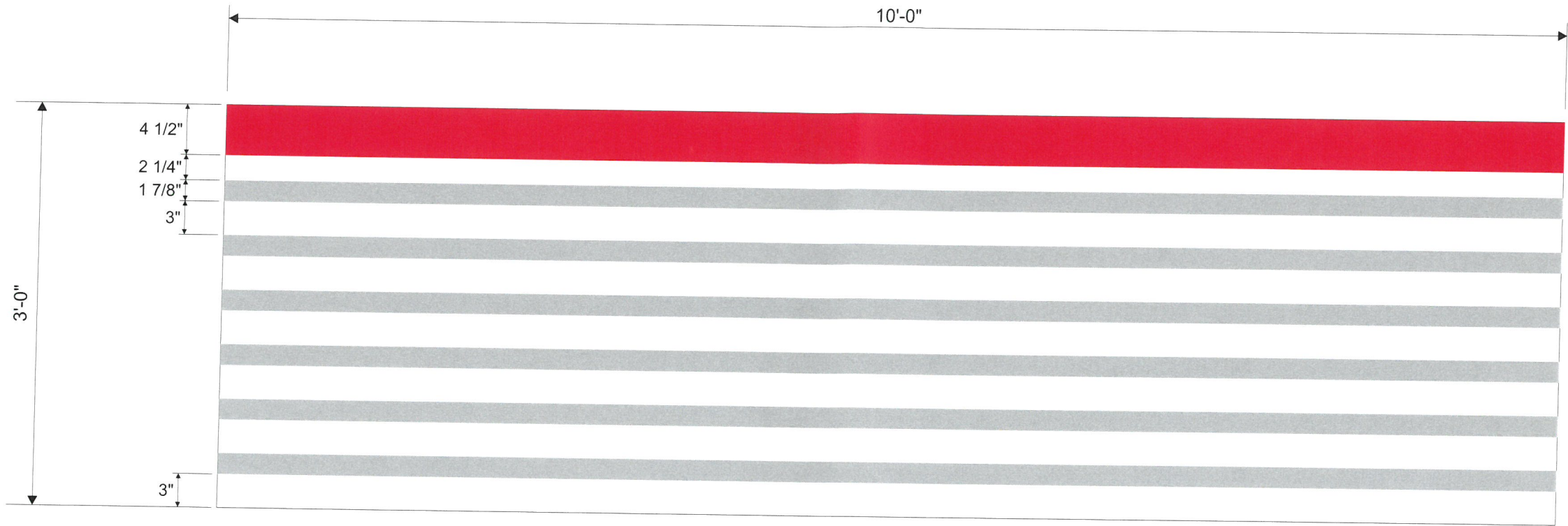
Client	Speedway #6386 - Legacy # 68187
	2971 Railroad Ave,
	Pittsburg, CA 94565
File	SW.6386 Pittsburg, CA 301
Sales	House Design D-ED PM GG

ACM Panels 3mm @ 4' x 10' / 36" Stripe Pattern for 36" Fascia

Gas Canopy

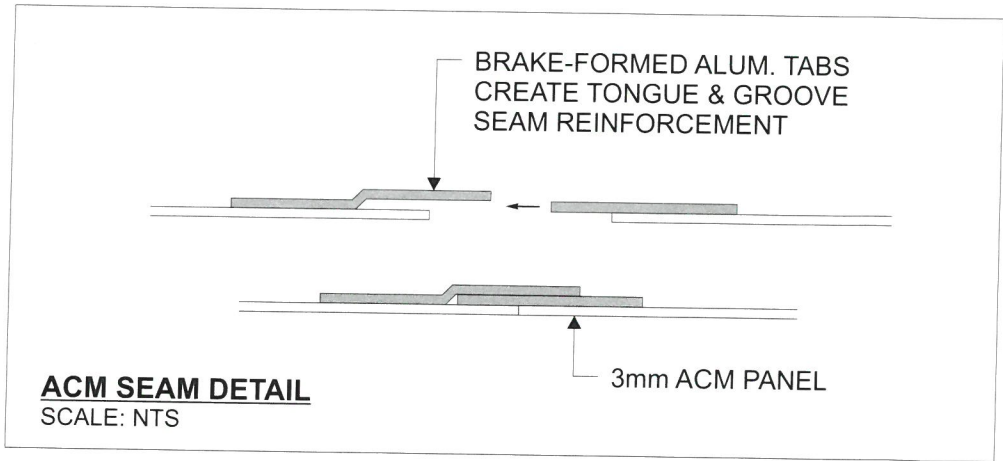
Page 9 of 18

QUANTITY: 22



ACM PANEL LAYOUT
SCALE: 1" = 1'-0"

30 SQUARE FOOT



ACM SEAM DETAIL
SCALE: NTS

COLOR SPECIFICATIONS - ACM

- 3M GERANIUM #7725-63 OPAQUE VINYL
- GREY PMS 428C
- PMS WHITE



Client Review Status

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☐ Approved ☐ Approved as Noted ☐ Revise & Resubmit

Name _____
Title _____ Date _____

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Date / Description

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06/28/19	updated per master express site JP
-	2 -
-	3 -
- 438	4 -

Project Information

Client **Speedway #6386 - Legacy # 68187**

2971 Railroad Ave,

Pittsburg, CA 94565

File **SW.6386 Pittsburg, CA 301**

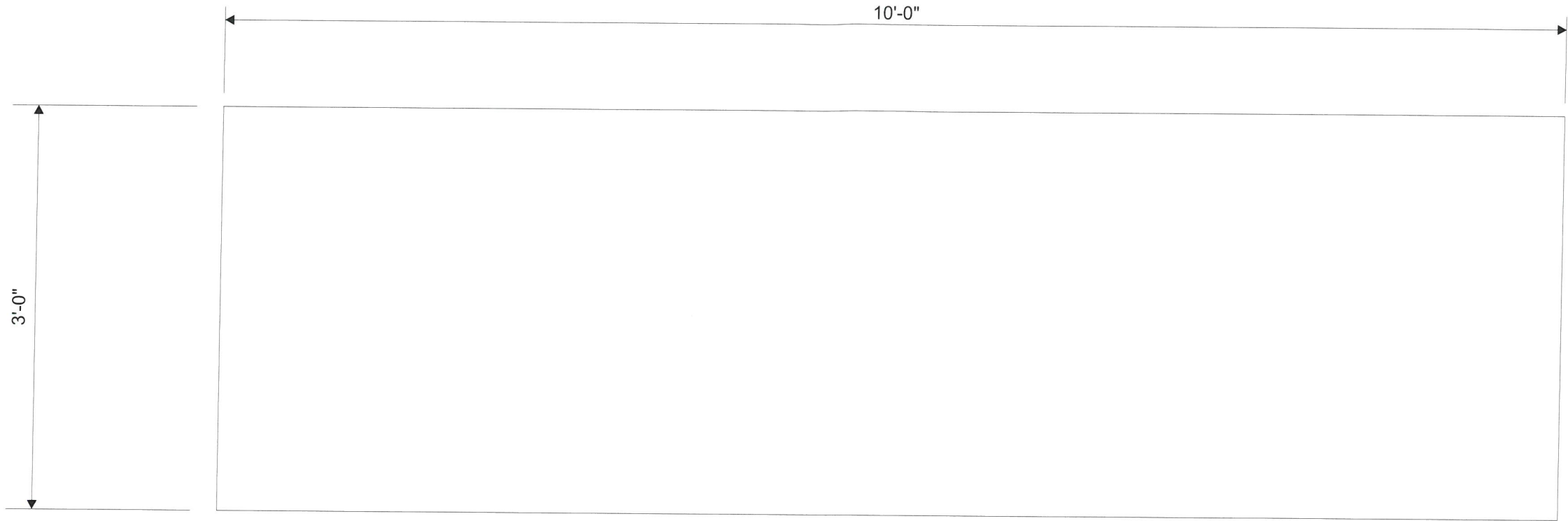
Sales **House** Design **D-ED** PM **GG**

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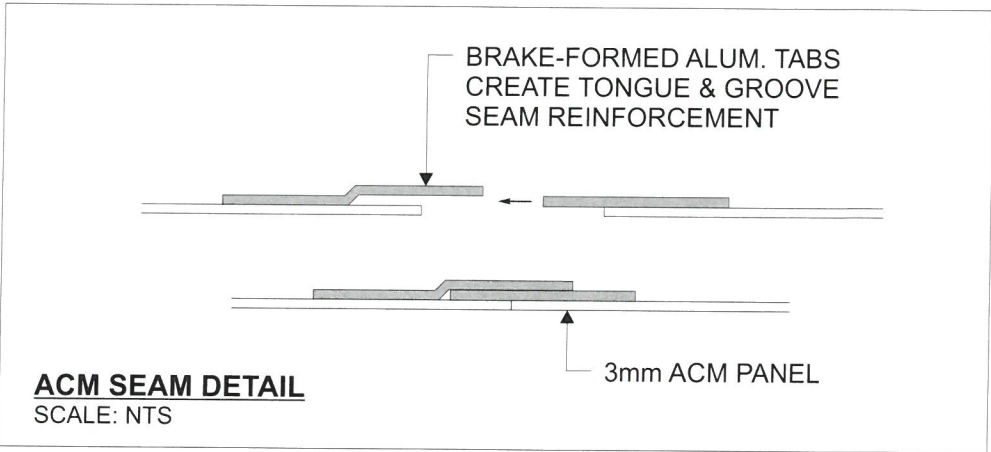
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ACM PANEL LAYOUT
SCALE: 1" = 1'-0"

30 SQUARE FOOT



Client Review Status

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Name _____ Title _____

Date _____

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Date / Description

Date	Description
06/24/19	Issue Date
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-439	-

Project Information

Client	Speedway #6386 - Legacy # 68187
	2971 Railroad Ave,
	Pittsburg, CA 94565
File	SW.6386 Pittsburg, CA 301
Sales	House Design D-ED PM GG

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EXISTING BUILDING FASCIA HEIGHT: 36"
FASCIA LENGTH: 15'-10" x 18'-1"



PROPOSED BUILDING

PHOTO ELEVATION DEPICTION INTENDED FOR GENERAL CONCEPT ILLUSTRATION. ACTUAL SIZING, COLORS & PERSPECTIVE WILL VARY FROM IMAGE.



LEFT



RIGHT



FRONT

INSTALL (8) SHEETS 48" WHITE ACM



Client Review Status

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Name _____
Title _____ Date _____

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Date / Description

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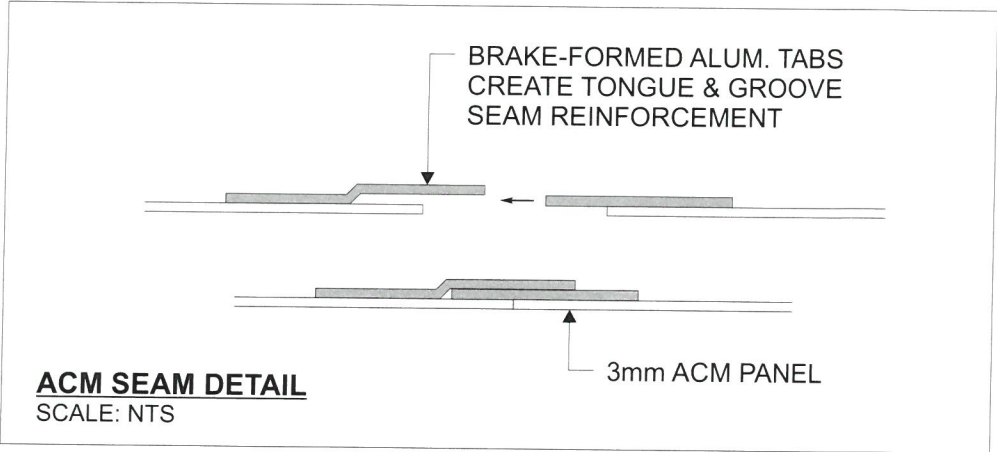
Project Information

Client	Speedway #6386 - Legacy # 68187
	2971 Railroad Ave,
	Pittsburg, CA 94565
File	SW.6386 Pittsburg, CA 301
Sales	House Design D-ED PM GG



ACM PANEL LAYOUT
SCALE: 1" = 1'-0"

30 SQUARE FOOT



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Name _____ Title _____ Date _____

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Project Information

Client	Speedway #6386 - Legacy # 68187
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File	SW.6386 Pittsburg, CA 301
Sales	House Design D-ED PM GG

REMOVE EXISTING
DISPENSER VALANCE

REMOVE EXISTING
DISPENSER DOORS



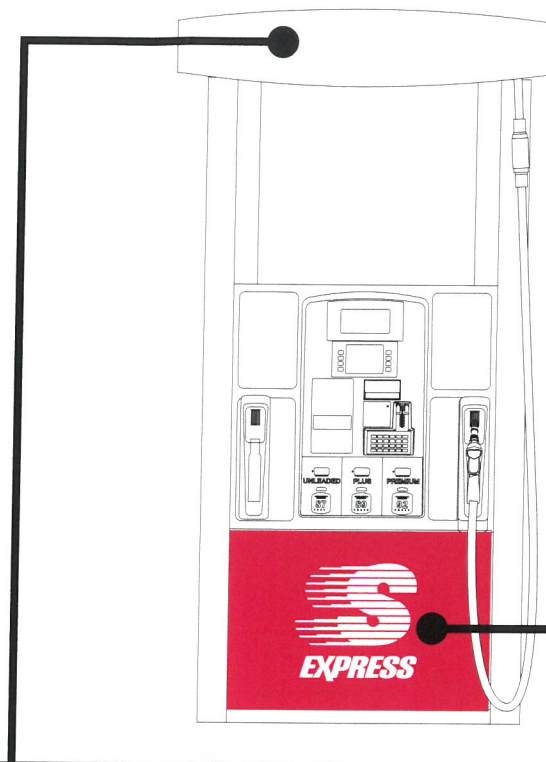
EXISTING - GASOLINE PUMP



EXISTING - DIESEL PUMP

FUEL DISPENSER GRAPHICS

NOT TO SCALE



NOTE: PROPOSED DISPENSER GRAPHIC SQUARE FOOTAGE TO MATCH EXISTING.

NOTE:
PROPOSED IMAGE IS FOR GRAPHIC CHANGE ONLY
EXISTING DISPENSERS TO REMAIN



PROPOSED



Client Review Status

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Name

Title	Date
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Date / Description	Amount
12/1/2018	100.00
12/2/2018	200.00
12/3/2018	300.00
12/4/2018	400.00
12/5/2018	500.00
12/6/2018	600.00
12/7/2018	700.00
12/8/2018	800.00
12/9/2018	900.00
12/10/2018	1000.00
12/11/2018	1100.00
12/12/2018	1200.00
12/13/2018	1300.00
12/14/2018	1400.00
12/15/2018	1500.00
12/16/2018	1600.00
12/17/2018	1700.00
12/18/2018	1800.00
12/19/2018	1900.00
12/20/2018	2000.00
12/21/2018	2100.00
12/22/2018	2200.00
12/23/2018	2300.00
12/24/2018	2400.00
12/25/2018	2500.00
12/26/2018	2600.00
12/27/2018	2700.00
12/28/2018	2800.00
12/29/2018	2900.00
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1/4/2019	3500.00
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1/6/2019	3700.00
1/7/2019	3800.00
1/8/2019	3900.00
1/9/2019	4000.00
1/10/2019	4100.00
1/11/2019	4200.00
1/12/2019	4300.00
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1/14/2019	4500.00
1/15/2019	4600.00
1/16/2019	4700.00
1/17/2019	4800.00
1/18/2019	4900.00
1/19/2019	5000.00
1/20/2019	5100.00
1/21/2019	5200.00
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2/7/2019	6900.00
2/8/2019	7000.00
2/9/2019	7100.00
2/10/2019	7200.00
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2/12/2019	7400.00
2/13/2019	7500.00
2/14/2019	7600.00
2/15/2019	7700.00
2/16/2019	7800.00
2/17/2019	7900.00
2/18/2019	8000.00
2/19/2019	8100.00
2/20/2019	8200.00
2/21/2019	8300.00
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2/23/2019	8500.00
2/24/2019	8600.00
2/25/2019	8700.00
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3/4/2019	9500.00
3/5/2019	9600.00
3/6/2019	9700.00
3/7/2019	9800.00
3/8/2019	9900.00
3/9/2019	10000.00
3/10/2019	10100.00
3/11/2019	10200.00
3/12/2019	10300.00
3/13/2019	10400.00
3/14/2019	10500.00
3/15/2019	10600.00
3/16/2019	10700.00
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3/19/2019	11000.00
3/20/2019	11100.00
3/21/2019	11200.00
3/22/2019	11300.00
3/23/2019	11400.00
3/24/2019	11500.00
3/25/2019	11600.00

06/24/19	Issue Date
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06/28/19 ¹ updated per master express site JP

- Δ -

3

-442 -

Project Information

Client **Speedway #6386 - Legacy # 68187**

2971 Railroad Ave.

Pittsburg, CA 94565

File **SW.6386** **Pittsburg, CA 301**

Sales	House	Design	D-ED	PM	GG
-------	-------	--------	------	----	----



EXISTING PYLON



PROPOSED PYLON



- OAH: 11'-5"
- REMOVE & DISCARD EXISTING FACES
- INSTALL NEW SPEEDWAY EXPRESS FACES &
- NEW SPEEDWAY UNLEADED GASOLINE/ PLUS GASOLINE/ PREMIUM GASOLINE/ DIESEL #2
- PRICER FACES W/ LED PROVIDED BY EVERBRITE
- ADD T- BARS
 - CABINET: 6' 1" X 5' 3/16"
 - VO SIZE : 5' 8 7/8" X 4' 8"
 - RETAINER : 2"
- REMOVE (6) 72" LAMPS AND BALLASTS
- INSTALL (6) 72" PRINCIPAL TAPOUTS AND (2) 120 WATT POWER SUPPLIES



PHOTO ELEVATION DEPICTION INTENDED FOR GENERAL CONCEPT ILLUSTRATION. ACTUAL SIZING, COLORS & PERSPECTIVE WILL VARY FROM IMAGE.



Client Review Status

Allen Industries, Inc. requires that an " ☐ Approved" drawing be obtained from the client prior to any production release or production release revision.

☐ Approved ☐ Approved as Noted ☐ Revise & Resubmit

Name _____

Title _____ Date _____

Declaration

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Date / Description

06/24/19	Issue Date
06/28/19	1 updated per master express site JP
-	2 -
-	3 -
-	4 -

443

Project Information

Client **Speedway #6386 - Legacy # 68187**

2971 Railroad Ave,

Pittsburg, CA 94565

File **SW.6386 Pittsburg, CA 301**

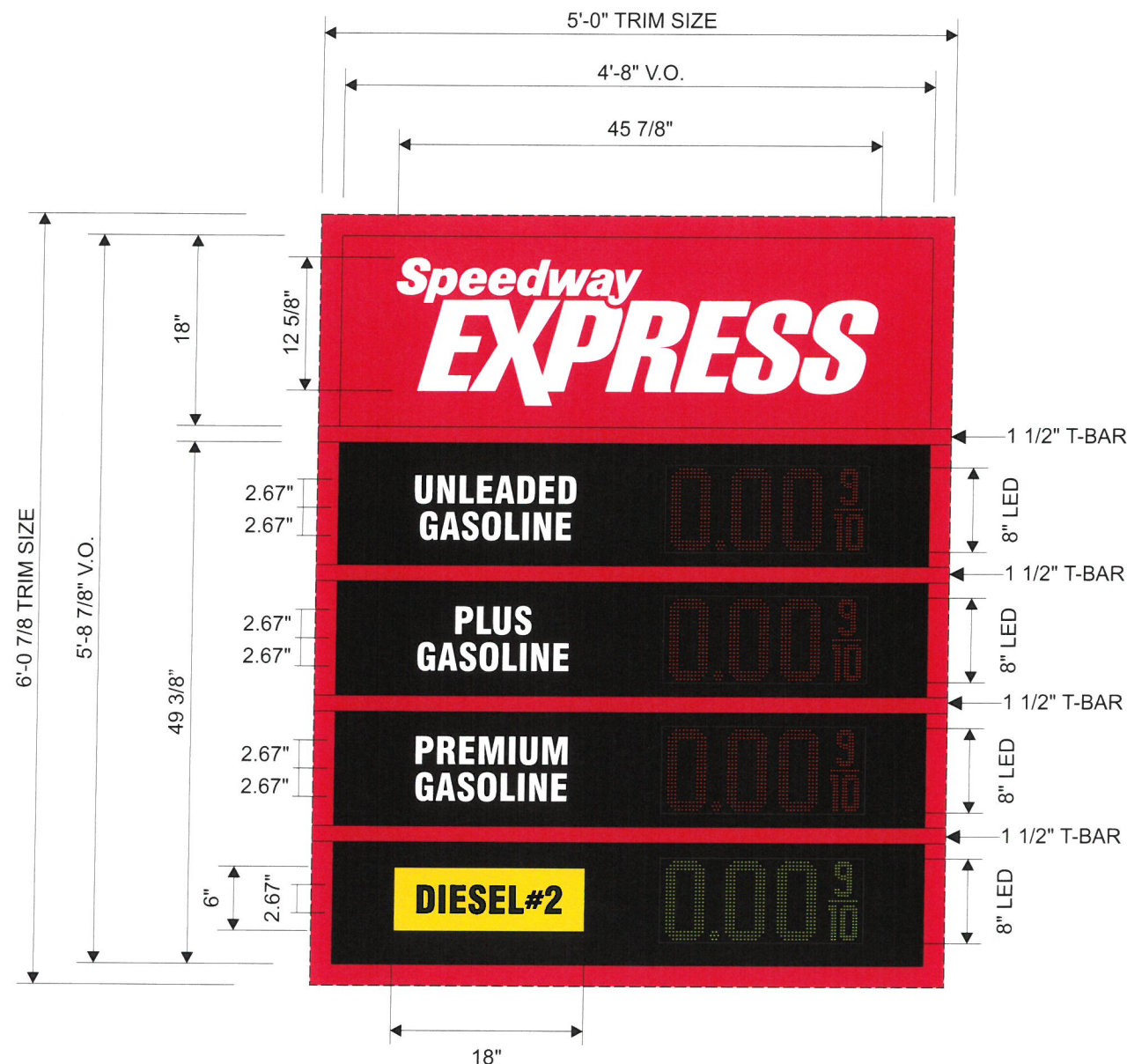
Sales **House** Design **D-ED** PM **GG**

Allen Industries

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1-800-967-2553

www.allenindustries.com



FACE REPLACEMENT LAYOUT
SCALE: 3/4" = 1'-0"
SQ. FT. = 30.36
QUANTITY: 2



COLOR GUIDE

	YELLOW 3M 7725-15 (PMS 109C)
	WHITE
	BLACK
	RED 3M 3630-83

OAH: 11'-5"
REMOVE & DISCARD EXISTING FACES
INSTALL NEW SPEEDWAY EXPRESS FACES &
NEW SPEEDWAY UNLEADED GASOLINE/ PLUS GASOLINE/
PREMIUM GASOLINE/ DIESEL #2
PRICER FACES W/ LED PROVIDED BY EVERBRITE
ADD T- BARS
CABINET: 6' 1" X 5' 3/16"
VO SIZE : 5' 8 7/8" X 4' 8"
RETAINER : 2"

MAIN ID SPECIFICATIONS:

.187" CLEAR POLYCARBONATE FACE.
1-1/2" DEEP PAN-FORMED W/ 1-1/4" DEEP EMBOSSED LOGO.
"EXPRESS" COPY IS FLAT.
ALL DECORATION ON 2nd SURFACE.
LOGO AND COPY TO BE WHITE.
BACKGROUND TO BE RED TRANSLUCENT PAINT,
COPY AND LOGO WEEDED OUT & BACK SPRAYED WHITE.

PRICER FACE SPECIFICATIONS:

PROVIDED BY EVERBRITE

DIESEL PLACARD SPECIFICATIONS:

FONT STYLE IS SWISS BLACK CONDENSED.
CLEAR, .118" POLYCARB. PANEL WITH
1ST SURFACE VINYL GRAPHICS.



Client Review Status

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☐ Approved ☐ Approved as Noted ☐ Revise & Resubmit
Name _____
Title _____ Date _____

Declaration

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Date / Description

06/24/19	Issue Date
06/28/19	updated per master express site JP
-	2 -
-	3 -
444	4 -

Project Information

Client	Speedway #6386 - Legacy # 68187
	2971 Railroad Ave,
	Pittsburg, CA 94565
File	SW.6386 Pittsburg, CA 301
Sales	House Design D-ED PM GG



Planning Application

City of Pittsburg, Community Development Department – Planning Division
65 Civic Avenue, Pittsburg, CA 94565 | Tel: (925) 252-4920 | Fax: (925) 252-4814

TYPE OF APPLICATION REQUESTED:

- | | |
|---|---|
| ☐ UP Conditional Use Permit | ☐ ZA Zoning Administrator |
| ☐ DR Design Review | ☐ TRP Tree Removal Permit |
| ☒ ADR Design Review (Admin) | ☐ TA Temporary Activity |
| ☐ GP General Plan Amendment | ☐ PPR Preliminary Plan Review |
| ☐ RZ Rezoning (Includes PUD) | ☐ MM Minor Modification (wireless) |
| ☐ SUB Major Subdivision | ☐ SR Sign Review (Type: _____) |
| ☐ MS Minor Subdivision | |
| ☐ VA Variance | ☐ Other: _____ |

STAFF USE ONLY

Application Number: AP-19-1443

Date Filed: 7/9/19

PROJECT INFORMATION:

Project Name (Business/Development): SPEEDWAY

Address/Location of Project: 2971 RAILROAD AVE

Assessor's Parcel No(s): 088-121-034

Mapping Address (Latitude/Longitude): -121.8923, 38.0085

Existing General Plan / Zoning Designations: _____

Proposed General Plan / Zoning Designations: _____

Existing Use: GAS STATION (MOBIL)

Proposed Use: GAS STATION (SPEEDWAY)

Size of Existing Structure(s): EXIST

Size of Proposed Additions / New Structure(s): EXIST

Amount of New Impervious Surfaces (s.f. or acres)¹: N/A

Property Size (s.f. or acres): EXIST No. of Existing Lots: 1 Proposed: N/A

Days/Hours of Operation: 24 HRS

No. of Employees, Existing: N/A Proposed: N/A

No. of On-Site Parking Stalls, Existing: EXIST Proposed: EXIST

HCP Land Cover Type: N/A Cortese List: Yes ☐ No ☐

¹ If over 10,000 square feet, a stormwater control plan and related documents may be required per PMC §13.28.050(A)(2). Please contact Planning staff or refer to the Stormwater C.3 Guidebook available at www.cccleanwater.org/construction/nd.php for further guidance.

Proposed Project/Use Description:

(Attach additional sheets if necessary. For sign permits, include length x width x height dimensions, sign copy, colors, and length of building frontage.)

REIMAGE EXIST MOBIL STATION + SIGNAGE TO
SPEEDWAY SIGNAGE + GRAPHIC'S

APPLICANT INFORMATION:

Applicant Name: A+S ENGINEERING Primary Contact: YASMIN T.
E-Mail: YASMIN.T@ASEENGINEER.COM Phone: 661-250-9300
Mailing Address: 28405 SAND CYN RD CANYON COUNTRY CA 91387

Property Owner(s): TESORO
E-Mail: _____ Phone: 661-250-9300
Mailing Address: 19100 RIDGEWOOD PARKWAY SAN ANTONIO TX 78259

Notarized Signature of Agent and/or Property Owner:

Agent (Attach Notary): _____ Date: _____
Property owner/manager (attach notary): _____ Date: _____

(If not property owner or manager, provide letter from property owner authorizing agent to sign application.)

SUBMITTAL REQUIREMENTS: (to be completed by the applicant)

- ☐ Consultation with Planning Division
- ☐ Completed Planning Application Form
- ☐ 2 sets (minimum) of Project Plans* + 1 electronic set on a flash drive or CD
- ☐ Correct Filing Fees (if paying by check, make payable to "City of Pittsburg")
- ☐ Anticipated Postage Fees for Public Notices (check with Planning Division if applicable)

*One full-sized and one reduced (8.5" x 11" or 11" x 17") required. Please review the Planning Application Submittal Checklist (separate handout) for details about what needs to be included on the project plans.

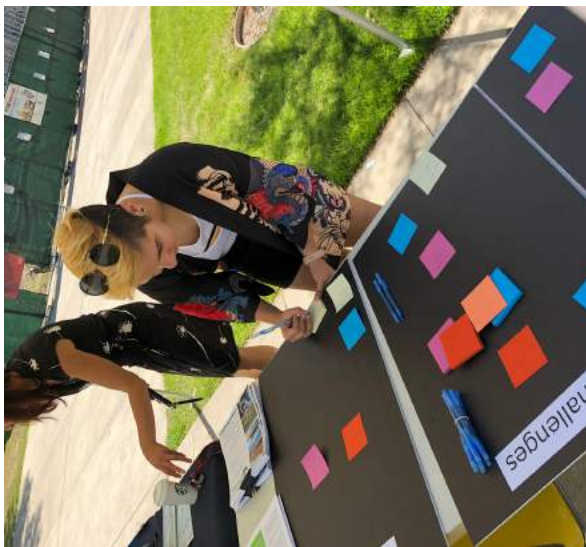
STAFF USE ONLY

TOTAL FEES PAID*: 425 Date Rec'd: 7-9-19 By: Cellia F. Pal

007347-0032 by Morgan L.
*Attach Copy of Completed Planning Receipt Form or Developer Deposit Request



ENVISION
Pittsburg



July 2019

VISION AND OPPORTUNITIES REPORT

City of Pittsburg General Plan Update

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OVERVIEW



The City of Pittsburgh is updating its General Plan - a document that serves as the City's 'playbook' for decisions on land use, infrastructure, public services, resource conservation, and much more!

The update will address critical questions facing the community over the next two decades. What's needed to accommodate future growth and attract quality jobs? How can we make the Pittsburgh an even better place to live, work, and play?

We'd like to hear from you at an upcoming public workshop!

- **Workshop 1 - Community Vision**
Saturday, April 13th @ 10:00 am
- **Workshop 2 - Mobility**
Monday, April 22nd @ 6:00 pm
- **Workshop 3 - Land Use & Urban Design**
Monday, May 13th @ 6:00 pm

All workshops will be held in the Council Chambers at City Hall (65 Civic Avenue, Pittsburgh).

www.pittsburg.generalplan.org

In April, May, and June 2019, the City began a multifaceted outreach program to engage community members in the General Plan Update. The General Plan Update team held three community-wide Visioning Workshops, eight pop-up events, and gathered information via an online community survey. The outreach effort garnered input from City residents, members of the business community, property owners, and stakeholders. The outreach program for this project is inclusive, educational, and designed to facilitate a meaningful conversation with the Pittsburgh community about the issues and opportunities that are most important to them.

The Visioning Workshops provided an opportunity for the public to offer their thoughts on what they value about their community and the City, and what important issues should be addressed in updating the General Plan. The pop-ups were City-staffed booths focused on identifying perceptions regarding Pittsburgh's assets and challenges and the community's long-term vision for the City's

future. The pop-ups were held in association with community events and festivals to encourage involvement from community members that may not attend traditional City meetings. The survey was made available on-line and also encouraged input from community members that may not attend City meetings.

The General Plan update effort will continue to involve numerous opportunities for the community to learn about the project and provide their input, including traditional in-person workshops, open houses, and online surveys. This Visioning Report memorializes what was discussed at three Visioning Workshops, the eight pop-up events, and the May/June 2019 online survey. Additional summaries will be prepared as other outreach efforts are completed as part of this project.

This Visioning Report includes the following components:

Overview: This section describes the community outreach efforts and goals, as well as the approach to advertising the visioning events.

Core Values: This section summarizes the core values for the General Plan Update based on input from participants at the Visioning Workshops, Pop-Up Events, and the on-line survey.

Visioning Workshops: This section summarizes the input provided at each of the three Visioning Workshops.

Pop-Up Events: This section summarizes the input provided at each of the eight pop-up events.

On-Line Survey Results: This section summarizes the feedback provided via the on-line survey.



OUTREACH GOALS

The goals established for the Community Engagement Plan are to:

- Gather meaningful input and feedback from the community at-large.
- Engage and empower community members in the visioning and planning process for their community.
- Provide an open and transparent process.
- Achieve broad demographic and geographic representation from community members and other stakeholders.
- Achieve an end product that has community support and ownership because community members feel that their voice has been heard.
- Develop easily understood informational materials that are culturally appropriate.
- Engage the community in a planning process that results in sustainable and implementable recommendations after the new general plan is adopted.
- Involve stakeholders and the general public at key points with interactive participation that ranges from one-on-one activities to large scale community meetings and activities.

ADVERTISEMENTS

The Visioning Workshops, pop-ups, and the on-line survey were advertised on the project website (pittsburg.generalplan.org), the City website (www.ci.pittsburg.ca.us), the City's social media platforms, including Nextdoor and Facebook, and at Planning Commission and City Council meetings. Additionally, flyers were posted at City Hall and at key locations throughout the community and were mailed with the City utility bills. The events were also advertised on the City's electronic reader board at the Multi-Model Transfer Facility for the Pittsburg Center BART Station.

CORE VALUES

The feedback provided by the community at the three Visioning Workshops and through the pop-ups provides the City with a broad overarching vision for the development of the General Plan Update, and identifies key community values and priorities that should be carefully considered in the General Plan Update process. As a result of the workshops, community pop-ups, and on-line survey, the following key themes have been identified:



Community Character: Residents value Pittsburg’s pride in its community and the numerous cultural and civic events that celebrate Pittsburg’s diversity and rich cultural and historic heritage. As the City grows, a continued commitment to arts, culture, schools, and community services and involvement will ensure that the City provides a high quality of life for its residents, continues to have a small-town feel, and maintains a clean and beautiful City.

Mobility: Cars have traditionally been, and will continue to be a vital part of Pittsburg’s transportation network. However, as the city continues to grow, additional emphasis is placed on alternative ways of getting around, including walking, bicycling, and public transit. Increasing the safety and functionality of the entire circulation system is a high priority for the City. Pittsburg’s future should incorporate concepts of “complete streets” that serve all modes of transportation, not just cars. The City also acknowledges that there are several strategic opportunities to enhance public safety through improved bicycle and pedestrian routes and amenities, while also improving traffic flow through better public transit, and limiting truck routes to areas of the city deemed necessary and appropriate.

Growth and Development: As the City grows, emphasis needs to be placed on high-quality jobs to reduce commute times and provide opportunities for an educated workforce, balanced growth that provides for inclusive neighborhoods attainable to a broad range of incomes, commercial and clean industrial uses that expand economic opportunities and provide needed services, development characteristics that maintain the City’s hillsides, waterfront, and habitat areas, and growth that is sustainable, clean, and environmentally just.

Education and Youth: The need for new and improved schools, as well as programs targeted at youth and families was identified repeatedly by community members. Community members also identified a need to develop and refine methods to upgrade the schools, ensure that the City’s schools are well-ranked, and increasing education and recreation services available to youth, from young children through teenagers.



Shopping and Services: A desire for more shopping and restaurant venues, including a mall, experience-oriented entertainment, grocery stores, and high-quality stores and brands, was identified by community members. As part of the General Plan process, land use designations should be evaluated to ensure that adequate opportunities are provided to accommodate the identified types of commercial uses.

Parks, Recreation, and Entertainment: The community's desire for healthy and active lifestyle options was demonstrated by the stated need for more parks, including a water park, community pool, and sports fields, as well as increased entertainment venues and activity options, including cultural events, family-friendly festivals, and recreation and activity programs, for all ages and abilities.

Environment: Community members would like to ensure that the City promotes and conducts sustainable practices throughout the community and ensures that the City's hills, waterfront, and greenspaces are preserved for future generations. Concerns regarding noise, air, and water pollution, were identified, as was the need to consider environmental justice and opportunities for renewable energy, including solar and wind power, as part of future decisions.

Community Services and Resources: Community safety, cleanliness, and a growing homeless population were key concerns identified during the Visioning process. An on-going commitment to a responsive police department and proactive management of crime and safety issues is needed for residents to continue to feel safe. One of the challenges for the General Plan Update to address is developing better methods, including partnerships with service providers, to provide resources and housing for homeless persons, lower income households, families at or below the poverty level, and disadvantaged groups that lack access to adequate resources.

VISIONING WORKSHOPS

The City hosted three General Plan Update Visioning Workshops in April and May 2019. Each Workshop focused on addressing a different topic. Each Workshop included a brief overview of the General Plan, including why it's important and why the City is updating its Plan, some background information on the evening's topic, and a series of facilitated activities to solicit input on key topics or ideas. The topics explored in each Workshop along with summaries of what we heard from the community are provided in the following pages. The intent of this section of the Visioning Report is to present the information we received without making assumptions or recommendations. The feedback we received has been recorded here in order to memorialize the key themes and ideas, and it will be used to help inform future work tasks associated with the General Plan Update, including evaluation of opportunities and challenges, development of land use alternatives, and creation of new goals and policies.



Workshop 1
Community Vision
April 13, 2019



Workshop 2
Mobility
April 22, 2019



Workshop 3
Land Use & Urban Design
May 13, 2019

WORKSHOP #1: VISION AND VALUES



This initial Visioning Workshop was the community kick off for the Envision Pittsburg project. This Workshop provided an overview of the General Plan process and focused on identifying the overall vision and guiding principles for the General Plan Update. Approximately 45 Pittsburg residents, businesses, property owners, and other stakeholders attended the Workshop.

Following a brief presentation on the General Plan Update, the consultant team facilitated two activities to help open a dialogue with the community regarding the vision for the future and priority areas to be addressed. Each activity and the feedback provided by workshop attendees are summarized on the following pages.

ACTIVITY #1 - VISION, ASSETS, AND CHALLENGES POST-ITS

The first activity during Visioning Workshop #1 was a Post-It activity. Meeting attendees were provided stacks of blank Post-it notes and asked to write down what they think are Pittsburgh's primary assets and challenges, along with their vision for the future of the City. Questions posed to the group for consideration included:

- What do you value most about Pittsburgh?
- What are important aspects of the community's culture and traditions?
- What issues are facing the City?
- What obstacles or concerns are facing your neighborhood or community?
- What ideal or dream City look and feel like?
- What would you like to see accomplished by 2040?

Post-Its Activity



Assets

- What do you value most about Pittsburgh?
- What are important aspects of the community's culture and traditions?

Challenges

- What issues are facing the City?
- What obstacles or concerns are facing your neighborhood or community?

Vision

- What ideal or dream City look and feel like?
- What would you like to see accomplished by 2040?

Please provide 3 responses for each topic.



The feedback from the meeting attendees for Activity #1 is listed below.

Visions

- More healthcare facilities
- Beautiful Pittsburgh
- More walking, biking and community interaction
- Controlled and regulated traffic flow
- To be able to eat, shop, and be entertained in Pittsburgh
- Pittsburgh's schools rate 10 at greatschools.com
- Good jobs to housing balance
- Attract 25- to 40-year-old working people
- Walkable/bikeable
- More stewardship of public spaces by residents
- Full reclamation of brownfields
- Businesses/shops
- Affordable housing
- Entertainment
- Job centers at both BART stations
- Walkable neighborhoods
- Recycled water everywhere
- Mixed incomes in neighborhoods
- Less crime where you feel safe to go to the store at night
- Leave a safe town to the next generation
- Downtown shopping
- Recreation
- Marketing, advanced notice, communication
- Clean streets
- No dumping
- No homeless
- More inclusive of all community members (marginalized community members)
- Pittsburgh is a bikeable community that is safe and has a very positive reputation
- Safety, reduced crime, and cleanliness
- Smarter development – balancing it in a way that preserves Pittsburgh's character but allows us to move forward
- Skate park for the youth
- Better grocery stores
- Education (improvements building wise)
- Better senior housing



- More of the same at Los Medanos College
- Thriving business community that offers services and resources that the entire community can benefit from – residents don't have to leave Pittsburgh
- Zoning to include tiny home development and home ownership
- Renewable energy (electric turbines inside water mains), city subsidized solar
- Shuttle on Railroad Avenue
- Allowing artists, musicians, etc. to share their talents more often and more openly
- Big businesses with offices so residents don't have to commute – bring in Chevron, AT&T
- Vibrant downtown with lots of community events
- Balanced development
- Creating positive attitudes with proud residents
- My ideal is for Pittsburgh to become known as a great place to raise a family, great quality of life
- Better schools, two languages for all
- All those things that make good community



- Que limpien los parques (English translation: *That they clean up the parks*)
- Orden en el trafico (English translation: *orderly traffic*)
- Calles limpias (English translation: *clean streets*)
- Retail
- Great schools
- Parks with community pools and activities
- Me gustaria que decir que no hay suficiente parquin en la escuela Highlands Elementary y mas cruces peatonales. Los niños en esas areas no son seguras ay hay demasiado trafico de viso que no al suficien parquin. Me gustaria que los parques sean mas bijilados por la policia ya que el parque Buchanan tiene mucha jente extrana y los niños caminan solos. (English translation: *I would like to say that there is no parking at Highlands Elementary School and there are not safe crosswalks. The children in those areas are not safe - there is too much traffic, not enough parking. I would like the parks to be more monitored by the police since Buchanan Park has a lot of strange people and the children walk alone.*)
- Balance – I.E., Berkeley liberal and conservative ideas
- Business growth
- Open minded council members
- City to listen to citizens
- More parks and recreation for kids
- Water park
- Wide park
- Skateboard parks
- Round 1
- More recreational activities for community
- Safe and accessible parks and trails
- Vibrant economic downtown
- Maintain beauty of hillsides
- Build strong art community
- More affordable housing
- Homeownership
- Complete neighborhoods with walkable amenities
- Housing navigators
- Pittsburg to have identity
- Youth center offering technical training for parents in the morning and youth after school
- Growth and expansion without displacement
- Complete neighborhoods with walkable amenities
- A diverse, well-educated community without significant economic inequities
- Youth opportunities and youth input
- New, large recreational center and fields
- New library downtown
- Economic growth
- Better services and solutions for our homeless population
- More jobs for youth
- A thriving destination city for shopping and dining
- Strong schools and reputation of schools that propel student success and attract families to live here
- "Non-gentrified" growth – maintaining and valuing existing diversity
- Trader Joe's
- More transportation options
- Better notification of city events – all should know without having to drive by a billboard and BART that doesn't always work
- City Council that listens to citizens
- Accomplish by 2040
- More involvement by residents
- All support local businesses, especially the City, when hosting events
- More activities for young people 3-17 years of age
- Better fireworks show for 4th of July (visually especially for those who can't get to the Bay)
- Revitalization of our downtown
- Less apartment complexes
- More single-family ownership
- Maintain the urban limit line
- Good paying jobs for residents
- Reduce dependency on fossil fuels
- A thriving arts culture downtown

Assets

- Clean Water
- Low Crime, weather, BART
- The responsiveness of the city policy makers and staff to the needs & wants of the residents. The first responsibility of our city. Don't spend more than we take in.
- Cultural diversity, hills, water
- Sense of Community, Marina & events there needs to utilize the area better
- People, potential
- Aspects of culture and tradition
 - So many cultures
 - Sharing traditions
 - Informing all
- Marina/Boat Launching, marching band, affordable Living (Compared to neighboring cities)
- Aesthetic, Pittsburg PD (+/-), diversity
- Small Size in Terms of Population, geography, the historical aspects
- Longtime residents
- Marina, Festivals
- Affordable Home purchase
- Weather, Marina
- Good People, Spacious feel
- Pittsburg Pride
- There is a sense of history. Acknowledge the past, even as we move forward.
- Diversity in terms of people living here
- Value Most
 - Diversity
 - Geography
 - History
- Location
- Location and Access
- Small town feel but close to major cities
- The community connection with neighbors is great and should remain intact. It creates the small-town charm and appeal.
- Natural beauty
- Diverse Population



- Great historical story
- Location in the bay area
- Small town feel
- The Central Old town area is an incredible city asset with lots of open gathering space for the community.
- Old Town, shopping areas, high school, Los Medanos cities
- Revenue seems to grow based on new housing
- Friendly, helpful neighbors
- Waters views and pro-family
- The Marina, the theater
- Bring back the Italian culture with events
- Still a small enough city
- Vibrant, diverse community, cultural events & opportunities, public services- Schools, Library
- Diverse Community, strong Industrial history
- The investment in the physical school structures + infrastructure has helped w/ the physical appeal of Pittsburg (and Pride)

- Diversity in population
- Our diverse community rich history
- Marina to the north and the hills to the south
- BART, Buses, Rides
- Weather, everything is acceptable
- Bus service, integration of resources, police presence
- Slower pace, historic neighbors, culturally diverse
- Rich, multicultural diversity, hillside, waterfront
- Diversity, Pittsburg pride, acceptive/involved, community
- Diversity of people, aesthetic appeal
 - Hills and Water
 - Downtown Marina district

- Enormous Potential for evolution- mindful
- Value- we have a Marina → downtown, value → theater, art and performance venue, value → involvement w/ community
- Acts as a buffer between communities, you know where you are, cities don't run together
- Escuelas (English Translation: *schools*), cultural richness, diversity.
- Me gusta que an incrementado mas escuelas, Mantienen mas limpios los parques, hay mas policias en las calles (English translation: *I like that there are more schools, they maintain parks clean, and have more police in the streets*)

Challenges

- Lack of walkability + Anti-pedestrian/culture, habitat restoration + environmental justice
- Encroachment + sprawl, habitat restoration, lack of public art/historical awareness
- Bring in greener, less polluting.
- Traffic through Pittsburg, commute is a significant issue, as a resident it can take 70+ minutes just to get out of Pittsburg
- Attracting new businesses, homelessness problems, outside perception
- Traffic congestion, crime prevention, job opportunities
- Pittsburg can't say no to Seeno
- Traffic
- Anti-pedestrian culture/walkability, environmental justice, habitat restoration
- High proportion of renters & non-owners, quality of life, noise ordinances not enforced in neighborhoods, litter/debris problems.
- The old town is highly underutilized. There are too many closed storefronts and businesses are struggling to stay open
- Children & families living at the poverty line
- Lack of truly life sustaining/salaried jobs
- Traffic: Circulation is not meeting the community's needs



- Fast growth
- Traffic
- Traffic, homelessness, housing
- Fill the vacancies in downtown area, bigger-better



farmer's markets, Traffic!! It sucks.

- Growing homeless, population
- Not any or enough services for the homeless
- Homeless in downtown, traffic control, integration of resources (improve)
- Zoning for future uses, housing for current residents, economic drought
- Work more with our neighboring cities on common problems
- Parking, schools, you got 4 middle schools and only 1 high school, police enforcement, lots of break ins
- Obstacles/concerns
 - The old timers- this is the way we've always done it- keep it that way
 - Communication to all or lack of?
- Perception of city (external perception)
- Attracting higher end retail & restaurants to old town, parking and performance of schools
- Community engagement
- City council, nepotism, pre-planned back door deals
- Schools need improvement, putting growth revenue above quality of life, again the belief that increased population/growth is desirable because of increase in revenue
- Trash, traffic, crime
- Smaller town compare to a major city, friendly community
- Cost of housing/housing issues, poverty, low quality of life
- Not enough jobs
- Demographics, gentrification
- Perception of crime: Reality, Safety. Traffic. Low rated schools
- Education: enough schools for population growth
- There are very few jobs in Pittsburgh, the community leaves Pittsburgh to go to work, engagement in the community is limited
- Trails improvement
- More community engagement, movies at the park, youth opportunities x work and distract
- Better conservation policies, protect open space, clean the equation between development + open space, open space tends to lose
- How to increase Old Town traffic, how to upgrade the educational opportunities for high school, traffic on Railroad Ave./ BART
- No on 5G, Keller Canyon Clean-up odor
- Homeless- no east county shelter, downtown area- keeping retail growing and full, highway and traffic
- Environmental justice
- Lack of schools, lack of retails, safety (car break ins)
- Attracting "New" development
- Not enough activities for young people 3-17 years of age
- Concentration of income levels, market rate housing alternatives, clean air around freeway
- Not enough thriving businesses downtown, since there are not enough, business money is being spent outside the city
- Unfunded mandates
- The state (ABAG) taking over the planning of our housing
- People doing donuts + the police don't do anything even when vehicle info is provided. Residents are ignored
- Traffic congestion
- Not enough viable businesses downtown, growth of homelessness, more middle-income housing downtown to support retail downtown
- Maintaining the small-town appeal, homeless, local jobs
- The PERS debacle! The state will force the city to dedicate more and more of its (the city) budget to paying for poor decisions made about promised defined benefits
- More kids' recreation, like Round 1, more recreation avenue for kids since we have to so far out, more event opportunities, skateboard park
- Communicating with own residents that dependence on the automobile for long distance

ends in a dead end, bicycle and electric scooters are the future

- More community engagement, movies at the park
- Seguridad, los parques, seguridad en las escuelas, las escuelas neccessitan aire acondicionados (English translation: *Park safety, school safety, the schools need air conditioning*)
- Hay muchos homeless en las calles no me gusta, en los patios de las escuelas en los parques, que en la escuela no hay aire, no hay much bijilancia en las escuelas primarias (English translation: *There are a lot of homeless on the streets that I don't like, and on the school playgrounds and in the parks; there isn't air conditioning in schools; and there isn't a lot of vigilance in the elementary schools*)
- According to the Bay Area Air Quality Management

District, Pittsburg is in the 15% of communities in the Bay Area that are most affected by air pollution. Additionally, the California Office of Environmental Hazard Assessment found that central Pittsburg is in the top 10% of California communities experiencing adverse health effects due to multiple sources of pollution. Goals to attract sustainable business to create green, clean, safe employment. We are experiencing both a climate and jobs crisis. Employment in the region is very important. Mark Jacobson, Stanford engineer (www.thesolutionsproject.org) estimates 450,000 jobs statewide if we transition to renewable energy. The fossil fuel industry will not transition by itself. It is up to elected officials and those working with them to sponsor these kinds of projects.

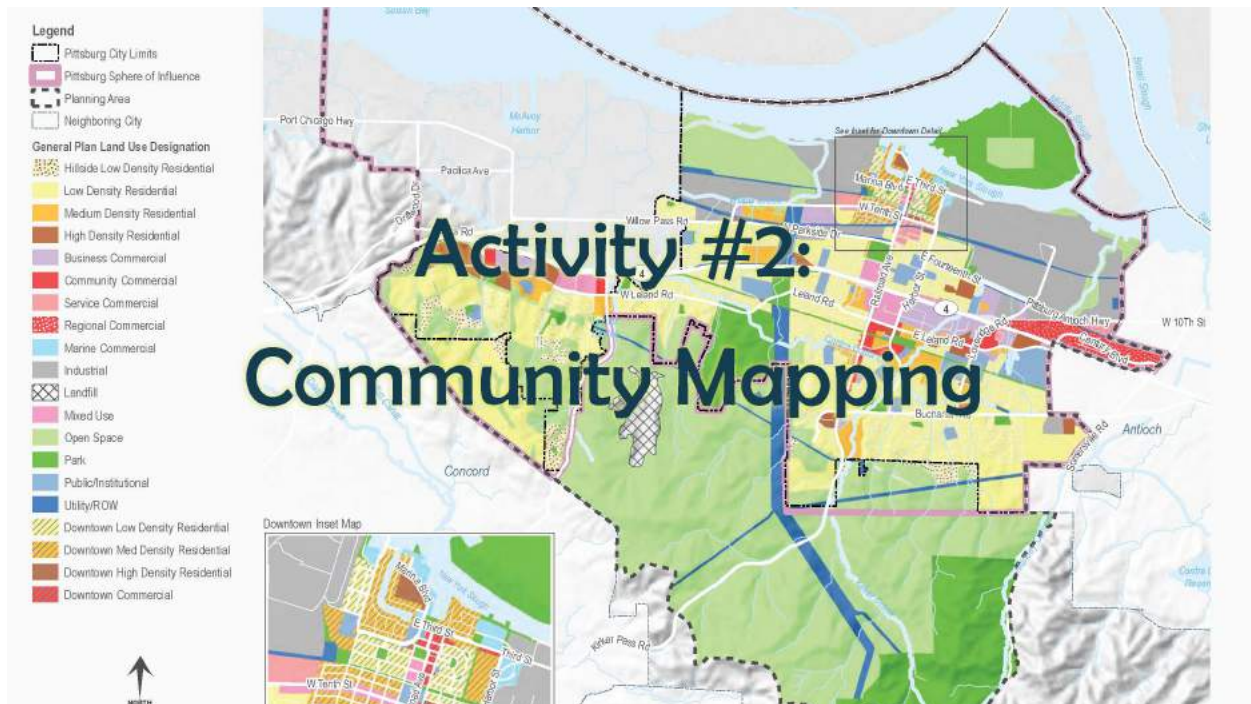
ACTIVITY #2 - COMMUNITY PRIORITIES MAPPING

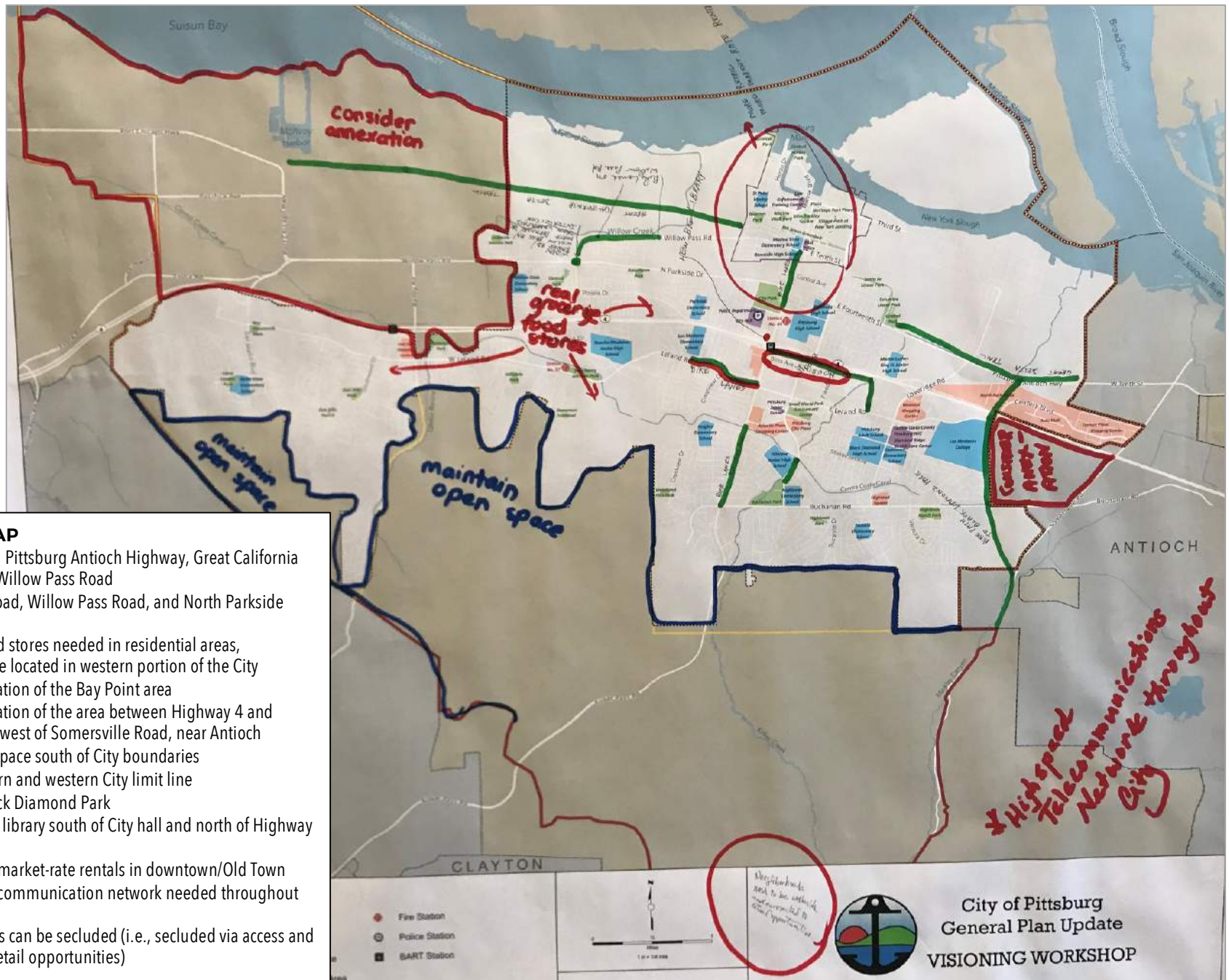
The second activity of the first Visioning Workshop asked participants to review large-scale maps of the City and highlight areas that need special focused attention as part of the General Plan Update, including areas that should be preserved and protected, and areas where land use change should be considered. Community members formed eight groups of three to seven people. Each group was provided one large map of the City of Pittsburgh and three colored markers (blue, red, and green) in order to complete this activity.

The community members were provided the following instructions in order to identify various areas on the City of Pittsburgh map:

- Use the **BLUE** markers to identify areas that should be preserved and protected
- Use the **RED** markers to highlight areas that need special attention, such as:
 - Issue areas
 - Potential for land use changes
 - Places that should be enhanced
 - Areas that need design direction
- Use the **GREEN** markers to identify important roadways and corridors

Photos of each map and the summary of each group's input are included on the following pages.





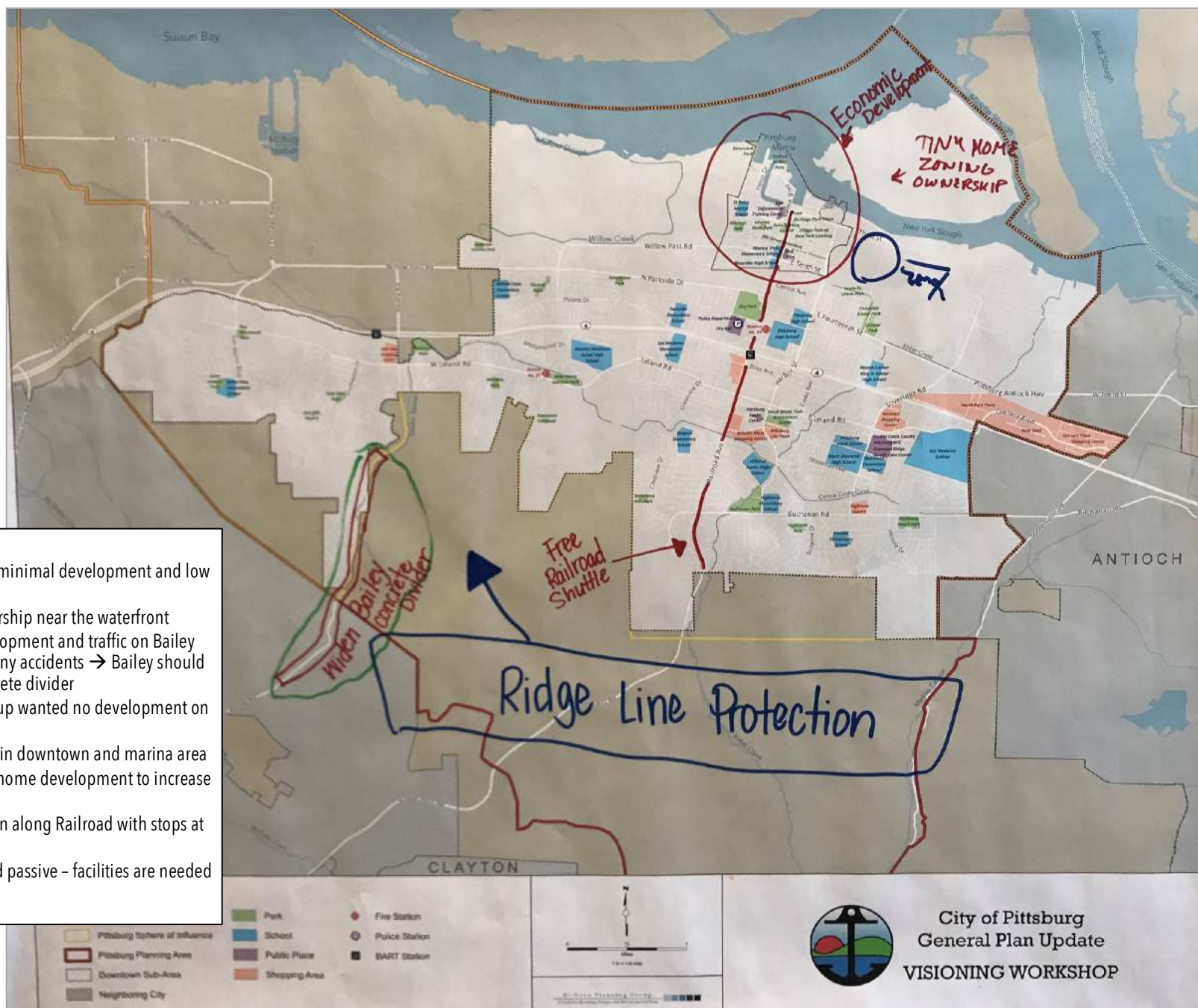


- Zoning change needed along Railroad Avenue
- Pedestrian safety and facilities along Buchanan Rd, Highway 4, Railroad Ave, Kirker Creek
- Preserve Old Town
- Preserve the hills and habitat south of the City
- Preserve the water front and associated habitat, also restore water front
- Important roadways include Buchanan, Railroad, and Highway 4
- Better schools
- Preserve the hills and waterfront for habitat purposes
- Traffic light timing and flow
- Tree density on De Anza Trail
- Services and retail near San Marcos
- Waterfront needs special attention
- Multi-use paths and reduced speed limits for safety
- Remove brownfields / environmental justice concerns in the vicinity of Willow Pass Road
- Plow around Highway 4 ramps near California and Bliss
- Continue developing Los Medanos College and the surrounding area
- Fill in empty lots and develop near North Park Plaza, Auto Mall, & Century Plaza
- Art spaces and warehouse space along waterfront
- Walking trail network in downtown and in the hillside areas
- Highway 4 at Loveridge – railroad flow needs improving

1. pedestrian safety
 2. preserve old town
 3. preserve hills - HARVAT 8.
 4. preserve hills - HARVAT 8.
 5. more services, retail
 6. preserve waterways - HARVAT 8.
 7. redevelopment Eastside
 8. MULTI-USE RTHED
 9. BIKELANE / RED
 10. TRAIL
 11. LOWER SPEED LIMIT
 12. TO 45 MPH
 13. BELLER SCHOOLS
 14. Traffic Light Timing / Flow
 15. TREE DENSITY ON DE ANZA TRAIL
 16. PROWNFIELD'S (environmental)
 17. DEANZAN / JOHNSON
 18. 10-12 FT SPACES
 19. IN CORRIDOR
 20. 11-12 FT SPACES
 21. HIGH DENSITY
 22. REDEVELOP
 23. NETWORK OF
 24. WALKING PATHS
 25. ON HILLS
 26. THE AREA
 27. HIGH RAMP
 28. INTERSECTION

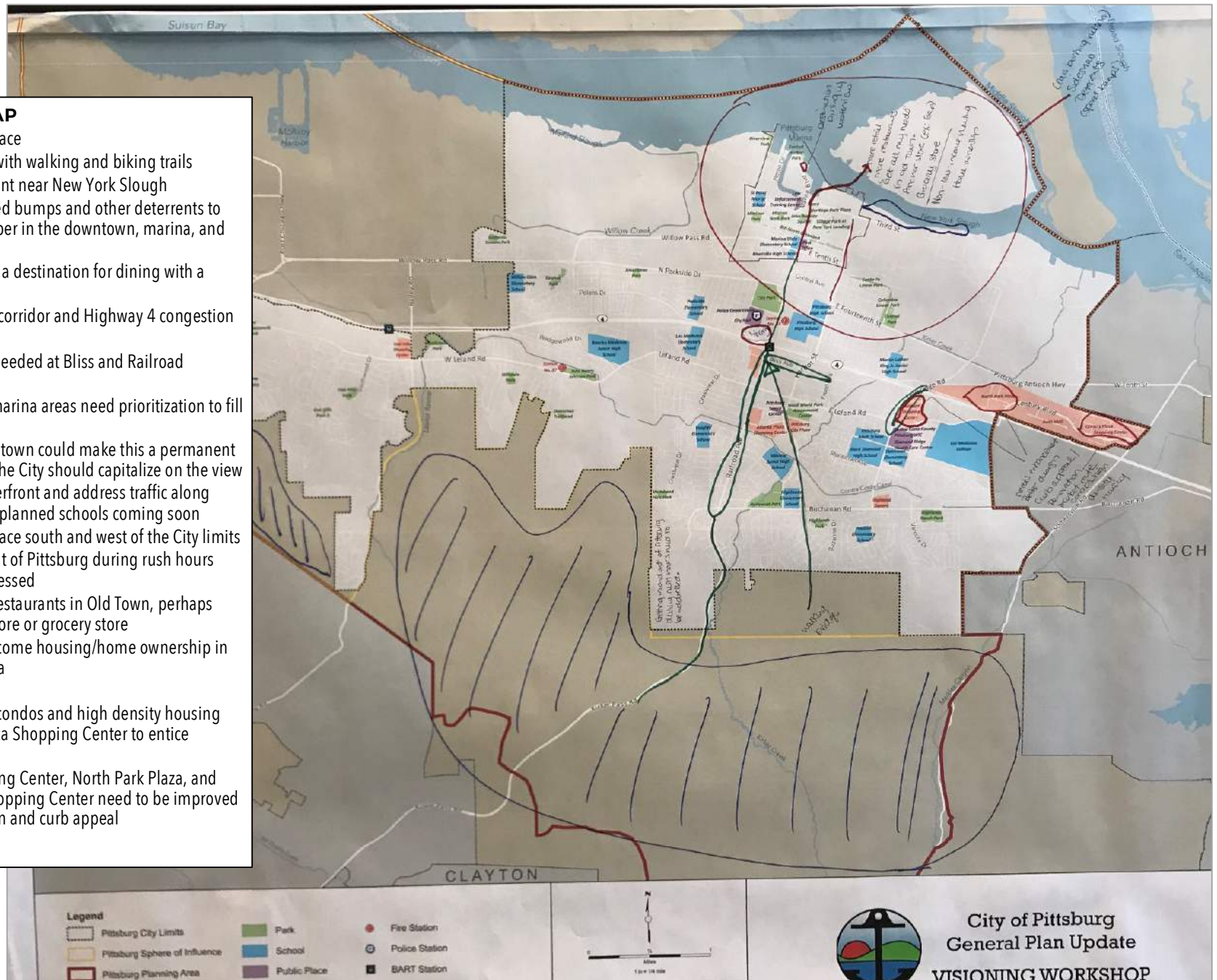
GROUP #3 MAP

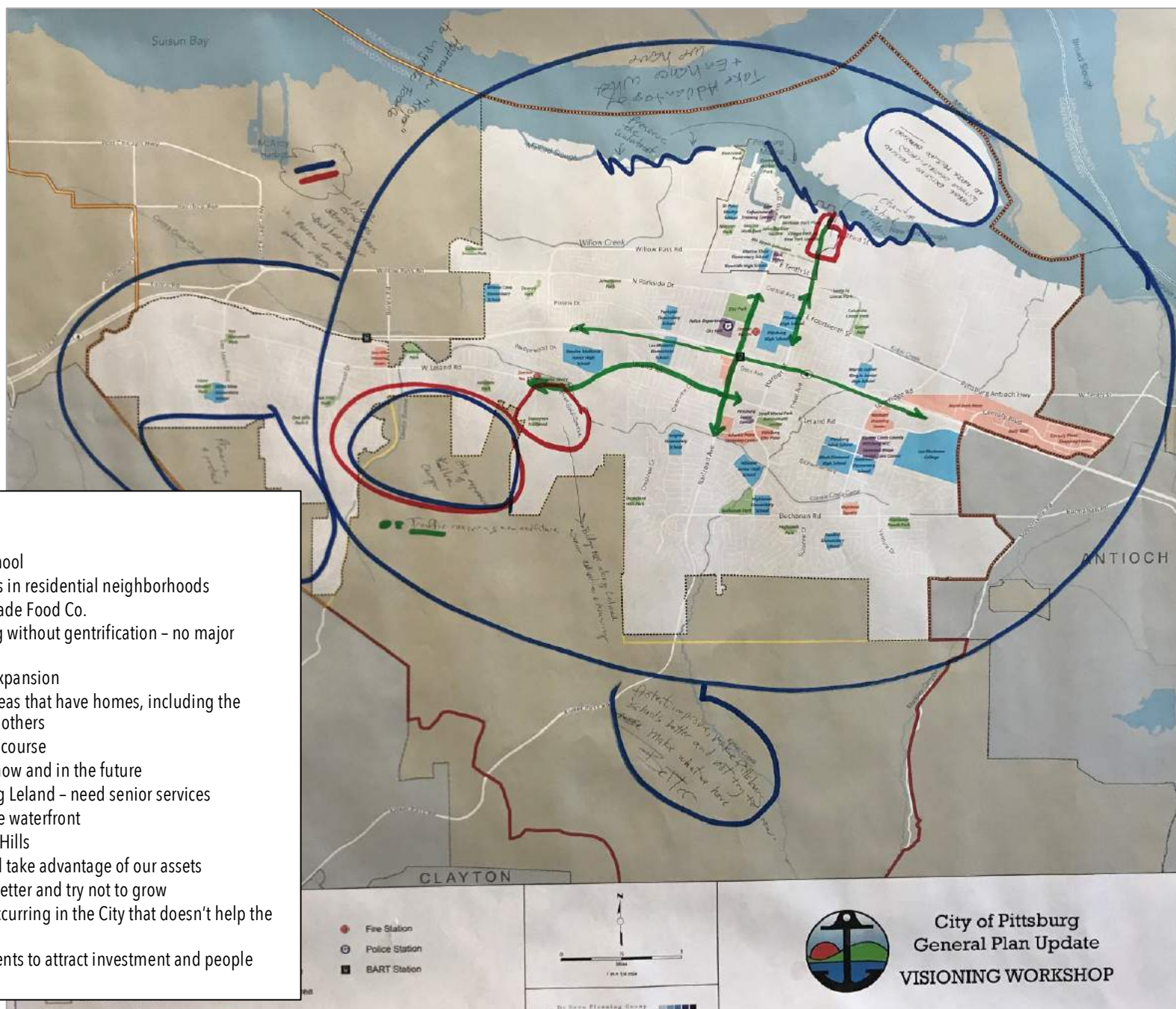
- Preserve ridgeline with minimal development and low density
- Tiny home zoning ownership near the waterfront
- San Marcos future development and traffic on Bailey Road has resulted in many accidents → Bailey should be widened with a concrete divider
- Some people in the group wanted no development on the ridgeline
- Economic development in downtown and marina area
- Rezone/establish a tiny home development to increase affordability
- Free shuttle to downtown along Railroad with stops at BART station
- Youth sports - active and passive - facilities are needed

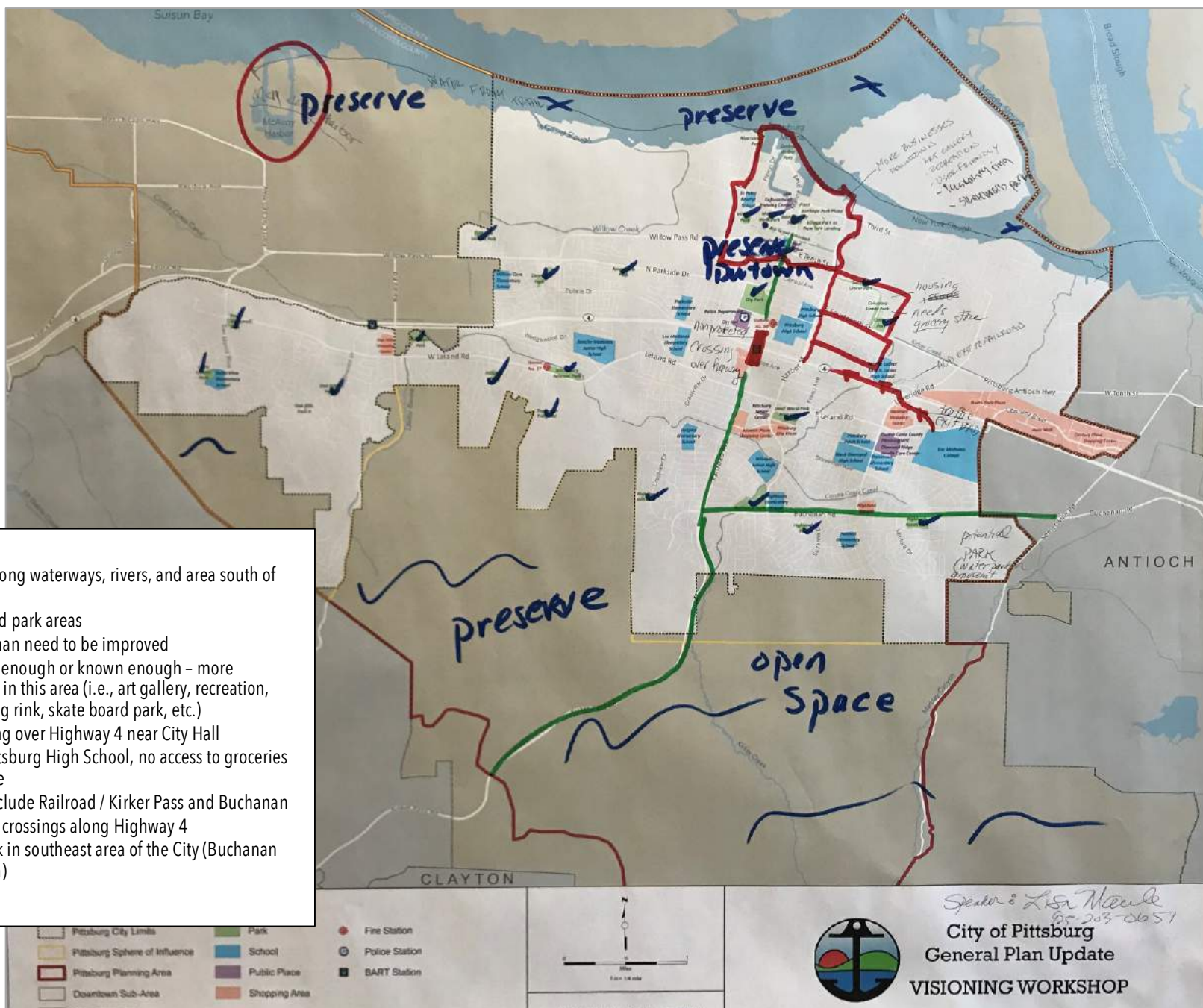


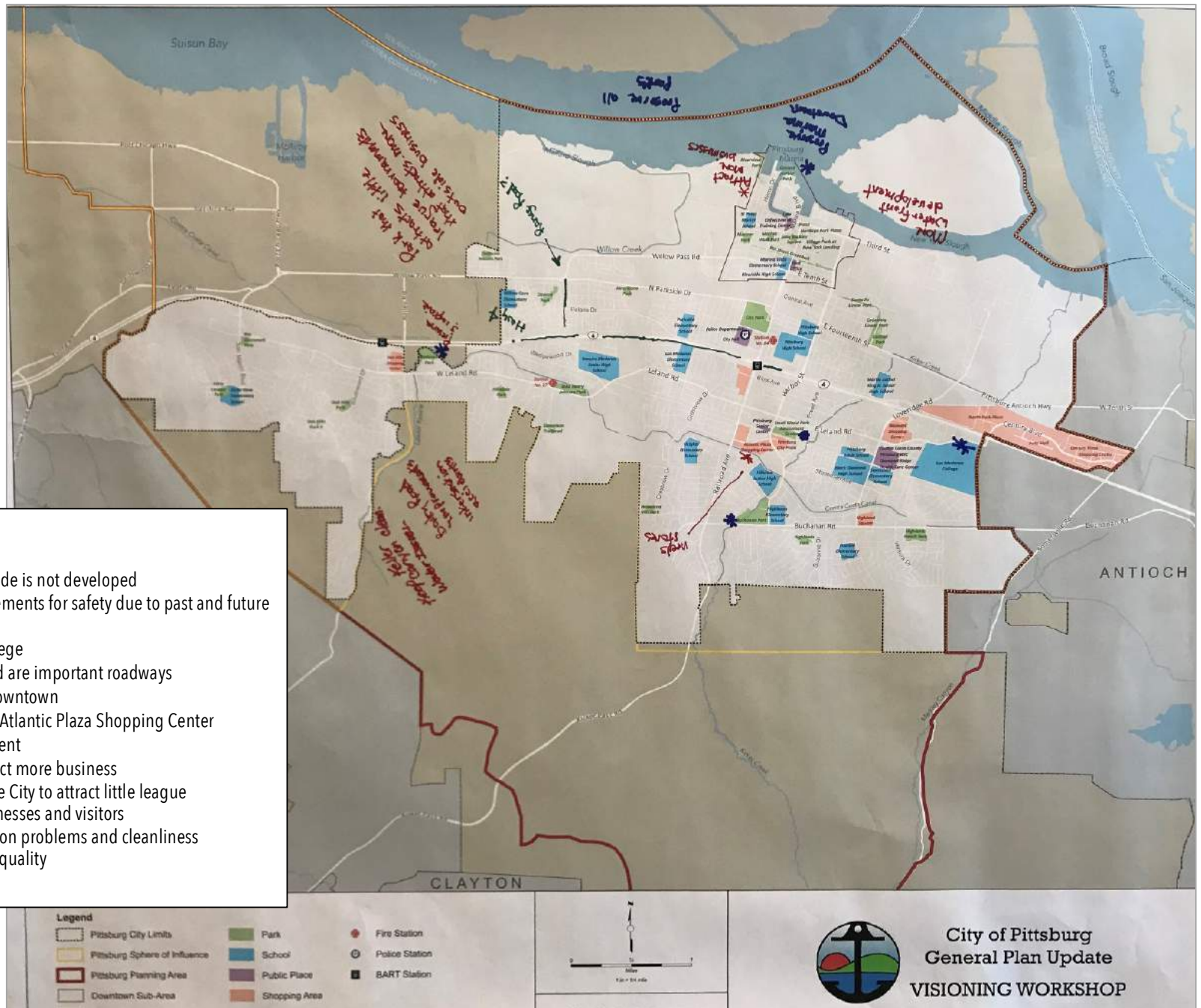
GROUP #4 MAP

- Preserve open space
- Connect people with walking and biking trails
- Preserve waterfront near New York Slough
- Need to add speed bumps and other deterrents to cars burning rubber in the downtown, marina, and waterfront area
- Make the marina a destination for dining with a water view
- Railroad Avenue corridor and Highway 4 congestion
- Pedestrian safety
- Walking bridge needed at Bliss and Railroad intersection
- Downtown and marina areas need prioritization to fill vacancies
- Gravel area downtown could make this a permanent destination and the City should capitalize on the view
- Preserve the waterfront and address traffic along Harbor with new planned schools coming soon
- Preserve open space south and west of the City limits
- Getting in and out of Pittsburg during rush hours needs to be addressed
- More retail and restaurants in Old Town, perhaps with an anchor store or grocery store
- More non-low-income housing/home ownership in the Old Town area
- Free shuttle
- Add market-rate condos and high density housing near Century Plaza Shopping Center to entice investment
- Wal-Mart Shopping Center, North Park Plaza, and Century Plaza Shopping Center need to be improved with better design and curb appeal









WORKSHOP #2: MOBILITY

This second Visioning Workshop provided an overview of the General Plan process and focused on identifying the transportation and mobility issues and concerns in Pittsburg. Approximately 39 Pittsburg residents, businesses, property owners, and other stakeholders attended the Workshop.

Visioning Workshop #2 included three activities: a Barriers to Mobility and Access Mapping activity, a Mobility Vision activity, and a Ranking activity. The feedback that was provided during both activities is summarized below.



ACTIVITY #1

BARRIERS TO MOBILITY AND ACCESS

The first activity during Visioning Workshop #2 was a mapping activity. Community members formed eight groups of three to seven people. Each group was provided one large map of the City of Pittsburg and a sheet with five various icons (shown below) in order to complete this activity. The community members were asked to identify barriers to mobility and access on the City of Pittsburg map using stickers and markers. The following stickers and topic areas were identified:



Automobile

e.g. constraints to motor vehicle circulation, such as traffic congestion, delays to motor vehicles, limited parking, site access restrictions, etc.



Bicycling

e.g. constraints to bicycle transportation, such as lack of bicycle lanes, paths or bicycle parking, and/or uncomfortable existing bike facilities, etc.



Walking

e.g. constraints to walking, such as difficult crossings, sidewalk gaps, uncomfortable walking environment, barriers limiting pedestrian access to specific destinations, etc.



Transit

e.g. constraints to transit use, such as destinations lacking transit service, barriers to accessing transit stops, service frequencies, , delays to buses, etc.



Safety-Related

e.g. safety concerns for motorists, bicyclists, pedestrians and transit riders; concerns about speeding or cut-through traffic, etc.

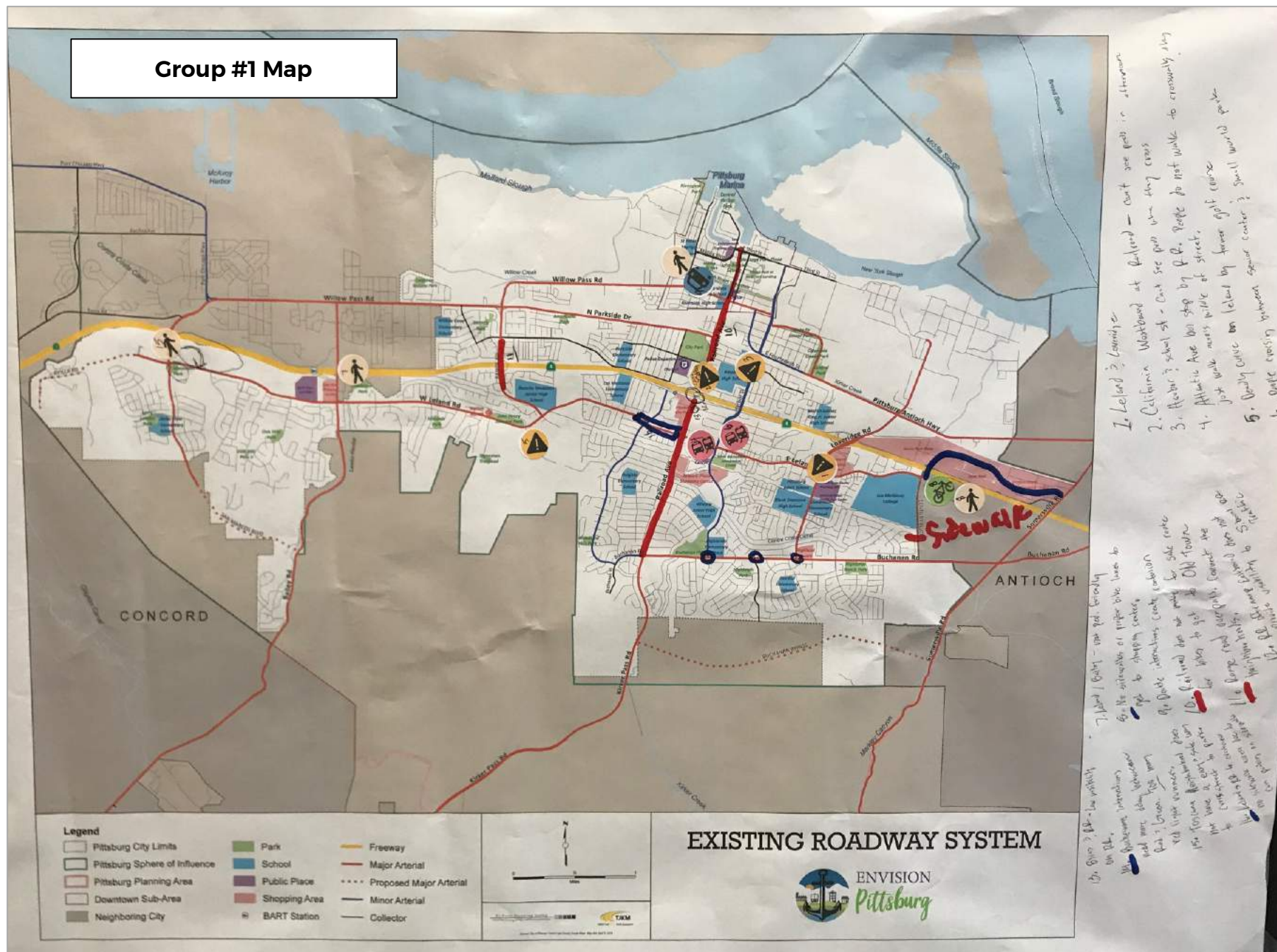
The results of the Barriers to Mobility and Access Mapping activity are summarized below.

GROUP #1 MAP

BARRIERS TO MOBILITY AND ACCESS

- **Automobile:**
 - Double intersection at Willow Pass near Riverside High School creates confusion
- **Bicycling:**
 - No bike lanes to get to Century Plaza Shopping Center
- **Walking:**
 - No sidewalks to get to Century Plaza Shopping Center
 - Double intersection at Willow Pass near Riverside High School creates confusion
 - Leland/Bailey is not pedestrian friendly
 - Toscana neighborhood does not have an easy and safe way to cross the street to get to the existing parking
- **Transit:**
 - People crossing between the senior center and Small World Park
 - Atlantic Ave. bus stop by the railroad – people do not walk to crosswalk they just walk across the middle of the street
- **Safety-Related:**
 - Issues at Leland/Loveridge
 - Westbound California at Railroad – cannot see pedestrians in the afternoon
 - Harbor/School – can't see pedestrians when they cross
 - Deadly curve on Leland by the former golf course

Group #1 Map

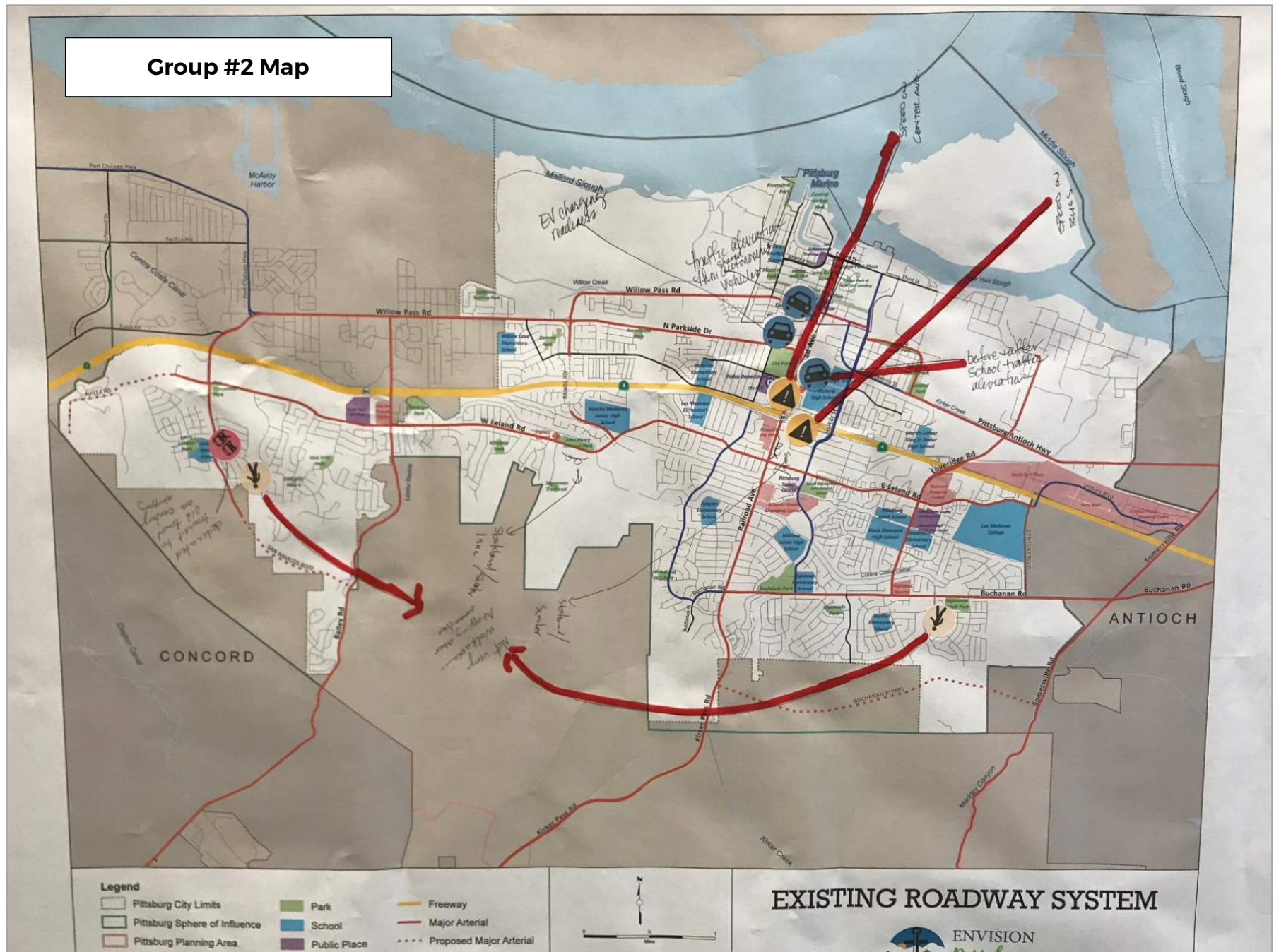


GROUP #2 MAP

BARRIERS TO MOBILITY AND ACCESS

- **Automobile:**
 - Traffic near before and after school needs to be alleviated
 - Electric vehicle readiness near the City Park
 - Traffic alleviation near downtown could be alleviated with shared autonomous vehicles
- **Bicycling:**
 - None
- **Walking:**
 - Western and southeastern Pittsburg are not very walkable
- **Transit:**
 - Dedicated transit to Old Town or Century Plaza Shopping Center from western Pittsburg
- **Safety-Related:**
 - Speed in central area/downtown is too high

Group #2 Map

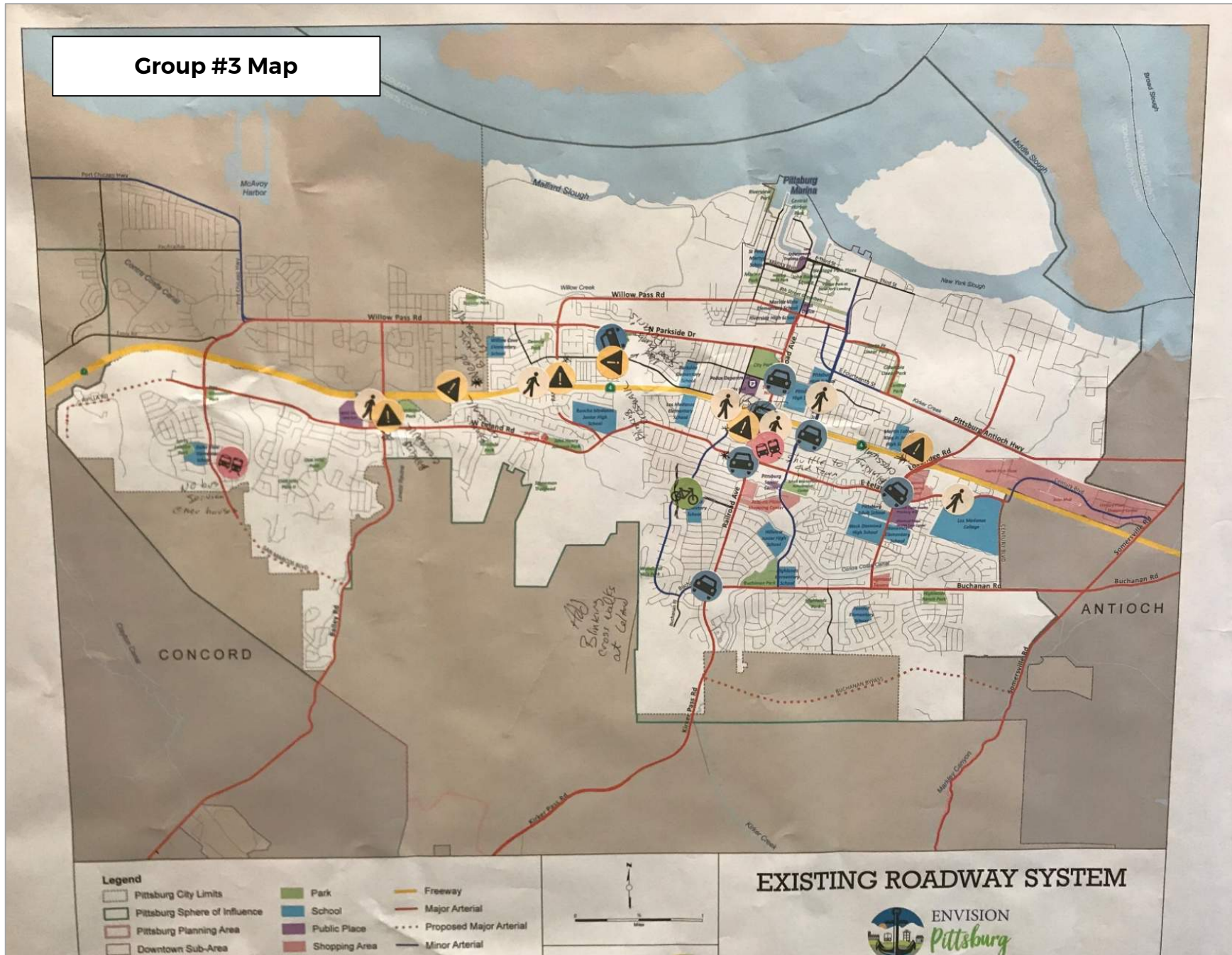


GROUP #3 MAP

BARRIERS TO MOBILITY AND ACCESS

- **Automobile:**
 - Constraints located along Kirker Pass, Leland, Loveridge, Highway 4, and generally near the central portion of the City
- **Bicycling:**
 - Constraints located near Heights Elementary School
- **Walking:**
 - Blinking crosswalk needed near Leland/Bailey intersection
 - Blinking crosswalk needed near Willow Cove Elementary School
 - Blinking crosswalk needed near Parkside Elementary School
- **Transit:**
 - No bus services at new homes in western Pittsburg
 - Shuttle to downtown
- **Safety-Related:**
 - Need speed bumps on Polaris

Group #3 Map

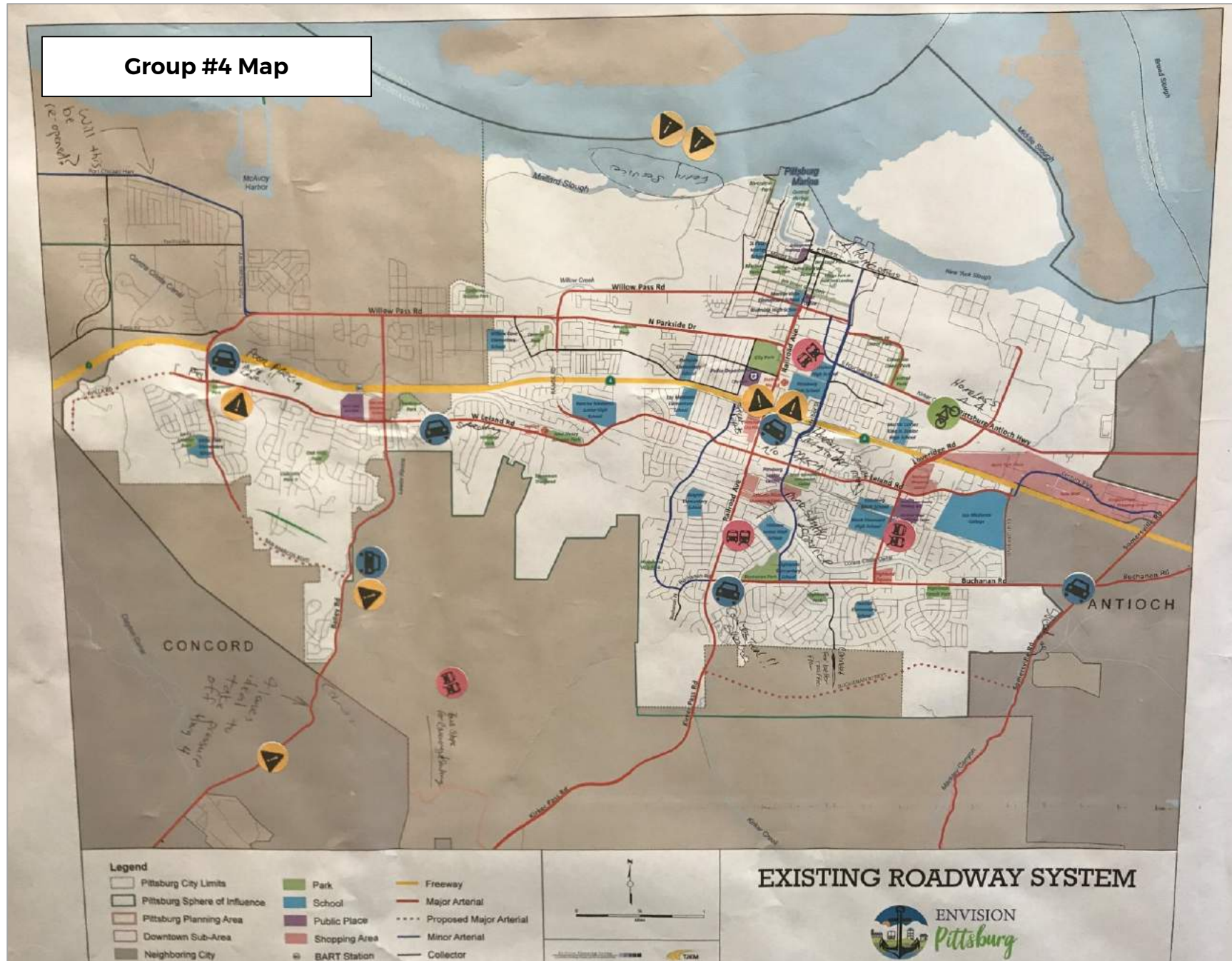


GROUP #4 MAP

BARRIERS TO MOBILITY AND ACCESS

- **Automobile:**
 - Poor parking near Ray Giacomelli Park
 - No parking near Pittsburg Plaza Park
 - Speeding at Somersville/Buchanan intersection
 - Auto safety concerns in southern portion of Bailey Road
 - Congestion and speeding on Kirker Pass Road
- **Bicycling:**
 - Homeless near Central Park
- **Walking:**
 - None
- **Transit:**
 - Transit needs identified near existing schools
- **Safety-Related:**
 - Southern portion of Bailey Road should be widened to take pressure off Highway 4
 - Speeding on Leland

Group #4 Map

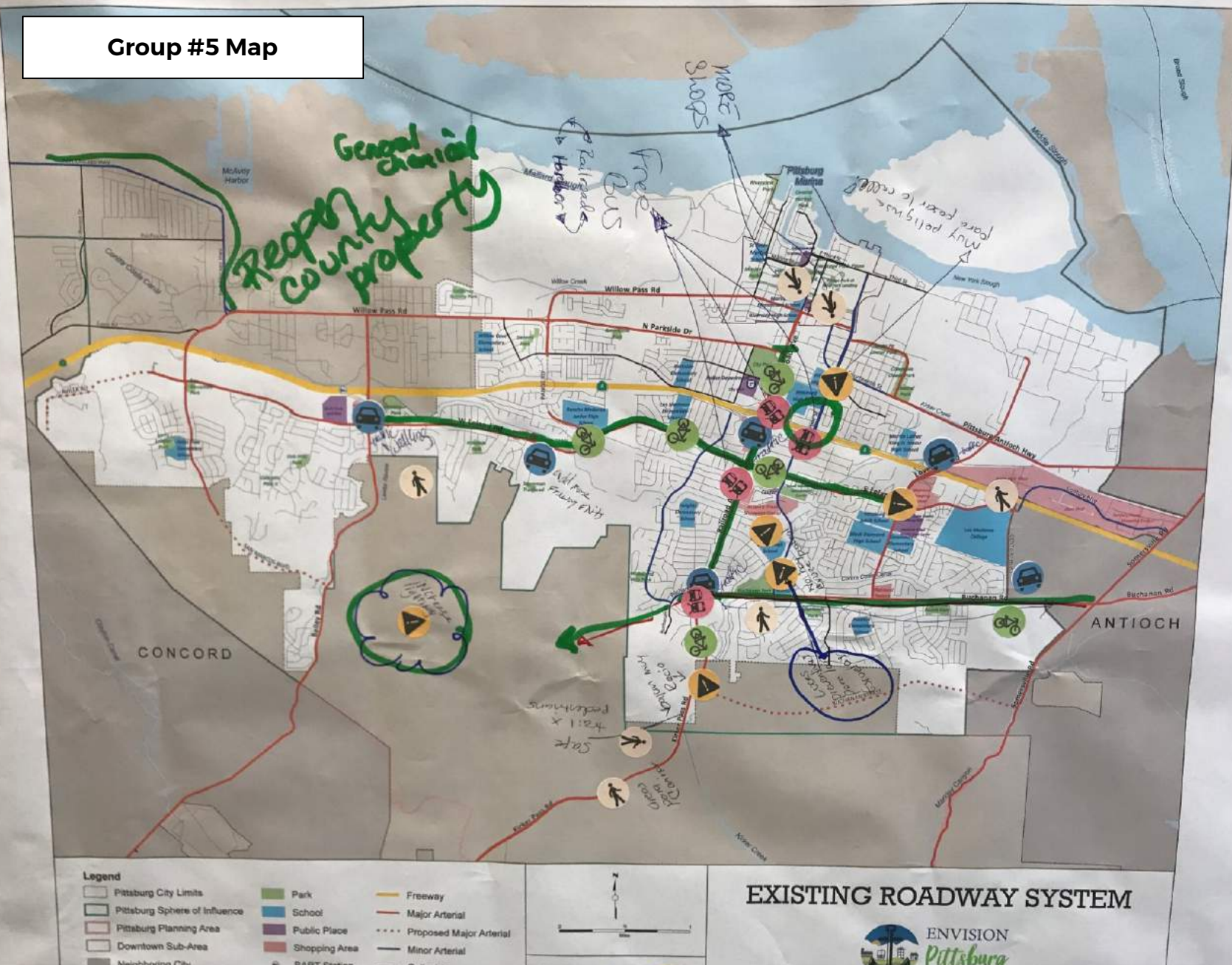


GROUP #5 MAP

BARRIERS TO MOBILITY AND ACCESS

- **Automobile:**
 - Add more freeway exits on/off Highway 4
- **Bicycling:**
 - Constraints along Highway 4, Buchanan, and Railroad
- **Walking:**
 - Safe trails and pedestrian crossings at Kirker Pass Road to increase areas for walking
 - More shops downtown to increase walking
- **Transit:**
 - Free bus/shuttle in central City
- **Safety-Related:**
 - Increase street lighting
 - Traffic is very strong at Kirker Pass
 - Very dangerous to cross the street near Pittsburg High School
 - Safety lighting near the schools

Group #5 Map

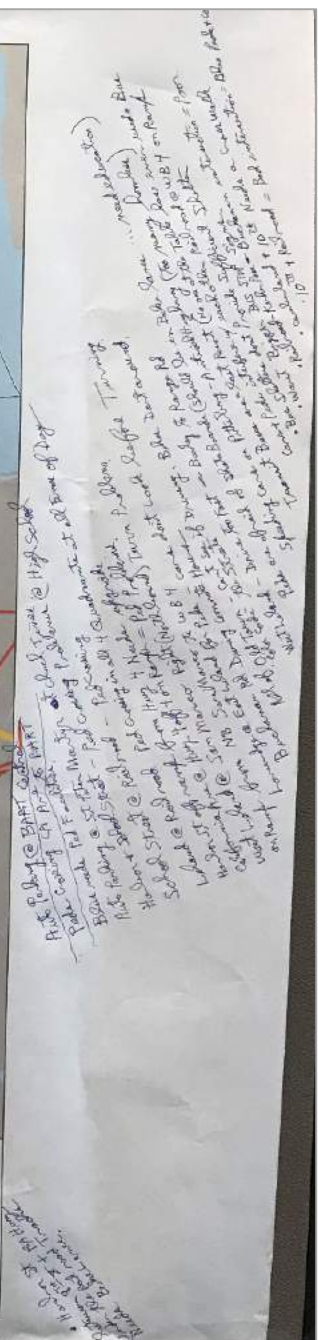


GROUP #6 MAP

BARRIERS TO MOBILITY AND ACCESS

- **Automobile:**
 - Auto parking needed at central BART
 - Auto parking needed at St. Peter Martyr Parish at church times
 - Harbor Street off-ramp at Highway 4 needs improvements/upgrades
 - Turning problem at West Leland/San Marco (northbound)
 - On-ramp from northbound San Marco to westbound Highway 4
 - Buchanan Road during commute hours
- **Bicycling:**
 - Harbor Street between 8th Street and Pittsburg Antioch Highway (under the railroad tracks) needs bike lanes
- **Walking:**
 - Pedestrian crossing needed at the California Ave. BART
 - Pedestrian facilities needed at Bliss
 - Pedestrian crossings needed at School St./Railroad Ave. and at Leland/Railroad in all four quadrants
 - Pedestrian problems at California/Highway 4 ramps
 - Conflicts between pedestrians and skateboarders – skateboards should be in bike lanes and we need more education
 - Cumberland/10th needs a crosswalk
- **Transit:**
 - Transit buses are a last resort – no one in this group has even taken a bus
 - Bus shelters don't provide sufficient shelter
 - Want bigger bus stop signs
- **Safety-Related:**
 - Harbor and School Streets – pedestrian crossing problems at High School
 - Cars don't look before turning at the Loveridge/East Leland intersection
 - All of Old Town – conflicts between autos and bicycles – suggest coloring the streets
 - Speeds on West Leland between Bailey and Range and on Pittsburg Antioch Highway are too fast
 - Pedestrian and auto conflicts at Railroad/Westbound Highway 4 on-ramp
 - The Railroad/Kirker Pass/Buchanan intersection is poor
 - 10th/Railroad intersection is bad for bikes, pedestrians, and autos

Group #6 Map

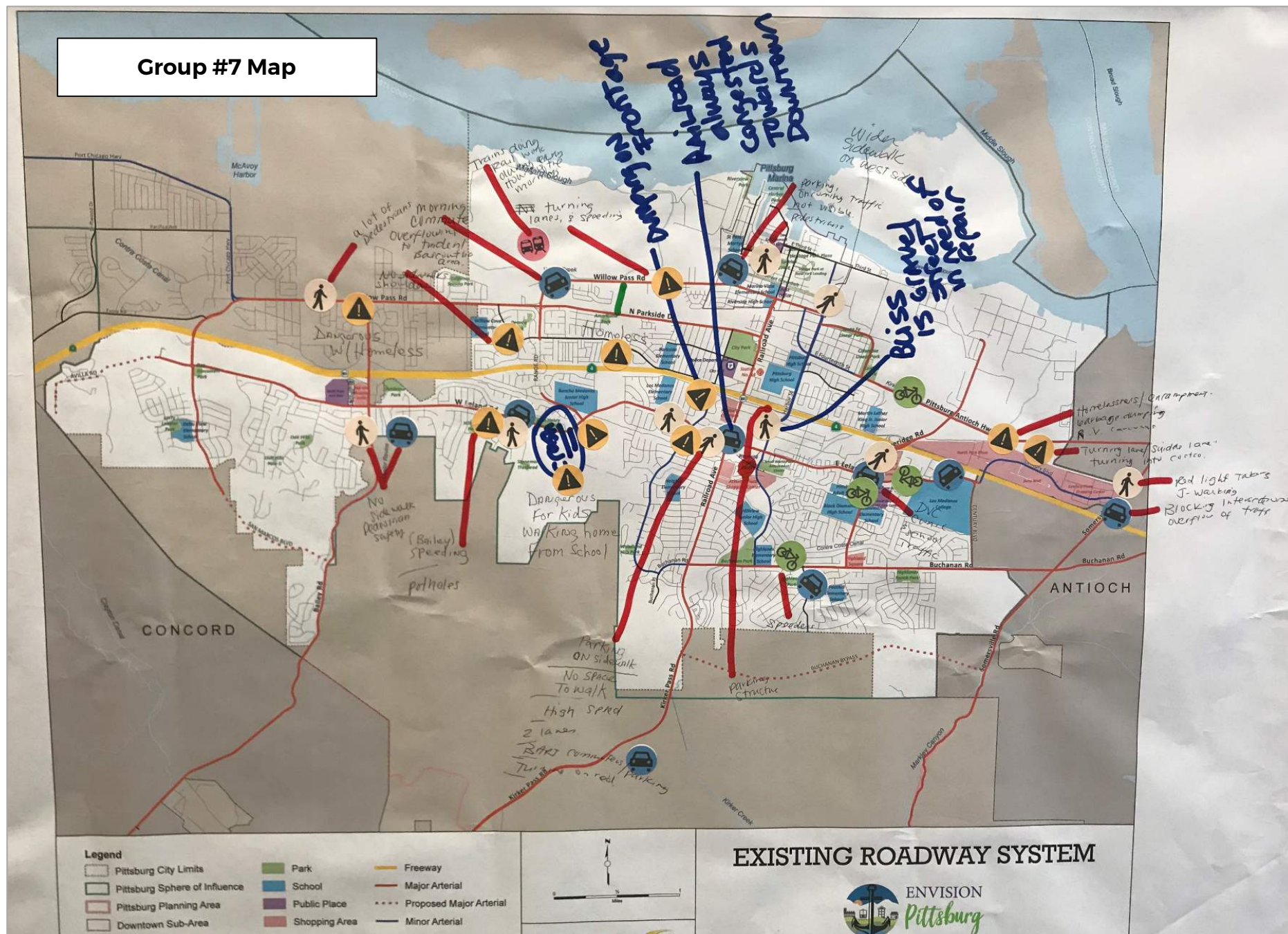


GROUP #7 MAP

BARRIERS TO MOBILITY AND ACCESS

- **Automobile:**
 - Potholes and speeding on Bailey Road
 - Willow Pass Road is overflowed by the morning commute
 - Lack of turning lanes and speeding on Willow Pass
 - Parking needed near Senior Center
 - Railroad is always congested towards downtown
 - Unsafe crossings are bad for motorists and pedestrians due to heavy traffic
 - Cars block traffic at Somersville due to congestion
- **Bicycling:**
 - High auto speeds make biking on Buchanan unsafe
- **Walking:**
 - No sidewalk near Bailey/Leland
 - A lot of pedestrians on Willow Pass
 - No sidewalks near Willow Cove Elementary School
 - A gravel street along Harbor Street needs repairing
 - Widen sidewalk on west side of Harbor Street
 - Unsafe crossers at Somersville
- **Transit:**
 - Trains doing rail work early in the morning near the waterfront
- **Safety-Related:**
 - Willow Pass is dangerous with the homeless
 - Dangerous near Rancho Medanos Junior High School for kids walking home from school
 - Leland has no space to walk, is too narrow, and people speed
 - Homeless encampment, dumping, and RV parking along Pittsburg Antioch Highway in eastern portion of the City
 - Turning lane into Costco along Pittsburg Antioch Highway in eastern portion of the City is unsafe
 - People don't pay attention to people in crosswalks

Group #7 Map



ACTIVITY #2 - MOBILITY VISION

The second activity during Visioning Workshop #2 was a Mobility Vision activity. The workshop attendees were asked to identify their vision and priorities for the City's future transportation system. The following transportation- and mobility-related visions and priorities were described by the workshop participants:

- Safety, too much reckless driving on major streets. More police monitoring these roads.
- Pedestrian safety, more walks and traffic lights.
- Bicycle lanes, wider and adding more trails, etc.
- Free bus service up and down Railroad Avenue and Harbor Street
- Better timing of City streets, stop lights to help keep the traffic flowing
- Open up a by-pass from Kirker Road to Antioch to relieve traffic on Buchanan Road ore some type of Fast Trak system that allows only Pittsburg residents to use Buchanan Road during commute hours
- Lots of improvements on roads
- Emergency path designated to hospital; shuttles to downtown and back to south of Railroad; ferries on a waterway to other side of Suisun; electric cars and stations
- Open up road to Martinez (Bay Point Marina, road by the River)
- More police enforcing speed limits throughout the city, especially main streets
- More bike lanes and much wider than they currently are
- No jay walking on main streets. No walking and trails for safety.
- Shuttles to downtown from various points in the City
- Painted parking arrows, and directional arrows for parking at and around all schools, including parking lots
- School shuttles to reduce driving, parking, congestion to-and-from school sites
- More public transportation from BART to old town on a regular basis
- Public transportation free for students. Trolley up and down Railroad
- Blinking crosswalks along Leland from San Marco to Loveridge
- Limpio, menos trafico, donde nuestros hijos puedan caminar a la escuela o andar en bicicleta (English translation: *Clean, less traffic, where our children can walk to school or ride a bike*)
- Mas saguridad policia, y mas en las escuelas para proteger a nuestros niños (English translation: *More police,*



especially at schools to protect our children)

- Que la transportacion del bus sea mas rapido. O maneras rapidas para transportarnos seguros (English translation: *Quicker bus transportation. Or faster methods of transportation*)
- Paint the street lines more often, better traffic lights, healthier community, bike rides through the city, keep the old town look
- Keep traffic on the freeway not on the streets
- Safe walkways to schools, more lighting through the City
- Mucha seguridad en la ciudad y para la gente que camina, ciclistas (English translation: *More security in the City and for people who walk and bike*)
- Muchas areas verdes y juegos para los niños de nuestra ciudad (English translation: *Many green areas and places to play for the children of our city*)
- Mas buses para las escuelas y escuelas mas remodelados (English translation: *More buses for schools and modern, remodeled schools.*)
- I would like to see better streets that welcome and protect our pedestrians and bikers
- A community bus free of charge at main streets to get specially students to HS and help to reduce traffic
- A vibrant downtown with affordable rental units, new businesses and a cultural center for all
- Upgrade both sides of the freeway surface streets leading to the center BART station (west is fine), California to Loveridge Road, southside needs bike lanes to Los Medanos
- Reduce/eliminate gasoline engines. CO₂e and climate change is real. We can't build our way out of congestion
- Bridge gap for pedestrian and bikes from Bliss to Center BART Railroad Ave to eastbound SR 4 on-ramps is a fatality waiting to happen
- Education for motorists, pedestrians, and bicyclists to have everyone get a cooperative attitude
- Shuttle down/up Railroad – Harbor
- Ferry service
- Widen Bailey Road
- Widen Antioch/Pittsburg Highway, include bike lanes separate from cars for safety
- More parking around BART (real BART)
- Accommodation for seniors and challenged individuals
- Have a homeless monitoring system to identify and direct homeless to appropriate accommodation
- Leland (San Marcos) and Willow Pass – widen, address gridlock – Railroad and Bliss/Buchanan and Railroad
- Persuasion with ads to influence people to bike and walk more
- Mobility with city motor bikes
- Use time influence to join people to share car, train, or buss
- Electric vehicle readiness – have a plan for where we should put EV charging stations to attract EV drivers (There is already a task force working on this. Most cities in Contra Costa Country are participating)
- Autonomous vehicle implementation – this would ideally include BART station and surrounding streets, PHS, and Railroad Ave. to start (Shared autonomous vehicles would be ideal, PHS is planning to get one in the next year or two)
- Autonomous vehicle and electric vehicle repair businesses, even autonomous vehicle manufacturing
- Skateboard lanes
- Autonomous last mile vehicles

- Jetsons tunnels (lol)
- Easier/desirable transportation for Oak Hills/San Marco to get to East Pittsburgh. Residents continue to go to Concord to shop
- Don't kill cars just because lawmakers say so. People like cars, we can't force people to leave cars at home. Need to create harmony
- Being selfish I want: speed humps at Meadowbrook Circle and Golden Leaf due to "blind curve" and stopping individuals from performing "donuts"
- Better timing for traffic lights
- Better street lights to reduce crime
- Traffic control, timing of turning/stop lights, especially outside schools
- Restriping of street lanes and signage
- More bridges to go over Highway 4
- Self-driving bus
- Diversify modes of transportation – ferry system
- Old town – parking garage – pedestrian streets with businesses and entertainment
- Major food stores close to residential – suggest approach Kroger to convert Food Co – upgrade
- Use of public transportation, more fluid – accessible – people living longer
- Real bike lanes on every Route of Regional Significance
- All new housing developments connected to the City's existing bike lanes and sidewalks on both sides of the street
- Upgrade Willow Pass Road between 10th Street and North Parkside Drive/Range Road. Widen the railroad underpasses. Want bike lanes and car lanes and side walks
- More electric bikes (pay as you go service)
- Smaller more frequent busses
- Block off downtown for walking only every Sunday
- "Smart Roads" that change purpose depending on needs, i.e., directing traffic, directions of traffic, traffic directions, modes of transportation, closures, speeds
- Autonomous mass transit and City run autonomous vehicles in lanes that don't impact other modes
- Public transportation connection to BART – from jobs, employers, shops
- Improve arterial flow to major hubs – people need to get to work, decrease commute times
- Improve outflow from major hubs – keep people local, job creation

ACTIVITY #3 –TRANSPORTATION IMPROVEMENTS PRIORITIES

The third activity during Visioning Workshop #2 was a ranking activity. Each community member was instructed to prioritize the following transportation-related issues that your group thinks should be addressed in order of importance from 1 to 5 (with 1 being the top priority):

- **Automobile Improvements:** reduce traffic delays and congestion, continue to increase motor vehicle traffic capacity, etc.
- **Bicycle Improvements:** expand/ improve the citywide bikeway network and supply of bicycle parking; attract bike share providers, etc.
- **Pedestrian Improvements:** provide new and/or improved pedestrian crossings, sidewalks and paths.
- **Transit Improvements:** enhance access to transit stops and stations; provide measures to reduce bus delay; and/or support the provision of new or enhanced transit service.
- **Safety Improvements:** measures to address safety issues and reduce collisions for all travel modes, etc.

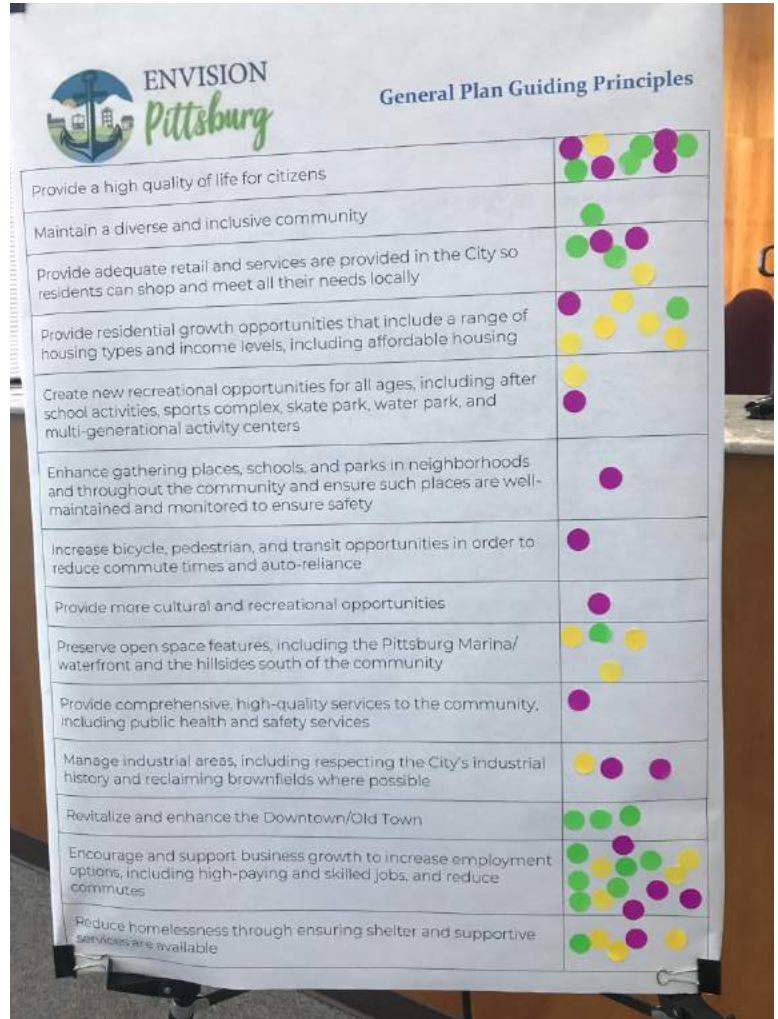
As shown below, safety improvements were the top priority receiving most of the #1 and #2 priority votes, as highlighted below, followed by pedestrian improvements, with automobile improvements coming in third overall. The lowest priority areas were bicycle improvements, followed by transit improvements.

	Votes by Priority				
Priority	#1	#2	#3	#4	#5
Automobile	2	1	5	0	0
Bicycle	0	0	0	3	5
Pedestrian	1	3	2	2	0
Transit	2	0	0	3	3
Safety	3	4	1	0	0

WORKSHOP #3: LAND USE AND COMMUNITY DESIGN

Visioning Workshop #3 for the Envision Pittsburgh General Plan Update provided an overview of the General Plan process and focused on ranking the Guiding Principles, crafting Vision Statements, and identifying land use and design focus areas in Pittsburg. Approximately 46 Pittsburg residents, businesses, property owners, and other stakeholders attended the Workshop.

Visioning Workshop #3 included three activities: a Guiding Principles voting activity, a Vision Statement activity, and a Land Use, Design, and Great Places mapping activity. The feedback that was provided during the three activities is summarized below.



Guiding Principle	Ranking (Dots)
1. Provide a high quality of life for citizens	5
2. Maintain a diverse and inclusive community	3
3. Provide adequate retail and services are provided in the City so residents can shop and meet all their needs locally	4
4. Provide residential growth opportunities that include a range of housing types and income levels, including affordable housing	5
5. Create new recreational opportunities for all ages, including after school activities, sports complex, skate park, water park, and multi-generational activity centers	2
6. Enhance gathering places, schools, and parks in neighborhoods and throughout the community and ensure such places are well-maintained and monitored to ensure safety	1
7. Increase bicycle, pedestrian, and transit opportunities in order to reduce commute times and auto-reliance	1
8. Provide more cultural and recreational opportunities	1
9. Preserve open space features, including the Pittsburg Marina/ waterfront and the hillsides south of the community	3
10. Provide comprehensive, high-quality services to the community, including public health and safety services	1
11. Manage industrial areas, including respecting the City's industrial history and reclaiming brownfields where possible	3
12. Revitalize and enhance the Downtown/Old Town	4
13. Encourage and support business growth to increase employment options, including high-paying and skilled jobs, and reduce commutes	5
14. Reduce homelessness through ensuring shelter and supportive services are available	4

ACTIVITY #1 - GUIDING PRINCIPLES

The first activity during Visioning Workshop #3 was a Guiding Principles voting activity. Each community member was instructed to vote on three of the fourteen Guiding Principles. The top three Guiding Principles, highlighted in the table below, include:

1. Encourage and support business growth to increase employment options, including high-paying and skilled jobs, and reduce commutes;
2. Provide residential growth opportunities that include a range of housing types and income levels, including affordable housing; and
3. Provide adequate retail and services are provided in the City so residents can shop and meet all their needs locally.

The results of the voting activity are summarized below:

Guiding Principles	Number of Votes
Provide a high quality of life for citizens	10
Maintain a diverse and inclusive community	3
Provide adequate retail and services are provided in the City so residents can shop and meet all their needs locally	14
Provide residential growth opportunities that include a range of housing types and income levels, including affordable housing	16
Create new recreational opportunities for all ages, including after school activities, sports complex, skate park, water park, and multi-generational activity centers	6
Enhance gathering places, schools, and parks in neighborhoods and throughout the community and ensure such places are well-maintained and monitored to ensure safety	5
Increase bicycle, pedestrian, and transit opportunities in order to reduce commute times and auto-reliance	5
Provide more cultural and recreational opportunities	4
Preserve open space features, including the Pittsburgh Marina/ waterfront and the hillsides south of the community	6
Provide comprehensive, high-quality services to the community, including public health and safety services	3
Manage industrial areas, including respecting the City's industrial history and reclaiming brownfields where possible	6
Revitalize and enhance the Downtown/Old Town	10
Encourage and support business growth to increase employment options, including high-paying and skilled jobs, and reduce commutes	24
Reduce homelessness through ensuring shelter and supportive services are available	8

ACTIVITY #2 - VISION STATEMENTS

The second activity during Visioning Workshop #3 was a small group activity. Community members formed eight groups of three to seven people. Working as a group, community members were asked to develop a Vision Statement for Envision Pittsburgh that reflected the group's most important guiding principles. The following visions for Pittsburg's future were described by the small groups:

- *Pittsburg is a safe, beautiful, and vibrant community with a balance of affordable housing, schools, shops, restaurants, commercial, and natural beauty. The community is prosperous and offers an abundance of employment opportunities for economic growth, unique agricultural, recreational, cultural, and entertainment options.*
- *In 2060, Pittsburg is a waterfront destination for the Bay Area. It is a safe, diverse, and affordable community. It balances economic, preservation, and growth opportunities. It's a multigenerational, inclusive place that attracts the surrounding population to its green hills, recreational opportunities, and bustling/thriving old town.*
- *A beautiful and attractive city that is desirable for residents and visitors with local amenities that meet the needs of residents. Ensure economic growth and stability by attracting high quality businesses that offer jobs with living wages that allow employees to afford the median price home in Pittsburg. A safe place to live and enjoy recreation.*
- *We are Pittsburg! We strive to be a diverse and inclusive engaging community, that provides affordable housing, safe neighborhoods with quality education for all; providing vast recreational activity options for all youths as well as adults; accessible mobility for all; productive for all citizens, making this city a thriving community.*
- *A diverse people unified by a Pittsburg identity. Instilling a Pittsburg pride to reduce litter, rezoning our school districts to incorporate the San Marcos and Oak Hills neighborhoods; to fix heavy morning traffic.*
- *Pittsburg will be a diverse, multimodal community that provides a good balance of jobs, housing, recreational and entertainment opportunities, while maintaining its unique identity and character.*
- *A safe community where people can work where they live that celebrates its diversity and protects and enhances the natural beauty around us. Our goal is a carefully planned community that incorporates all the following:*
 - *Specifically, we want decent grocery stores such as Raley's or Trader Joes. We believe that a community that plans ahead for commercial services (similar to the Streets of Brentwood) will be a great place to live.*
 - *We think that an abundance of recreational opportunities for all ages will ultimately result in a safe place to live because we will feel more connected to each other.*
 - *We dream of a city where you work where you live. We prefer that we maintain the hills and waterfront for beauty and inspiration.*
 - *We're proud of our diversity and encourage it we can have ethnic festivals for learning and sharing cultures. A shared culture brings pride and security.*

ACTIVITY #3 - LAND USE, DESIGN, AND GREAT PLACES

The third activity during Visioning Workshop #3 was a mapping activity. Community members formed eight groups of three to seven people. Each group was provided one large map of the City of Pittsburgh, an instruction sheet with 12 various icon stickers (shown below), and worksheets in order to complete this activity. The community members were provided the following instructions in order to identify various areas on the City of Pittsburgh map:

- Where does Pittsburgh need either great places for the community to gather or better design and land use solutions to improve a community area or neighborhood? Mark the top four locations that need City attention (i.e., focus areas) on the large map of the City of Pittsburgh and number 1 through 4 (1, 2, 3, 4).
- Discuss each identified focus area. How do you envision each of these in 20 years? What uses are needed to achieve the vision? Are the current uses appropriate, but attention is needed to design and amenities? Place the appropriate mix of stickers in each focus area worksheet to identify placemaking, design, and land use actions needed to achieve your vision for the area. The icon stickers are shown below:

Placemaking and Design	Land Uses
 Identification: Use signage, art, monumentation, and other techniques to create a sense of identity for the area.	 Low Density Residential: Single family homes are appropriate for this area.
 Streetscape: Use streetscapes, pathways, landscaping, and street furniture to create an attractive, functional, and safe environment that connects people with their surroundings.	 Affordable and Special Needs Housing: Housing affordable to the workforce and lower income groups and/or housing that addresses special needs (seniors, disabled, homeless) is needed in this area.
 Community Amenities: Provide pocket parks, community gardens, open space, fountains, art, sculpture, to provide community focal points and activity nodes.	 Retail and Services: Retail and service uses that are used by residents on a regular basis are needed in this area.
 Distinctive Design: Use distinct design characteristics to unify development and facilities in this area and distinguish this area from surrounding areas.	 Mixed Use: A mixture of retail, service, office, arts, and/or entertainment uses integrated with housing. Residential uses are typically on upper floors, with ground floors dedicated to pedestrian-oriented business and entertainment uses.
 Restore and Renovate: The uses in this area are appropriate, but buildings, landscaping, and facilities need to be renovated and improved to be safe and aesthetically pleasing.	 Office: Professional services, architects/designers, insurance /financial services, import/export businesses, communications, computer services, art studios, publishing/printing, medical services, call-centers.
	 Industrial: Energy production, manufacturing, light industrial, warehouse, research and development, clean/green industries, and service commercial uses.
	 Public Facility: Public facilities, such as schools, parks, recreation, and/or community centers, are needed in this area.

- Each group filled out a worksheet or annotated their map to address the following questions for each focus area:
 - What are the key features of this focus area?
 - What features are needed to make this a great place?
 - What land uses are desired in this area?
 - What are the groups's preferences/vision for the area?

The results of the Land Use, Design, and Great Places Mapping Activity are summarized below.



GROUP #1 MAP

- Identification: entryways to City at southern City limit boundary along Railroad Avenue, at western portion of City at Highway 4 / Bailey Road, and at eastern portion of City at Highway 4 / Harbor Street

Focus Area 1 – Railroad Avenue corridor (from Buchanan Road to Central Avenue:

- Free transportation
- Walk friendly (safe sidewalks)
- Attractive storefronts
- Attractive medians
- Four areas for streetscape improvements
- Placemaking and design actions: distinctive design and identification

Focus Area 2 – southern portion of City, south of Contra Costa Canal and John Henry Johnson Park:

- Tech job/employment center
- Event center
- Public recreation center: park, walkways, open area
- Placemaking and design actions: distinctive design
- Desired Land Uses: industrial, public facility, low density residential

Focus Area 3 – west of western City limit line, north of Highway 4, south of N Parkside Drive, and east of City Hall:

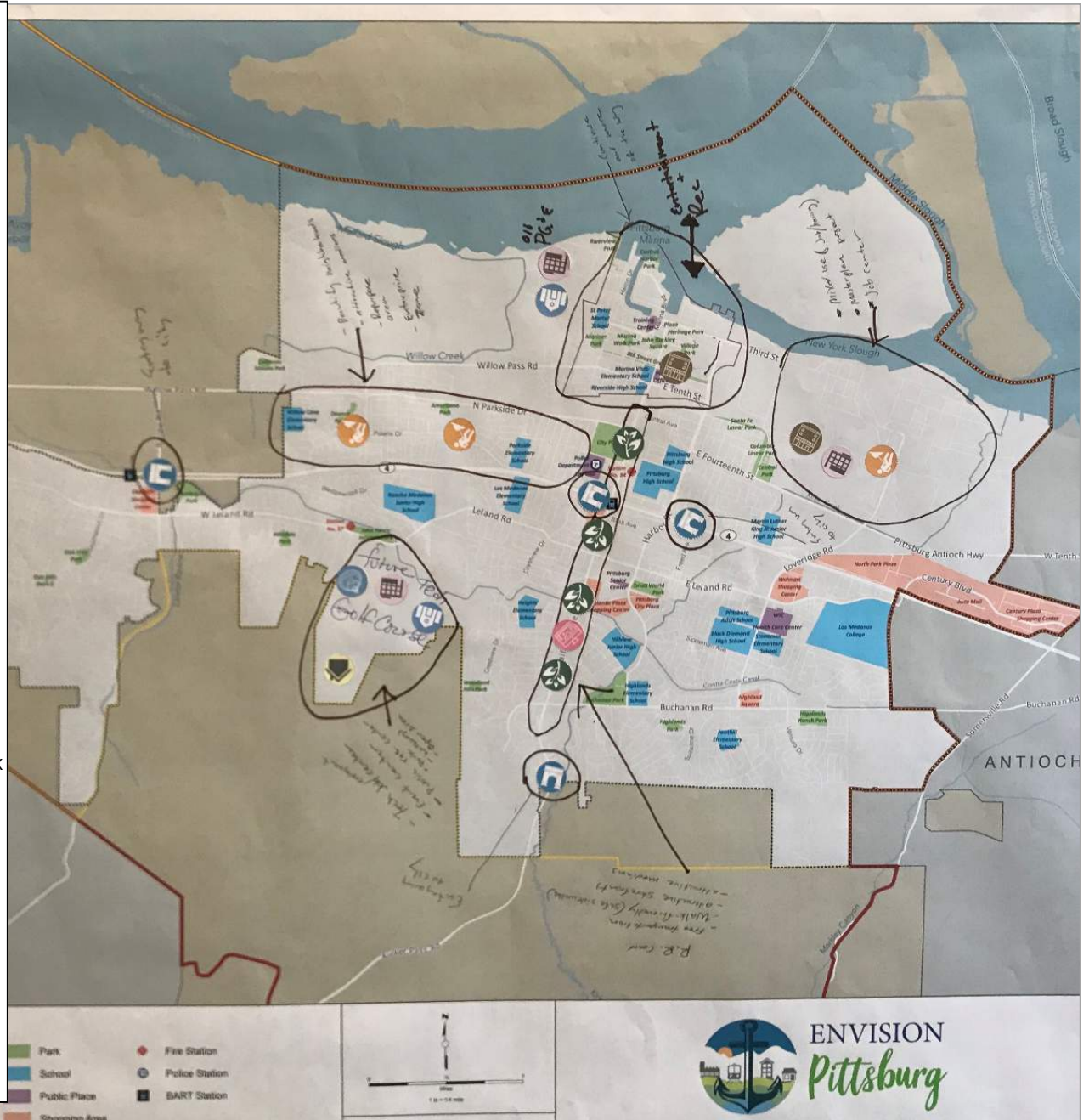
- Beautify neighborhoods
- Attractive medians
- Repurpose area
- Enterprise zone
- Restore and renovate: near DeAnza Park and Americana Park

Focus Area 4 – northeastern portion of City along waterfront, north of E Fourteenth Street, east of Central Park:

- Mixed use (job/housing)
- Master plan project
- Job center
- Desired Land Uses: mixed use and industrial
- Placemaking and design actions: restore and renovate

Focus Area 5 – Marina and waterfront area that generally aligns with the Downtown Sub-Area:

- Land uses needed: Entertainment, recreation, and mixed uses



GROUP #2 MAP

Focus Area 1 – western portion of City, west of Bailey Road:

- Key features: space, housing, higher salary/income
- Placemaking and Design Actions: identification
- Desired Land Uses: mixed use and retail and services
- Preferences/Vision: higher end (i.e., Trader Joes and Whole Foods) grocery stores, restaurants, space similar to Streets of Brentwood with entertainment included (i.e., movies, entertainment venue, etc.)

Focus Area 2 – Pittsburg Marina:

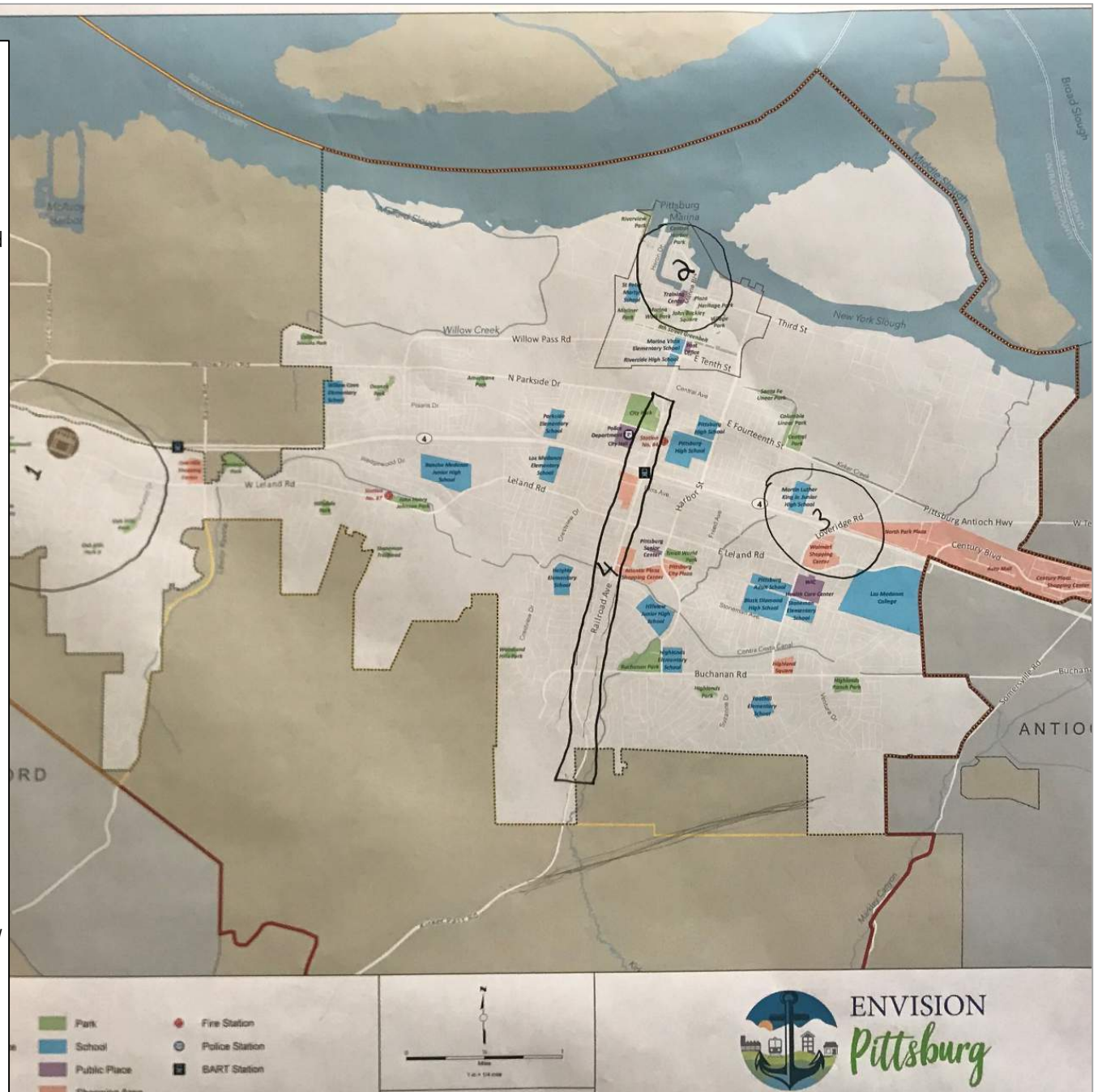
- Key Features: beautiful space, unique small businesses (more needed)
- Placemaking and Design Actions: community amenities
- Desired Land Uses: restore and renovate, mixed use, retail and services
- Preferences/Vision: more small businesses (i.e., retail), an area that captures history, more vibrant feel, create an ordinance to maintain vacant store fronts

Focus Area 3 – eastern portion of City at Highway 4 / Loveridge Road:

- Placemaking and Design Actions: restore and renovate, streetscape, and community amenities
- Desired Land Uses: affordable and special needs housing and retail and services
- Preferences/Vision: youth/community centers, renovations, transportation (bike lanes, etc.), allow residents to remain in area after development, safety

Focus Area 4 – Railroad Avenue corridor from southern City limit to N Parkside Drive:

- Key Features: main road, entry point to City
- Placemaking and Design Actions: streetscape, restore and renovate, distinctive design, community amenities, and identification
- Desired Land Uses: mixed use and retail and services
- Preferences/Vision: road safety/traffic, community amenities, use of unused space (old businesses)



GROUP #3 MAP

Focus Area 1 – “San Marco” – western portion of City west of Bailey Road:

- Key Features: add signage and retail (grocery store), crosswalk and traffic light at Toscana Drive
- Placemaking and Design Actions: community amenities, streetscape, distinctive design, restore and renovate, and identification
- Desired Land Uses: public facility, retail and services, and mixed use
- Preferences/Vision: benches and exercise features on trails, speed limit needs to be addressed near park and near school, delta view, safety for kids walking to school, more lights, entrance to Pittsburg signage, people think I live in Bay Point

Focus Area 2 – Downtown Sub-Area:

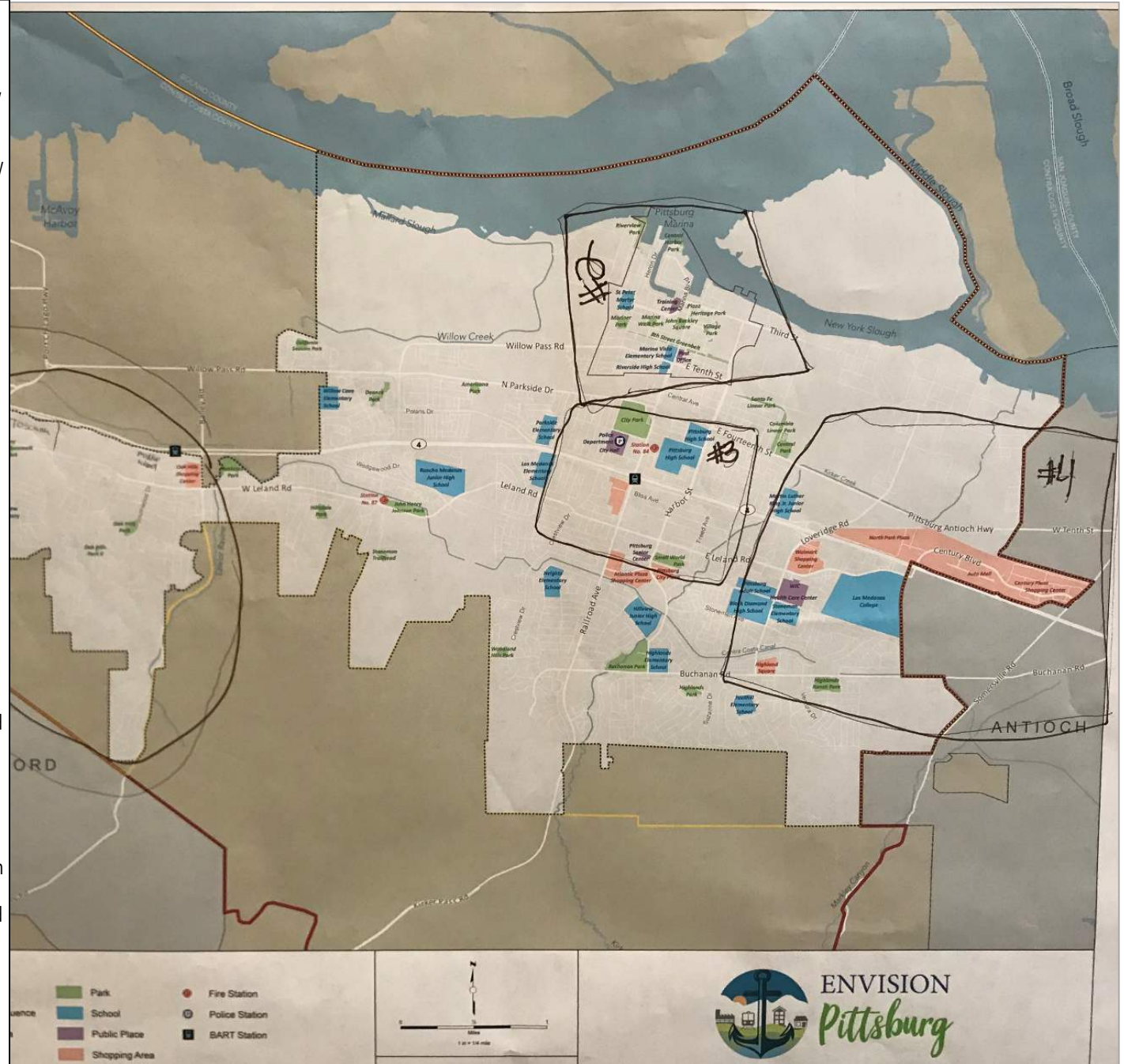
- Key Features: revitalize waterfront and downtown area
- Placemaking and Design Actions: streetscape, distinctive design, restore and renovate, and community amenities
- Desired Land Uses: retail and services and office
- Preferences/Vision: waterpark, add cheesecake factory downtown or on the waterfront, add benches and exercise equipment along Marina

Focus Area 3 – near Railroad BART Station:

- Placemaking and Design Actions: restore and renovate and streetscape
- Desired Land Uses: high density residential
- Preferences/Vision: walking overpass from Bliss to BART Station

Focus Area 4 – eastern portion of City:

- Key Features: revitalize shopping areas, clean up, clean up paper, shrubs medians
- Placemaking and Design Actions: restore and renovate, streetscape, and distinctive design
- Preferences/Vision: cleanup shopping areas, Wal-Mart, WIC Health Care Center, along Loveridge and Leland, revitalize Century Shopping Center



GROUP #4 MAP

Focus Area 1 – “Streetscaping/Redesign Streets” throughout City, including Buchanan Rd, Railroad Ave, Leland Rd, Willow Pass Rd, Parkside Dr, and Loveridge Rd:

- Placemaking and Design Actions: streetscape, community amenities, identification, and distinctive design
- Desired Land Uses: retail and services, public facility, and mixed use
- Preferences/Vision: walkable, people-focused buildings that will draw people out of their cars, remove the walls that divide, make main corridors through town aesthetically pleasing

Focus Area 2 – “San Marco”:

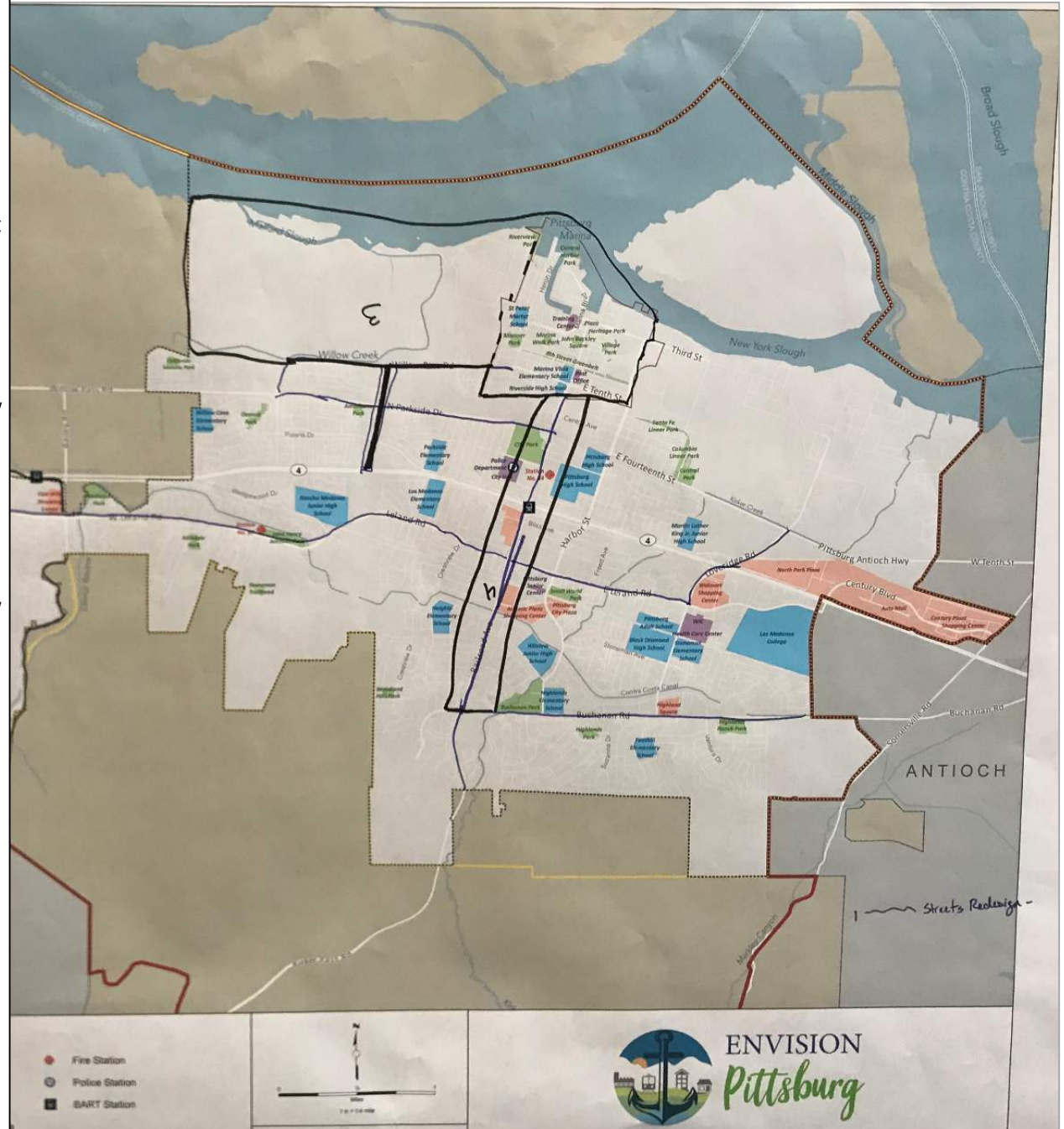
- Key Features: new, distinctive design, suburban hills, BART Station
- Placemaking and Design Actions: identification, streetscape, distinctive design, and community amenities
- Desired Land Uses: public facility, low density residential, mixed use, and retail and services
- Preferences/Vision: retail services, trailheads and staging area for parks, public facilities (schools, community center, mixed use)

Focus Area 3 – “Downtown and Marina”:

- Key Features: water front, old town, brown fields, recreation, retail, historical preservation, mixed use space, dense
- Placemaking and Design Actions: restore and renovate, identification, streetscape, and community amenities
- Desired Land Uses: retail and services, office, mixed use, public facility, and industrial
- Preferences/Vision: waterfront destination, continue preservation and continue to restore and renovate, maximize use of brown field funds, increase recreational opportunities, more Class A office space, connect to freeway – Range Road connect to Highway 4

Focus Area 4 – Railroad Avenue corridor from Buchanan Road to Tenth Street:

- Key Features: space, high density, mixed use – retail and services
- Placemaking and Design Actions: restore and renovate, streetscape, community amenities, and distinctive design
- Desired Land Uses: mixed use, retail and services, office, and affordable and special needs housing
- Preferences/Vision: very walkable, build up, high density, transit-oriented development, with mixed use, retail opportunities, and office space



GROUP #5 MAP

Focus Area 1 – “Marina”:

- Key Features: harbor, fishing, recreation, parks, restaurants, seafood festival, history
- Placemaking and Design Actions: streetscapes (sidewalks, lighting, boardwalk), mixed use (more restaurants, small business, housing for seniors), community amenities (parking spaces, more lighting, local artist work and murals), identification (more acknowledgement of history, more signage to promote)
- Desired Land Uses: affordable and special needs housing (housing for seniors, special needs), restore and renovate (upkeep – make more updated, pave gravel lot/lights), retail and services (small local businesses)
- Preferences/Vision: update and make more attractive and appealing as well as safe for all visitors

Focus Area 2 – “Downtown”:

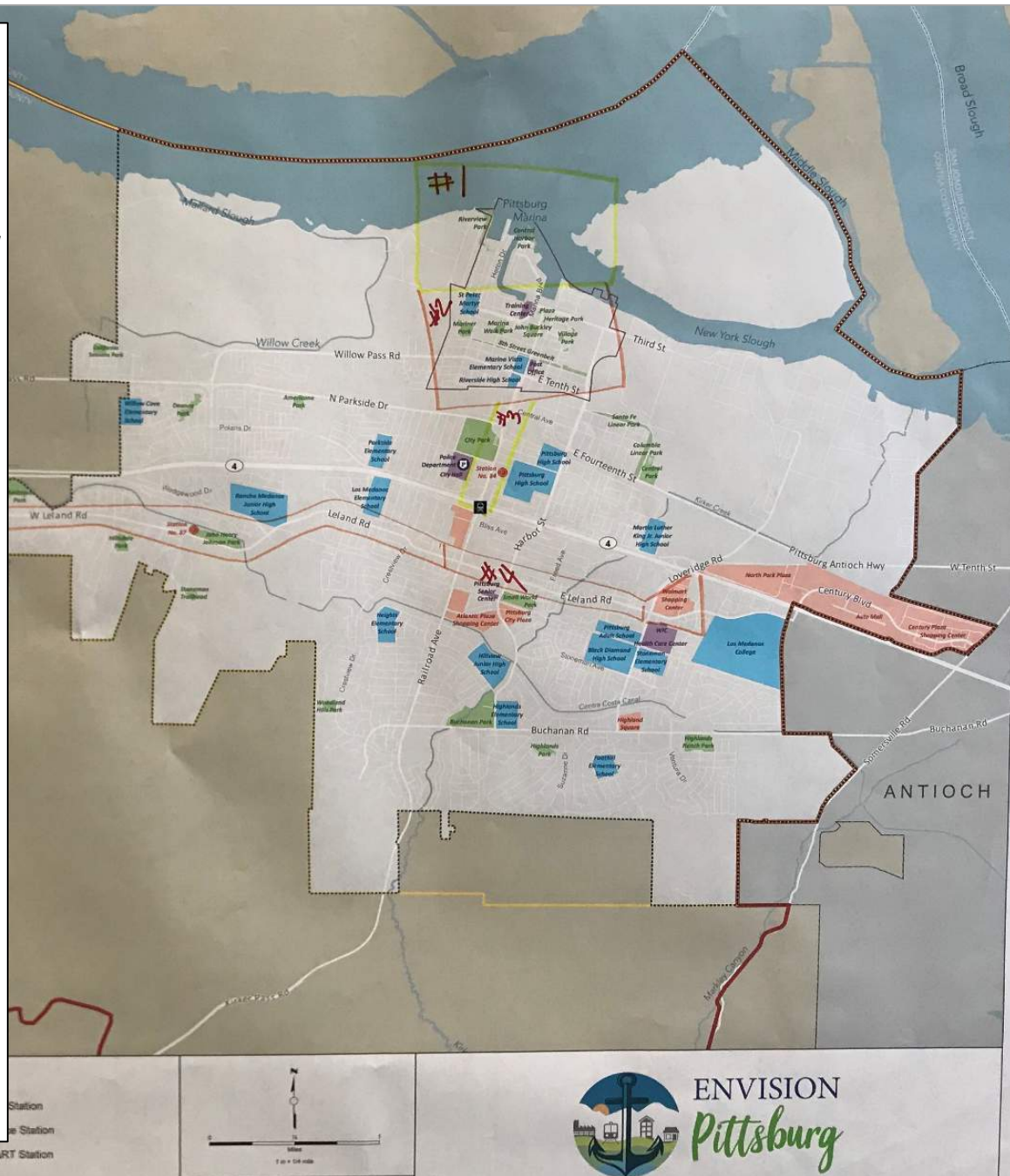
- Key Features: history, architecture, entertainment, restaurants, culture
- Placemaking and Design Actions: identification (there's no advertisement), distinctive design (banners and flags), restore and renovate (maintain old town charm)
- Desired Land Uses: retail and services (need more local shops and small business), and mixed use (make permits affordable for businesses)
- Preferences/Vision: make it more vibrant and desirable for people to come out here, more festivals

Focus Area 3 – “Railroad Avenue”:

- Key Features: main street through town – access to freeway and to downtown
- Placemaking and Design Actions: restore and renovate (clean it up, continue landscaping), and streetscape (pedestrian friendly, safe environment)
- Desired Land Uses: mixed use (pedestrian friendly – too much traffic – must find a way to alleviate, fix intersection at Highway 4

Focus Area 4 – “Leland/Loveridge/Wal-Mart”:

- Key Features: another thoroughfare
- Placemaking and Design Actions: restore and renovate (clean up and control traffic / Wal-Mart area)
- Desired Land Uses: work on traffic



GROUP #6 MAP

Focus Area 1 – western portion of City:

- Key Features: insufficient shopping, neglected by City
- Placemaking and Design Actions: identification (mix use), community amenities (night crime)
- Desired Land Uses: mixed use and retail and services
- Preferences/Vision: more localized shopping for San Marcos

Focus Area 2 – Downtown Sub-Area:

- Key Features: more activity/business/social
- Placemaking and Design Actions: community amenities and retail and services
- Desired Land Uses: currently well designed, a place for people to connect
- Preferences/Vision: more parking options, bring in more businesses that bring a unique feel – connecting to Marina life, decorating/gardening, specialized interests

Focus Area 3 – central City, west of Harbor Street south of Tenth Street, and north of Leland Road:

- Key Features: high traffic area, high density – maintenance, advertising done thru the digital – multiple businesses and local activities, more lighting to the entrance to eBART
- Placemaking and Design Actions: streetscape and office
- Preferences/Vision: clean it up because it's a high traffic area. Need more office or businesses close to eBART, walking distance to office. More activities for all ages (library), coordinate the traffic lights to prevent blocking the intersection – short road section, faster changes in traffic lights.

Focus Area 4 – central City south of Highway 4, including Atlantic Plaza Shopping Center and Pittsburg City Plaza:

- Placemaking and Design Actions: community center, teen and adult center, swim pool, athletics
- Desired Land Uses: pool
- Preferences/Vision: more places for teens, retirees



GROUP #7 MAP

Focus Area 1 – “Downtown”:

- Key Features: restaurants but not enough, insufficient, new marina – more services – get tenants by offering incentives
- Placemaking and Design Actions: identification, community amenities (more seating), restore and renovate (fill the empty office/store space)
- Desired Land Uses: retail and services, mixed use, and office
- Preferences/Vision: fill vacant storefronts and office, professional offices, art gallery, business incubator

Focus Area 2 – “Railroad Avenue”:

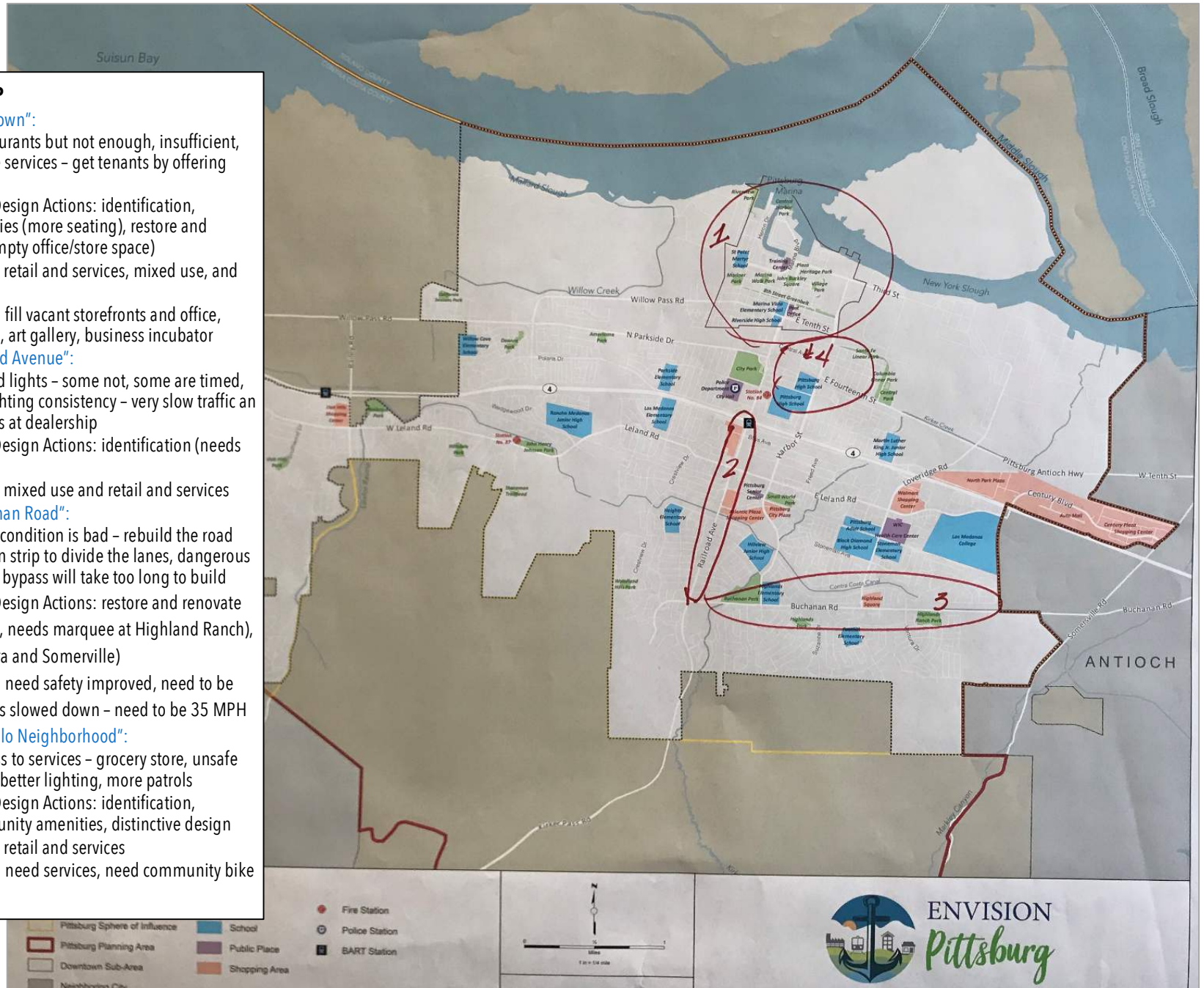
- Key Features: timed lights – some not, some are timed, problem, better lighting consistency – very slow traffic an eye sore, empty lots at dealership
- Placemaking and Design Actions: identification (needs facelift)
- Desired Land Uses: mixed use and retail and services

Focus Area 3 – “Buchanan Road”:

- Key Features: road condition is bad – rebuild the road bed, need a median strip to divide the lanes, dangerous in commute hour – bypass will take too long to build
- Placemaking and Design Actions: restore and renovate (need median strip, needs marquee at Highland Ranch), streetscape (Ventura and Somerville)
- Preferences/Vision: need safety improved, need to be rebuilt, traffic needs slowed down – need to be 35 MPH

Focus Area 4 – “El Pueblo Neighborhood”:

- Key Features: access to services – grocery store, unsafe area – low income, better lighting, more patrols
- Placemaking and Design Actions: identification, streetscape, community amenities, distinctive design
- Desired Land Uses: retail and services
- Preferences/Vision: need services, need community bike path in their plan



POP-UP EVENTS

Help plan our city's future!



ENVISION Pittsburgh

During the initial Visioning outreach, City staff attended numerous events throughout the community, including festivals, neighborhood meetings, community events, and school events, to obtain input from a broad and diverse segment of the community that may not attend typical City meetings.

At these events, City staff set up a booth with information regarding the General Plan Update project and asked community members that dropped by the booths to fill out Post-its with their thoughts and ideas regarding:

- Pittsburg's assets
- Challenges that the City is facing
- Their vision for Pittsburg's future

A summary of the input received from the community during each General Plan pop-up event is provided below.



EARTH DAY FESTIVAL POP-UP 4/24/19

City staff facilitated the assets, challenges, and visioning exercise at Los Medanos College's (LMC) Earth Day Festival on April 24, 2019. The event took place in the LMC Outdoor Quad and featured several interactive booths for staff, faculty, and students to celebrate Earth, explore sustainable actions, and support local organizations involved in environmental protection. Approximately 25 students and staff participated in the exercise.

Assets	Challenges	Visions
• Culture; community events; local business • Power Calpine • Parks, marina • Local sense of community • Tight knit community • LMC; local business community • LMC; people; parks • Veteran organizations and community • Landfill (safe way to dispose trash; soil/compost for sale) • Family activities; kids camps • Farmer's market; local parks; city events • Community involvement; jazz/blues nights • Farmers market • LMC • Parks • Parks • People; culture; local owners • Local businesses • Local businesses; parks • Farmers market; zero Styrofoam laws • LMC • Marina is gorgeous; downtown is nice	• Homeless shelters • Litter • Being eco-friendlier; zero plastics • Litter; public parks • Affordable housing • Litter; outdated roads; some roads need to be paved and refined • Crime; homelessness • Sea level rise?? • Crime on bike trails • Homelessness; affordable housing; litter • Homelessness • Housing; education • Crime; need for jobs • Crime • Homeless; litter; crime • Housing; education • Old, expensive houses, and buildings • Pollution; litter; rise in homelessness • Cleanliness and homelessness • Updating the streets • Homelessness; rents are getting higher • Drugs	• Greater adult education services • Public restrooms for homeless • Residential and commercial compost bin collection • Clean streets; newly paved roads; more plant life (décor) • More homeless outreach • Clean streets • More services for homeless and clean food for them at shelters • Bike lanes; vibrant historical downtown; thriving community • History; outreach program for children • More parks/after school programs for families • Community gardens • Keep greenspace • Better clean-up efforts; better resources and support for homeless • Their value; history • Affordable housing • Better trained police force; more parks; more public works programs • More affordable housing • Greater overall community involvement • Improved streets and bike lanes • Year-round farmers markets • LMC connected to Pittsburgh • Homeless outreach/shelters • More trees and plants • Affordable housing • Better parks and little league fields; cleaner restrooms in the parks • Community gardens; cleaner streets

TACO, TEQUILA, CERVEZA FESTIVAL POP-UP 5/4/19

City staff facilitated the assets, challenges, and visioning exercise at the City's annual Taco, Tequila, Cerveza Festival on May 4, 2019. The event took place at City Park and featured food, beverages, live music, a car show, and kid-friendly activities including bouncy houses. Approximately 20 people came by the Envision Pittsburgh pop-up to learn more about the General Plan update and participate in the exercise.

Assets	Challenges	Visions
- Community - Marina, revitalized downtown area - Downtown; community events; senior services - More sports complex for families - Location - It's very peaceful - Good community; downtown events; safe place - Dog park	- Homelessness - Involvement with teens; events to guide them in making good decisions - Low paying jobs - Low foot traffic downtown - Affordable housing - Youth empowerment; lack of after school events & tutoring	- A new high school will lessen the traffic – better for teachers - Second high school - Clean streets; revitalized city; community gardens; more resources for low income underserved folks - More healthy food venues on Railroad Avenue - Less homes – too much traffic already - Update parks; repair/update restroom facilities - Have affordable housing; family programs - I would want to see a water park close by - Upgrade and repair parks and play structures; bathroom at all parks; repair and update bathrooms facilities; water park - Keep our fire departments open and fully staffed; walking paths on city streets - More activities in the park; another public high school - Getting more people downtown; better programs for youth - Remodel/upgrade everything from the marina to the freeway - Workspacing - Waterpark

SAN MARCO NEIGHBORHOOD WATCH MEETING POP-UP 5/11/19

City staff facilitated the assets, challenges, and visions exercise at the San Marco Neighborhood Watch meeting on May 11, 2019. The meeting agenda also included an update on crime statistics for the area by the Pittsburgh Police Department. The Community Development Department staff also provided an update on several area projects. About 25 people participated at this meeting.

Assets	Challenges	Visions
• Responsive officials; waterfront; affordable housing (compared to other cities) • Downtown; parks; trails; • Waterfront; downtown events (seafood festival, etc.); public parks; services (police/fire) • Community policing; additions of parks and dog parks; responsive city agencies • Police department; keeping Pittsburgh clean and neat • New communities; great city meetings and updates	• Arco Gas Station location; keeping residents safe; auto-break-ins • Shopping center; less highway traffic; more parks and city traffic; stolen cars • Schools; traffic – speeders; homeless; shopping • Money; handling postal box break-ins; bringing grocery store/restaurants to the area • Homelessness; crime; traffic jam • Traffic; crime in some areas; homeless panhandling; traffic; cost of living; traffic; shopping • Congestion; traffic (extra lanes to increase flow); safe pedestrian, bike, continuous flow; more shopping • Lack of shopping; crime element at shopping centers; need to beautify major streets (trees and flowers) • Property upkeep; creating jobs; bringing great schools; bringing high school; clean air	• Better shopping; better jobs; better traffic management • Name brand grocery store (please don't bring another "Las Montanas" type store); work at keeping property values up • Waterfront that attracts visitors; swim club; tennis club; major brand-name shopping centers • Better public services; more trails; more parks; grocery stores; shopping centers; less new homes; walking amenities • Marina – boat or waterfront access improvement; keep events coming; more parks • Retiring all city workers and hiring new innovative employees • More schools • Crime and panhandling in Safeway shopping center on Bailey; traffic flow improvements; more affordable shopping; restaurants that deliver (Chinese, etc.) • Beautify without creating havoc • Expanded parks; family friendly shopping; schools

NEIGHBORHOOD IMPROVEMENT TEAM MEETING POP-UPS 5/15/19 AND 5/18/19

City staff facilitated the assets, challenges, and visions exercise at two of the City's Spring Neighborhood Improvement Team (NIT) meetings. The first NIT Meeting was held on May 15, 2019 at Buchanan Park and the second meeting was held on May 18, 2019 at the California Theater. The NIT is comprised of City staff representing various departments who are dedicated to improving neighborhoods. The NIT holds neighborhood meetings throughout the City to listen, document, and help resolve citizen's issues and concerns. About 20 people participated in the assets, challenges, and visions exercise.

Assets	Challenges	Visions
• Trails • All the 26 parks are an asset you need to keep improving them • Landscaping • Maintain the lake and update the playground in Buchanan Park • City park; golf course; Buchanan Park • Senior center; deep water port • New school buildings • Our parks and so many community events	• Traffic; • Keeping Pittsburgh free of litters – papers, plastics, furniture like couches, bottles and so on and so forth; • Keeping clear the intersections; coordinate the traffic lights • Traffic on Buchanan Road • With Pittsburgh being improved, I'm concerned about overcrowding • Marijuana smoking at the marina needs attention • New development in our hills • Road repairs	• Skate parks to keep kids from getting in trouble or hurt by riding on the streets; • Major grocery store; • One number to call for city complaints • Like to see e-BART move farther down to Brentwood and beyond • Full shopping centers • Golf course turn into picnic, bbq area, waterpark • Coordinating the traffic lights; shelter for homeless, especially during cold, wet winter; • Lighted crosswalks along Leland • Build activity areas around Kirker Creek in Buchanan Park • Improve the quality of life; more job opportunities; more activities for all ages • More speed limit signs; more traffic calming • Recreation for kids of all ages, especially teens • High end commercial development • Professional offices • Quality restaurants



ART IN THE PARK POP-UP 5/23/19

City staff facilitated the assets, challenges, and visions exercise at the Art in the Park event on May 23, 2019. Art in the Park is a monthly community arts and crafts event hosted by the Pittsburgh Arts and Community Foundation (PACF) at John Buckley Square. PACF invites artists to sell their work, network with other artists, and connect with new customers. Ten people participated in the assets, challenges, and visions exercise for this event.

Assets	Challenges	Visions
• Bart • Car Show • Downtown Improvements • Diversity • Challenges: • Traffic + Development • Development • Roads – potholes • Current e-bart location • Traffic	None identified	• Grocery store near old town • Higher end restaurants/shops • Events and activities for youth • E-bart location closer to LMC

PITTSBURG HIGH SCHOOL POP-UP 5/30/19

City staff facilitated the assets, challenges, and visions exercise at Pittsburg High School quad on May 30, 2019 during lunch time. Students were given their choice of a snack in exchange for their participation. Over 40 students share their insights.

Assets	Challenges	Visions
• Just keep it up • Family activities • I like the clean streets and parks • I like how everyone participates in things • The weather • Parks • The movies • The fairs • Transportation • Everyone is friendly • Small world park • Parks • Many events • Atmosphere	• Dangerous streets • Ghetto • Streets covered with trash • Too many fast food restaurants • Less violence and gang related activity • Less violence and more participation • I feel unsafe sometimes when I walk home • A lot of trash • Homeless people / need a solution • Don't like that crime is going on • Trash all over • Need more food • Antioch mall is too small, not enough stores • Garbage around the city	• Waterpark • Clean up the streets • A mall; a big one • Shopping center • Swimming pool • Arcade • Better looking streets • Mall or a waterpark • Change the environment • More stores for kids • More things to do • Festivals • More parks • Malls, fairs, parks • Waterparks and fast food options • Homeless shelters built • we need waterparks • Skating rink and family activities • Too many homeless people when I walk home • Would like shelters for the homeless • Clean up the city • Cultural center • Movies • Amusement parks • More stores • More fun activities • More public pools • A mall • Opportunities for the youth for their future, more family activities • More bookstores • More dedicated turn lanes • More stores, better stores, more to do

CAR SHOW POP-UP 5/30/19

City staff facilitated the assets, challenges, and visions exercise at the Car Show in Old Town Pittsburg on May 30, 2019. The Car Show is hosted by the City of Pittsburg every other Thursday evening during the summer. It features live bands and classic cars. Ten people participated in the exercise during this event.

Assets	Challenges	Visions
• Dog park on Buchanan • The marina • The weather, the breeze • The vibe the city gives off • Established family-friendly neighborhoods • New buildings, more people • Car shows, 4th of July • Green space (brown), the pretty hills backdrop • Pittsburg is fun, the car shows	• Panhandlers • More afterschool programs • Lack of active downtown • The factory—emits pollution! • Lack of destination amenities • Seriously deter crime on the streets • Keeping new venues and restaurants • Lack of civic engagement from citizens • 4 way stop at Cumberland is dangerous •	• Co-op housing • Separate bike paths, allow electric bikes • Mixed use development • More jobs • More concerts • Youth activities • Factory GONE in 20 years- or renewed so it emits clean air into the atmosphere • Cleaner air • Lots of urban trails

ENVISION PITTSBURG SURVEY

During the Visioning process, an on-line survey was distributed on the City's Engage Pittsburg platform to obtain additional community input. The survey received 127 responses. It included questions regarding residency, place of work, age, and home ownership. The survey also had a series of questions to help identify what people love most about Pittsburg; their satisfaction with Pittsburg over a range of topic areas; and their priorities for the General Plan Update.

Most survey respondents:

- Live in Pittsburg - 72%
- Have lived in Pittsburg for 15 or more years- 53%
- Own their own home - 68%
- Work in Pittsburg - 49%

The top five ranked priorities for the General Plan Update included:

- Maintaining the safety and security of Pittsburg's neighborhoods – 98% ranked as Very Important or Important
- Water quality/pollution prevention – 93% ranked as Very Important or Important
- Improving existing housing/neighborhoods - 92% ranked as Very Important or Important
- Economic growth and job creation – 89% ranked as Very Important or Important
- Maintaining the City's financial sustainability – 87% ranked as Very Important or Important

When asked to prioritize guiding principles for the General Plan Update (the principles were drafted based on input from the Visioning Workshops), respondents identified the following as the top three principles:

- Providing a high quality of life for citizens
- Providing adequate retail and services in the city so residents can shop and meet all their needs locally
- Encouraging and supporting business growth to increase employment options, including high-paying and skilled jobs, and reducing commutes.

The full survey report, including each survey question and responses to each question, is provided as Attachment B.

ATTACHMENT A

ASSETS, CHALLENGES, AND VISION POST-ITS SUMMARY

All of the comments from Visioning Workshop #1 and each of the pop-up events held throughout the community related to assets, challenges, and vision are consolidated below. The following table groups the comments received by topic area.

Topic Area	Assets	Challenges	Vision
Community Character and Culture	Acceptive/involved Aesthetic appeal Aspects of culture and tradition Atheistic Atmosphere Bring back the Italian culture with events Car Show Car shows, 4th of July City events Community Community Community Community events Community events Community involvement Cultural diversity, Cultural events & opportunities Cultural richness Culture Culture Diverse Community Diverse Population Diversity Diversity Diversity Diversity Diversity in population Diversity in terms of people living here Diversity of people Diversity Downtown Downtown Downtown events Downtown events (seafood festival, etc.) Downtown Improvements Downtown is nice Downtown Marina district	Again the belief that increased population/growth is desirable because of increase in revenue Attracting "New" development Children & families living at the poverty line Clean the equation between development + open space - open space tends to lose Cost of living Demographics Development Encroachment + sprawl Fast growth Friendly community Gentrification Ghetto High proportion of renters & non-owners Integration of resources (improve) Lack of public art/historical awareness Low quality of life Maintaining the small-town appeal Money More event opportunities New development in our hills No on 5G Obstacles/concerns -The old timers- this is the way we've always done it- keep it that way, Communication to all or lack of? Outside perception Perception of city (external perception) Poverty Putting growth revenue above quality of life Quality of life Smaller town compare to a major city	"Non-gentrified" growth - maintaining and valuing existing diversity A diverse, well-educated community without significant economic inequities A thriving arts culture downtown All those things that make good community Allowing artists, musicians, etc. To share their talents more often and more openly Balance - I.E., Berkeley liberal and conservative ideas Balanced development Beautiful Pittsburg Beautify without creating havoc Better fireworks show for 4th of July (visually especially for those who can't get to the Bay) Build strong art community Change the environment Community gardens Community gardens Community gardens Community gardens Complete neighborhoods with walkable amenities Creating positive attitudes with proud residents Cultural center Fairs Festivals Greater overall community involvement Growth and expansion without displacement History History Improve the quality of life Keep events coming Less new homes LMC connected to Pittsburg

ATTACHMENT A

Topic Area	Assets	Challenges	Vision
	Enormous Potential for evolution- mindful Established family-friendly neighborhoods Everyone is friendly Family activities Family activities Friendly, helpful neighbors Geography Good community Good People, Spacious feel Great historical story History I like how everyone participates in things Informing all Integration of resources It's very peaceful Jazz/blues nights Just keep it up Landscaping Local sense of community Location Location Location and Access Location in the bay area Longtime residents Many events Marina Marina Marina & events there needs to utilize the area better Marina is gorgeous Marina to the north and the hills to the south Marina, Festivals Marina, revitalized downtown area Marina/Boat Launching, marching band, Natural beauty New buildings, more people New communities Old town Our diverse community rich history People People People, potential Pittsburg is fun	With Pittsburg being improved, I'm concerned about overcrowding Work more with our neighboring cities on common problems Zoning for future uses	More concerts More fun activities More plant life (décor) More stewardship of public spaces by residents More things to do More to do More trees and plants Movies My ideal is for Pittsburg to become known as a great place to raise a family, great quality of life Opportunities for the youth for their future, more family activities Pittsburg to have identity Revitalized city Round 1 (entertainment center) Smarter development – balancing it in a way that preserves Pittsburg's character but allows us to move forward Their value Thriving community To be able to eat, shop, and be entertained in Pittsburg Vibrant historical downtown Work at keeping property values up

ATTACHMENT A

Topic Area	Assets	Challenges	Vision
	Pittsburg Pride Pittsburg pride Rich, multicultural diversity Sense of Community Sharing traditions Slower pace, historic neighbors, culturally diverse Small Size in Terms of Population, geography, the historical aspects. Small town feel Small town feel but close to major cities So many cultures Still a small enough city Strong Industrial history the car shows The Central Old town area is an incredible city asset with lots of open gathering space for the community. The community connection with neighbors is great and should remain intact. It creates the small-town charm and appeal. The fairs The investment in the physical school structures + infrastructure has helped w/ the physical appeal of Pittsburg (and Pride) The marina The Marina, the theater The vibe the city gives off The weather The weather, the breeze Tight knit community Vibrant, diverse community Waterfront Waterfront Waters views and pro-family Weather Weather, everything is acceptable Weather, Marina		
Mobility	BART BART BART Bus service Buses, Rides	4 way stop at Cumberland is dangerous Anti-pedestrian culture/walkability City traffic	Better looking streets Better traffic management Bike lanes Clean streets Clean streets

ATTACHMENT A

Topic Area	Assets	Challenges	Vision
	Trails Trails Transportation	Communicating with own residents that dependence on the automobile for long distance ends in a dead end Congestion Coordinate the traffic lights Current e-bart location Dangerous streets Keeping clear the intersections Less highway traffic Need to beautify major streets (trees and flowers) Outdated roads Road repairs Roads – potholes Safe pedestrian, bike, continuous flow Some roads need to be paved and refined Streets covered with trash Traffic Traffic Traffic Traffic Traffic Traffic Traffic Traffic – speeders Traffic (extra lanes to increase flow) Traffic + Development Traffic congestion Traffic congestion Traffic control Traffic jam Traffic on Buchanan Road Traffic on Railroad Ave./ BART Traffic through Pittsburg, commute is a significant issue, as a resident it can take 70+ minutes just to get out of Pittsburg Traffic, Traffic: Circulation is not meeting the communicates needs Traffic!! It sucks. Traffic. Trails improvement	Clean up the streets Cleaner streets Controlled and regulated traffic flow Coordinating the traffic lights E-bart location closer to LMC Improved streets and bike lanes Less homes – too much traffic already Lighted crosswalks along Leland Like to see e-BART move farther down to Brentwood and beyond Lots of urban trails More dedicated turn lanes More speed limit signs More traffic calming More trails More transportation options More walking, biking and community interaction New high school will lessen the traffic Newly paved roads Orderly traffic Pittsburg is a bikeable community that is safe and has a very positive reputation Separate bike paths, allow electric bikes Shuttle on Railroad Avenue Traffic flow improvements Walkable neighborhoods Walkable/bikeable Walking amenities Walking paths on city streets Walking paths on city streets

ATTACHMENT A

Topic Area	Assets	Challenges	Vision
		Updating the streets	
City Government	Great city meetings and updates Responsive city agencies Responsive officials The responsiveness of the city policy makers and staff to the needs & wants of the residents. The fired responsibility of our city. Don't spend more than we take in. There is a sense of history. Acknowledge the past, even as we move forward. Value Most Value- we have a Marina → downtown, value → theater, art and performance venue, value → involvement w/ community	City council, nepotism, pre-planned back door deals Community engagement Engagement in the community is limited Lack of civic engagement from citizens More community engagement, More community engagement Pittsburg can't say no to Seeno Residents are ignored The PERS debacle and City budget impacts related to benefits Unfunded mandates	Better notification of city events – all should know without having to drive by a billboard and BART that doesn't always work City Council that listens to citizens City to listen to citizens Marketing, advanced notice, communication More inclusive of all community members (marginalized community members) More involvement by residents Open minded council members
Public Safety	Low Crime More police in the streets Pittsburg PD (+/-), Police presence	Auto-break-ins Crime Crime Crime Crime Crime Crime Crime element at shopping centers Crime in some areas Crime on bike trails Crime prevention Don't like that crime is going on Drugs Handling postal box break-ins I feel unsafe sometimes when I walk home Keeping residents safe Less violence and gang related activity Less violence and more participation Marijuana smoking at the marina needs attention Panhandlers People doing donuts + the police don't do anything even when vehicle info is provided. Perception of crime: Reality, Safety.	Better trained police force Community policing Crime and panhandling in Safeway shopping center on Bailey Keep our fire departments open and fully staffed Leave a safe town to the next generation Less crime where you feel safe to go to the store at night More police monitoring of parks - Buchanan Park has a lot of strange people and the children walk alone. Reduced crime Safe place Safety

ATTACHMENT A

Topic Area	Assets	Challenges	Vision
		Police enforcement - lots of break ins Safety (car break ins) Seriously deter crime on the streets Stolen cars There are a lot of men on the streets that I don't like, and on the school playgrounds and in the parks	
Community Cleanliness and Maintenance	I like the clean streets and parks Keeping Pittsburg clean and neat	A lot of trash Cleanliness Garbage around the city Keeping Pittsburg free of litters – papers, plastics, furniture like couches, bottles and so on and so forth Litter Litter Litter Litter Litter Litter Litter/debris problems. Property upkeep Trash all over Trash	Better clean up efforts Clean streets Clean streets Clean streets Clean streets Clean streets Clean up parks Clean up the city Cleaner restrooms in the parks Cleanliness No dumping Remodel/upgrade everything from the marina to the freeway
Homelessness		Growing homeless population Growth of homelessness Homeless Homeless Homeless Homeless in downtown Homeless panhandling Homeless people / need a solution Homeless shelters Homeless- no east county shelter Homelessness Homelessness Homelessness Homelessness Homelessness Homelessness Homelessness Homelessness Homelessness	Better resources and support for homeless Better services and solutions for our homeless population Homeless outreach/shelters Homeless shelters built More homeless outreach More homeless outreach More services for homeless and clean food for them at shelters No homeless Public restrooms for homeless Shelter for homeless, especially during cold, wet winter Too many homeless people when I walk home Would like shelters for the homeless

ATTACHMENT A

Topic Area	Assets	Challenges	Vision
		Homelessness problems Not any or enough services for the homeless	
Recreation	Additions of parks and dog parks All the 26 parks are an asset you need to keep improving them Buchanan Park City park Dog park Dog park on Buchanan Golf course Local parks Maintain the lake and update the playground in Buchanan Park More sports complex for families Our parks and so many community events Parks Parks Parks Parks Parks Parks Public parks Small world park	More parks Movies at the park Park safety Public parks Skateboard park	A waterpark Amusement parks Arcade Bathroom at all parks Better parks and little league fields Build activity areas around Kirker Creek in Buchanan Park Events and activities for youth Expanded parks Golf course turn into picnic, bbq area, waterpark Marina – boat or waterfront access improvement More activities for all ages More activities in the park More parks More parks More parks More parks More parks More parks and recreation for kids More public pools More recreational activities for community New, large recreational center and fields Parks Parks with community pools and activities Recreation Recreation for kids of all ages, especially teens Repair/update restroom facilities Safe and accessible parks and trails Skate park for the youth Skate parks to keep kids from getting in trouble or hurt by riding on the streets Skateboard parks Skating rink and family activities Swim club Swimming pool Tennis club

ATTACHMENT A

Topic Area	Assets	Challenges	Vision
			Update parks Upgrade and repair parks and play structures and bathrooms Water park Water park Water park Waterpark Waterpark Waterparks and fast food options We need waterparks Wide park Youth activities
Youth and Education	High school Kids camps LMC LMC LMC LMC Los Medanos More schools New school buildings Schools	Bringing great schools Bringing high school Education Education Education: enough schools for population growth How to upgrade the educational opportunities for high school Involvement with teens, events to guide them in making good decisions Lack of after school events & tutoring Lack of schools Low rated schools More afterschool programs More kids' recreation, like pound 1 More recreation avenue for kids since we have to so far out Not enough activities for young people 3-17 years of age Performance of schools School safety Schools Schools - you got 4 middle schools and only 1 high school Schools need improvement The schools need air conditioning There isn't a lot of vigilance in the elementary schools There isn't air conditioning in the school Youth empowerment	A new high school will lessen the traffic – better for teachers After school programs for families Another public high school Another public high school Better programs for youth Better schools, two languages for all Education (improvements building wise) Great schools Greater adult education services Highlands Elementary School - no parking, no safe crosswalks, too much traffic, children are not safe More activities for young people 3-17 years of age More jobs for youth More of the same at Los Medanos College More schools Outreach program for children Pittsburg's schools rate 10 at greatschools.com Schools Second high school Strong schools and reputation of schools that propel student success and attract families to live here Youth center offering technical training for parents in the morning and youth after school

ATTACHMENT A

Topic Area	Assets	Challenges	Vision
		Youth opportunities x work and distract	Youth opportunities and youth input
Community Services	Public services- Schools, Library Senior center Senior services Veteran organizations and community		Better public services Family programs Family programs More activities in the park More healthcare facilities More public works programs More resources for low income underserved folks New library downtown One number to call for city complaints Residential and commercial compost bin collection Retiring all city workers and hiring new innovative employees
Open Space	Acts as a buffer between communities, you know where you are, cities don't run together Green space (brown), the pretty hills backdrop Hills Hills and Water Hillside, waterfront	Protect open space	Keep greenspace Maintain beauty of hillsides Maintain the urban limit line
Sustainability	Clean Water Landfill (safe way to dispose trash, soil/compost for sale) Water Zero Styrofoam laws	Air quality and pollution-related health effects Being more eco-friendly Better conservation policies Bring in greener, less polluting [businesses and industry]. Clean air Clean air around freeway Environmental justice Environmental justice Habitat restoration Habitat restoration Habitat restoration + environmental justice Keller Canyon Clean-up odor Noise ordinances not enforced in neighborhoods Pollution Sea level rise The factory--emits pollution! Transition to renewable energy - will create jobs in the State	City-subsidized solar Cleaner air Factory GONE in 20 years- or renewed so it emits clean air into the atmosphere Full reclamation of brownfields Recycled water everywhere Reduce dependency on fossil fuels Renewable energy (electric turbines inside water mains)

ATTACHMENT A

Topic Area	Assets	Challenges	Vision
		and requires action from local government. Zero plastics	
Shopping	Farmer's market Farmers market Farmers market Shopping areas	Antioch mall is too small, not enough stores Attracting higher end retail & restaurants to old town Bigger-better farmer's markets Bringing grocery store/restaurants to the area Lack of retail Lack of shopping More shopping Need more food Shopping Shopping Shopping center Too many fast food restaurants	A mall A mall A thriving destination city for shopping and dining Better grocery stores Better shopping Better stores Downtown shopping Family friendly shopping Full shopping centers Grocery store near old town Grocery stores Higher end restaurants/shops Major brand-name shopping centers Major grocery store Mall - a big one Malls More affordable shopping More book stores More healthy food venues on Railroad Avenue More stores More stores More stores for kids Name brand grocery store (please don't bring another "las montanas" type store) Quality restaurants Restaurants that deliver (chinese, etc.) Retail Shopping center Shopping centers Trader joes Year-round farmers markets
Economic Development	Affordable Living (Compared to neighboring cities) Deep water port Local business Local business Local business community Local businesses Local owners Power Calpine Revenue seems to grow based on new housing	ARCO gas station location Attract sustainable business to create green, clean, safe employment. Attracting new businesses Creating jobs Downtown area- keeping retail growing and full Economic drought Employment in the region is very important.	All support local businesses, especially the City, when hosting events Attract 25- to 40-year-old working people Better jobs Big businesses with offices so residents don't have to commute – bring in Chevron, AT&T Business growth

ATTACHMENT A

Topic Area	Assets	Challenges	Vision
	The movies	Fill the vacancies in downtown area How to increase Old Town traffic, Job opportunities Keeping new venues and restaurants Lack of active downtown Lack of destination amenities Lack of truly life sustaining/salaried jobs Local jobs Low foot traffic downtown Low paying jobs Need for jobs Not enough jobs Not enough thriving businesses downtown, since there are not enough, business money is being spent outside the city Not enough viable businesses downtown The old town is highly underutilized. There are too many closed storefronts and businesses are struggling to stay open There are very few jobs in Pittsburgh, the community leaves Pittsburgh to go to work	Businesses/shops Economic growth Entertainment Getting more people downtown Good jobs to housing balance Good paying jobs for residents High end commercial development Job centers at both BART stations More job opportunities More jobs Professional offices Revitalization of our downtown Thriving business community that offers services and resources that the entire community can benefit from – residents don't have to leave Pittsburgh Vibrant downtown with lots of community events Vibrant economic downtown Waterfront that attracts visitors Workspacing
Housing	Affordable Home purchase Affordable housing (compared to other cities)	Affordable housing Affordable housing Affordable housing Concentration of income levels Cost of housing/housing issues Housing Housing Housing Housing for current residents Market rate housing alternatives More middle-income housing downtown to support retail downtown Old, expensive houses Rents are getting higher The state (ABAG) taking over the planning of our housing	Affordable housing Affordable housing Affordable housing Affordable housing Better senior housing Co-op housing Homeownership Housing navigators Less apartment complexes Mixed incomes in neighborhoods Mixed use development More affordable housing More affordable housing More single-family ownership Zoning to include tiny home development and home ownership

ATTACHMENT B

ENVISION PITTSBURG SURVEY RESULTS



Envision Pittsburg Survey

June 17, 2019, 10:28 AM

Contents

i.	Summary of responses	2
ii.	Survey questions	23
iii.	Individual responses	26

Topic Registration Type: No registration

Envision Pittsburg Survey

Please share your opinions so we can plan Pittsburg's future!

Summary Of Responses

Topic Registration Type: No registration

As of June 17, 2019, 10:28 AM, this forum had:

Attendees: 242
Responses: 127
Hours of Public Comment: 6.4

Topic Start

May 14, 2019, 2:11 PM

QUESTION 1

Do you live in Pittsburg?

		%	Count
Yes, I live in the City		71.7%	91
No, I live outside the City		28.3%	36

QUESTION 2

How long have you lived in Pittsburg or the Pittsburg area?

		%	Count
Less than 2 years		2.4%	3
2-5 years		10.2%	13
6-10 years		9.4%	12
11-15 years		5.5%	7
15+ years		52.8%	67
I don't live in Pittsburg or the Pittsburg area		19.7%	25

Envision Pittsburg Survey

Please share your opinions so we can plan Pittsburg's future!

QUESTION 3

Do you?

		%	Count
Own your own home		67.7%	86
Rent your home		6.3%	8
Live with family or friends		6.3%	8
I don't live in Pittsburg		19.7%	25

QUESTION 4

Do you work in Pittsburg?

		%	Count
Yes, I own my own business		3.1%	4
Yes, I work for someone else		45.7%	58
No, I am a student		1.6%	2
No, I am retired		21.3%	27
No, I don't work in Pittsburg		28.3%	36

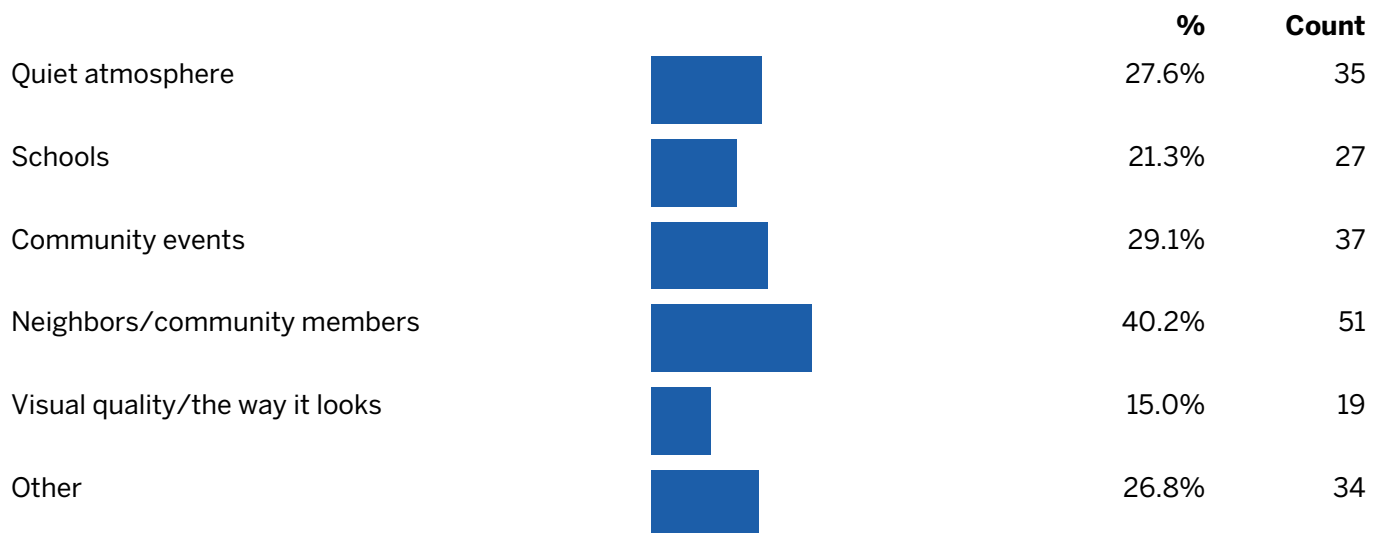
QUESTION 5

What do you love most about Pittsburg? (check all that apply)

		%	Count
Parks and recreation		28.3%	36
Location		52.0%	66
Safety		17.3%	22

Envision Pittsburgh Survey

Please share your opinions so we can plan Pittsburgh's future!



QUESTION 6

How would you rate the quality of life in Pittsburgh?



QUESTION 7

Please explain your answer above.

Answered	127
Skipped	0

all also area areas better community could crime downtown events feel from good life like live lot more much
need needs nice other people pittsburgh quality s safety school see shopping SO still t they think too traffic up work

Envision Pittsburgh Survey

Please share your opinions so we can plan Pittsburgh's future!

QUESTION 8

How do you feel about the way Pittsburgh has changed over time?



QUESTION 9

Please explain your answer above.

Answered	127
Skipped	0

all also area areas **been better** businesses **community** do don **downtown** feel from **great housing** improvements **like** lot more
much need needs new now people **pittsburgh** restaurants **S** schools see seen **so some t** town **traffic up** used way **years**

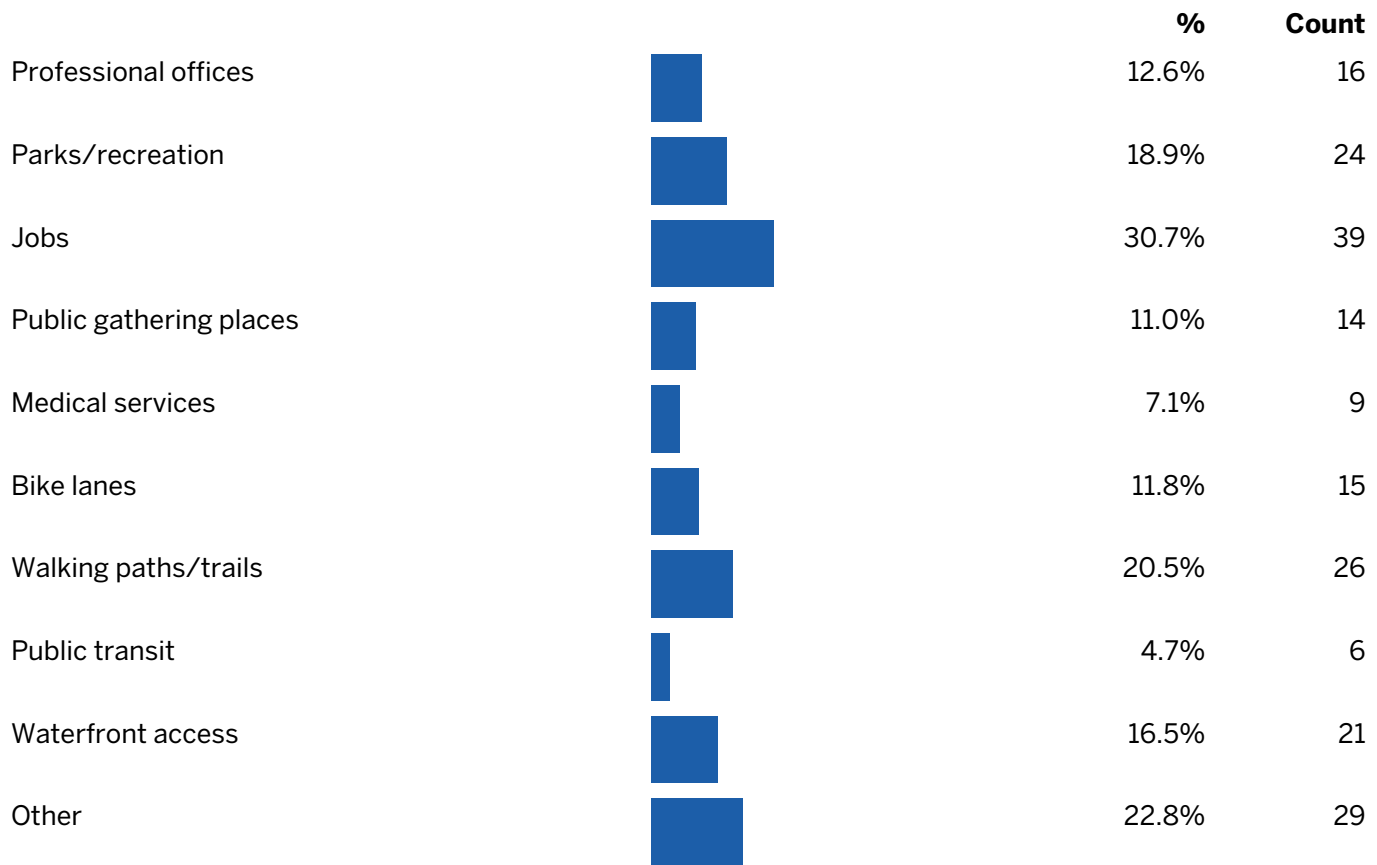
QUESTION 10

**What would you like to see more of in Pittsburgh?
(pick up to three)**



Envision Pittsburgh Survey

Please share your opinions so we can plan Pittsburgh's future!



QUESTION 11

Please rate your level of satisfaction on a scale from 1 to 5 with the following:

Pittsburg as a place to live



Envision Pittsburg Survey

Please share your opinions so we can plan Pittsburg's future!

		%	Count
N/A - No Opinion		11.0%	14

Pittsburg as a place to work

		%	Count
1 - Very Satisfied		21.3%	27
2 - Somewhat Satisfied		18.1%	23
3 - Mixed		20.5%	26
4 - Somewhat Dissatisfied		10.2%	13
5 - Very Dissatisfied		7.9%	10
N/A - No Opinion		22.0%	28

Pittsburg as a place to shop

		%	Count
1 - Very Satisfied		3.9%	5
2 - Somewhat Satisfied		13.4%	17
3 - Mixed		22.0%	28
4 - Somewhat Dissatisfied		29.1%	37
5 - Very Dissatisfied		28.3%	36
N/A - No Opinion		3.1%	4

Pittsburg as a place to bring your out of town friends and family to visit

		%	Count
1 - Very Satisfied		7.1%	9

Envision Pittsburg Survey

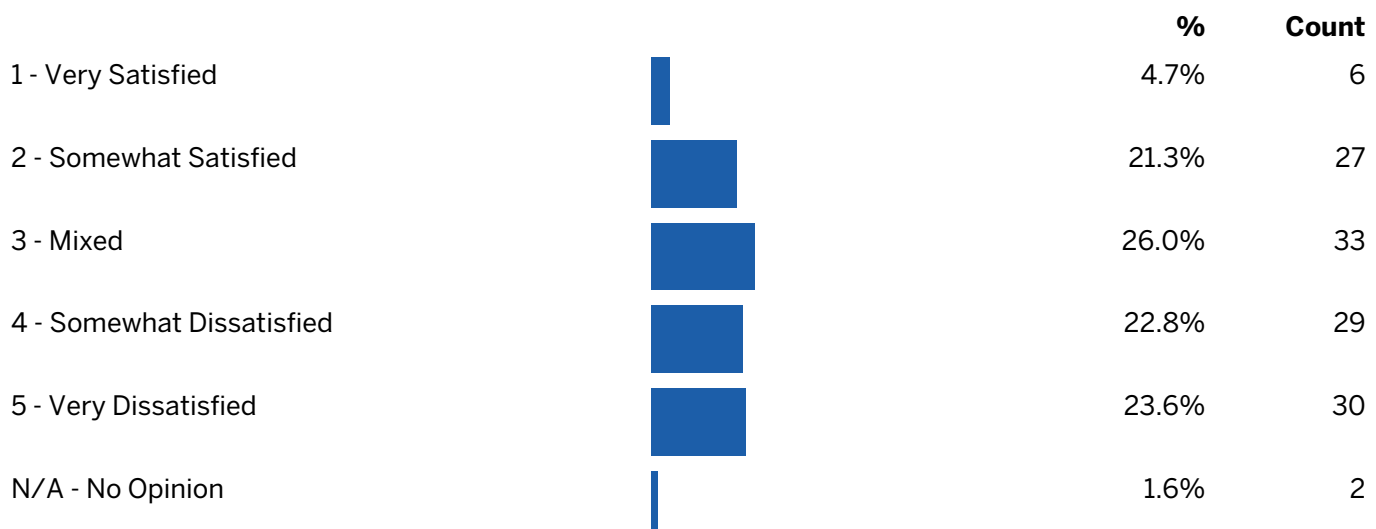
Please share your opinions so we can plan Pittsburg's future!



Pittsburg's physical appearance



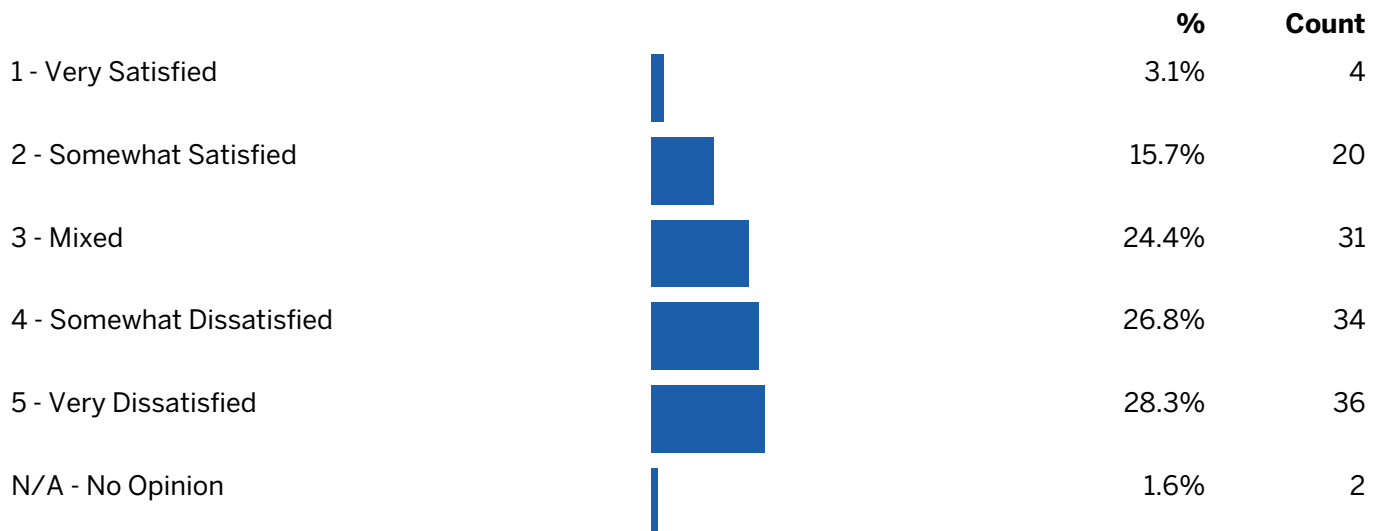
Traffic flow in and through the City (internal to the City of Pittsburg)



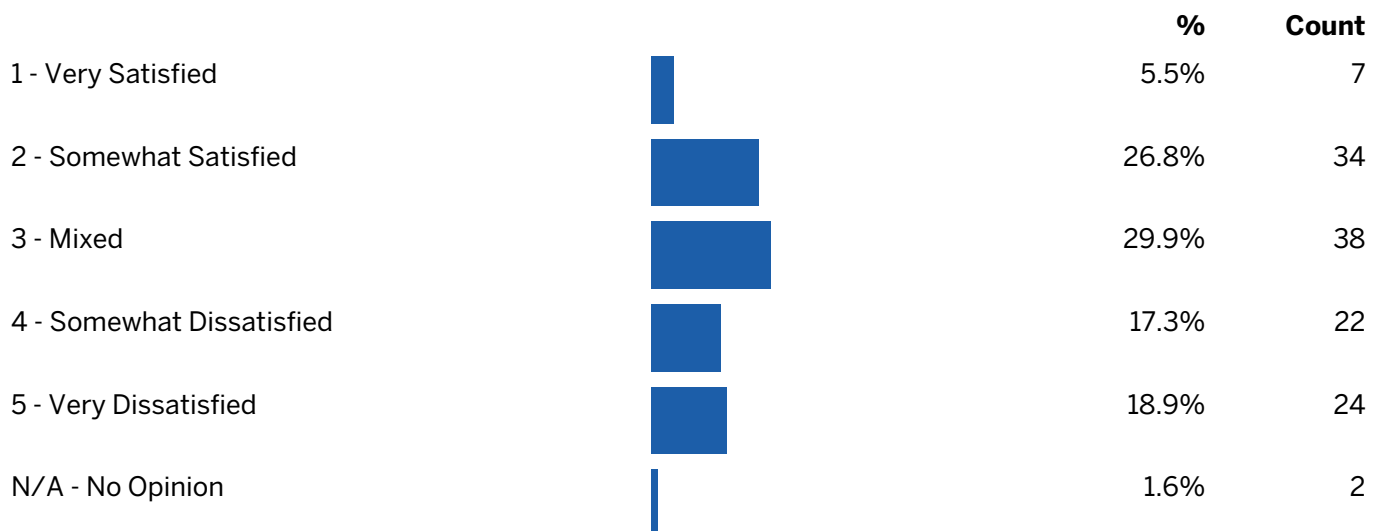
Envision Pittsburgh Survey

Please share your opinions so we can plan Pittsburgh's future!

Traffic along the freeway or around freeway on/off ramps



Maintenance of streets



Fire services



Envision Pittsburgh Survey

Please share your opinions so we can plan Pittsburgh's future!

		%	Count
4 - Somewhat Dissatisfied		2.4%	3
5 - Very Dissatisfied		1.6%	2
N/A - No Opinion		22.8%	29

Emergency medical services

		%	Count
1 - Very Satisfied		22.8%	29
2 - Somewhat Satisfied		31.5%	40
3 - Mixed		14.2%	18
4 - Somewhat Dissatisfied		3.1%	4
5 - Very Dissatisfied		4.7%	6
N/A - No Opinion		23.6%	30

Police services

		%	Count
1 - Very Satisfied		23.6%	30
2 - Somewhat Satisfied		39.4%	50
3 - Mixed		11.8%	15
4 - Somewhat Dissatisfied		11.0%	14
5 - Very Dissatisfied		5.5%	7
N/A - No Opinion		8.7%	11

Activities for youth

Envision Pittsburg Survey

Please share your opinions so we can plan Pittsburg's future!

		%	Count
1 - Very Satisfied		5.5%	7
2 - Somewhat Satisfied		21.3%	27
3 - Mixed		28.3%	36
4 - Somewhat Dissatisfied		11.8%	15
5 - Very Dissatisfied		15.0%	19
N/A - No Opinion		18.1%	23

Activities for seniors

		%	Count
1 - Very Satisfied		3.9%	5
2 - Somewhat Satisfied		19.7%	25
3 - Mixed		24.4%	31
4 - Somewhat Dissatisfied		6.3%	8
5 - Very Dissatisfied		7.9%	10
N/A - No Opinion		37.8%	48

Community gatherings and events

		%	Count
1 - Very Satisfied		8.7%	11
2 - Somewhat Satisfied		33.1%	42
3 - Mixed		29.1%	37
4 - Somewhat Dissatisfied		11.0%	14

Envision Pittsburgh Survey

Please share your opinions so we can plan Pittsburgh's future!

		%	Count
5 - Very Dissatisfied		8.7%	11
N/A - No Opinion		9.4%	12

Existing parks and recreation facilities

		%	Count
1 - Very Satisfied		9.4%	12
2 - Somewhat Satisfied		40.2%	51
3 - Mixed		23.6%	30
4 - Somewhat Dissatisfied		14.2%	18
5 - Very Dissatisfied		7.1%	9
N/A - No Opinion		5.5%	7

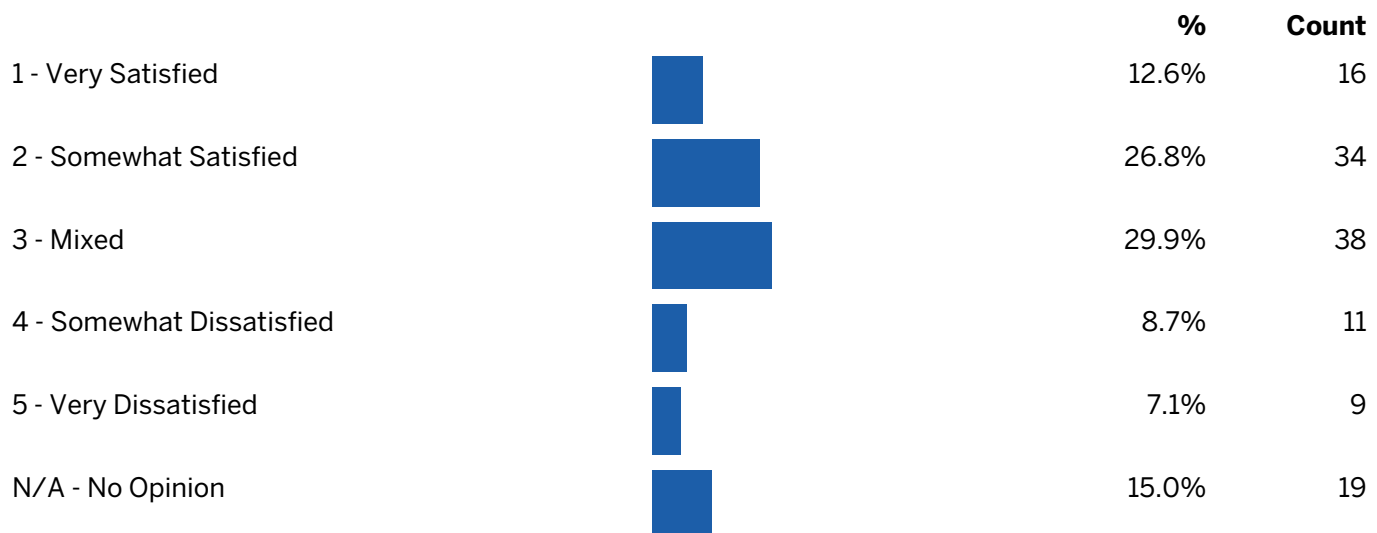
Infrastructure services (water, sewer, solid waste, etc.)

		%	Count
1 - Very Satisfied		12.6%	16
2 - Somewhat Satisfied		35.4%	45
3 - Mixed		21.3%	27
4 - Somewhat Dissatisfied		9.4%	12
5 - Very Dissatisfied		7.9%	10
N/A - No Opinion		13.4%	17

City's use of technology to communicate with residents

Envision Pittsburgh Survey

Please share your opinions so we can plan Pittsburgh's future!



QUESTION 12

Rank the priority of the General Plan addressing the following development-related issues on a scale of 1 to 5.

Economic growth/job creation



Attract more shops and restaurants

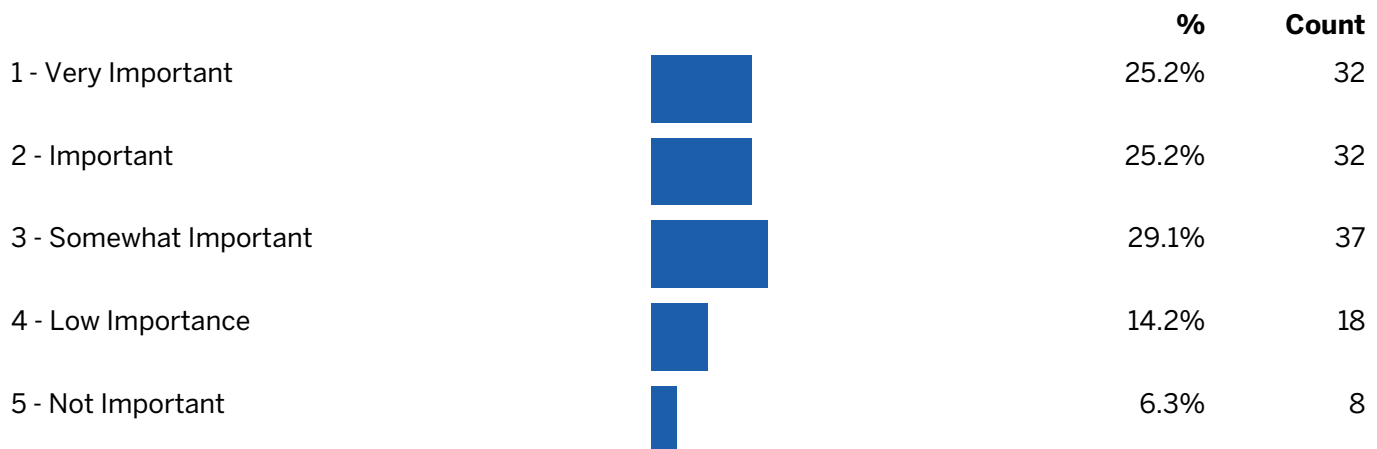


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Expand housing choices



Improve existing housing/neighborhoods



Improve the overall road system



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Make walking/biking around the community easier



Improve access to public transportation



Increase amount of parks/open space facilities



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Please share your opinions so we can plan Pittsburgh's future!



Maintain the City's financial sustainability



Maintain a high level of quality recreation, leisure, and social programs and facilities



Make local efforts to address climate change

Envision Pittsburg Survey

Please share your opinions so we can plan Pittsburg's future!



Maintain safety and security of Pittsburg's neighborhoods



Flood control



Water quality/pollution prevention



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Please share your opinions so we can plan Pittsburgh's future!

		%	Count
2 - Important		25.2%	32
3 - Somewhat Important		4.7%	6
4 - Low Importance		2.4%	3

QUESTION 13

**What types of jobs or industries should Pittsburgh focus on attracting?
(pick up to three)**

		%	Count
Retail and sales		37.3%	47
Healthcare/medical and community services		43.7%	55
Professional - accountants, lawyers, etc.		21.4%	27
Manufacturing		18.3%	23
Logistics/warehousing		10.3%	13
Hi-tech jobs - biotech, computers, etc.		61.1%	77
Service industries and trades - construction, electricians, plumbing, etc.		31.0%	39
'Green' industries		46.0%	58
Energy production		11.1%	14
Other		4.0%	5

QUESTION 14

How easy is it to move in and around Pittsburgh using:

Envision Pittsburgh Survey

Please share your opinions so we can plan Pittsburgh's future!

Car



Bike



Walk



Bus



QUESTION 15

Envision Pittsburgh Survey

Please share your opinions so we can plan Pittsburgh's future!

What specific intersections or roadways do you feel need special attention in regards to traffic, congestion or safety?

Answered	106
Skipped	21

4 all also **ave avenue** bailey buchanan **california cars** congestion cross drive every exit freeway **from harbor highway** hwy leland light **loveridge** marco morning **near needs off pass railroad** rd road s **san** school street too traffic turn w willow

QUESTION 16

The following guiding principles have been drafted for the General Plan Update based on input from past community workshops.

Please tell us which of these you'd like see prioritized in the General Plan by allocating zero or more dots per principle. Note you have a budget of 9 dots.

		%	Count
Provide a high quality of life for citizens		13.8%	158
Maintain a diverse and inclusive community		6.6%	76
Provide adequate retail and services in the City so residents can shop and meet all their needs locally		11.5%	131
Provide residential growth opportunities that include a range of housing types and income levels, including affordable housing		5.9%	68
Create new recreational opportunities for all ages, including after school activities, sports complex, skate park, water park, and multi-generational activity centers		7.8%	89
Enhance gathering places, schools, and parks in neighborhoods and throughout the community and ensure such places are well-maintained and monitored to ensure safety		7.2%	82
Increase bicycle, pedestrian, and transit opportunities in order to reduce commute times and auto-reliance		4.7%	54

Envision Pittsburgh Survey

Please share your opinions so we can plan Pittsburgh's future!

		%	Count
Provide more cultural and recreational opportunities		2.4%	27
Preserve open space features, including the Pittsburgh Marina/ waterfront and the hillsides south of the community		7.5%	86
Provide comprehensive, high-quality services to the community, including public health and safety services		5.2%	60
Manage industrial areas, including respecting the City's industrial history and reclaiming brownfields where possible		1.7%	19
Revitalize and enhance the Downtown/Old Town		5.9%	68
Encourage and support business growth to increase employment options, including high-paying and skilled jobs, and reduce commutes		10.2%	117
Reduce homelessness through ensuring shelter and supportive services are available		8.2%	94

QUESTION 17

Thinking about the future of Pittsburgh, what three words or phrases best describe how you would like to see the community in 2040?

Answered 100

Skipped 27

affordable all beautiful **better** clean community crime destination **diverse** downtown friendly future go great green growth **healthy** high hills housing inclusive jobs less life live maintained more one people pittsburgh place quality **safe** safety school tech thriving up vibrant work

QUESTION 18

Your age group is:

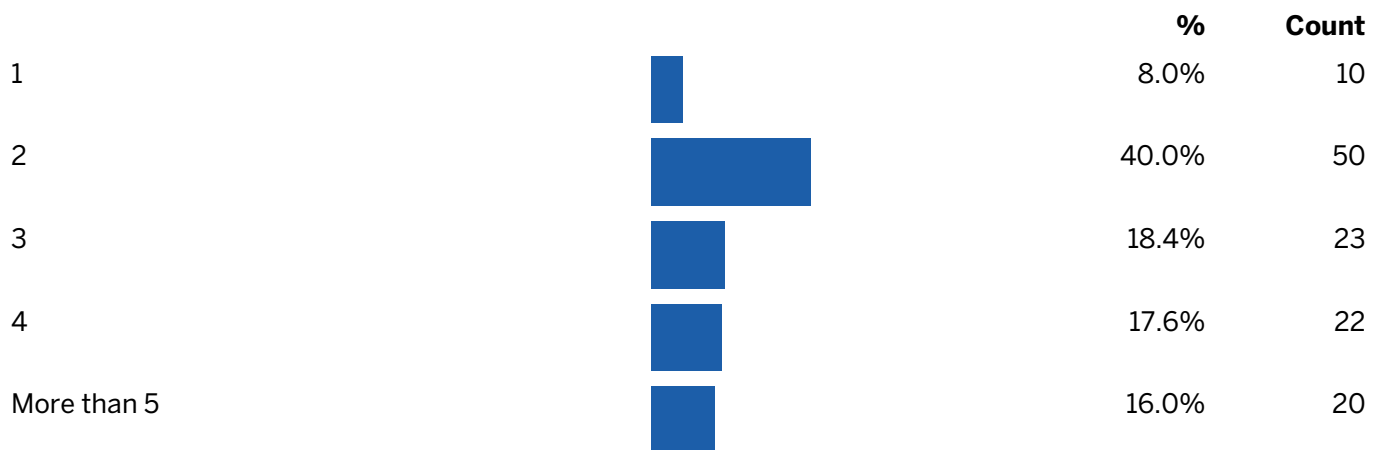
Envision Pittsburgh Survey

Please share your opinions so we can plan Pittsburgh's future!



QUESTION 19

How many people live in your household?



QUESTION 20

Is there anything else you would like to share with the City regarding its General Plan Update?

Answered	72
Skipped	55

all also area attract **community** create **downtown** go **good** great high housing **keep like** live look **make** more need out
park people **pittsburgh** place please residents s **school see so** some t than they up us very want work **your**

Envision Pittsburg Survey: Written responses

5. What do you love most about Pittsburg? "Other" responses.

5. What do you love most about Pittsburg? "Other" responses:
Other - The Old Town Marina District. The immense potential it has to become a viable destination
Other - Nada, es barato vivir en este Pueblo. Uno se aguanta de ver tanta basura, violencia, crímenes, tráfico, gente pidiendo dinero por todas partes, mal servicio al cliente en todas partes y <i>(English translation: Nothing, it is cheap to live in this Town. You endure seeing so much garbage, violence, crimes, traffic, people asking for money everywhere, bad customer service everywhere)</i>
Other - Reminds me of my childhood growing up in Anderson, IN. As well, BART was a huge draw
Other - The trees, plants, and animals that live in the city.
Other - Historic features, downtown feeling quaint, string lights, marina
Other - Los Medanos College
Other - DOW WETLANDS
Other - Affordability / Great neighbors
Other - The downtown area.
Other - Surrounding hills and proximity to the river.
Other - our diversity
Other - I like that some new restaurants have opened that have multi culture foods, and better
Other - Small town feel
Other - Nothing.
Other - Special bonds people have with each other that grew up in Pittsburg.
Other - All of the above.
Other - price
Other - Since I only work here, I love the opportunity to do so.
Other - It provides employment
Other - History, diversity
Other - The Marina. And the fact it is still being created; hopefully into fully collaborative, sharing,
Other - Proximity to San Francisco and access to BART making real estate here a relatively better investment to commute to major metros in the bay area for work.
Other - Family immigrated here and has been here since it became Pittsburg.
Other - The Change for a better city these years. An the growth.
Other - It's by the water but the water is polluted by the nearby factorys
Other - Food BBQ, LUMPIES
Other - The Marina area and Park area on Railroad & Small World Park
Other - Housing value.
Other - diversity of the community
Other - Diversity
Other - good city to do business in
Other - Options to use alternative modes of transportation: BART, bus, bike, walk, scooter.
Other - Sorry I'm not able to check any of the reason above. :(

Envision Pittsburg Survey: Written responses

7. Please explain your answer above.

7. Please explain your answer above.
I really like the sense of community and the potential of Pittsburg. I think there needs to be greater thought leadership to raise the quality of the city and it's reputation. It actually has lower crime than almost all of the surrounding cities, yet it has a reputation of crime and blight. This prevents the attraction of resources that would further elevate the city (businesses, families with resources and interest in improving the schools, etc.).
Not many amenities for people who live on West side of Pittsburg (San Marco, Vista Del Mar, Toscana, etc.), but we pay highest property taxes.
has pretty much everything you need
Missing middle-class shopping in downtown area. Personal life is OK. Needs more shops to wander in and buy. Could use a Trader Joe, Sprouts/WholeFoods to anchor a downtown shopping center near the water with Starbucks/cafes/restaurants with water view instead of all sports fields.
No me ajusta para vivir en otra parte. Se que lo feo de vivir en Pittsburg va al conjunto de lo que se paga por vivienda. Desafortunadamente, asi seguira. Tengo aqui viviendo 20 anos y nada a cambiado. Quisiera que por lo menos los parques estuvieran limpios y que una escuela fuera buena. Me resigno porque aqui vivo y pues todo es feo, de baja calidad. <i>(English translation: It doesn't fit me to live elsewhere. I know that the ugly thing about living in Pittsburg goes to the whole of what is paid for housing. Unfortunately, this will continue. I have been living here for 20 years and nothing has changed. I want at least the parks to be clean and a school to be good. I resign myself because here I live and then everything is ugly, of low quality.)</i>
1. Poor retail. Seems most of the businesses - including grocery stores -- are targeting those seeking discounts, off-brand or cheaper prices. Have to go to SE Antioch or Concord for better quality. 2. Focal points - ie, shopping, parks, services, are too far to walk comfortably from residential areas. Perhaps more smaller, neighborhood services ie. laundries, dry cleaners, 7-11 type stores, focal points might be better than big shopping centers. 2a. Include mixed-use housing at near abandoned old shopping centers, above retail or in development at old Ford dealership or used car lot and adjacent parcels at Bliss & Railroad 2b. Housing needed in parcels near Northgate shopping center (Winco, Home Depot, Island Pacific) 3. Public transit is designed for commuters, not to connect focal points (See No. 2). How about a free shuttle up and down Railroad Ave. or Harbor for local riders? 4. Planners shouldn't cave to developers wishes to develop hillsides. 5. Riverfront still under-utilized and not conducive to strolling and viewing of river; need more water- oriented businesses just to have eyes on the riverfront. 6. Has the city ever taken a survey of doctors servicing our residents? I bet there aren't more than a dozen with offices in town. We have to travel to Antioch or Concord for medical needs. Are there any incentives the city can offer to have doctors locate in town?
Pittsburg has an opportunity to be a really great area in the Bay Area. I'm hopeful for it! More investment which will hopefully reduce some of the blight.
The price of items from food, clothes , shopping is at a good price point.
Safety has become much better in the city. It can still improve but i feel that this is still a crutch.

Envision Pittsburg Survey: Written responses

7. Please explain your answer above.

While I like my neighborhood and neighbors, I have to drive to Brentwood or Antioch to do most of my shopping. The lower end of Railroad looks nice but the rest is so rundown. No good grocery store. So many areas of Pittsburg look neglected.
While we live in a quite area (Oakhills area), there is still lots to be done in terms of: safety, vehicle thefts, vandalism, neighbors not taking care of their front yard maintenace (some homes due to lack of maintenance, appear to be vacant and only attracts vandalism etc) Via our neighborhood watch members, we are focusing on encouraging our neighbors to maintain a better front yard appearance. In terms of City street maintenance, we need to do a better job in keeping our streets free of litter and better roads " our tax dollars" should be used for this purpose more.
I like the neighbors and diversity, but the traffic is terrible. Also, I feel that the City Council does not care for the needs of all residents of the city.
There is clearly and issue with transients. They are sleep in our downtown area and throughout the city in high traffic areas. It's embarrassing to have guest over and have them see this time after time.
Quality of life in Pittsburg is ok, but it could be much much better. There is a lot we could do to improve the air quality, healthy food availability, and walkability. We also need to look at recreational activities and facilities and job opportunities within the city.
I feel that Pittsburg has so much undiscovered potential. We are excited to own a home here, though I wish some city precautions could be taken for safety. Street lights on 9th and 10th Street, parks clear of vagabonds, drug and prostitution really cracked down on-its oblivious. We are willing to beautify our sphere of community (our home and block) but basic safety measures seem to be lacking.
I like living in Pittsburg. There are issues that keep me from saying I love it here.
There are too many instances of unkept yards/ houses and unkept public areas (e.g. Homeless encampments) in Pittsburg. Pittsburg needs to reflect more of a we'll kept/ clean city that you would not be ashamed to bring friends and family to.
Need more community events downtown
As a non-resident I can only speak about the recreation. I love the parks and events. As a worker here I am treated excellently.
Quality of life has improved over the years.
It's not excellent cause air quality And cause too much traffic on main streets
Need some improvement, more people need to maintain there yards, streets need to be cleaned more often. Police need to patrol for speeders.
I think the city of pittsburg look very promising, I see more people participating in community events and City government in recent years have done what they said they were going to do.
I live near the corner of Leland and bailey. It's pretty run down, i rarely use the shopping center there. The Safeway is the worst and the rest of the shops are marginal. How many dollar stores does on small strip mall need? Maybe on but certainly not two.
Actually, it is pretty good...at times.
I think the quality of life in Pittsburg is fair, because it's not as nice and quiet as it used to be.

Envision Pittsburg Survey: Written responses

7. Please explain your answer above.

Fair rating due to the closure of the golf course and abandonment of same property. Conditions of roadways are well below average, W. Leland Rd. as a prime example. The plus is the renovation of old downtown.

I have lived here all my 51 years (all my life). It has always been a family city in my opinion. Not many people are unknown now. I feel Pittsburg is going down hill.

1. The roads are bad
 2. Trash on the streets
 3. Unkempt fields
 4. Dirty parking lots (shopping areas)
 5. The police not controlling people doing donuts and crash into people's homes
 6. Code enforcement is not making residents clean up yards, cut back over grown trees, and stopping cars from parking in front yards. We do not live on farms.
 7. Homeless encampments are growing. Pittsburg need to have strict regulations. Our community it too smal to allow this to happen here. The majority of these people are taking bart to Pittsburg to set up camp. Our city can not allow this to continue. It's really out if control.
 8. Pittsburg is infested with raccoons. Why hasn't the city tried to help residents find a way to get it under control?
 9. Buchanan Park bathrooms are completely in need of gutting and updating. You pay to rent sections but you can't you the restrooms because of the condition.
- It's not to late to get our city back to where it should be. The standard of quality needs to be improved. I feel it a beautiful city when taken care of, not in it's current state.

There are areas in Pittsburg that are affluent and there are many areas/neighborhoods that are struggling financially. Providing education through non-profit advocates (churches) by empowering them with resources and vocal support will help.

Pittsburg is one of the most affordable cities in the Bay Area. We are close to BART. The city is diverse. Most of my neighbors are kind and watch out for one another.

It's expensive to live here. Some areas are dirty and trashy. A lot of homeless people walking down our street. Most of them druggies. It's sad. We have alarm and cameras.

Neighborhoods need improvement

It can be better. Need better infrastructure planning & implementation before building more living spaces and adding businesses. Can also improve/increase Police community involvement to maintain/better community peace & security.

The influx of new homes has overcrowded our streets, schools and community and there has been many changes in this community because of that. I don't like having to shop for items and find that most stores, including grocery stores are having to lock up items to deter theft.

I think if there were more good paying jobs here, and better affordable housing for families, I could rate it excellent.

All seems ok, not sure what type of information you are needing.

It has improved so much sine we moved here in 1985. Crime is still an issue but I feel safe walking most areas of town.

Envision Pittsburg Survey: Written responses

7. Please explain your answer above.

We need to address more community services: Physical health, more family programs, increase the quality in education, more employment, city safety, and keep promoting more care for our environment.
People seem to like living here but there isn't enough work in Pittsburg and the work available doesn't pay much.
Pittsburg is a nice city, but several improvements need to be made and not let Seeno take over the city and direct the direction of the city
For me personally it's excellent. For those with lower income and children in school I'd say Fair to Good. The schools while improving have a way to go. Retail is not great and many of us travel out of City to shop. Grocery stores need to be upgraded visually and need more grocery stores.
Overall, I find Pittsburg an attractive place to live
I do not feel there are any local resources IE. shelters, programs for the homeless. No police substations.
There is not enough entertainment for our youth or adults. There is also not enough quality shops. When I shop for clothing for myself or family members, I always have to end up going to Concord, Brentwood, or Oakley.
Lot of obesity in the city. Not enough guns in the city. Nearest one (planet fitness) has a car break-in every other night. I used to work there when they first opened. The issue hasn't stopped.
It was excellent until traffic on Buchanan, eastleland, and summerville roads have become NY city driving. The road conditions is getting more and more like SF. :-(
Good
Don't want the rent and home prices sky rocketing just because it's the Bay Area suburbs.
In general it is good, but there are certain places I would not go to at night without fearing for my safety. Since I work in Pittsburg but don't live here, I am not here at night time, so it is not a problem
There is a LOT that needs to be cleaned up in Pittsburg, literally and figuratively.
Too much garbage all over the place. Some businesses do not keep their lots free of litter, people hanging out in front. The homeless and druggies are an issue. Maintenance on the public road ways are lacking. If you drive down railroad, you think it's ghetto ish until you get to the small downtown area that looks almost like a ghost town due to the empty storefronts.
Gangs are still around here.
Small town setting enjoyment of amenities
High Crime but I feel the school district is definitely better than most.
There is not enough police patrolling the streets. Police need to be on school sites even elementary to promote positive outlooks to police and respecting authority. If it is calm and safe at school sites an officer could help out in other ways at the school to develop positive relationships. We need officers to be able to come into classrooms more.
I think Pittsburg is a diamond in the rough. We have been given an unfavorable opinion by others for so many years. There was a time when Realtors would not show Pittsburg houses for sale to potential buyers. Very sad. Our schools are excellent and now there have been families who will try to enroll from other districts. Can't say enough great things about the PHS Band!!

Envision Pittsburg Survey: Written responses

7. Please explain your answer above.

There needs to be more jobs at a higher rate of pay. The housing market is horrible. The price of homes is ridiculous and rent is even worse.
I feel like my neighborhood is pretty safe and quiet, and I'm close to Pittsburg Center BART. There's community events I look forward to, like the Xmas parade, and there's always something going on in the park near me on the weekends.
I work at Pittsburg Adult School. I like the quality of the facility I work in. It is clean and in good condition. It makes my quality of life, while I work here, a good one.
Our city is in the middle of Antioch, Brentwood, Oakley and Concord which have become main cities and created traffic through out Pittsburg. We have no other main roads to move around our city and even though it has given more money to the city I as a resident of Pittsburg have NOT seen our roads being repaired (patch,yes!), bumps being placed on roads that drivers take to cut freeway traffic, our parks being free of homeless or provide our homeless with a safe place to stay instead of the parks and off Railroad Avenue. I live off Power avenue and now the new school is being build is creating a traffic on Power Avenue, which we take everyday to get to the High School and my work. Planning is a great thing to make our city safe and we the people who live in this city need more access roads so the traffic that comes through now can minimize and our roads to be safe for our school children.
I have lived here all my life. I was raised in Pittsburg. I graduated from Pittsburg High and now I am employed there. I feel our city needs much improvement.
I love Pittsburg because it is a small community where people know each other.
I work at a school so I see students and their families every day. Many are very happy to live here and the community where my school is located is very much a tight knit area.
nice quite bushiness easy to get to
Pittsburg has been able to maintain a small town community feel over the years. It feels familiar to someone who grew up here, moved away and returned.
Improvement on crimes and drugs problems. Improvement on BART and HWY 4. Affordable housing. Beautiful hills.
It's a step up from Vallejo. You have your stuff together. Respect.
Still gang issues and tough areas.
Compared to other East Bay communities such as Walnut Creek, Danville, Pleasant Hill the schools have a lower rating, the homes are less desirable, the businesses are less upscale, the streets, parks, general looks are less.
I teach in Pittsburg, a lot of the students are very poor and talk about how their neighborhoods are not safe.
I feel that Pittsburg can be better. Investment into the schools and other public services would make our city better. I think having more things to keep our dollars in Pittsburg could help too.
I lived in Pittsburg for three years and saw a lot of crime in my area (Woodland Hills Apt). I also work in Pittsburg so I'm here M-F for a majority of the day and see a need for more police visibility.

Envision Pittsburg Survey: Written responses

7. Please explain your answer above.

I live in senior housing, and I appreciate the convenience of transit. I love living close to community events. I'd really like to see small vendors selling hot dogs, popcorn, etc. (simple things). I think the "PHD" band is the best ever. They draw a really good group of people, and their music is "AWSOME". Management with professional people skills and better organization in planning events. Don't take my word for it, just look at past events (Culinary Crawl) et c.
It is a good quality of life.
very nice
There is a lot of poverty and crime.
Nice neighborhoods, variety of fast food restaurants, but more quality eateries would be nice.
It has a lot of potential. There is room to grow and improve. There could be a lot more involvement from citizens.
Community makes an effort in organizing community events
There seem to be pockets of human connection however mostly people commuting or doing own projects; even in neighborhoods. It's quiet enough & land surrounding beautiful however downtown lacking community gathering; not seeing community groups actively participating in re-creating new ideas for people. That inter-connection amongst all ages & unique ideas to support "all" people living here & a clean, respected environment.
I enjoy my neighborhood but would love to have more business closer to home and not have to go to neighboring cities. Also improve or parks and community locations.
Too polluted; gainful employment is too far and we do not have enough, affordable public transportation; not enough grocery stores. Too many heavy polluting companies are camping around and nobody is policing them. Keller Canyon is getting bigger and bigger, scary to think that they may build another gas pipeline! What happened with the radioactive waste brought from Hunters Point?
The City of Pittsburg has a valuable location in central/eastern Contra Costa County which makes it an easy place to live commute to San Francisco, Oakland and central Contra Costa. However, it would be an excellent place to live if there were more job, recreational, shopping and entertainment opportunity throughout all of Pittsburg. Currently, the west side of Pittsburg relies heavily on shopping and entertainment opportunity in Concord (and west of) because it's more convenient to run errands west of Pittsburg since I already commute from there.
Increasing crime and homelessness. Police (the one I dealt with) indifferent and unresponsive (no callback from responding officer) to so called "petty crime" like hit and run of vehicle. No crime is petty when you are the victim.
The downtown is terrific! The new BART station is perfectly located and will generate new development in the area. The schools are definitely up and coming and the city is very responsive to the concerns of community members. The only downside is highway 4 and the commute!

Envision Pittsburg Survey: Written responses

7. Please explain your answer above.

Location is great for commuting, however public safety needs to be addressed. The blight towards downtown (industrial areas) are a bit off putting. Economically speaking, the city must diversify its commercial usage and attract thriving industries if it is to survive another recession (think location quotients). Also incorporate west pittsburg/bay point to get rid of crime and other kinds of blight to stimulate economic activity and make pittsburg prosper; pittsburg can definitely capitalize on this since relative to Tracy, Brentwood, concord, etc., Pittsburg with its affordable housing can become a great place to live if you work in San Francisco and surrounding areas which can greatly enhance tax revenues for the city as population and thereby other types of commercial demand increase.

Pittsburg has made many improvements, there is now the issue with increased traffic as many new families moved to this area. There are many areas that have been left and vacated that haven't been put to good use or even updated. Pittsburg also needs to help the homeless that has increased, and has also increased the safety of all.

There is still lots of improvement to be made, but heading the right direction. For example the cleaning An maintenance of our streets some of them still look in bad conditions An trashy. An crime eventhough it's getting better this years there is still more to be improved to feel safe in our city.

So many people commute long hours which makes life hard

The city needs to better support the public schools.

I'm constantly walking home surrounded by litter and garbage. My lungs hurt from the air probly due to the factorys and car congestion. Most land is barren and empty where there could be native plant and animal life habitats. And our teachers aren't working with a contract. And space that could be put to efficient use like a garden to help support people who already live here is used to build new houses.

Downtown looks great. Finally "cleaned-up" downtown. Starting to see more events & activities.

It is acceptable, however, there is a lot of room for improvement.

I have noticed that along the medians in and around the city It could improve on the way that the grass and weeds are keep clear and the need for open lots to be cleaned up
The chain-linked fences should be removed so as not to trap trash and replaced with wooden fences to provide a better appeal.

Traffic, crime, affordable housing

actually between good and fair. It can use better restaurants And higher end shopping, a Trader Joe's would be nice. You Definitely need better advertising for events it's extremely sad when you have the first Fridays and other events with a low turnout even the seafood Festival was not up to par last year. Maybe making around Railroad like Burbon Street In the Louisiana with local musicians as well as continue the lit trees that are on Railroad down and around 3rd street for the businesses there.

Hard to rate as I don't live here.

City seems to be left behind, when compared to development in Concord, Antioch, and Brentwood. Lacks shopping, restaurants, of the quality of the other cities I mentioned.

Fair as far as I feel safe in my neighborhood although I do feel that I am starting to see more homelessness. I would like to work in Pittsburg and not commute all the way to San Francisco because of job opportunities and better pay. I would also like to be able to attend more community events and spend my money within Pittsburg but there are hardly any events and any nice strip malls where my family and I can go shop, eat and hangout.

Envision Pittsburg Survey: Written responses

7. Please explain your answer above.

The community, in general, is wonderful. However, Pittsburg needs to continue to work on improving it's appearance. The downtown area is lovely. However, getting there is not. I think people are discouraged from going downtown because of the roads to get there. For example, one way to reach the down town area is on Railroad Ave. Business, in general, on the Kirker Pass side are in disarray. There are many homeless folks, many of which are pan handling. It discourages folks from wanting to travel that route. It discredits the revitalization that has been done in the down town area.
Fairly quiet neighborhoods; Landscaping and parks are adequate.
Now we have a lot homeless and section 8
I don't spend much time here because when I want to go out to eat or shopping I have to leave Pittsburgh because they don't have any decent restaurants or any decent shopping all they have is fast food .
I believe their would be a higher quality of life if there were more things for young children in teens to do recreationally.
We need to travel out of Pittsburg for a better restaurant and shopping selection. Police and fire services are great.
The City seems to be a safe place to live, but it needs to be cleaned up more.
diverse and lots of options for cultural activities
Nice downtown rehab but unfortunately no thought has been given as to how to draw citizens to the area
There are more break ins and burglaries than I would like in Pittsburg. I worry about gangs and gunshots. Heroin, coke and speed seem to be a problem.
I don't live here:) Basing it on what I see and hear
Good high school and community college.
There are pockets of areas that need development.
"Rents are getting so high, it's getting to expensive to live here.
Need more parks. The closed golf course on W. Leland should be made into a park or recreation area, not a data center.
I enjoy the location of Pittsburg, the BART makes the entire bay area accessible, the people of Pittsburg are diverse and there are many great people to meet. Pittsburg is not as dangerous as people may think it is, it has it's rough parts but the people there are great souls.
I love the people and the community feeling, but we often have to travel outside the city for leisure activities. The cost of living has increased for long time residents
The city could clamp down on the blight in the city.
Reasonably well planned and managed
Good location, many improvements over the past 20 years, always room for improvement
NA
We're way better than Antioch or Bay Point, but still too many rapes, killings, murders.
I thought it was a good moved to here but as my kid gets older and I see the quality of the school, that is unsafe to be on the streets, there is no adequate housing for all people, they don't maintain well the roads or some areas of the City are duty I get disappointed every day as I see and heard about the crimes around the City.

Envision Pittsburg Survey: Written responses

7. Please explain your answer above.

Quality of life is good, but there is always room for improvement!

There could be improvements made around improving quality of parks and recreation, store variety (especially grocery), walkability, neighborhood safety, visual quality, and safety. Good schools, good location

The City puts on a variety of fun events. The downtown area is nice (except for the vacant buildings). There is a good sense of community. There's access to necessary grocery stores (at least where I live). However, I would like there to be more places to go to. ie. Concord has a downtown that people from different cities actively go to- it has a nightlife, bars and karaoke and a variety of restaurants; I feel like people who go to downtown Pittsburg are only those that live here.

Life seems good here.

We still lack a lot of amenities that other cities already enjoy. Specifically, there's better shopping and entertainment options in neighboring towns like Concord. There's also a problem with drivers in town. They drive way too fast and don't respect bicyclists, pedestrians, and other drivers. I get that they're frustrated with traffic and general congestion, but we need to emphasize life and safety!

Envision Pittsburg Survey: Written responses

9. Please explain your answer above.

9. Please explain your answer above.
Again: I really like the sense of community and the potential of Pittsburg. I think there needs to be greater thought leadership to raise the quality of the city and it's reputation. It actually has lower crime than almost all of the surrounding cities, yet it has a reputation of crime and blight. This prevents the attraction of resources that would further elevate the city (businesses, families with resources and interest in improving the schools, etc.). I have watched the very slow and sometimes faltering development of Old Town for over 15 years and wonder why it struggles to emerge when cities like near by Martinez have been able to attract sustained development (higher end restaurants, etc.) in a short period of time. Pittsburg's Old Town is a jewel that could be transformed into a destination bringing attraction and revenue to the city. People from local cities would patronize Pittsburg businesses rather than travel to Pleasant Hill, Walnut Creek, Martinez, Lafayette, etc.
Development is unbelievably slow. Often receive many promises and no action. Development projects drag on and on, sometimes for years.
community got nicer
Unfortunately, we haven't done enough. Probably the redevelopment fund stopped the progress, but we must continue.
No a cambiado, sigue igual o quizas peor. Las calles sucias, los estacionamientos de las tiendas llenos de basura (English translation: It hasn't changed, it stays the same or maybe worse. Dirty streets, parking lots full of garbage)
I'm just a grumpy old guy. I miss the small-town feel I grew up with. I don't like the commuter culture that works against that. But I love the diversity of the people and the perspectives new people bring. There must be a way to encourage newcomers to feel like this is their town, too, not a temporary waystation to somewhere better.
I cannot really say for sure since I moved here last year from El Sobrante. The stats on forums and websites seem outdated to what I visually see, but I can tell that data used to be true and Pittsburg is currently recovering from that data.
Crime is down. House prices is up. The down side is to much dumping areas and the homeless issues right now.
Like the answer above. Also, just not at San Marco, we need to advertise Pittsburg as a home owner city (like Concord and Clayton) and reduce assisted living situations.
Lower Railroad is a huge improvement since I moved here nearly 40 years ago. I see more nice parks and neighborhoods but the older section of town needs a lot of work.
See above
I like the diversity in leadership in some respects. However, I feel there needs to be more diversity in permanent city staff. I like the development of downtown, but we need to make sure that our infrastructure in corrected to account for traffic. It is also important that we use undeveloped land properly.
We continue to grow, but need to expand activities and services for our children and LIMIT low income housing.
I have seen some improvements throughout the years. I feel that it has been a slow movement towards making the city more attractive. I would like to see a faster approach because it feels like the

Envision Pittsburg Survey: Written responses

9. Please explain your answer above.

urbanization of our city is outpacing the efforts to improve the quality of life.
My husband grew up in concord (40 years) we lived there for 11, I'm from LA and we just bought our first home. He tells me about where Pittsburg has been so clearly there has been a lot of hard work to bring it to wear it is (downtown looking great) but I hope that someday there could be more pride in saying "I bought a house in Pittsburg" somewhat like Oakland has turned around the stigma of saying "I live in Oakland". It's our hope Pittsburg is headed that way and that it has been a real hidden gem (once more loitering and littering is cleaned up)
Pittsburg had a bad reputation when I was a kid in the 80s. I thought I would never live in Pittsburg, but when I had seen the changes 10 years ago. I knew I wanted to be here.
See comments on previous question.
growing to fast. Don't think we can stop that though
I see the development happening and I think it is a good change. Hopefully it will attract the right people that will contribute to the community in a positive way.
There are more restaurants.
I did not like when The street Frontage rd got closed Now Leland After Bart now more people doing drugs on streets or sidewalks or shopping centers
There is starting to be a lot of homeless people, there is a lot of wreck less drivers, speeding drivers with in the city. If you travel on Crestview Drive (off of Leland) you will see all the black rubber marks on the roads from cars doing side shows. At every stop sign and in between. Crest need speed bumps, city need to control before it gets out off hand.
I like the progress I see so far better progress since the 1st 10 years I lived here. Streets look better and we have more restaurants then before.
Down town is beautiful
We had hoped the redevelopment downtown would attract more businesses but, understand it is a process. We would like to see more community gardens develop to provide healthy organic food and create a better sense of community. We have supported the businesses downtown and the farmers market but, we need healthier choices which our demographics may not support. We have considered moving, after thirty-six years, to a city in which we could strive.
Our neighborhood streets are clogged with cars and big trucks. Not enough working people in neighborhoods. I don't feel safe knowing non-working people are hanging out outside as I go to work.
See answer above
Pittsburg needs the raise the bar on the rules and regulations of Pittsburg. I have lived here my entire life. It's dirty, overgrown, unkempt, over populated and under controlled.
Downtown looks very nice after many years of investment. I am also glad that Pittsburg made the right efforts to get the BART stop in-spite of not being ready with the best infrastructure. More intentional and aggressive moves to bring the right businesses to the area with help.
Pittsburg used to be quite corrupt, I am told. I am glad that seems to have changed.
I've lived here all my life and it's gone down hill.
I think it's great that improvements have been made to our transportation system, but our neighborhoods need improvement and we need more housing options.
Progress is definitely noticeable. We need to address issues regarding homelessness and mental disabilities plaguing the streets of Pittsburg from BayPoint & Antioch.
Growth is happening too quickly

Envision Pittsburg Survey: Written responses

9. Please explain your answer above.

I feel like it has kept it's integrity as a city, done okay financially, is safer now, with the schools trying much harder for our kids.
the downtown has improved visually, just wish more people were drawn to the area so it was more active.
Seeno is no longer running the city. New people and views on boards. City is committed to making our city a destination site, reducing industry and adding housing and shops.
Our quality of life is changing after living all these years in Pittsburg, I noticed more challenges that are not being addressed: homelessness in the area, cleanliness- we need more cameras or supervision, higher fines for those individuals that dump their pails of garbage in the city. Our high school is the best, but overpopulated, not the best way to form better citizens-
I've seen improvement in transportation and I like the downtown/Marina area renovations.
Pittsburg is evolving and I can tell the City is trying to improve the city with several public events, making downtown more desirable including several other public areas.
I like the cultural events and the revitalizing of Old Town. The increased traffic is definitely awful. I do not want to see the hills marred by housing and quality of life decreased by more traffic. Railroad Book Depot is a City gem.
I wish Pittsburg would enjoy more of the prosperity that rest of the region enjoys.
All of positive changes have only happened north of Leland rd.No improvements or business structures south of Leland for the exception of gas stations, liquor stores, and storage facilities on Railroad Ave. eye soars.
Although there has been some improvements over the years, there are still several improvements that need to take place including safety of our youth at specific crosswalks, addition of entertainment for youth and adults, addition of shopping malls (like the Veranda in Concord), and addition of a new high school!
I'm moving my organization to Pittsburg but I told them I wouldn't suggest it if they asked me in 2006, as an example.
Not keeping up with the building of homes, because of greed for money by the city counsel. Roadways are not good anymore, and no employment opportunities to match the surrounding areas.
More housing is needed for us to grow as a city
Keep taking away things for the kids and community to do here locally.
I understand it is a tough balancing act between creating more affordable housing and maintaining open space. However, since I have been in the bay area since 1971 I have seen a whole lot of change and I miss the open space and the orchards. Also, the traffic used to be much more predictable but now you can get stuck in traffic anytime.
It's come a long way and downtown is SO much better, but there is still many other areas that need help. Parks, schools, neighborhoods, grocery stores. We need a real grocery store instead of dirty, poorly run, discount stores.
I like how the older buildings have been refreshed and some new areas are popping up. BUT I don't think that we should allow the larger buildings that will not provide jobs and be an eyesore be allowed. We are a small town with a lot of history and I think that would all overtake what Pittsburg really means to the residents. Too much housing with not enough room for traffic and no schools to handle all those new families.
Seems to be getting better

Envision Pittsburg Survey: Written responses

9. Please explain your answer above.

Growth in Pittsburg, remember in the 60's today very pleased
wasn't sure how to answer i don't live in pittsburg
People are getting away with too much and taking advantage of the system
I like all the new improvements, but I feel we have more homeless people here than I remember. We should find a way to help them. I do not however approve of all the proposed low-rent affordable housing being planned. An even share among all the Contra Costa County cities should be possible. We do not want to be a dumping ground. Some of that is from BART?
There used to be more things for kids to do in the summer. Now there isn't many summer programs to keep them busy. The summer camp was great for the kids.
I like the new park in downtown, and I've definitely seen improvement in safety with new crosswalks, bike paths, street lighting, etc.
I haven't really seen much of a change in the last 8 years that I have worked in the area. But I must say, that there is less of a presence of the homeless wondering the streets. I'm assuming that the city is better at controlling this issue better. I do appreciate that good affordable housing has been provided on Loveridge across from Stoneman Elementary School. I understand that it was much needed.
We have let Seeno builders build on our hills and created more housing which the city can't catch up for the traffic flow it has created. Our School district needs to plan for another High School for our children's safety. Having 4500 kids and staff in one place is not safe. How many times just this year we have had phone calls, emails and our students coming home with crazy stories about threats to our only high school. Seeno can build another one with the approval of the city so before more housing is created.
Downtown Pittsburg Marina by now should be somewhat like the warf in Monterey. There should be shops and entertainment for us residence and it also it can produce a revenue for the city if tourist begin to come.
I came to Pittsburg in 1990 and I have been able to see the improvements around the city.
I began working here 5 years ago and have seen a lot of effort go into making the town cleaner, safer, and more welcoming.
Been coming here to work for less than a year
Unhappy with the amount of traffic on Railroad and the fact that they are squeezing in homes in any empty lot that can be developed is only going to make it harder to navigate. You can tell the city is trying but it can be it's own worst enemy. There is a lack of cohesiveness in getting the word out on events. The social media presence needs to be stronger when it comes to advertising
Positive.
Whatever you did worked, I hear stories but it's been relatively great.
The schools are at capacity--very few districts have 34 students per class at the elementary level. Very high number when research unequivocally supports class-size reduction as a way to improve education.
In the 1960s, Pittsburg was a cute little town with carefully maintained homes, businesses and schools - this has changed so that many neighborhoods are not inviting. The best thing that has happened lately is that BART now comes all the way into Pittsburg and beyond.
I have seen the city try to do more events for the community.
I see Pittsburg is growing, adding apartment complexes and new stores. But I question how are we going to accommodate all the new people on the safe infrastructure? How are we keeping our dollars

Envision Pittsburg Survey: Written responses

9. Please explain your answer above.

in the city?
It has improved somewhat since I lived here.
I lived here over 30 years ago, and it has grown exceptionally well. The transit is great. It used to be just the P bus. For me, this is a big advance.
I like the way Pittsburg is working towards to future.
very good
There has been an effort to improve the city; asthetically, as well as safety.
Great new schools, new housing, nice appearance on Railroad Avenue.
I don't the city is run and controlled as much by the same group of people as it was in the 80's and 90's
Im 38 years old and lived downtown now called old town. It has improved for the best which shows the city has invested wisely in improving when you compare to Antioch downtown.
Important that roads, neighborhoods, affordable housing & beautiful built downtown; however, also important to be conscious that housing needs to be LEED built; solar upgrades; trees planted; healthy food restaurants esp. downtown; more bikes, less cars; health & exercise promoted to all citizens; awareness of mobile tech 5G towers that have no health & safety studies (other CA towns, even countries are halting until clear studies are made transparent to protect the public) & awareness of pesticides, toxins, towards a healthy environment for your citizens. Pittsburg has a chance to stand out in the future as a clean, healthy town to live.
No new business. Lots of empty lots. Areas that are not paid attention to and become an eye sore. And unsafe to walk in.
Not enough attention to environmental issues. According to The Bay Area Air Quality Management District, Pittsburg is in the 15% of communities in the Bay Area that are most affected by air pollution. Additionally, the California Office of Environmental Hazard Assessment, found that Central Pittsburg, is in the top 10% of California communities experiencing adverse health effects due to multiple sources of pollution.
Pittsburg has focused too much on single-family residential growth when it should be providing more zoning more housing and commercial opportunities along transited corridors or near transit stops such as BART. While the investments in downtown are great, Pittsburg is a linear/long linear city and it should prioritize jobs, shopping, entertainment along the western, central/downtown, and eastern edges of the city to provide convenient options for all.
Better downtown area, but deteriorating areas with businesses leaving and no new tenants. Loud blaring music from neighbors who are inconsiderate of neighbors. Too many idiots doing rings with their cars.
I have worked in Pittsburg for 20 years and observed tremendous change....all for the best. The professionalism of city staff, the police department and school district has continued to develop and improve over time. Pittsburg truly is one of the best cities in the bay area. I am very proud of the city and the efforts of many community members and organizations to improve the quality of life for all.
Since buying a house out in san marco subdivision, some things have improved like BART, however many other things must also improve as well. Bay Point being incorporated would be a definite plus, safety on hwy 4 would be a plus, better mobility to BART stations would be a great plus, more restaurants and other stores in the proximity of downtown would be great (look at what Brentwood is doing, more or less looks like a success story). Also try to implement license plate readers and other high tech to deter crime and to have a more proactive police department, as the many number of officers per capita in this city is obviously in-effective with what they are equipped for.

Envision Pittsburg Survey: Written responses

9. Please explain your answer above.

Pittsburg has changed, but it stopped with the beautification of downtown and now BART has come in, there needs to be continual updated up and down Pittsburg through out different areas. It hasn't been done.
I am happy the way Pittsburg is evolving in every aspect. Our city has lots of potential to become desirable as Walnut Creek, Danville, San Ramon etc... why not?
Too much housing
I have seen downtown Pittsburg become an attractive area to businesses and customers.
You have done up the entrance of pittsburg off the freeway bit fail to have out town look welcoming or comfortable. Its barren and covered in concrete
see above comment.
It's getting better, however, there is a lot of room for improvement.
I have noticed that along the medians in and around the city It could improve on the way that the grass and weeds are keep clear and the need for open lots to be cleaned up The chain-linked fences should be removed so as not to trap trash and replaced with wooden fences to provide a better appeal.
I am new to the area, so I don't really know.
I believe you are on the right track you just need some new blood and creative people the marina Railroad Area could be so much more. In Los Angeles they have a sushi place with conveyors Called Krua, they are packed. Sushi is \$2.75 per plate that would do great by the water. Some of the businesses in railroad don't put in the effort and you can't just have all highend restaurants because the demographic area is mixed and I can't support it. Also some facelift work on Alanta and Harbor.
Pittsburg used to have a poor reputation and that seems to be changing.
Development very slow. Much slower than promised when I purchased home in Vista Del Mar. Been here since 2014. All developments seems to be in prolonged planning phases. Years away from any positive progress.
The change that I have noticed most is that there seems to be more homes being built but nowhere for its residents to enjoy their weekends. (Nice parks, outdoor malls, restaurants)
I do not have a historical perspective that would allow me to answer.
Railroad avenue is a main thoroughfare but looks rundown. Problems with homeless has increased. Grocery carts throughout neighborhoods and streets need maintenance.
Some places are been remodeled
When I first moved here we had a golf course we had a movie theater we had a bowling alley now we don't have any of those things there is actually more restaurants when I first came here now there's not hardly except for fast food and noodle places
I have not been in the area long enough. However, it seems the schools are overcrowding and there is nothing for young people to do outside of school
Pittsburg has been proactive in dealing with homeless and gangs. Parks are well maintained
When I first moved here in 1972 it was a place people didn't understand why you would live here. But over the years so much improvements have been done to the City like Old Town, etc.
has grown and still has a small town feel
City still fighting an "image" issue
I feel a little safer in my neighborhood than I used to some years ago but I worry about things that go

Envision Pittsburg Survey: Written responses

9. Please explain your answer above.

on at supermarkets and their parking lots. I worry that I could get caught up in something that does not involve me at all.
I have seen some nice changes to downtown
Over the short period I have been in the area I have seen improvements.
I think that it is economically growing, however, traffic has gotten worse (not that this is only in Pittsburg).
Pittsburg has grown into a lovely place with some of the best schools in the county
Pittsburg should not be building into the hills. There should be no destruction of hill habitat. Pittsburg should avoid the influence of Seeno Homes.
I like the upgrades to downtown and the police/fire response times are great. I feel that the only thing I am worried about is the huge influx of condo's and apts to the Bay Point area and how it will affect traffic as well as the hills.
Crime has went down, the overall aesthetic has improved. The community feeling has slightly diminished over the years.
Not taking care of the streets.
In a few years there is noticeably more traffic on Buchanan and of course, Highway 4. Too many big brands crowding out smaller, home grow, family owned businesses; restaurants, markets, of course the hardware, pharmacy, car dealership corporations. Need more quality affordable housing as well as local light industry.
Great job on the downtown waterfront area. New residential areas are very nice and elevated the value of everything around it. Needs more jobs
Movement toward Smart City status is needed. The city officials 'look' like the city residents - this is very good, especially for the kids. They need good role models.
Pittsburg used to be the dregs of the East County. BUT NOT ANY MORE. Now, houses here are more expensive than Antioch. In fact, we've swapped places with Antioch in the hierarchy or quality of life.
I wish streets will be cleaner and better condition, that schools get better rating, that the community work together with the City but I don't see it and the improvement in downtown look nice but there are a lot other areas that need attention. Better public transportation system for those that don't drive so they can rely on it and feel safe standing at a bus stop.
Pittsburg has had soo many positive changes over the last 20-30 years!
Increased safety. Nice downtown area. Making progress in park conditions- still can improve and community centers
Although I've lived here just a short time, I've heard stories about how it used to be, and it sounds like it's greatly improved.
It seems to be improving
From what I hear, Pittsburg used to have a really big crime problem. That's not the case today and our crime levels are comparable to Walnut Creek and Pleasant Hill. We still need a lot of work in different areas, but we've consistently gotten better of the years and we should keep that momentum.

Envision Pittsburgh Survey: Written responses

10. What would you like to see more of in Pittsburgh? "Other " responses.

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Other - Activate water fountains/displays
Other - I would have checked all of them if permitted.
Other - An ACTUAL grocery store
Other - Really only 3? I would love to see more bike lanes, walking paths, improved trails, and places to spend my money within the city.
Other - Younger couples buying houses here
Other - a nice water park like Antioch
Other - Safety
Other - Refurbish/repave the main roadways
Other - Other options for restaurants. We are too many Mexican restaurants we need a variety of choices. More upscale!
Other - Dog park / Decent grocery store
Other - Regular grocery store! Raley's! Other - vibrant 100% used downtown
Other - New High School
Other - A NICE grocery store, please!
Other - don't have a third choice i dont
Other - Private schools or charter schools to provide options in education
Other - another High School or several.
Other - Large supermarket in downtown Pittsburgh. We are forced to go to corner stores with inflated prices and unhealthy processed food.
Other - Visible police presence in neighborhoods.
Other - No more factorys
Other - I see how Antioch has grown with great shops. Pittsburgh needs to move it up several notches.
Other - Book stores/ community center for youth
Other - A quality grocery store where you do not need to have a security guard. Long with jobs to help meet the needs of home prices.
Other - Less strip malls - more quality shopping. For example, a nice supermarket, a nice deli, a Kohl's type department store
Other - Golf course that you got rid of Other - Recreation center
Other - more employment opportunities for students/adults with disabilities Other - Facilities and plans for electric and autonomous vehicles

13. What types of jobs or industries should Pittsburg focus on attracting? "Other" responses.

Other - Pittsburg Mall similar to Sun Vally Mall

Other - More police

Other - Small businesses

Other - Entrepreneurial & Coop Businesses

Other - education

Envision Pittsburg Survey: Written responses

15. What specific intersections or roadways do you feel need special attention?

15. What specific intersections or roadways do you feel need special attention in regards to traffic, congestion or safety?
The Harbor offramp of highway 4, Railroad Ave south of highway 4
San Marco and Leland. Railroad is a nightmare (always)
walk and bike
Harbor and Railroad during student release. Freeway entrance Railroad to 4E and 4W exiting
Railroad & Hwy 4, Leland & Railroad, Leland & Harbor, Stoneman and Harbor
Railroad Avenue needs to be widened, and Leland Ave needs to be beautified.
Leland and railroad. Morning and afternoon
Railroad and Leland is horrible. Alvarado and railroad light usually starts the back up. Better solution needed there
W. Leland and Oakpoint; The traffic signals is not working as required. It takes four traffic lights to allow traffic to flow into a left turn from Oakhills to W. Leland. Many times cars have to make a right turn and then a U turn to accomplish the left turn. Please monitor
Railroad! with almost every street beginning with Leland down to School Street. Also along Leland to Bailey and on to Willow Pass Road. Widen Willow Pass Road!!
Railroad and California
Intersections - Railroad and Leland and Loveridge and Leland (too many cars speeding and running red lights). Actually, speeding is a problem throughout the city. All cross streets to The Railroad Bart Station need immediate attention (safety hazard because of people and cars not yielding). There are way too many parked cars on Alturas Ave. These vehicles make it a safety hazards for children and parents walking to and from school.
Around freeway entrances and exits. Kirkerpass and Bailey should stay maintained and clean (as entrances to the city). 10th and 9th should feel more safe in the evenings(lighting, patrol), as that is where most visitors will land.
Congestion: Railroad Avenue where Leland, Bliss, and freeway on/off ramp cross. Safety: The entire length of W. Leland.
Stoneman off of Loveridge is in rough shape; it hasn't been repaved in quite a while. Leland near the golf course is in rough shape as well.
Railroad, California, Harbor
I use the Railroad Leland intersection every day. Bad instersection. Bad potholes on Leland.
W Leland, railroad and exit hwy4 harbor
Crestview Drive for safety (a lot of speeders pass on Crestview), also run stop signs, Railroad for congestion,
N/A
San Marco on ramp to highway 4
Railroad and highway 4
Railroad Ave and Leland RD

Envision Pittsburg Survey: Written responses

15. What specific intersections or roadways do you feel need special attention?

Crestview Drive & West Leland
Highway 4
School zones
Railroad
Willow Pass Road, Leland Road, Railroad Ave, Hwy 4
Railroad (around schools), Willow Pass Rd
roads that surround our local school specifically and commuter roads such as Kirker Pass, Railroad, Buchanan, Leland, California
Railroad between Leland and School Street needs widening.
Leland needs cross walks with lights. My children attend Rancho and I don't feel they are safe crossing the road. People drive too fast on that road.
Very concerned about charter school going on Harbor. From Buchanan there are at least 4 schools to navigate. Traffic is already bad north of fwy. This is bad planning.
Leland- freeway exit, California Avenue & Carion Ct exit, no light and it's a curve
Railroad Ave.
Baily Road and san marco. And Railroad is pretty busy as well as the exit off harbor going towards Baypoint
Don't know
Railroad (between Hwy 4 and Atlantic), Buchanan during morning and afternoon rush hour
kirker pass
School Street and Railroad (every day I drop off my kids to school and have witnessed several near misses every week because although the flashing yellow lights are on, cars do NOT slow down which puts our youth at risk every day!)
William Way and Leland should be severed.
Buchanan - East Leland - Sommersville Rd
Railroad avenue and Leland is nasty in the morning and evening during commute time. Actually from Railroad and Leland all the way to the freeway is nasty.
Railroad Ave, Buchanan are traffic nightmares. Leland needs to be fixed it's uneven and cracked.
All. Of. Railroad. Nightmare
portions of railroad avenue
Railroad and Leland
Buchanon Road
Harbor and Leland--light turning left onto Leland--way too short in the morning commute
Railroad and Leland, Railroad and Hwy 4, Railroad and Bliss
The westbound onramp to Loveridge Rd. from Hwy. 4. It tends to back up in the morning when I come to work.
Railroad, Canal/ Power Ave, Buchanan Rd, traffic congestion.
Railroad
Last mile
Railroad between Jack in the Box and Bart

Envision Pittsburg Survey: Written responses

15. What specific intersections or roadways do you feel need special attention?

At School Street and Harbor Street, please change the streetlights to blink once the green light is going to change. Please! This simple fix will greatly ease the morning and afternoon traffic.
Railroad & Highway 4
Railroad
west Leland road, has people who drive so fast and it's so dangerous.
Leland near Pittsburg High School and Harbor near the PHS; before and after school traffic is difficult near these areas, California Street as well.
Bliss, needs road repair
Railroad Ave.
the ramp on san marcos and willow pass in the morning (5 to 9am)
All off ramps and main connecting streets. The congestion/traffic is unacceptable.
Better parking downtown
Loveridge, Railroad
Bridge right after 10th st turns to willow pass need sidewalk. People walk on the street and the road is very narrow.
Railroad Ave. & Hwy. 4 cars speed; weave in & out of lanes; tailgate & rarely see police
W 10th heading into willow pass. The street that merges onto Railroad from the big park, and also that cross walk, maybe a light should be put in. Pittsburg/Antioch highway, the road conditions need to be fixed, also something should be done at the turn for Costco and the social security office
San Marco Blvd.
Railroad Avenue traffic sign synchronization near highway ramps.
Leland Avenue ... speeding is a concern
San Marco exits/entrances to hwy 4 and bailey road .
all of Railroad, Leland most of it, Leland and Loveridge at Walmart to freeway, Buchannan!
West Leland, San Marco blvd, Buchanan, Bailey rd, Kirker pass
Near Pittsburg Center BART , Railroad, Buchanan
Railroad(downtown), Willow Pass east of Bailey, Hanlon Road in front of Willow Cove Elementary
Have more than two exits and entrances
E. Leland & Range Rd., E. Leland & Railroad Ave., mainly where many cars take short cuts to get to the freeway.
California
Not sure
Marina Blvd needs Speed bumps. Cars drag race up and down the street due to the length and it's by the marina and it's a matter of time before a child is killed. On railroad by freeway exits something needs to be done with congestion
Railroad avenue
Loveridge and harbor
Leland and rail road
Railroad
Leland around Railroad, Railroad to freeway from Leland, Harbor exit from Hwy 4
I believe all signal light areas should be better patrolled, due to right light runners.

Envision Pittsburg Survey: Written responses

15. What specific intersections or roadways do you feel need special attention?

any and all around schools
N/A
Leland and Railroad all the way up to highway 4, Civic and Railroad to Highway 4, Buchanan both directions
railroad and hiway 4
San Marco and West Leland
Railroad and Castlewood. It is hard to cross railroad. Traffic making a left on railroad show no curtiousy and cut me off every morning.
Railroad Av, School Av, better traffic planning
Highway 4
Railroad always congested, Leland and Will Pass occasionally congested. No easy walking routes.
Railroad from Lelandf to SR4 also build the Bucannan bypass.
Railroad, Buchanan
Harbor Street @ Ventura; California Avenue @ Harbor Street; Harbor Street @ BNSF railroad over-crossing; Willow Pass Road @ Range Road @ North Parkside Drive; Loveridge Road @ California Avenue; California Avenue @ eastbound Highway 4 (Harbor Street) off-ramp);
Bailey on-ramp to freeway, Willow Cove & Tenth Street Rd. maintenance, other small street by Mall need attention too.
all major north/south thouroughfares need special attention, as there are limited locations to cross the freeway, which can add to traffic congestion around town
All railroad intersections. Leland & W Leland
3rd Street and Cumberland, it's difficult to see cross traffic and pedestrians as close as the cars park to the corner.
Railroad Avenue off-ramp, California Avenue
In order of priority: Railroad Avenue; Willow Pass/North Parkside Dr.; Leland Rd.

Envision Pittsburgh Survey: Written responses

17. Future of Pittsburgh

17. Thinking about the future of Pittsburgh, what three words or phrases best describe how you would like to see the community in 2040?

A destination for dining, shopping, and leisure

Diverse; Ethnically, culturally, economically, educationally Green, safe, vibrant

Progressive Diverse

Financially Sound

updated clean

new

safe beautiful

vibrant

Inclusive & diverse High quality of life

Love where you live

Beautiful and maintained; less blight

Arts, Culture, and Architecture; Exterior/interior library renovation Bike paths, especially waterfront

No crime

High paying jobs Clean

Higher per household income average / more college educated residents Growth to quality retailers and jobs

Safer streets

More upscale Railroad Ave

Keep the hills free of development More shops

Safe beautiful

financially stable

Diverse and Inclusive. Diverse housing options.

Quality road infrastructure.

Breathable and Healthy atmosphere Welcoming and Diverse community

Self sustaining

Safe & clean urban community Protected historic downtown destination

Active lifestyle indoor & outdoor opportunities

Green and Clean Sustainable

Healthy

Proud, not ashamed, to live in Pittsburgh.

safer

cleaner

Healthy Wealthy

Thriving

No potholes. More local jobs. Affordable housing.

Educated Prosperity

Happy and healthy community

Beautiful, safe

Envision Pittsburg Survey: Written responses

17. Future of Pittsburg

Clean and green
Safe and well maintained Community
Inclusive and safe
Clean Quiet
Fun
I won't be here
Clean Entertainment
Thriving
Thriving Business
People
Thriving Attractive
Diverse
I doubt we'll be living in CA!!!
Environmentally Conscious Energy Self-Sustaining City
Technologically Up-to-date
small quaint
maintained
Green Friendly
Healthy & Vibrant Downtown that attracts visitors All citizens have a safe and affordable place to live
I would like to see a skatepark in Pittsburg so my son doesnt have to make arrangements to go to another
city to skate. This is an inconvenience as I would prefer he is doing something healthy outdoors.
more quality of life for everyone less crime and poverty
make the high school a better place or build a new one
Thriving, Productive, a nice place to live and work
No health disparity by ethnicity More open space
A city that is know as a great place to live and raise a family.
Prosperous Safe
Preserve hills / open space
More Businesses, clean
Prioritizing of Education with new high school Thriving and prosperous
Diverse
Smart City
Steel Town to Platinum City
"Let's go out to Pittsburg tonight"
Better quality of life Better infrastructure
Better social events for the multi culture city we have become
compasionate ---- clean safe
clean successful
accommodating
Safer

Envision Pittsburg Survey: Written responses

17. Future of Pittsburg

Better traffic- e.i- RAILROAD More high paying jobs
Growth Jobs
Safety
Financially stable.
Crime decrease due to Community outreach programs
Clean up unauthorized dumping sites and implement programs that would eliminate this problem
People wanting to live here and have their children go to school here and be safe at school and in their
a nice place to live good schools
enough safety
thriving, vibrant downtown safe and affordable
a city that respects its past while looking to the future that comes with climate change
Access to less expensive healthcare services
Less crime due to poverty by providing local job opportunities for entry level work Home options for a variety of resident income levels
inclusive community diverse
affordable and safe for my future grandkids
More restaurants besides mexican ones. A steak house would be good.
Trees, weeds, and city cleaned up on regular basis. Right now trees are overgrown and weeds are all over. I can go on but I am sure you get the idea
More beautiful and classier
improve multicultural
safety
growing vibrant
presevation
no coment
economic growth booming downtown
small town feel
Made more restrictions on Seeno famil(ies) to further develop properties in Pittsburg.
LET some one else to have a chance to bring in some diversities.
Travel Destination Work Opportunity
Tech Hub
Diverse
High school of the future green, clean, friendly, united
safe prosperous
attractive
community building
safe
More shops, restaurants, growth.
Water system, cleaned up, better
safety diversity
happy
nice view on the hills

Envision Pittsburgh Survey: Written responses

17. Future of Pittsburgh

Safe Clean Productive
Great job opportunities Clean and prestige community Family friendly activities
More participation in activities by more of our residents. The more people participating the more successful it will be.
Get rid of factories and manufacturing polluting our air
self sufficient resources green building, clean foods, water community collaboration & engagement
Goals to attract sustainable business to create green, clean, safe employment Preservation of open spaces No more Housing If there is not no more gainful employment in the city
Affordable Diverse Jobs
Ensure the City maintains a positive budget and continue to ensure pension obligations are fully addressed Hire the best and the brightest people (and pay them accordingly) Develop the BART station area around Railroad wisely with a focus on high density development to encourage walking and biking
High Tech Opportunity Smart City
Desirable Safety Homeless free
The best schools Great place to find high paying jobs Safe parks and recreation activities for kids
Future Healthy Diverse
Renewable energy Native (animal/plant) sanctuary Setting an example
Feeling SAFE in Pittsburgh when one wants to walk or bike ride. Wanting to see Pittsburgh thrive & NOT build a Tec Park where the golf course was located. We LOVE our hills & DO NOT want to see buildings or any more traffic. The Tech Park should be placed in an area other than our neighborhoods!!!!!!!!!!!!!! Having more & more events happening downtown.
Upscale, diverse community Sense of pride Where you want to live because it offers everything & is beautiful.
Modern Progressive Diverse
thriving desirable great place to work
Thriving Safe Clean and Green
Safe bedroom community Visually appealing

Envision Pittsburgh Survey: Written responses

17. Future of Pittsburgh

Attractive shops
Better life Quality of school
Safe place
Restaurants Shopping
Clean up the town
Safe, clean, inviting
Neighbourhoods better maintained to give a better view of the City. Have unused vehicles taken away from houses or deserted.
active police force
Safe
With excellent schools Economically thriving
affordable living
One large park, without combustible engines.
Healthy Truthful
Safe
Healhty, thriving, welcoming community
Delta recreation area, family and senior friendly facilities Green and tech industry hub
dynamic waterfront destination variety of housing choices
revitalized older neighborhoods
A Smart City
On the front end of innovation
With much shorter commute times, through both increasing high-wage jobs here and the use of autonomous vehicles on the freeways.
Alternative Modes of Transportation
Mix of Market rate and low-income housing in all multi-family housing developments Reduced dependence on the automobile for local transportation
Clean and Safe City Quality Schools
Inclusive
more jobs
more trees/beautification of existing parks/trails maintain diversity & strong sense of community
healthy and safe community
accessibility to all modes of safe transportation (walking/biking/cars/bus/BART) quality employment, education & recreation for all ages
Thriving/Lively Happy
Attractive
Walkable, Bikeable, Healthy Diverse, Inclusive, Equitable
Sustainable, Climate Resilient

Envision Pittsburg Survey: Written responses

20. Is there anything else you would like to share with the City regarding its General Plan Update?

20. Is there anything else you would like to share with the City regarding its General Plan Update?
Hire an exceptional marketing firm to change the reputation of the city to become a destination for businesses, leisure, shopping, dining, and living.
Make it happen (development plans), sooner than later. Please
parks
I love the Marina area and would like to see it attracting quality life style to increase ownership and complimenting existing owners and social clubs. A suggested 5-star seafood type restaurant on the Marina with banquet facilities sounds like a good idea. Scott's, Dead Fish, Smith's Landing or similar would be a drawing card to upgrade the area and attract more out-of-towners.
Deveras hagan algo (<i>English translation: You should do something</i>)
Let's make it happen!
Make Pittsburg better, not worse!!!
Keep up the great work. Appreciate the workshops. Pittsburg has changed a lot since I was a kid growing up in Concord. I invested in the city because I believe that the changes are happening, so keep us on the right path.
Thank you for allowing this venue to express our concerns. I want to see our tax dollars going to the most important issues that will ultimately create a safer and beautiful city of Pittsburg for all.
We absolutely need to attract a chain grocery store for our citizens. It is absurd that anyone should drive to a different city to shop for groceries.
Please encourage more community participation and provide the space for community input. Lastly, keep the health of our planet in mind.
We are so glad they city is active in improving Pittsburg and feel we landed a hidden gem buying a home downtown. We'd love to see East 8th/9th/10th streets shone some TLC like the west parts of downtown (street lights/trees/improved sidewalks) and maybe some incentives for historic houses to be updated properly or flipped. There should be a code against homes looking more like "squatting" situations. Also, city regulators on liter and feces clean up (library area, downtown). Updated library is a must!!! Use the old bank building downtown. Bring out some younger families downtown by doing so (the little library by the freeway isn't a good location access and safety wise - libraries and parks go hand in hand when it comes to kids and after school usage) Walnut Creek and Brentwood are our favorites.
Please put in grocery stores like Trader Joe's or Whole Foods. There are too many markets that are not very good quality and limited choices in types of food. We need more markets that provide organic and healthy food choices.
It would be nice to not have to see a church literally on every corner. It is very telling if a community has more churches and liquor stores than anything, people are in crisis.
It would also be nice to see more recycling and garbage cans on the city streets.
I see the resent changes and I am liking what I see.
Please take care of the potholes on Leland.
Eliminate refined carbohydrates that kids at school are consuming to avoid future learning and behavior problems
Thank you for doing this survey and for the extra efforts put into reaching out to for input on the city's

Envision Pittsburg Survey: Written responses

20. Is there anything else you would like to share with the City regarding its General Plan Update?

planning.
This is a comment I would like to share; We have too much congestion now and every city seems to want more tax revenue by building more housing. Create individual sustainable area to enable residents to work within the areas they live. I appreciate the efforts by the City to help all residents feel part of the City of Pittsburg.
Repave W. Leland Rd from Railroad Av. to Bailey Rd.
Let's get cleaned up. Don't overlook things, hold people accountable for trashing our city. No littering, no throwing cigarettes out the window, enforce maintenance of over grown yards and trees, and clean up the homeless encampments.
Keep the best interest of all of the city, not just a small select few. There are too many voices out there, listen to God's voice - He always has everyone's best interest in mind.
I would love to see all of these things, but I do not want my property taxes to increase. How will all of this be funded? Are there reviews of existing services underway?
Not at this time!
I would like to see a bridge over Hwy 4 connecting Range Road so we can have another way to access Rancho Medanos Middle School. We already have the road, all we need is a bridge connecting both. It makes no sense for the community of west Pittsburg to have to go around to Bailey Road and Railroad Ave to get to that side of town. That bridge would be a good way to reduce traffic on Railroad Ave and Bailey Road.
Make sure infrastructure planning is part of any build/growth for the city. Police Force, Medical Support, Roads & transportation, sustainable energy/electrical power supply, and community involvement & communication are all essential to our city's success.
Clean up our streets and repair the roads (pot holes), clear vacant buildings
The golf course shut-down was a shame. This could be a draw were it enhanced. I hope the open space will go toward open land use for residents.
Please ensure that a skatepark is created in the city as we are the only city without one. There are too many bad things kids could be doing out there, and a place where they can be active would better the children of Pittsburg.
Please use infill housing rather than expansion. Do not put everything on Railroad and Harbor. Traffic is horrible most times of day.
Please make improving quality of life a priority.
There are many worthy additions & enhancements to our city, and limited resources to accomplish them. It's important to attract and retain businesses and higher income residents to provide the tax revenues needed to continue improving Pittsburg, a challenge for all of us. Thanks for providing a vehicle for my views.
the city council needs to adhere the the city's citizens.
WE HAVE A LARGE SPANISH COMMUNITY. THIS SAME ELECTRONIC SURVEY MUST BE OFFERED IN SPANISH IF YOU TRULY WAND INPUT OF ALL RESIDENTS. I LOOK FORWARD TO SEEING THAT HAPPEN WITHIN THIS MONTH.
As a 3rd Gen Pittsburg native, My team is moving to Pitt from Oakland and we are going to do what we can to market the city in a better light and help young designers learn about the options of working with design and technology #BRIDGEGOOD
I would like to see another high school and college in the city. And a very much improved school district

Envision Pittsburg Survey: Written responses

20. Is there anything else you would like to share with the City regarding its General Plan Update?

communication system in place. The one in use now makes the Flintstones look like modern times.
parks are very important for peace of mind
Embracing the General Plan to continue improve the City of Pittsburg
no
I would like to keep the Bocce Ball courts at Highlands Park. I would like to keep the Downtown Park with baseball diamonds and soccer fields. I do not want a ton of affordable housing. We have enough now.
I think we should be paying attention to the housing crisis that is effecting much of the Bay Area, and making smart plans about density of housing near our BART stations and other transit hubs. I would also love to see our Farmer's Market expand- I went to college in Olympia, Washington, which had a great Th-Sun market that ran April through December. Their model included spots for local businesses. Nurseries, a few clothing stalls, soaps and other types of places filled in between stands selling produce, dairy, and meat. I also wish we had Movies in the Park more often- I'd go to the park near me as often as once a month in warm months, not just the one time in the summer it's offered in that park. More changes I want to see- is there a place where neighborhood meeting notes go that is accessible online? Or at least what was getting presented? The meetings tend to take place when I'm either at work or sleeping. Speaking of which, is there some reason that all the "volunteer with/for your community" opportunities only seem to happen in the morning? I'm generally not up until 10 on weekends, and not really ready to get out of the house until noon, so I miss out on doing things like volunteer park clean ups. I'd be happy to help from 1-4 sometimes, though!
I teach adults who have a low level of education and need jobs that fit their needs that are local. Many rely on bus transportation. Many have some learning disabilities. Please support adult schools that cater to those individuals' needs in your community.
If you don't live in this city than take what your city has changed to improve your living standards in your own community than apply that here in our city of Pittsburg. We need planners who experience our own difficulties every day so the proper measures are taken to make our City of Pittsburg a safe, well planned community.
You need to make these changes sooner than 2040.
not at this time
Don't develop the Pittsburg Hills. Please.
I really want to stress installing the blink indicator on the traffic lights on School Street and Harbor Street.
I know this is a small thing, but does anyone ever look at how filthy the postal mailboxes are?(Atlantic Plaza). Please look at it. I've watched it for more than 6 months. Not a person working there has any interest of how filthy those mailboxes are.
no
Enough single family homes. Need more work opportunities.
Good job with managing your funds it really showed when Pittsburg was able to weather through the 2008 recession.
Your Plan needs to address & care for "all" people living here, & address regenerative circular city plans that are sustainable more than growth oriented
The City should focus on creating mixed-use neighborhoods within the existing City boundary and create job centers near BART or other high frequency public transit lines. Please create design guidelines/specific plans to foster classic retail districts in western/San Marco, central downtown, and

Envision Pittsburg Survey: Written responses

20. Is there anything else you would like to share with the City regarding its General Plan Update?

eastern Pittsburg (for example: look at College Avenue or Piedmont Avenue in Oakland). The city of Pittsburg should stop growing as a predominantly single-family residential bedroom community with strip malls; instead it should focus on what attracts young families, empty nesters and retirees: they want to live, work, and shop in the same community. We're tired of commuting over the hill for everything! Pittsburg is a great community with great natural resources/assets: focus on protecting the hills and waterfront while designing around them to showcase their beauty. Consider annexing Bay Point to create a comprehensive plan for the Pittsburg/Bay Point area. Also, annex the Mt. Diablo Unified School district schools in Pittsburg into Pittsburg Unified school district - the high school students (many children of color) are unfairly burdened with commuting to Concord for high school. Also, upgrade the water system in San Marco - the more houses are built, the less water pressure!
I appreciate the opportunity to provide input!
Try your best to make this a smart city and attract talent of all kind to enhance the city gradually into something that will be the leader of the county and perhaps a competitor with comparative advantages in many different sectors to San Francisco and Oakland by 2040.
I want Pittsburg to be a desirable place to live in, an when we invite family an friends they can see the beauty of our city. An not see Homeless in every corner , graffiti, trashy streets, trashy shopping stores , more Police Present on our streets, an definitely a more safer city for all of us. I believe we have the potential to be like Danville, San Ramon, Walnut Creek. Why not. I also believe we are heading the correct way. :clap:
Stop building houses. Move the homeless out of Pittsburg Focus on getting business that will pay high wages so residents can stop commuting 2 hours each way
We have an extreamly unessasary littering problem even more so around the our water (wetlands) its dissheartining that our citizens would be so careless or that pittsburg doesnt enforce rules against it that are working.
I've reside in Pittsburg for many years, & yes I've seen some great changes, especially downtown. Safety is very important. We have heard/seen idiots doing "donuts" in the wee hours of the morning. I have asked many a times to have cameras placed, especially in the areas where Police get calls to. Dumping is a big issue in our area which is located at the end of Range Rd. We are tired of seeing our neighborhood as a dump. More importantly, we don't want to see this Tech Park go up at the Golf course. I moved here to Pittsburg because I love to see the hills. I don't want to see big traffic jams as I already have experienced. On a happier note, I so much enjoy seeing activities going on downtown & we really need more great restaurants & shops in good locations throughout Pittsburg. I see Antioch really thriving & I would rather support merchants here in Pittsburg.
Make it something special not just cookie cutter buildings, something unique that shows its age and all the culture so people will want to come and check us out and be proud to live. Not a bunch of buildings that look the same and that are painted the same. Fountains , green space, eclectic People are use to passing us by to get to Brentwood. We need to offer something different so they want to see us and shop her and live here. It's time to make us seen and maybe change the name (the word Pitts isn't that appealing lol) bring in color and life.
No
I would like for you to charge people who waste water (anonymous call)
I tried to put plus dots wasn't able to do it in all of the questions
Take more interet in the WHOLE city not just certain areas ie Bay Point

Envision Pittsburg Survey: Written responses

20. Is there anything else you would like to share with the City regarding its General Plan Update?

Pittsburg High School is getting to be so big, student population wise. Is there a plan to create another high school? Or another campus, so that neither sports teams and the marching band are affected, if that is a concern.

Sad to see the golf course go.

More open space. Improve the delta.

Transparency and regular communication to all, regardless of language, ethnicity, income

whatever the plans ends up looking like it needs a healthy economic foundation build upon good jobs, good governmental fiscal management, and to the extent possible a low tax burden on the residents.

Keep up the good work.

Low income families need help to find affordable and decent place to live and avoid becoming homeless which leads to a lot others problems that affect children and consequently their behavior at schools and environment.

I've heard people talk about the lack of things to attract people to the City and its lack of nightlife.

I constantly hear that it's hard to keep your money in Pittsburg with the overall lack of shopping and entertainment options. I think this is very true! We need family friendly places that attract residents/visitors and generate more revenue for our community. We also need to financially partner with our school district. They're their own separate entity, but we need to spend city resources on education if we want to attract jobs and quality amenities. Once those kids graduate and earn higher wages, we need to attract them back into town to raise our buying power. That'll attract the businesses that we all want!