City of Pittsburg
Planning Commission Agenda

September 24, 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
James Coniglio, Commissioner
VACANT, Commissioner

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

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

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

This agenda was posted in City Hall on Thursday, September 19, 2019

CALL TO ORDER

ROLL CALL

PLEDGE OF ALLEGIANCE

DELETIONS, WITHDRAWALS OR CONTINUANCES

COMMENTS FROM THE AUDIENCE

PRESENTATIONS

1. **Five-Year Capital Improvement Program (CIP)**

CONSENT

2. **Minutes**
   Minutes of September 10, 2019

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

PUBLIC HEARINGS

4. **Matador Fitness, AP-19-1447 (UP)**
   This is a public hearing on a request for approval of a use permit to relocate an existing fitness training gym to a 2,912 square foot unit within an existing 21,952 square foot multi-tenant building located at 2159 Harbor Street, within the Industrial Park (IP) District. APN: 088-391-001.

5. **680 Garcia Warehouse, AP-19-1421 (UP)**
   This is a public hearing on a request for approval of a use permit to legalize a limited warehousing and storage use within an approximately 9,000 square-foot existing building, located at 680 Garcia Avenue, in the IP (Industrial Park) District. APNs: 088-590-001, 002, 003, 004, 005, 006, and 007.

COMMISSION CONSIDERATIONS

6. **Los Medanos Industrial Park, AP-18-1353 (DR)**
   This is a continued 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

7. **Dow Chemical Company Water Recovery System Equipment Replacement – Extension of Approval of AP-16-1169 (DR)**
This is a request for a one-year extension of design review approval of plans to construct a 95-foot tall water recovery system on an approximately 1.34-acre portion of the existing Dow Chemical Plant, now Corteva Agriscience, located at 901 Loveridge Road, in the IG (General Industrial) District. Assessor's Parcel Number: 073-220-041.

ZONING ADMINISTRATOR REPORTS

8. **Submittal of Adopted Zoning Administrator Resolutions**
The Zoning Administrator one resolution previously approved under the delegated authority (Planning Commission Resolution No. 9918).

STAFF COMMUNICATIONS

COMMITTEE REPORTS

ADJOURNMENT OF PLANNING COMMISSION MEETING

NOTICE TO PUBLIC

NOTICE TO THE DISABLED AND VISUALLY OR HEARING IMPAIRED

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

GENERAL INFORMATION

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

MINUTES
OF A REGULAR MEETING
OF THE
PITTSBURG PLANNING COMMISSION

September 10, 2019

A regular meeting of the Pittsburg Planning Commission was called to order by Vice-Chair Foster at 7:00 p.m. on Tuesday, September 10, 2019, in the Council Chamber at City Hall, 65 Civic Avenue, Pittsburg, California.

ROLL CALL

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

Absent: Chair Robinson, Commissioner Coniglio

Staff: Director of Community Development Jill Hecht, City Engineer Richard Abono, Planning Manager/ Secretary Kristin Pollot, Associate Planner Hector Rojas, Assistant Planner John Dacey, Deputy City Clerk Amanda McVey

PLEDGE OF ALLEGIANCE

Commissioner Moreno led the Pledge of Allegiance.

DELETIONS / WITHDRAWALS / CONTINUANCES

1. Los Medanos Industrial Park, AP-18-1353 (DR), was continued to the next regular scheduled meeting of September 24, 2019.

COMMENTS FROM THE AUDIENCE

There were no comments from the audience.

CONSENT

2. Minutes of August 13, 2019.

On motion by Commissioner Moreno seconded by Commissioner Nguyen to approve the consent calendar and carried by the following vote:

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

PUBLIC HEARINGS

3. 70 & 78 Alturas Avenue, AP-19-1425, AP-17-1235 (UP)

This is a public hearing on a request for design review approval of plans for the development of six new single-family dwellings on two 9,600 square-foot lots, and a tree removal permit to remove one protected tree, located at 70 & 78 Alturas Avenue, within the RM (Medium Density Residential) District. Assessor's Parcel Nos.: 087-114-003 and 087-114-004.

Assistant Planner, Dacey gave a presentation on the item.

Vice-Chair Foster opened the public hearing.

Mick DuPont, Applicant, spoke on behalf of the project.

There being no one to speak further to the item, Vice-Chair Foster closed the public hearing.

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

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

4. SFBA Carbon Capture & Mineralization Facility Pilot Project, AP-19-1412 (UP, DR)

This is a public hearing on a request for use permit to operate a temporary carbon capture and mineralization facility on a 2.5-acre site located at 895 E. 3rd Street in the IG (General Industrial) District. Assessor's Parcel No. 073-020-019.

Senior Planner, Rojas gave a presentation on the item.

Vice-Chair Foster opened the public hearing.

Jacob Schneider, Applicant, spoke on behalf of the project.

Charles Davidson, Hercules, spoke with concern regarding the diagram provided for the estimated amount of carbon dioxide to be captured. Asked for the Commission to question Calpine's intentions for this pilot project. He expressed his belief that the project would not affect the quality of life in Pittsburg.

Durie Foster, Pittsburg, spoke in favor of the pilot project.

Ms. Weaver, Pittsburg, spoke with concern regarding the quality of the water run-off, when the dust is maintained, to the delta.

There being no one to speak further to the item, Vice-Chair Foster closed the public hearing.

On motion by Commissioner Moreno with a condition that the applicant work with Corteva (formerly known as Dow Chemical) on safety plans, seconded by Commissioner Nguyen to approve and carried by the following vote:

AYES:	Fields, Foster, Moreno, Nguyen
NAYES:	None
ABSTAIN:	None

ABSENT: Coniglio, Robinson

ZONING ADMINISTRATOR REPORTS

5. The Zoning Administrator submits a notice of intent to conduct a Zoning Administrator public hearing on a proposed large family daycare at 251 DiMaggio Avenue, and a resolution previously approved under the delegated authority (Planning Commission Resolution No. 9918).

The Commissioners acknowledged receipt of the notice of intent.

STAFF COMMUNICATIONS

Planning Manager / Secretary Pollot suggested the Commission convene to next meeting of September 24, 2019.

COMMITTEE REPORTS

Chair Moreno reported an upcoming Land Use Subcommittee meeting has been scheduled for September 24, 2019.

Vice-Chair Foster reported TRANSPLAN meeting of September 17, 2019 has been cancelled.

ADJOURNMENT

The meeting was adjourned at 8:14 p.m. to September 24, 2019.

Respectfully Submitted,

_____

Kristin Pollot, AICP, Secretary

CITY OF PITTSBURG
PLANNING COMMISSION
STAFF REPORT
September 24, 2019

ITEM: **Five-Year Capital Improvement Program (CIP) – General Plan Consistency Determination**

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

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

RECOMMENDATION:

Staff recommends the Planning Commission adopt the attached resolution affirming that the proposed Five-Year CIP for fiscal years 2019/20 through 2023/24 is consistent with the City's General Plan.

BACKGROUND:

The Engineering Division has prepared a draft of the Citywide CIP for fiscal years 2019/20 through 2023/24. The CIP categorizes capital improvement projects into ten categories: Streets, Traffic Signals, Water, Sewer, Storm Drainage, Buildings, Parks, General, Pittsburg Power and Marina Projects. The items included in the CIP range from minor to major projects affecting the City's infrastructure. New projects that have been added to the CIP for fiscal years 2019/20 through 2023/24 are highlighted in yellow on Attachment 2 of this report. The Commission will receive a presentation on the CIP from Gina Haynes, Senior Civil Engineer, under the 'Presentations' portion of the meeting.

PROJECT DESCRIPTION: .

Staff reviewed each proposed CIP project and cross-referenced it with the goals and policies of the General Plan that each respective project would implement (see Attachment 3). In reviewing the document, staff found that most CIP projects are directly supported by a General Plan goal or policy. Where no goal or policy was found for a project, further research was done to determine whether the project was inconsistent with the General Plan. None of the proposed CIP projects are inconsistent with the General Plan.

GENERAL PLAN/CODE COMPLIANCE:

Government Code: California Government Code Sections 65103(c) and 65403(c) require that the City's CIP conform to the City's adopted General Plan and authorize Planning Commissions as the body responsible for making that determination. The Commission must make this determination of General Plan consistency before the City Council adopts the CIP.

The last CIP evaluated by the Commission was presented to the Commission in September 2018, and was determined by the Commission to be consistent with the General Plan. Staff believes the Commission can make the required finding that the current draft Five-Year CIP for fiscal years 2019/2020 through 2023/24 is consistent with the adopted General Plan.

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

ANALYSIS:

As stated above, staff believes the Commission can make the required finding that the current draft Five-Year CIP for fiscal years 2019/20 through 2023/24 is consistent with the adopted General Plan.

ACTION REQUIRED:

Move to adopt Planning Commission Resolution No. 10131, affirming that the Five-Year CIP for fiscal years 2019/20 through 2023/24 is consistent with the General Plan.

ATTACHMENTS:

1. Proposed Resolution No. 10131
2. CIP Project Consistency Tables
3. Applicable General Plan Goals and Policies (for reference)
4. Draft Five-Year CIP for FY 2019/20-2023/24

Prepared by: John Dacey, AICP, Assistant Planner

PROPOSED
BEFORE THE PLANNING COMMISSION OF THE CITY OF PITTSBURG

In the Matter of:

Resolution Affirming Conformance of the Five-Year Capital Improvement Program with the City of Pittsburg General Plan	)))	Resolution No. 10131

The Planning Commission DOES RESOLVE as follows:

Section 1. Background

A. The City of Pittsburg's Engineering Division has released a draft citywide Five-Year Capital Improvement Program (CIP) for fiscal years 2019/20 through 2023/24, to be considered for adoption by the City Council.

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

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

D. On September 24, 2019, the Planning Commission held a meeting to review the proposed Five-Year CIP for fiscal years 2019/20 through 2023/24 and to consider whether the CIP is consistent with the General Plan, at which time oral and/or written testimony was considered.

Section 2. Findings

A. Based on the Planning Commission Staff Report entitled, "Five-Year Capital Improvement Program – General Plan Consistency Determination," dated September 24, 2019, and based on all the information contained in the Planning Division files on the CIP, incorporated herein by reference and available for review in the Planning Division located at 65 Civic Avenue in Pittsburg, and based on all written and oral testimony presented at the September 24, 2019, meeting, the Planning Commission finds that:

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

2. All projects included in the proposed Five-Year CIP for fiscal years 2019/20 through 2023/24 are consistent with the city's adopted General Plan.

Section 3. 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 24th day of September, 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.10131 was adopted by the Planning Commission of the City of Pittsburg on September 24, 2019.

_____
KRISTIN POLLOT, AICP, SECRETARY
PITTSBURG PLANNING COMMISSION

STREET PROJECTS
Project Summary

Legend:

New CIP Projects
Completed CIP Projects
Removed CIP Projects

Item No.	Project Name	Supporting General Plan Policies
ST-1	Range Road Overcrossing	4-P-48, 7-P-17
ST-2	Railroad Avenue Class I Trail	Fig. 7-4, Table 7-5, 7-P-38, 7-P-51
ST-3	2017/18 Traffic Calming Project	4-P-84, 7-P-22, 7-P-23
ST-4	Delta De Anza Trail Roadway Crossing Improvements	7-P-8, 7-P-38, 7-P-46
ST-5	Street Median/Landscaping Improvements	4-G-8, 4-G-11, 4-P-56
ST-6	Bailey Road Interim Repairs	None - not inconsistent
ST-7	Range Road Sidewalk Improvements	7-P-38, 7-P-39
ST-9	Intersection Geometric Improvements(San Marco Boulevard/ W. Leland Road)	7-P-8, 7-G-11, 7-P-43, 7-P-46
ST-10	El Pueblo Area Reconstruction/ADA Improvements Phase II	7-G-13, 7-P-36
ST-11	2018/19 Citywide Pavement Panagement Project	None - not inconsistent
ST-12	San Marco Boulevard Widening	7-P-11
ST-13	Railroad Avenue 3rd to 5th Sidewalk Replacement	5-G-5, 5-P-25
ST-14	Seismic Retrofit Bridge No. 28C-0165 (Willow Pass Road)	7-P-8, 7-P-19, 7-P-46, 10-G-1
ST-14	2019/20 CDBG Curb Ramp Replacement Project (Highland Meadows)	7-G-14, 7-P-38
ST-15	East Third Street Streetscape Improvements	5-G-5, 5-G-8, 5-P-25, 7-G-14, 7-P-38, 7-P-43
ST-17	SB1 West Leland Road Pavement Management	None - not inconsistent
ST-18	2018/19 Traffic Calming Project	4-P-84, 7-P-22, 7-P-23
ST-19	2018/19 CDBG Curb Ramp Project	7-P-38, 7-P-39
ST-20	San Marco Boulevard Class I Trail	Fig 7-4, 7-G-11, 7-P-38, 7-P-43, 7-P-44
ST-21	Railroad Ave./Leland Rd. Geometric Improvements	7-P-8, 7-G-11, 7-P-43, 7-P-46

STREET PROJECTS
Project Summary

Legend:

New CIP Projects
Completed CIP Projects
Removed CIP Projects

Item No.	Project Name	Supporting General Plan Policies
ST-22	Bailey Rd. Route 4 Ramp Turn Lane Modifications	7-G-16, 7-P-8, 7-P-46
ST-23	Left Turn Lane Bailey Rd/Willow Ave	7-G-16, 7-P-8, 7-P-46
ST-24	SB1 2020/21 Pavement Management Project	None - not inconsistent
ST-25	Rebuild Range Road/Willow Pass Road Interchange	4-P-48, 7-G-11, 7-G-16, 7-P-6, 7-P-17, 7-P-46
ST-26	2019/20 Traffic Calming Project	4-P-84, 7-P-22, 7-P-23
ST-27	Bailey Road Operational Safety Improvements	7-P-8, 7-P-13
ST-28	West Leland Street Lighting Project (Railroad Avenue to Burton Avenue)	None - not inconsistent
ST-29	Westbound Hwy 4 Offramp at Railroad Avenue	7-P-8
ST-30	E. Leland Rd./Los Medanos College (eastern entrance)	2-P-49, 7-P-8
ST-31	Century Boulevard Class III Bicycle Facility	7-G-11, 7-P-8, 7-P-43, 7-P-46, 7-P-53
ST-32	Century Boulevard Class II Bicycle Lanes	7-G-11, 7-P-8, 7-P-43, 7-P-46, 7-P-53
ST-33	SB1 2021/22 Pavement Managemetn Project	None - not inconsistent
ST-34	West Leland Road Safety Improvements	None - not inconsistent
ST-35	2020/21 Traffic Calming Project	4-P-84, 7-P-22, 7-P-23
ST-36	James Donlon Boulevard Extension (2 Lanes) (Design/Construction)	7-P-8, 7-P-12, 7-P-46, 7-P-52, Fig. 7-1, 7-2, 7-3, 7-4
ST-38	West Leland Road Pavement Markers/Markings and Speed Signage Improvements	7-P-8, 7-P-23
ST-39	State Route 4 ADA Pathway Improvements	7-G-13, 7-P-36
ST-40	Vehicular Parking Improvements for BART Center Station	None - not inconsistent
ST-41	Annual Citywide Fence, Soundwall and Streetlight Replacement/Installation Project	None - not inconsistent
ST-42	West Leland High Friction Surface Treatment Project	7-P-23

STREET PROJECTS
Project Summary

Legend:

New CIP Projects
Completed CIP Projects
Removed CIP Projects

Item No.	Project Name	Supporting General Plan Policies
ST-43	West Leland Road Pavement Delineation, Warning Signage, High Visibility Crosswalk Improvements and Traffic Signal Modification at Range Road	7-P-23
ST-44	Citywide Sidewalk Replacement Project	7-P-38, 7-P-39
ST-45	2021/22 Traffic Calming Project	4-P-84, 7-P-22, 7-P-23
ST-47	2020/21 Citywide Pavement management Project	None - not inconsistent
ST-48	2021/22 Citywide Pavement management Project	None - not inconsistent
ST-49	Marina Blvd. Improvements (Marina Master Plan Phase III)	5-G-5, 7-G-14, 7-G-15
ST-50	Railroad Avenue Northbound Right-Turn Lane at Highway 4	7-G-5, 7-P-6
ST-51	Stoneman Avenue Pedestrian Improvements	7-P-38, 7-P-39
ST-52	Annual Citywide Striping & Signage Project	None - not inconsistent
ST-54	Avila Road Widening	7-P-6, Table 7-5
ST-55	W. Leland Road Extension Phase II & Phase III(San Marco to Avila)(3011)	Fig 2-4k, 3-1, 7-1, 7-2, 7-3, 7-4, 2-P-84, 7-P-6, Table 7-5, 7-P-52
ST-56	San Marco Boulevard (SR4 to Bailey Road)	Fig 2-4k, 3-1, 7-1, 7-2, 7-3, 7-4, 7-P-13, 7-P-18, Table 7-5, 7-P-52
ST-57	Pittsburg-Antioch Highway Widening	7-P-6, 7-G-11, 7-G-16, 7-P-46
ST-58	Pittsburg-Antioch Highway Two-Way Left Turn Lanes	7-P-6, 7-P-8, 7-G-11, 7-G-16, 7-P-46
ST-59	SB1 2022/23 Pavement Management Project	None - not inconsistent
ST-60	2022/23 Pavement Management Project	None - not inconsistent
ST-62	California Avenue Widening Phase III (Harbor to Railroad)	7-P-6, 7-P-8
ST-63	Marina Blvd. / Black Diamond St./ East Fifth St. Intersection Improvements	5-G-7, 5-P-42, 5-P-43,
ST-64	Linscheid Drive Traffic Calming Project	4-P-84, 7-P-22, 7-P-23

STREET PROJECTS
Project Summary

Legend:

New CIP Projects
Completed CIP Projects
Removed CIP Projects

Item No.	Project Name	Supporting General Plan Policies
ST-67	School Area Pedestrian Countdown Signal Project	7-G-15, 7-P-36, 7-P-42
ST-69	Presidio Lane Pedestrian Safety Improvements	7-G-13, 7-G-15, 7-P-38, 7-P-42
ST-72	Willow Pass Road Class III Bicycle Facility	Fig 7-4, 7-G-13, 7-P-38, 7-P-43, 7-P-44
ST-73	Patch Paving, Sealing & Striping	None - not inconsistent
ST-95	Intersection Geometric Improvements (Bailey Road & West Leland Road)	7-G-5, 7-P-6, 7-P-43
ST-96	Citywide Arterial Median Conversion Project	None - not inconsistent
ST-98	2019/20 Street Maintenance	None - not inconsistent
ST-99	SB1 2019/20 Pavement Management Project	None - not inconsistent
ST-100	2020/21 STP/PBAG II Pavement Improvement Pr	None - not inconsistent
ST-101	2022/23 Traffic Calming Project	4-P-84, 7-P-22, 7-P-23
ST-102	2023/24 Traffic Calming Project	4-P-84, 7-P-22, 7-P-23
ST-103	SB1 2023/24 Pavement Management Project	None - not inconsistent
ST-104	2023/24 Street Maintenance Project	None - not inconsistent

SIGNAL PROJECTS
Project Summary

Legend:

New CIP Projects
Completed CIP Projects
Removed CIP Projects

Item No.	Project Name	Supporting General Plan Policies
S-2	Street Name Sign LED Conversion	11-G-9
S-4	Harbor Street/ Stoneman Avenue	7-P-6, 7-P-23, 7-P-42
S-6	Traffic Signal Modification Kirker Pass Rd/Pheasant Dr	7-P-8
S-7	2018/19 Traffic Signal Modification Project	7-P-8
S-8	2019/20 Traffic Signal Modification Project	7-P-8
S-9	Leland Rd. Signal Interconnect	7-P-6
S-10	Buchanan Rd. Signal Interconnect	7-P-6
S-11	2022/23 Traffic Signal Modification	7-P-6, 7-P-8
S-12	Opticom and Transit Priority Control	7-P-6, 7-P-8, 7-P-31
S-13	Installation of Emergency Vehicle Preemption at 6 Intersections	10-P-36, 10-P-38
S-14	Wireless Traffic Signal Communication	7-P-8
S-15	2020/21 Traffic Signal Modification Project	7-P-8
S-16	2021/22 Traffic Signal Modification Project	7-P-8
S-17	2023/24 Traffic Signal Modification Project	7-P-8
S-18	HSIP-9 Traffic Signal Improvement Project	7-P-8
S-19	Traffic Adaptive Corridor Signal Project	7-P-8
S-24	Bailey Road Signal Interconnects	7-P-6, 7-P-8
S-25	Loveridge Road Signal Interconnects	7-P-6, 7-P-8
S-26	Signal at Railroad Avenue/3rd Street	7-P-23
S-27	Signal at Harbor Street/Central Avenue	7-P-8, 7-P-42
S-30	Signal at Railroad Avenue/School Street	7-P-6, 7-P-23, 7-P-42

WATER PROJECTS
Project Summary

Legend:

New CIP Projects
Completed CIP Projects
Removed CIP Projects

Item No.	Project Name	Supporting General Plan Policies
W-2	Hillview Reservoir coating (exterior)	11-P-2
W-3	WTP Intake modifications (2012-16B)(5040)	11-P-2
W-4	Riverview/Alturis 12" Canal Crossing Improvements	
W-5	Zone I/II Boundary Adjustments (Harbor, Leland, Railroad)	11-P-2
W-6	WTP Capital Repairs and Improvements	11-G-1
W-7	Water Main Buchanan Road (Phase 2)	11-P-2
W-8	2020/21 Water Main Replacement/Installation Program	11-P-2
W-10	Highlands Ranch Reservoir Recoating	11-P-2
W-11	Automatic Water Meter Reading System	11-P-2
W-15	12" Water Main Stoneman Ave (Harbor to Loveridge)	11-P-2
W-16	WTP Sludge Handling Facility Phase 1B (2012-16B) (5040)	11-P-2
W-17	2016/17 WTP Sludge Removal	None - not inconsistent
W-21	Convert Backyard Services in Central Addition to Street	11-P-2
W-24	Pittsburg-Antioch Highway Waterline Improvements (Eastern Loop)	11-P-2
W-28	Highlands Ranch Zone 2	11-P-2
W-29	Water Treatment Plant Filter Backwash Management - 1.5 MGD Package Treatment Unit (Phase I)	None - not inconsistent
W-30	Water Treatment Plant Filter Backwash Management - 1.5 MGD Package Treatment Unit (Phase II)	None - not inconsistent
W-31	Water Treatment Plant 0.5 MG Filter Backwash Basin	None - not inconsistent
W-33	Water Treatment Plant Mechanical Sludge Dewatering	None - not inconsistent
W-34	Water Treatment Plant Disinfection Modification and Conversion	None - not inconsistent
W-39	2021/22 Water Treatment Plant Filter Media Replacement (Filters 1 and 2)	None - not inconsistent
W-40	Water Main Installation Replacement Program	None - not inconsistent
W-50	1.3 MG Zone I water tank (T-10)	11-P-2
W-61	20" Main W. Leland (WTP to SW Hills) Phase I (SEG 3W, 6W)(5071)	11-P-2
W-63	20" Main W. Leland (WTP to SW Hills) Phase 2 (SEG 1W, 2W)	11-P-2
W-101	WTP Capital Repairs/ Filter Rehabilitation (5050)	11-P-2
W-102	Water Main Installation Replacement Program	11-P-2

WATER PROJECTS
Project Summary

Legend:

New CIP Projects
Completed CIP Projects
Removed CIP Projects

Item No.	Project Name	Supporting General Plan Policies
W-106	2016/17 Water Main Installation/ Replacement Program (5054)	11-P-2
W-107	Bodega Court Water System Loop Project	11-P-2

SEWER PROJECTS
Project Summary

Legend:
New CIP Projects
Completed CIP Projects
Removed CIP Projects

Item No.	Project Name	Supporting General Plan Policies
SS-1	Citywide Sewer Inspection Project (5119)	11-P-13
SS-2	FY 2022/23 Sewer Replacement Program	11-P-12, 11-P-13
SS-4	Sewer Master Plan Update	11-G-9, 11-P-12
SS-20	P/A Highway Sewer Line Improvements	11-P-12
SS-23	Highway 4 Trunk Line Relief (Segment A) (2007-09)(5201)	11-P-12, 11-P-13
SS-24	BART Specific Plan Sewer Main	11-P-33
SS-29	Highway 4 Trunk Line Relief (Segment B)	11-P-12, 11-P-13
SS-30	2014/15 Sewer/Water Replacement/ Rehabilitation Program (5204)	11-P-12, 11-P-13
SS-31	Oak Hills Center Sewer Main	11-P-12
SS-34	2016/17 Sewer Replacement/ Rehabilitation Program (5205)	11-P-12, 11-P-13
SS-36	FY 2020/21 Sewer Replacement Program	11-P-12, 11-P-13

STORM DRAINAGE PROJECTS
Project Summary

Legend:

New CIP Projects
Completed CIP Projects
Removed CIP Projects

Item No.	Project Name	Supporting General Plan Policies
SD-1	Sugartree Channel	None - not inconsistent
SD-2	Buchanan Park Parking Lot Retrofit	9-P-27
SD-3	Full Trash Capture Device (Calfiornia Avenue and Loveridge Road	9-P-12,9-G-5, 9-G-6, 9-P-27
SD-4	Full Trash Capture Devices (Citywide)	9-P-12,9-G-5, 9-G-6, 9-P-27
SD-5	W. 8th Street Storm Drain Pump Station	10-P-18
SD-6	Storm Water Diversion for Kirker Creek East of Loveridge Road	None - not inconsistent
SD-7	W. Leland Road Storm Drainage Improvements (Crestview Dr. to Burton Ave.)	None - not inconsistent
SD-8	Storm Drain Repairs (2 Locations)	10-P-18
SD-9	Americana Park Storm Drainage Project	10-P-18
SD-10	Kirker Creek Improvement (Loveridge Rd to DOW)	9-G-5,10-P-18
SD-11	Storm Drain Master Plan update	10-P-18
SD-12	Kirker Creek Watershed Hwy 4 to Garcia	9-G-5,10-P-18
SD-13	Kirker Creek Watershed Leland Rd to Contra Costa Canal	9-G-5, 9-G-6, 10-P-18
SD-14	Kirker Creek Watershed Contra Costa Canal to Buchanan Road	9-G-5, 9-G-6, 10-P-18
SD-15	Kirker Creek Watershed Buchanan Road to Kingswood	10-P-18
SD-16	Kirker Creek Watershed Ventura Drive, Piedmont Way, and Loveridge Road	9-G-5, 10-P-18
SD-17	Kirker Creek Watershed Stoneman Ave/Contra Costa Canal	9-G-5, 9-G-6, 10-P-18
SD-18	Kirker Creek Watershed LMC Area	9-G-5, 9-G-6, 10-P-18
SD-19	Lawlor Creek Watershed Hwy 4 to Leland	9-G-5, 10-P-18
SD-20	Lawlor Creek Watershed Contra Costa Canal to Santa Maria Drive	9-G-5, 9-G-6
SD-21	Lawlor Creek Watershed Leland Road to Oak Hills Circle	9-G-5
SD-22	Watershed 4 Willow Pass Road and Contra Costa Canal	9-G-6, 10-P-18
SD-23	Watershed 4 Leland Road to Sugartree Drive	9-G-6, 10-P-18
SD-24	Watershed 4 Rock Ridge Way to End of Jacqueline Drive	10-P-18
SD-25	Watershed 5 Hwy 4 to Paige Court	10-P-18
SD-26	Watershed 6 City Park Storm Drain	10-P-18

STORM DRAINAGE PROJECTS
Project Summary

Legend:

New CIP Projects
Completed CIP Projects
Removed CIP Projects

Item No.	Project Name	Supporting General Plan Policies
SD-27	Watershed 6 Hwy 4 to Andrea Way	10-P-18
SD-28	Watershed 6 Parkside Drive Storm Drain	10-P-18
SD-29	Watershed 6 Dover Way Storm Drain	10-P-18
SD-30	Watershed 6 Leland Road/Arlington Drive to Kingston Place/Crestview Drive	10-P-18
SD-31	Watershed 6 Contra Costa Canal/Crestview Drive to Ramona Drive/Linscheid Drive	9-G-6, 10-P-18
SD-32	Watershed 6 Harbor Street from river outfall to Harbor Street/School Street	10-P-18
SD-33	Watershed 6 Stone Harbour Drive/Morro Drive to Brighton Drive	10-P-18
SD-34	Watershed 6 E. 3rd Street from Railroad Avenue Cumberland Street and Railroad Avenue from 7th Street to 3rd Street	10-P-18
SD-35	Watershed 6 Marina Boulevard and Bayside Drive	10-P-18
SD-36	Watershed 6 8th Street/Railroad Avenue to 8th Street Outfall/ Montezuma Slough	10-P-18
SD-37	Montezuma Pump Station Replacement Project	None - not inconsistent
SD-39	Railroad and Civic Avenue Bioretention	9-P-27
SD-40	Envirornmental Center Parking Area Improvements	9-P-12, 9-P-27
SD-41	Frontage Road Green Path	8-G-3, 8-P-2, 9-P-27
SD-42	Marina Parking Lot Modifications	9-P-12, 9-P-27
SD-43	City Parking Lot Retrofits at Pittsburg/Antioch Highway	9-P-27
SD-44	Railroad Avenue Bulb-Out Retrofit	9-P-27
SD-45	Range Road Roadway Bioretention	9-P-27
SD-46	Riverview Park Green Infrastructure Project	9-P-12, 9-P-27
SD-47	Americana Park Detention Basin and Drainage Retrofits	9-P-27
SD-48	Willow Pass Roadway Bioretention	9-P-27

BUILDING PROJECTS
Project Summary

Legend:

New CIP Projects
Completed CIP Projects
Removed CIP Projects

Item No.	Project Name	Supporting General Plan Policies
B-2	Corporation Yard Fueling System Upgrade	None - not inconsistent
B-3	Demolish Back of Cigar Store	5-P-27
B-4	Roof-top Solar for Pittsburg Library	None - not inconsistent
B-5	Police Evidence Room Improvements Project	None - not inconsistent
B-6	Police Evidence Storage Building	None - not inconsistent
B-7	Civic Center Repair	None - not inconsistent
B-12	Purchase Corp Yard Annex 359 E 12th St	None - not inconsistent
B-31	Cover Fuel Dispensers at Corp Yard	9-G-7, 9-P-22, 9-P-27
B-52	Civic Center Parking Structure	2-G-19
B-53	Downtown Surface Parking Lot	5-G-8, 5-P-43
B-54	Downtown Parking Structure	5-G-8, 5-P-43
B-55	Civic Center Center EOC Upgrades	10-P-36

PARK PROJECTS
Project Summary

Legend:

New CIP Projects
Completed CIP Projects
Removed CIP Projects

Item No.	Project Name	Supporting General Plan Policies
PK-1	Central Harbor Park Restrooms	8-G-1
PK-2	Old Growth Tree Care	None - not inconsistent
PK-3	Small World Park Improvements	8-P-2, 8-P-7
PK-4	Annual Playground Replacement Project	8-G-1
PK-5	CASP Accessibility Improvements in Parks	8-G-1, 8-P-4
PK-6	City Park Soccer Field Turf Replacement	8-G-1
PK-7	De Anza Park Walkway Rehabilitation and Basketball Court	8-G-1, 8-P-4
PK-8	Biennial Playfield Replacement	8-G-1
PK-9	Annual Park Features Replacement Project	8-G-1
PK-10	Biennial Restroom Replacement/Rehabilitation	8-G-1
PK-11	Buchanan Swim Center Improvements/Solar Heating	8-G-1, 8-P-7, 8-G-8, 9-G-9,
PK-12	All Abilities Playground	8-G-1, 8-P-3, 8-P-7, 8-P-28
PK-13	Park and Landscaping Improvement Project	None - not inconsistent
PK-14	Skate Park @ Stoneman North	8-G-1, 8-P-7, 8-G-8, 8-P-28
PK-15	Annual Citywide Park Sign Replacement Project	8-G-1
PK-26	Buchanan Park Pavement Rehabilitation	8-G-1
PK-40	Dredge Buchanan Park Pond	None - not inconsistent
PK-41	Buchanan Park School Age Playground	8-G-2, 8-P-2, 8-P-7, 8-P-28
PK-43	City Park School Age Playground	8-G-2, 8-P-2, 8-P-7, 8-P-28
PK-51	Small World Park New Features (3054)	8-P-2, 8-P-4, 8-P-7, 8-P-28

GENERAL PROJECTS
Project Summary

Legend:
New CIP Projects
Completed CIP Projects
Removed CIP Projects

Item No.	Project Name	Supporting General Plan Policies
G-1	City Standard Specification Update	None - not inconsistent
G-2	City Standard Details Update	None - not inconsistent
G-3	Buchanan Road Reader Board Replacement Project	None - not inconsistent
G-7	PG&E Street Light Facilities Acquisition	None - not inconsistent
G-9	ADA Transition Plan Update	7-G-13, 7-P-36
G-12	City Limit Entrance Features	4-G-8, 4-P-38
G-18	West Leland Road Underground Utilities (Railroad Avenue to Burton Avenue)	4-G-11, 11-P-33
G-25	East 8th Street Underground Utilities (Railroad Avenue to Harbor Street)	5-G-5

PITTSBURG POWER PROJECTS
Project Summary

Legend:

New CIP Projects
Completed CIP Projects
Removed CIP Projects

Item No.	Project Name	Supporting General Plan Policies
PP-1	FY2017/2018 Cable Replacement	None - not inconsistent
PP-2	Duct Bank and Vault Replacement	None - not inconsistent
PP-3	Upgrade Station 'M' (Bldg 577)	None - not inconsistent
PP-4	Re-Purpose Station 'E' (Bldg 801)	None - not inconsistent
PP-5	Waterfront Area Reliability Project	None - not inconsistent
PP-6	Re-Purpose Station 'N' (Bldg 777)	None - not inconsistent
PP-7	Station H KWH Metering Equipment	None - not inconsistent
PP-8	Outage Recovery Project	None - not inconsistent
PP-9	Scada System Install	None - not inconsistent
PP-10	RA Replacement Project	None - not inconsistent
PP-11	Nimitz Ductbank Relocation	None - not inconsistent
PP-12	Street Light Metering Project	None - not inconsistent
PP-13	North Island Ductbank Relocation	None - not inconsistent
PP-25	Gas Line Removal and Replacement	None - not inconsistent

MARINA PROJECTS
Project Summary

Legend:

New CIP Projects
Completed CIP Projects
Removed CIP Projects

Item No.	Project Name	Supporting General Plan Policies
M-1	Public Boat Launch Restroom Replacement	6-P-17, 8-G-5, 8-P-26
M-3	2017-2027 Marina Maintenance Dedging (formerly Riverview Basin Dredge Project)	6-P-17, 8-G-5, 8-P-26
M-4	Replace Covered Berths in Central Harbor (sheds 1,2, & 3)	6-P-17, 8-G-5, 8-P-26
M-5	Remodel Restrooms and Showers in Riverview Basin	6-P-17, 8-G-5, 8-P-26
M-6	Replace Restrooms at the Launch Ramp	6-P-17, 8-G-5, 8-P-26
M-7	Restroom/Shower Facility for Central Harbor	6-P-17, 8-G-5, 8-P-26
M-8	Marina South Parking Lot Improvements	6-P-17, 8-G-5, 8-P-26
M-9	Launch Ramp Maintenance Dredging	6-P-17, 8-G-5, 8-P-26
M-10	Riverview Park Dock Repairs	8-G-5, 8-P-26
M-11	Marina Infrastructure Repair and Replacement	6-P-17, 8-G-5, 8-P-26

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

Land Use	
2-G-19	Encourage further economic development along the Railroad Avenue corridor.
2-G-20	Support the extension of BART to Railroad Avenue, and develop a mixed-use, pedestrian-oriented village surrounding the proposed Station area.
2-P-55	Pursue the extension of the Railroad Avenue linear park along the north side of State Route 4, providing a pedestrian/bicycle connection from the City's major shopping corridor and to the Civic Center and City Park.
2-P-49	Ensure that as Loveridge builds out, adequate street connections are provided to efficiently move traffic through and beyond the area's regional and business centers (as designated by the City's traffic Level of Service standards, see Chapter 7: Transportation).
2-P-84	Explore the feasibility of provision of pedestrian and bicycle linkages from the Delta De Anza Trail to Stoneman Park.

Urban Design	
4-G-8	Provide more attractive streetscaping along the Willow Pass Road corridor.
4-G-11	Initiate streetscape improvements to create an attractive, usable, multi-modal transportation corridor along Leland Road.
4-P-38	Develop an entry feature at the intersection of Railroad Avenue/Kirker Pass Road and Nortonville Road to welcome residents and visitors to the City of Pittsburg.
4-P-48	Pursue the design and construction of an interchange/overpass at State Route 4 and Range Road. Work with the California Department of Transportation to design an interchange facility that will accommodate future traffic demands.
4-P-56	Construct a center median along West Leland Road, with trees and landscaping, from Railroad Avenue to the Pittsburg/Bay Point BART Station Area, as street right-of-way allows. Provide left-turn pockets for access to residential neighborhoods.
4-P-59	Pursue the development of a linear parkway along West Leland Road, west of Bailey Road, linking the Pittsburg/Bay Point BART Station Area to new residential neighborhoods within the southern hills
4-P-84	Use traffic calming measures to reduce speeds in residential areas, rather than limiting through-street connections.

Downtown	
5-G-5	Improve streetscapes within the Downtown, including: clearing public views of the waterfront and the southern hills, providing pedestrian amenities, strengthening transitions btwn land uses, and increasing landscaping and planting more street trees.
5-G-7	Maintain the grid street pattern within the Downtown, and improve connections between downtown and surrounding areas
5-G-8	Provide sufficient parking opportunities to support a vibrant Downtown Commercial Core.
5-P-2	Ensure coordination between the Pittsburg Redevelopment Agency, Planning and Building, Engineering and Economic Development Departments in order to achieve the goals and policies envisioned for the Downtown.
5-P-5	Encourage mixed-use developments within the Commercial Core by providing incentives for residential units, such as live-workspaces or housing on upper stories

5-P-6	Encourage property-owners in the Commercial Core to utilize ground-level storefronts for retail and pedestrian-oriented commercial activities (for example, restaurants, boutiques, and personal services).
5-P-25	Continue streetscape beautification efforts within the Downtown, focusing on improving the visual connection between the Commercial Core and the waterfront.
5-P-27	Continue the preservation, rehabilitation, and reuse of historically significant structures within the Downtown (as designated in Figure 5-2).
5-P-42	Ensure that new Downtown residential projects preserve and continue the traditional grid street network. Consider extension of the grid street network east of Downtown as existing industrial uses are redeveloped.
5-P-43	Provide public parking lots within Downtown, and limit private, single-user parking areas. However, ensure the provision of off-street parking facilities in periphery Downtown areas to encourage pedestrian movement.
5-P-46	Investigate use of diagonal on-street parking spaces on Downtown commercial streets.

Economic Development	
6-P-17	Facilitate additional attractions and events that bring both residents and visitors to the city, the Downtown, and the waterfront.

Transportation	
7-G-5	Provide adequate capacity on arterial roadways to meet LOS [level of service] standards and to avoid traffic diversion to local roadways or the freeway.
7-G-11	Coordinate with neighboring communities and regional agencies to establish a continuous regional system of bicycle and pedestrian facilities.
7-G-13	Continue to support programs to improve the mobility of the elderly and handicapped, and ensure that new development is accessible to those with physical impairments, as required by State law.
7-G-14	Develop urban design and streetscape standards and guidelines to improve pedestrian environments and accessibility in new development projects and in Downtown.
7-G-15	Encourage walking as a regular means of transportation for people who live within a half-mile walk of school, work, or routine shopping destinations.
7-G-16	Ensure that current bicycle-friendly roadways, featuring wide shoulders or marked bicycle lanes, are not redesigned to improve traffic LOS, unless all other alternative roadways possible to alleviate congestion are exhausted.
7-P-6	Design roadway improvements and evaluate development proposals based on Level of Service standards set forth in Goal 7-G-1.
7-P-8	Improve intersections as needed to maintain safety on major roadways and traffic levels of service, as described in Goal 7-G-1
7-P-11	Maximize the carrying capacity of arterial roadways by controlling the number of intersections and driveways, minimizing residential access, implementing Transportation Systems Management measures, and requiring sufficient on-site parking to meet the needs of each project (see also Table 7-1).
7-P-12	Continue to collect fees, plan and design for the future construction of Buchanan Bypass. Ensure preparation of a feasibility and environmental impact study to determine the precise alignment, costs, mitigation measures, and impacts on adjacent uses.
7-P-13	Upgrade or extend the hillside access routes from Bailey Road, Buchanan Road, Kirker Pass Road, and proposed San Marco Boulevard, as development potential warrants.

7-P-17	Pursue the design and construction of an interchange/overpass at State Route 4 and Range Road. Work with Caltrans to design an interchange facility that will accommodate future traffic demands.
7-P-18	Approve construction of the proposed San Marco Boulevard (Bailey Bypass). Ensure preparation of a feasibility and environmental impact study to determine the precise alignment, costs, mitigation measures, and impacts on adjacent uses. Evaluate topographic and geologic constraints, and projected traffic generation rates. Consider a road alignment within the Restricted Federal Easement area, if abandoned, for access to potential residential neighborhoods.
7-P-19	Rebuild the interchange/overpass between Willow Pass Road, Range Road, North Parkside Drive, and the BNSF Railroad tracks for safe and efficient movement of auto and bicycle traffic.
7-P-21	Design local residential streets and implement traffic-control measures to keep traffic below 5,000 vehicle trips per day.
7-P-22	Avoid adding traffic to roadways carrying volumes above the standards, and consider traffic control measures where perceived nuisance is severe.
7-P-23	Develop procedures and guidelines to mitigate neighborhood traffic impacts in areas where traffic speeds or volumes exceed posted speed limits or standards established above.
7-P-31	Work with Tri-Delta and County Connection to schedule signal timing for arterials with heavy bus traffic, where air quality benefits can be demonstrated.
7-P-36	Ensure continued compliance with Title 24 of the Uniform Building Code, requiring removal of all barriers to disabled persons on arterial and collector streets.
7-P-38	Develop a series of continuous pedestrian systems within Downtown and residential neighborhoods, connecting major activity centers and trails with City and County open space areas.
7-P-39	Ensure that residential and commercial developments provide pedestrian pathways between lots for direct routes to commercial centers, schools, and transit facilities.
7-P-42	Improve pedestrian crossing safety at heavily used intersections by installing crossing controls that provide adequate time for pedestrians to cross the street.
7-P-43	Provide adequate roadway width dedications for bicycle lanes, paths, and routes as designated in Figure 7-4.
7-P-44	Coordinate with Contra Costa County to develop a city-wide Bicycle Master Plan by year 2005. Cooperate with the Contra Costa County RTPC [regional transportation planning committee] in implementing construction of bicycle facilities within the Bicycle Action Plan.
7-P-46	Construction or expansion of roadways and intersections within the City shall not result in the severance of an existing bicycle route, unless an alternative exists or is provided.
7-P-51	Consider redesigning the Railroad Avenue linear park to accommodate bicycles. Ensure that future greenways throughout the City contain multi-use paths.
7-P-52	Require that new arterial and collector streets accommodate bicyclists.
7-P-53	Require that any grind and overlay of existing arterial or collector streets consider the needs of bicyclists.

Open Space, Youth & Recreation	
8-G-1	Develop a high-quality public park system for Pittsburg that provides varied recreational opportunities accessible to all City residents.
8-G-2	Provide parks that reflect the diversity of Pittsburg's natural setting, including creeks and waterways, tree stands, rock outcroppings, and topography.

8-G-3	Promote a local trail and linear park system to provide access to regional open space areas, as well as connections between neighborhoods.
8-G-5	Maximize public access to and recreational facilites along the city's waterfront areas.
8-G-8	Provide a diversity of recreational and cultural opportunities, including facilities and programs targeted toward local youth and senior residents.
8-G-9	Promote the arts as an integral component of Pittsburg's quality of life, economic vitality, and efforts to build a safe and healthy community.
8-P-2	Pursue the development of park and recreation facilities within reasonable walking distance of all homes.
8-P-3	Develop public parks and recreational facilities that are equitably distributed throughout the urbanized area, and provide neighborhood recreation facilities in existing neighborhoods where such facilities are presently lacking.
8-P-4	Consider park accessibility, use and character as more valuable than size in the acquisition and development of new parks.
8-P-7	Encourage the development or provision of facilities that cater to diverse recreation interests
8-P-8	Preserve areas of riparian and other wildlife habitat, oak woodland, and other significant biotic resources within parks. Design park improvements to be compatible with the preservation of such resource areas.
8-P-12	Ensure that all parks acquired through dedication are at least 2 acres in size within new residential developments (target 5 acres). Accept smaller visual open space areas in new commercial and industrial development for parkland dedications.
8-P-26	Explore all potential improvements to fully integrate the City's shoreline into the urban fabric, including: waterfront trail/bikeway. A linear park along the shoreline, featuring a path for both walking and biking, would encourage more vibrant activity along the waterfront.
8-P-28	Pursue the development of recreational facilities and programs specifically geared toward youth and teens, including: • Teen Center. A teen center would provide a safe environment for local youth to meet and interact, or to participate in after-school, athletic, or cultural activities. • Gymnasium. A large gymnasium would provide the City with more opportunity to get youth involved in local sports leagues and after-school drop-in games, such as basketball. • Skateboard Park. Construction of a skateboard park would provide challenging topography in a controlled environment for local skateboarders. The City is currently working the development of such a facility.
8-P-29	Enable private and non-profit programs to use City recreational facilities, as needed.
8-P-31	Improve public cultural facilities, including community centers, theatres, and libraries. Cooperate with Los Medanos Community College to provide City residents with access to local cultural facilities.
8-P-38	Support the preservation, maintenance, and development of community cultural facilities that provide gathering places for cultural exploration, expression, and inspiration.
8-P-45	Promote use of the educational and cultural resources available at the Pittsburg Library.

Resource Conservation	
9-G-5	Preserve and enhance Pittsburg's creeks for their value in providing visual amenity, drainage capacity, and habitat value.
9-G-6	Preserve and protect the Contra Costa Canal from storm drainage and runoff contaminating the City's municipal water supply.

9-G-7	Comply with Regional Water Quality Control Board regulations and standards to maintain and improve the quality of both surface water and groundwater resources.
9-G-9	Work toward improving air quality and meeting all Federal and State ambient air quality standards by reducing the generation of air pollutants from stationary and mobile sources.
9-P-12	Protect and resture threatened natural resources, such as estuaries, tidal zones, marine life, wetlands, and waterfowl habitat.
9-P-22	Continue working with the Regional Water Quality Control Board in the implementation of the National Pollutant Discharge Elimination System (NPDES), with specific requirements established in each NPDES permit.
9-P-27	Protect water quality by reducing non-point sources of pollution and the dumping of debris in and near creeks, storm drains, and Contra Costa Canal. Continue use and implementation of the City's storm drain marking program in newly developed or redeveloped areas.

Health & Safety	
10-G-1	Minimize risk to life and property from geologic and seismic hazards.
10-P-18	Evaluate storm drainage needs for each development project in the context of demand and capacity when the drainage area is fully developed. Ensure drainage improvements or other mitigation of the project's impacts on the storm drainage system appropriate to the project's share of the cumulative effect.
10-P-23	Ensure that all new development (residential, commercial, or industrial) contributes to the construction of drainage improvements in the Kirker Creek and other watersheds in the Planning Area, as required by the City's adopted ordinances.
10-P-36	Maintain, modernize, and designate new sites for emergency response facilities, including fire and police stations, as needed to accommodate population growth.
10-P-38	Ensure that critical facilities, including medical centers, police and fire stations, school facilities, and other structures that are important to protecting health and safety in the community, remain operative during emergencies.

Public Facilities	
11-G-1	Available water supply and distribution capacity should grow proportionally with development patterns and water usage trends. Update City's Water Master Plan to implement General Plan growth projections.
11-G-9	Assess the adequacy of public utilities in existing developed areas, and program needed improvements to coordinate with developing portions of the Planning Area.
11-P-2	Implement, as needed, replacements and/or expansions to the existing system of water mains through the City's Capital Improvement Program.
11-P-12	Pursue replacement and/or expansion of the City's trunk sewer system, as demand increases, particularly in newer portions of the system south of State Route 4.
11-P-13	Address deficiencies in the capacity, safety and reliability of the collection system as identified in the 1990 and subsequent Collection System Master Plans.
11-P-33	As a condition of approval, ensure that all new and redevelopment projects underground utility lines and adjacent to the site.

City of Pittsburg

FIVE YEAR

CAPITAL IMPROVEMENT PROGRAM

2019/20 Through 2023/24

June 2019

INTRODUCTION

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

This 5-Year CIP for Fiscal Year (FY) 2019/20 through FY 2023/24 includes 227 projects with a total estimated cost of $392,446,081 for the benefit of the residents of Pittsburg, and projects proposed by Pittsburg Power Company at the Island Energy facility on Mare Island in Vallejo. Each of the proposed projects meets one or more of the following criteria:

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

The schedule and prioritization of CIP projects are based on available funding, public benefit, and funding restrictions. Staff has solicited comments from department management and other City staff to evaluate projects proposed for inclusion in the CIP. All of the projects on the list have been evaluated and ranked.

Funding that is proposed for the projects listed are according to their priority ranking or available funding. Staff obtains funding projections and available funding for current and future projects from the City's Finance Department and applies them to the CIP accordingly. These projects will receive further evaluation in the next 5-Year CIP update planned for FY 2020/21.

ACCOMPLISHMENTS FROM FY 18/19

On October 1, 2018, the City Council approved the previous 5-year Capital Improvement Program for FY 2018/19 through FY 2022/23 with adoption of Resolution 18-13546. Many of the projects from the previous 5-year CIP have been completed or have had some form of action taken towards implementation. Below is a summary of accomplishments since the City Council's approval of the last 5-Year CIP update:

1. COMPLETED CIP PROJECTS

Completed CIP projects are those projects that have been completed since adoption of the previous 5-year CIP or are nearly complete. There are 7 CIP projects

that are completed or nearing completion since adoption of the previous 5-Year CIP. These projects include the following:

ST-3	2017/18 Traffic Calming Projects
ST-13	Railroad Avenue 3rd to 5th Street Sidewalk Improvement
T-14	Seismic Retrofit Bridge No. 28C-0165 (Willow Pass Road)
ST-17	SB1-West Leland Road Pavement Management
ST-19	2018/19 CDBG Curb Ramp Project
ST-20	San Marco Blvd. Class I Trail
S-7	Traffic Signal Modifications Citywide

2. ACTIVE CIP PROJECTS

Active projects are those projects that Staff is currently planning, on hold, are being designed or have been designed, are out to bid, or are under construction. There are 22 active projects. They include the following:

Current Planning/Studies:

G-1	City Standard Specification Update
G-2	Standard Details Update

On Hold

SS-23	Highway 4 Trunk Line Relief (Seg. A) & Bailey Rd Sewer Main
ST-10	El Pueblo Avenue Reconstruction/ADA Improvements Phase II

Being Designed:

ST-2	BART Pedestrian/Bicycle Connectivity Project
ST-14	2019/20 CDBG Project
ST-28	West Leland Street Lighting Project (Railroad to Crestview & Trail crossing)
ST-36	James Donlon Boulevard Extension Design
ST-38	West Leland Road Pavement Markers/Markings and Speed Signage Improvements
ST-42	West Leland High Friction Surface Treatment
ST-43	West Leland Pavement Delineation, Warning Signage, High Visibility Crosswalk Improvements and Traffic Signal Modification at Range Road
ST-51	Stoneman Avenue Pedestrian Safety Improvements
ST-73	Patch Paving, Sealing & Striping
ST-98	2019/20 Street Maintenance Project
ST-99	SB-1 FY 19/20 Pavement Management
S-18	HSIP 9 Citywide Traffic Signal Improvement Project
SD-9	American Park Storm Drainage Project
G-18	West Leland Road Underground Utilities

Under Construction/Out for Bids:

W-11	Automatic Water Meter Reading System (multi-year project)
W-106	Citywide Sewer Inspection Project (multi-year project)
SS-30	2014/15 Sewer/Water Replacement Program (Project 20)
S-8	Traffic Signal Modification

PROJECT CATEGORIES

The projects included in the FY 2019/20 - FY 2023/24 CIP have been divided into eight categories. These categories (with abbreviations) include:

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

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

Signals (S) This section includes intersections that currently warrant a traffic signal, will warrant a signal in the near future, or need upgrades to the existing signals or signal timing.

Funding Sources:
The primary funding sources for signal projects are Measure J, Developers, HUTA Gas Tax, RMRA Gas Tax, LTMF, and Infrastructure Repair and Replacement Funds (IRRF). Additional funding can be provided by grants from outside agencies.

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

Funding Sources:
The primary funding sources for this category are Water Operations Fund, Water Facility Reserve Fund, 2005 Water Bond, and Developers.

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

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

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

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

Building (B) This section includes improvements, rehabilitation, or new construction of City-owned buildings.

Funding Sources:
General Fund

Parks (PK) This section includes improvements, rehabilitation, or new construction of parks and recreational facilities throughout the City.

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

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

Funding Sources:
Funding varies due to the unique nature of these projects.

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

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

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

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

FUNDING REQUIREMENTS AND ISSUES

Projects included in FY 2019/20 of the 5-year CIP are those that are a high priority and/or have available funding. Below is a description of funding requirements for each CIP category as well as potential funding issues that may be affecting a particular project category.

Street Projects (ST):
The current 5-year CIP identifies 65 street projects totaling $220 million that are included as future projects. Of these, 34 street projects totaling $26 million are already funded/partially funded or are planned to be funded within the next five years.

Funding Issues:
Streets in the City are ranked according to their condition on a scale of 1 to 100. This ranking is called the Pavement Condition Index (PCI). The more pavement maintenance that is performed, the higher the PCI number for the pavement will be. The current average PCI number for the City's streets is 62. To maintain the City's current average PCI number requires approximately $5.7 million per year of pavement maintenance.

Signal Projects (S):
The current 5-year CIP identifies 20 signal projects totaling $5.3 million that are included as future projects. Of these, six signal projects totaling approximately $1.7 million are already funded/partially funded or are planned to be funded within the next five years.

Funding Issues:
Installation of traffic signals is usually funded by Transportation Mitigation Funds, developers, or a combination of the two. For those signal projects not eligible for these funds, various grants, HUTA, RMRA, and Measure J funds are also available. However, use of HUTA, RMRA, and Measure J funds for this purpose reduces funding availability for street rehabilitation and maintenance projects. Signal equipment, upgrades, and maintenance compete for funding along with other pavement and O&M CIP projects.

Water Projects (W):
The current 5-year CIP identifies 27 water projects totaling nearly $57 million that are included as future projects. Of these, eleven water projects totaling $11.2 million are already funded/partially funded or are planned to be funded within the next five years.

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

Sewer Projects (SS):
The current 5-year CIP identifies 11 sewer projects totaling $34.7 million that are included as future projects. Of these, seven sewer projects totaling $28.4 million are already funded/partially funded or are planned to be funded within the next five years.

Funding Issues:
Rehabilitation, upgrade, and maintenance of the City's sanitary sewer system is usually funded by the City's Sewer Operation Fund, which is derived from customer service

charges. Projects for system expansion are funded by new development connection facility reserve charges. Currently there are sufficient funds to finance new projects in the immediate future.

Storm Drain Projects (SD):
The current 5-year CIP identifies 47 storm drain projects totaling $31 million that are included as future projects. Of these, one storm drain projects totaling approximately $1.1 million is already funded within the next five years.

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

The City adopted a Fiscal Sustainability Ordinance that, among other things, created an Infrastructure Repair and Replacement Fund (IRRF) that could receive a portion of future City budget surpluses and excess one-time revenues. This fund would be used to fund repair and capital improvement projects related to the City's infrastructure including streets, roads, parking lots, and storm drains. These funds cannot be counted on as a regular funding source for storm drainage projects.

Staff has requested authorization to apply for a FEMA grant to help fund the currently planned project and one additional project.

Building Projects (B):
The current 5-year CIP identifies 11 building projects totaling $14.3 million that are included as future projects. This does not include the Police Evidence Storage Building, that has not been sized and therefore no costs have been determined. Of these, five building projects totaling approximately $800,000 is already funded within the next five years.

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

Park Projects (PK):
The current 5-year CIP identifies19 park projects totaling $7.6 million that are included as future projects. Of these, eight park projects totaling $2.9 million are already funded/partially funded or are planned to be funded within the next five years.

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

Park construction grants and other funds typically are for construction of new improvements or rehabilitation of existing facilities, and do not provide for maintenance. Expenditure of these funds usually results in an increase to the Parks and Maintenance Services' operational and maintenance costs. However, these funding sources can be used for improvements that may reduce maintenance costs, such as artificial turf or centralized irrigation. Due to the relative unavailability of operation and maintenance (O&M) funding, staff evaluates new park proposals carefully to consider future cost impacts and to identify funding for operational and maintenance costs. Construction of new parks or improvements may be postponed to a later date when additional funding is available.

New parks will need to account for potential droughts. Alternative sources of irrigation water or plant material will need to be evaluated as funding for new facilities becomes available.

Another source of funding needs to be identified to fund the O&M of new facilities and improvements, or new construction will need to be reduced or eliminated to ensure proper maintenance of existing facilities. One possible source of additional O&M funding for parks is an increase in the landscape and lighting district assessments.

General Projects (G):
The current 5-year CIP identifies 7 general projects totaling $3.6 million that are included as future projects. Of these, two general projects totaling $1.5 million (including $1.4 million from Rule 20A funds administered by PG&E) are already funded/partially funded or are planned to be funded within the next five years.

Funding Issues:
Projects listed in the General Projects section of the CIP are funded by various sources. It is difficult to identify funds that are eligible for a majority of these projects other than the City's General Fund. An additional source of funding needs to be identified or created to fund the various projects in the General Projects category.

Pittsburg Power Projects (PP):
The current 5-year CIP identifies 14 Pittsburg Power Company projects totaling $6.3 million that are included as future projects. All of these seven totaling $2.7 million are already funded/partially funded or are planned to be funded within the next five years.

Funding Issues:
Projects listed in the Pittsburg Power Projects section of the CIP are funded by revenues collected by Island Energy (IE) and Pittsburg Power. These funds have occasionally been used to fund programs and projects within the City of Pittsburg.

Projects currently included in the CIP as funded by Pittsburg Power or Island Energy are for power related projects at the Island Energy facility on Mare Island in Vallejo.

Marina Projects (M):
The current 5-year CIP identifies 10 Marina projects totaling $12.8 million that are included as future projects. There are three capital project that partially funded with $1.0 million over the next five years.

Funding Issues:
Projects listed in the Marina Projects section of the CIP are generally funded by the revenue collected at the marina for gasoline sales and boat slip rentals. If other funding sources are not identified, there may be a need to increase fees and prices to increase revenues for construction of additional CIP projects.

CAPITAL IMPROVEMENT PROGRAM SUMMARY

The following table summarizes the total estimated project expenditures planned, by category, for the projects included in the 5-Year CIP. The table also indicates the projected year those funds are anticipated to be expended. At this time new funding will be requested only for projects planned to begin design or construction in FY 2019/20. The remaining projects for FY 2019/20 through 2023/24 are projections based on estimates for project costs and funds available. This table includes only projects that are anticipated to be funded during the 5-year period. Additional projects are included in the Capital Improvement Program that have been identified, but are not yet planned to be funded. Amounts in the Current Funding column have previously been allocated by City Council through other actions.

Summary of Planned Project Funding

Project Category	Current Funding ($)	FY 2019-20 ($)	FY 2020-21 ($)	FY 2021-22 ($)	FY 2022-23 ($)	FY 2023-24 ($)	Total ($)
Streets	15,064,500	2,073,627	4,050,888	1,664,805	1,580,000	1,604,000	26,037,820
Signals	1,065,600	135,000	135,000	135,000	135,000	135,000	1,740,600
Water	6,263,267	1,575,000	2,975,000	875,000	3,975,000	2,475,000	18,138,267
Sewer	22,114,910	1,300,000	500,000	1,600,000	400,000	2,500,000	28,414,910
Storm Drain	825,000	300,000	~~0~~	~~0~~	~~0~~	~~0~~	1,125,000
Building	140,000	660,000	~~0~~	~~0~~	~~0~~	~~0~~	800,000
Parks	675,000	655,000	455,000	455,000	455,000	205,000	2,900,000
General	1,500,000	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	1,500,000
Pittsburg Power	970,000	1,020,000	400,000	100,000	100,000	100,000	2,690,000
Marina	990,208	20,000	~~0~~	~~0~~	~~0~~	~~0~~	1,010,208
Total	**49,608,485**	**7,738,627**	**8,515,888**	**4,829,805**	**6,645,000**	**7,019,000**	**84,356,805**

CIP SCHEDULE

CIP PROJECT SCHEDULE

The following spreadsheets provide information on projects planned to be funded during each year of the 5-Year CIP. Detailed project sheets are included in the CIP in tabbed sections by project category. Information provided on each sheet includes the year the project is planned for implementation, the estimated project cost, the various funding sources available, and the total project funding available. Project sheets are also included for projects that are not yet funded or have received funding allocations for only a portion of the estimated budget.

Table of Funding Source Abbreviations:

CC County	Contra Costa County
CCIF	Community Capital Improvement Fund
ED	Economic Development
DEV	Direct Developer Funding
ED	Economic Development
HSIP	Highway Safety Improvement Program
HUTA	Highway Users Tax Account (HUTA) Gas Tax (Fund 203)
IE	Island Energy (Fund 580)
IRRF	Infrastructure Repair and Replacement Fund (Fund 310)
KCDF	Kirker Creek Drainage Fund (Fund 302)
LTMF	Local Traffic Mitigation Fund (Fund 303)
ME	Marina Enterprise Fund (Fund 550)
MJ	Measure J (Fund 204)
NPDES	National Pollution Discharge Elimination System
PBTF	Measure J- Pedestrian Bicycle Trail Fund
PDF	Park Dedication Fund (Fund 304)
PRTMF	Pittsburg Regional Traffic Mitigation Fund (Fund 307)
RMRA	Road Maintenance and Rehabilitation Account (RMRA) (Fund 228)
SFR	Sewer Facility Reserve Fund (Fund 522)
SOF	Sewer Operations Fund (Fund 521)
WBOND	2005 Water Bond (Fund 500)
WFR	Water Facility Reserve Fund (Funds 502, 503, 504, 505, 506, 507, 508, 509)
WO	Waterfront Operations (Fund 540)
WOF	Water Operations Fund (Fund 501)

Grants	
Measure WW	Park Bond Act
TLC	Transportation for Livable Communities
CDBG	Community Development Block Grant
HSIP	Highway Safety Improvement Program
PBTF	Pedestrian, Bicycle, and Trail Facilities

SR2T	Safe Routes to Transit
Prop 1B	Proposition 1B
CMA	Congestion Management Agency
STP	Surface Transportation Program Grant
STIP	State Transportation Improvement Program Grant
CMAQ	Congestion Mitigation and Air Quality Program Grant
TDA	Transportation Development Act Grant
OBAG	One Bay Area Grant
BTA	Bicycle Transportation Account

Other

Keller	Keller Canyon Mitigation Fund
Rule 20/32	Utility Underground Funding (from PG&E/AT&T)
ARPD	Ambrose Regional Park District

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STREET PROJECTS
Project Summary

5 year CIP 2019-20 / 2023-2024

Item No.	Project Name	Estimated Project Cost ($)	Funding/Source ($) Funding Available (N) = New allocation (F) = Future	CIP Funding Schedule						Total Funding
				Current Project Funding ($)	FY 2019-20 ($)	FY 2020-21 ($)	FY 2021-22 ($)	FY 2022-23 ($)	FY 2023-24 ($)	
ST-1	Range Road Overcrossing	25,000,000								0
ST-2	BART Pedestrian/Bicycle Connectivity	4,578,000	4,528,000 OBAG-2 58,000 TDA, 600,000 PBTF, 50,000 Local Match	4,578,000						4,578,000
ST-4	Delta DeAnza Trail Roadway Crossing Improvement	150,000	$120,000 TDA		120,000					120,000
ST-5	Streetscapes/Median Landscaping	520,000								0
ST-6	Bailey Road Interim Repairs	615,000								0
ST-7	Range Road Sidewalk Widening	120,000	55,000 HUTA 65,000 TDA	120,000						120,000
ST-9	Intersection Geometric Improvements (San Marco Boulevard/ W. Leland Road) Geometric Improvements	125,000								0
ST-10	El Pueblo Area Reconstruction/ADA Improvements Phase II	300,000								0
ST-11	2018/19 Citywide Pavement Management	400,000	400,000 HUTA	400,000						400,000
ST-12	San Marco Blvd Widening	125,000								0
ST-14	2019/20 CDBG Project	331,200	331,200 CDBG		331,200					331,200
ST-15	East Third Street Streetscape Improvements	1,500,000								0

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STREET PROJECTS
Project Summary

5 year CIP 2019-20 / 2023-2024

Item No.	Project Name	Estimated Project Cost ($)	Funding/Source ($) Funding Available (N) = New allocation (F) = Future	CIP Funding Schedule						Total Funding
				Current Project Funding ($)	FY 2019-20 ($)	FY 2020-21 ($)	FY 2021-22 ($)	FY 2022-23 ($)	FY 2023-24 ($)	
ST-18	2018/19 Citywide Traffic Calming	100,000	100,000 MJ	100,000						100,000
ST-21	Railroad Ave./Leland Rd. Geometric Improvements	525,000								0
ST-22	Bailey Rd. Route 4 Ramp Turn Lane Modifications	105,000								0
ST-23	Left Turn Lane Bailey Rd/Willow Ave	200,000								0
ST-24	SB1-2020/21 Pavement Management	700,000	700,000 RMRA(F)			1,010,888				1,010,888
ST-25	Rebuild Range Road/Willow Pass Road Interchange	4,200,000								0
ST-26	2019/20 Citywide Traffic Calming	50,000	50,000 HUTA(N)		50,000					50,000
ST-27	Bailey Road Operational Safety Improvements	300,000								0
ST-28	West Leland Street Lighting Project (Railroad Avenue to Crestview Drive & Crestview @ Trail)	760,000	458,000 HUTA 277,000 CCIF 25,000 PDF (N)	735,000	25,000					760,000
ST-29	Westbound Hwy 4 Offramp at Railroad Avenue	12,100,000								0
ST-30	E. Leland Rd./Los Medanos College (eastern entrance)	420,000								0
ST-31	Century Boulevard Class III Bicycle Facility	60,000								0
ST-32	Century Boulevard Class II Bicycle Lanes	75,000								0
ST-33	SB1-2021/22 Pavement Management	1,034,805	1,034,805 RMRA(F)				1,034,805			1,034,805
ST-34	West Leland Road Safety Improvements	150,000								0

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STREET PROJECTS
Project Summary

5 year CIP 2019-20 / 2023-2024

Item No.	Project Name	Estimated Project Cost ($)	Funding/Source ($) Funding Available (N) = New allocation (F) = Future	CIP Funding Schedule						Total Funding
				Current Project Funding ($)	FY 2019-20 ($)	FY 2020-21 ($)	FY 2021-22 ($)	FY 2022-23 ($)	FY 2023-24 ($)	
ST-35	2020/21 Traffic Calming Project	50,000	50,000 HUTA(F)			50,000				50,000
ST-36	James Donlon Boulevard Extension (Design/Construction)	95,610,000	1,880,000 LTMF 14,220,000 Developer Obligated LTMF 63,404,800 RTMF 14,495,200 TBD	6,200,000						6,200,000
ST-38	West Leland Road Pavement Markers/Markings and Speed Signage	376,800	376,800 HSIP	376,800						376,800
ST-41	Annual Citywide Fence/ Soundwall/ Streetlight Replacement/ Installation	600,000	100,000 MJ (N) 500,000 MJ (F)	100,000	100,000	100,000	100,000	100,000	100,000	500,000
ST-42	West Leland High Friction Surface Treatment	718,000	110,000 MJ (N) 547,920 HSIP 60,880 HUTA	608,800	110,000					718,800
ST-43	West Leland Road Pavement Delineation, Warning Signage, High Visibility Crosswalk Improvements and Traffic Signal Modification at Range	265,900	265,900 HSIP	265,900						265,900
ST-44	Citywide Sidewalk Replacement	85,000								0
ST-45	2021/22 Traffic Calming	50,000	50,000 HUTA(F)				50,000			50,000
ST-47	2020/21 Street Maintenance Project (PW)	400,000	$350,000 HUTA(F) 50,000 RMRA (F)			400,000				400,000
ST-48	2021/22 Street Maintenance Project	400,000	$400,000 HUTA(F)				400,000			400,000

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STREET PROJECTS
Project Summary

5 year CIP 2019-20 / 2023-2024

Item No.	Project Name	Estimated Project Cost ($)	Funding/Source ($)	CIP Funding Schedule						Total Funding
			Funding Available (N) = New allocation (F) = Future	Current Project Funding ($)	FY 2019-20 ($)	FY 2020-21 ($)	FY 2021-22 ($)	FY 2022-23 ($)	FY 2023-24 ($)	
ST-49	Marina Blvd. Improvements (Marina Master Plan Phase	1,550,000								0
ST-50	Railroad Avenue Northbound Right-Turn Lane at Highway	300,000								0
ST-51	Stoneman Avenue Pedestrian Safety Improvements	920,000	880,000 HSIP8 40,000 RMRA (N)	880,000	40,000					920,000
ST-52	Annual Citywide Striping & Signage	300,000	50,000 HUTA (N) 250,000 HUTA (F)	50,000	50,000	50,000	50,000	50,000	50,000	300,000
ST-54	Avila Road Widening	11,520,000								0
ST-55	W. Leland Road Extension Phase II (San Marco to Avila)(3011)	5,857,000	50,000 LTMF	50,000						50,000
ST-56	San Marco Boulevard	14,038,000	100,000 LTMF	100,000						100,000
ST-57	Pittsburg-Antioch Highway Widening	11,070,000								0
ST-58	Pittsburg-Antioch Highway Two-Way Left Turn Lanes	300,000								0
ST-59	SB1-2022/23 Pavement Management	950,000	950,000 RMRA(F)					950,000		950,000
ST-60	2022/23 Pavement Management	400,000	400,000HUTA(F)					400,000		400,000
ST-62	California Avenue Widening Phase III (Harbor to	10,035,000								0
ST-63	Marina Blvd. / Black Diamond St./ East Fifth St. Intersection Improvements	95,000								0
ST-64	Linscheid Drive Traffic Calming Project	100,000								0

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STREET PROJECTS
Project Summary

5 year CIP 2019-20 / 2023-2024

Item No.	Project Name	Estimated Project Cost ($)	Funding/Source ($) Funding Available (N) = New allocation (F) = Future	CIP Funding Schedule						Total Funding
				Current Project Funding ($)	FY 2019-20 ($)	FY 2020-21 ($)	FY 2021-22 ($)	FY 2022-23 ($)	FY 2023-24 ($)	
ST-67	School Area Pedestrian Countdown Signal	100,000								0
ST-69	Presidio Lane Pedestrian Safety Improvements	25,000								0
ST-72	Willow Pass Road Class III Bicycle Facility	200,000								0
ST-73	Patch Paving, Sealing & Striping	500,000	500,000 GF	500,000						500,000
ST-95	Intersection Geometric Improvements (Bailey Road & West Leland Road)	3,000,000								0
ST-96	Citywide Arterial Median Conversion	150,000	30,000 Measure J (N) 120,000 Measure J (F)		30,000	30,000	30,000	30,000	30,000	150,000
ST-98	2019/20 Street Maintenance	322,427	172,427 RMRA (N) 150,000 HUTA(N)		322,427					322,427
ST-99	SB-1 FY 19/20 Pavement Management	895,000	895,000 RMRA (N)		895,000					895,000
ST-100	2020/21 STP/OBAG II Pavement Improvement	2,410,000	$2,410,000 OBAG2/STP (F)			2,410,000				2,410,000
ST-101	2022/23 Citywide Traffic Calming	50,000	$50,000 MJ (F)					50,000		50,000
ST-102	2023/24 Citywide Traffic Calming	50,000	50,000 MJ (F)						50,000	50,000
ST-103	SB-1 FY 23/24 Pavement Management	974,000	974,000 RMRA(F)						974,000	974,000
ST-104	2023/24 Street Maintenance Project	400,000	400,000 HUTA(F)						400,000	400,000
TOTALS		**219,611,132**		**15,064,500**	**2,073,627**	**4,050,888**	**1,664,805**	**1,580,000**	**1,604,000**	**26,037,820**

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SIGNAL PROJECTS
Project Summary

5 year CIP 2019-20 / 2023-2024

Item No.	Project Name	Estimated Project Cost ($)	Funding ($)	CIP Funding Schedule						Total Funding
			Available (N) = New allocation (F) = Future allocation	Current Project Funding ($)	FY 2019-20 ($)	FY 2020-21 ($)	FY 2021-22 ($)	FY 2022-23 ($)	FY 2023-24 ($)	
S-2	Street Name Sign LED Conversion	200,000								0
S-4	Harbor Street/ Stoneman Avenue	300,000								0
S-6	Traffic Signal Modification Kirker Pass Rd/Pheasant Dr	50,000								0
S-8	2019/20 Traffic Signal Modification Project	135,000	135,000 RMRA(N)		135,000					135,000
S-9	Leland Rd. Signal Interconnect	380,000								0
S-10	Buchanan Rd. Signal Interconnect	525,000								0
S-11	2022/23 Traffic Signal Modification Project	135,000	135,000 RMRA(F)					135,000		135,000
S-12	Opticom and Transit Priority Control	200,000								0
S-13	Installation of Emergency Vehicle Preemption at 6 Intersections	50,000								0
S-14	Wireless Traffic Signal Communication	305,000								0
S-15	2020/21 Traffic Signal Modification Project	135,000	135,000 RMRA(F)			135,000				135,000
S-16	2021/22 Traffic Signal Modification Project	135,000	135,000 RMRA(F)				135,000			135,000

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SIGNAL PROJECTS
Project Summary

5 year CIP 2019-20 / 2023-2024

Item No.	Project Name	Estimated Project Cost ($)	Funding ($)	CIP Funding Schedule						Total Funding
			Available (N) = New allocation (F) = Future allocation	Current Project Funding ($)	FY 2019-20 ($)	FY 2020-21 ($)	FY 2021-22 ($)	FY 2022-23 ($)	FY 2023-24 ($)	
S-17	2023/24 Traffic Signal Modification Project	135,000	135,000 RMRA(F)						$135,000	135,000
S-18	HSIP 9 Citywide Traffic Signal Improvement Project	1,065,600	1,065,600 HSIP	1,065,600						1,065,600
S-19	Traffic Adaptive Cooridor Signal Project	300,000								0
S-24	Bailey Road Signal Interconnects	210,000								0
S-25	Loveridge Road Signal Interconnects	150,000								0
S-26	Railroad Avenue/3rd Street	300,000								0
S-27	Harbor Street/Central Avenue	330,000								0
S-30	Railroad Avenue/School Street	300,000								0
TOTALS		**5,340,600**		**1,065,600**	**135,000**	**135,000**	**135,000**	**135,000**	**135,000**	**1,740,600**

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WATER PROJECTS
Project Summary

5 year CIP 2019-20 / 2023-2024

Item No.	Project Name	Estimated Project Cost ($)	Funding ($)	CIP Funding Schedule						Total Funding
			Identified Funding Available (N) = New allocation (F) = Future allocation	Current Project Funding ($)	FY 2019-20 ($)	FY 2020-21 ($)	FY 2021-22 ($)	FY 2022-23 ($)	FY 2023-24 ($)	
W-2	Hillview Reservoir coating (exterior)	350,000								0
W-4	Riverview/Alturis 12" Canal Crossing	150,000								0
W-5	Zone I/II Boundary Adjustments (Harbor, Leland, Railroad)	1,133,000								0
W-6	WTP Capital Repairs and Improvements (5058)	525,000	150,000 WOF 75,000 WOF (N) 300,000 WOF(F)	150,000	75,000	75,000	75,000	75,000	75,000	525,000
W-7	24" / 20" / 16" / 12" Main Buchanan Rd Phase 2 (Seg 1 & 6)(WTP to SE Hills)	1,522,000								0
W-8	2020/21 Water Main Installation/ Replacement Program (Pittsburg Heights)	3,000,000			400,000	1,000,000				1,400,000
W-10	Highlands Ranch Reservoir Recoating	200,000								0
W-11	Automatic Water Meter Reading System (5030)	4,006,793	2,506,793 WOF 300,000(N) WOF 1,200,000(F) WOF	2,506,793	300,000	300,000	300,000	300,000	300,000	4,006,793
W-15	12" Main Stoneman Ave (Harbor to Loveridge)	800,000								0
W-17	2016/17 WTP Sludge Removal (5055)	250,000	250,000 WOF	250,000						250,000
W-21	Convert Backyard Services in Central Addition to Street	9,400,000								0

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WATER PROJECTS
Project Summary

5 year CIP 2019-20 / 2023-2024

Item No.	Project Name	Estimated Project Cost ($)	Funding ($)	CIP Funding Schedule						Total Funding
			Identified Funding Available (N) = New allocation (F) = Future allocation	Current Project Funding ($)	FY 2019-20 ($)	FY 2020-21 ($)	FY 2021-22 ($)	FY 2022-23 ($)	FY 2023-24 ($)	
W-24	Pittsburg-Antioch Highway Waterline Improvements (eastern loop)	1,200,000								0
W-28	Highlands Ranch Zone 2 (1.4 MG) Reservoir (T-9)	5,250,000	City 44% Dev 56%							0
W-29	WTP Filter Backwash Management - 1.5 MGD Package Treatment Unit (Phase I)	1,500,000								0
W-30	WTP Filter Backwash Management - 1.5 MGD Package Treatment Unit (Phase II)	750,000								0
W-31	WTP 0.5 MG Filter Backwash Basin	3,000,000								0
W-33	WTP Mechanical Sludge Dewatering	2,000,000								0
W-34	WTP Disinfection Modification and Conversion	1,900,000	1,000,000 WOR(N) 400,000 WFR(N) 500,000 WFR(F)		400,000	1,500,000				1,900,000

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WATER PROJECTS
Project Summary

5 year CIP 2019-20 / 2023-2024

Item No.	Project Name	Estimated Project Cost ($)	Funding ($)	CIP Funding Schedule						Total Funding
			Identified Funding Available (N) = New allocation (F) = Future allocation	Current Project Funding ($)	FY 2019-20 ($)	FY 2020-21 ($)	FY 2021-22 ($)	FY 2022-23 ($)	FY 2023-24 ($)	
W-39	Annual Filter Media Replacement	600,000	100,000 WOF 100,000 WOF(N) 400,000 WOF(F)	100,000	100,000	100,000	100,000	100,000	100,000	600,000
W-40	2022/23 Water Main Installation/ Replacement Program	3,400,000	400,000 WOF (F) 3,000,000 (F)				400,000	3,000,000		3,400,000
W-50	1.3 MG Zone I water tank (T-10)	5.300,000	Dev							0
W-61	20" Main W. Leland (WTP to SW Hills) Phase I (SEG 3W, 6W)(5071)	3,000,000	1,796,000 WFR 1,204,000 2005 Wbond	3,000,000						3,000,000
W-63	20" Main W. Leland (WTP to SW Hills) Phase 2 (SEG 1W, 2W)	2,700,000								0
W-101	WTP Capital Repairs/ Filter Rehabilitation (5050)	1,267,146	1,267,146 WOF	1,267,146						1,267,146
W-102	2023/24 Water Main Installation Replacement Program	2,500,000	2,500,000 WOF (F)					500,000	2,000,000	2,500,000
W-106	2016/17 Water Main Installation/ Replacement Program (5054) See SS-34 (Cornwall Neighborhood)	6,317,500	(70,672) WFR (503) (940,000) Wbond	-1,010,672						(1,010,672)

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WATER PROJECTS
Project Summary

5 year CIP 2019-20 / 2023-2024

Item No.	Project Name	Estimated Project Cost ($)	Funding ($)	CIP Funding Schedule						Total Funding
			Identified Funding Available (N) = New allocation (F) = Future allocation	Current Project Funding ($)	FY 2019-20 ($)	FY 2020-21 ($)	FY 2021-22 ($)	FY 2022-23 ($)	FY 2023-24 ($)	
W-107	Bodega Court Water System Loop Project	350,000	$300,000 WOF (N)		300,000					300,000
TOTALS		**57,071,439**		**6,263,267**	**1,575,000**	**2,975,000**	**875,000**	**3,975,000**	**2,475,000**	**18,138,267**

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SEWER PROJECTS
Project Summary

5 year CIP 2019-20 / 2023-2024

Item No.	Project Name	Estimated Project Cost ($)	Funding ($)	CIP Funding Schedule						Total Funding
			Identified Funding Available (N) = New allocation (F) = Future allocation	Current Project Funding ($)	FY 2019-20 ($)	FY 2020-21 ($)	FY 2021-22 ($)	FY 2022-23 ($)	FY 2023-24 ($)	
SS-1	Citywide Sewer Inspection Project (5119)	112,410	112,410 SOF	112,410						112,410
SS-2	2022/23 Sewer Replacement/ Rehabilitation Program (Cental Addition Phase I)	2,900,000	2,400,000 SOF(F) 500,000 SFR (F)					400,000	2,500,000	2,900,000
SS-4	Sewer Master Plan Update	175,000	175,000 SOF	175,000						175,000
SS-20	P/A Highway Sewer Line Improvements	605,000								0
SS-23	Highway 4 Trunk Line Relief (Segment A) (2007-09)(5201)	3,404,000	200,000 SFR	200,000						200,000
SS-24	Bart Specific Plan Sewer Main	284,000								0
SS-29	Highway 4 Trunk Line Relief (Segment B)	1,554,000								0
SS-30	2014/15 Sewer/Water Replacement/ Rehabilitation Program (5204)	10,000,000	8,300,000 SOF 950,000 WOF 750,000 WFR	10,000,000						10,000,000

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SEWER PROJECTS
Project Summary

5 year CIP 2019-20 / 2023-2024

Item No.	Project Name	Estimated Project Cost ($)	Funding ($)	CIP Funding Schedule						Total Funding
			Identified Funding Available (N) = New allocation (F) = Future allocation	Current Project Funding ($)	FY 2019-20 ($)	FY 2020-21 ($)	FY 2021-22 ($)	FY 2022-23 ($)	FY 2023-24 ($)	
SS-31	Oak Hills Center Sewer Main	650,000								0
SS-34	2016/17 Sewer Replacement/ Rehabilitation Program (5205)	12,927,500	1,300,000 SOF (N) 4,850,000 SOF 460,000 SFR 5,300,000 WOF 940,000 Wbond 77,500 WFR 503	11,627,500	1,300,000					12,927,500
SS-36	2020/21 Sewer Replacement/ Rehabilitation Program (11th Street Area)	2,100,000	2,100,000 SOF (F)			500,000	1,600,000			2,100,000
TOTALS		**34,711,910**		**22,114,910**	**1,300,000**	**500,000**	**1,600,000**	**400,000**	**2,500,000**	**28,414,910**

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STORM DRAINAGE PROJECTS
Project Summary

5 year CIP 2019-20 / 2023-2024

Item No.	Project Name	Estimated Project Cost ($)	Funding ($)	CIP Funding Schedule						Total Funding
			Funding Available (N) = New allocation (F) = Future	Current Project Funding ($)	FY 2019-20 ($)	FY 2020-21 ($)	FY 2021-22 ($)	FY 2022-23 ($)	FY 2023-24 ($)	
SD-1	Sugartree Channel Project (Contra Costa Canal to EBMUD)	675,000								0
SD-2	Buchanan Park Parking Lot Retrofit	975,000								0
SD-3	Full Trash Capture Device (Calfiornia Avenue and Loveridge Road	250,000								0
SD-4	Full Trash Capture Devices (Citywide)	50,000								0
SD-5	W. 8th Street Storm Drain Pump Station	180,000								0
SD-6	Praxair Storm Water Diversion for Kirker Creek East of Loveridge Road	1,250,000								0
SD-7	W. Leland Road Storm Drainage Improvements (Crestview Dr. to Burton Ave.)	680,000								0
SD-8	Storm Drain Repairs on Buchanan Road/ West Leland Road	275,000								0
SD-9	Americana Park/North Parkside Storm Drainage Project (2009-01)(8336)	700,000	120,000 CCIF 580,000 IRRF	700,000						700,000
SD-10	Kirker Creek Improvement (Loveridge Rd to Dow Channel)	1,210,000								0
SD-11	Storm Drain Master Plan Update	400,000								0

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STORM DRAINAGE PROJECTS
Project Summary

5 year CIP 2019-20 / 2023-2024

Item No.	Project Name	Estimated Project Cost ($)	Funding ($)	CIP Funding Schedule						Total Funding
			Funding Available (N) = New allocation (F) = Future	Current Project Funding ($)	FY 2019-20 ($)	FY 2020-21 ($)	FY 2021-22 ($)	FY 2022-23 ($)	FY 2023-24 ($)	
SD-12	Kirker Creek Watershed Hwy 4 to Garcia	1,725,000								0
SD-13	Kirker Creek Watershed Leland Rd to Contra Costa Canal	395,000								0
SD-14	Kirker Creek Watershed Contra Costa Canal to Buchanan Road	350,000								0
SD-15	Kirker Creek Watershed Buchanan Road to Kingswood	2,060,000								0
SD-16	Kirker Creek Watershed Ventura Area	140,000								0
SD-17	Kirker Creek Watershed Stoneman Ave/Contra Costa Canal	1,005,000								0
SD-18	Kirker Creek Watershed LMC Area	635,000								0
SD-19	Lawlor Creek Watershed Hwy 4 to Leland	430,000								0
SD-20	Lawlor Creek Watershed Contra Costa Canal to Santa Maria Drive	165,000								0
SD-21	Lawlor Creek Watershed Leland Road to Oak Hills Circle	460,000								0
SD-22	Watershed 4 Willow Pass Road and Contra Costa Canal	105,000								0
SD-23	Watershed 4 Leland Road to Sugartree Drive	195,000								0
SD-24	Watershed 4 Rock Ridge Way to End of Jacqueline Drive	670,000								0

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STORM DRAINAGE PROJECTS
Project Summary

5 year CIP 2019-20 / 2023-2024

Item No.	Project Name	Estimated Project Cost ($)	Funding ($)	CIP Funding Schedule						Total Funding
			Funding Available (N) = New allocation (F) = Future	Current Project Funding ($)	FY 2019-20 ($)	FY 2020-21 ($)	FY 2021-22 ($)	FY 2022-23 ($)	FY 2023-24 ($)	
SD-25	Watershed 5 Hwy 4 to Paige Court	55,000								0
SD-26	Watershed 6 City Park Storm Drain	600,000								0
SD-27	Watershed 6 Hwy 4 to Andrea Way	90,000								0
SD-28	Watershed 6 Parkside Drive Storm Drain	85,000								0
SD-29	Watershed 6 Dover Way Storm Drain	980,000								0
SD-30	Watershed 6 Leland Road/Arlington Drive to Kingston Place/Crestview Drive	1,250,000								0
SD-31	Watershed 6 Contra Costa Canal/Crestview Drive to Ramona Drive/Linscheid Drive	1,285,000								0
SD-32	Watershed 6 Harbor Street/River Outfall to Harbor Street/School Street	1,225,000								0
SD-33	Watershed 6 Stone Harbour Drive/Morro Drive to Brighton Drive	440,000								0
SD-34	Watershed 6 Cumberland Drive/3rd Street to Railroad Avenue/7th Street	510,000								0
SD-35	Watershed 6 Marina Boulevard and Bayside Drive	150,000								0

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STORM DRAINAGE PROJECTS
Project Summary

5 year CIP 2019-20 / 2023-2024

Item No.	Project Name	Estimated Project Cost ($)	Funding ($)	CIP Funding Schedule						Total Funding
			Funding Available (N) = New allocation (F) = Future	Current Project Funding ($)	FY 2019-20 ($)	FY 2020-21 ($)	FY 2021-22 ($)	FY 2022-23 ($)	FY 2023-24 ($)	
SD-36	Watershed 6 8th Street/Railroad Avenue to 8th Street Outfall/ Montezuma Slough	1,000,000								0
SD-37	Montezuma Pump Station Replacement Project	425,000	$125,000 SOF 300,000 KKDF (N)	125,000	300,000					425,000
SD-39	Railroad & Civic Avenue Bioretention	520,000								0
SD-40	Environmental Center Parking Area Improvements	780,000								0
SD-41	Frontage Road Green Path	1,200,000								0
SD-42	Marina Parking Lot Modifications	650,000								0
SD-43	City Parking Lot Retrofit at Pittsburg/Antioch Hwy	780,000								0
SD-44	Railroad Avenue Bulb-Out Retrofit	1,000,000								0
SD-45	Range Road Roadway Bioretention	910,000								0
SD-46	Riverview Park Green Infrastructure Project	780,000								0
SD-47	Americana Park Detention Basin and Drainage Retrofits	800,000								0
SD-48	Willow Pass Road Roadway Bioretention	550,000								0
TOTALS		**31,045,000**		**825,000**	**300,000**	**0**	**0**	**0**	**0**	**1,125,000**

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BUILDING PROJECTS
Project Summary

5 year CIP 2019-20 / 2023-2024

Item No.	Project Name	Estimated Project Cost ($)	Funding ($)	CIP Funding Schedule						Total Funding
			Available (N) = New allocation (F) = Future allocation	Current Project Funding ($)	FY 2019-20 ($)	FY 2020-21 ($)	FY 2021-22 ($)	FY 2022-23 ($)	FY 2023-24 ($)	
B-2	Corporation Yard Fueling System Upgrade	400,000	$400,000 Building & Fleet Maintenance		400,000					400,000
B-3	Demolish Back of Cigar Store	40,000								0
B-4	Roof-top Solar for Pittsburg Library	120,000								0
B-5	Police Evidence & Intake Room Improvements	350,000	$100,000 Building Maintenance		100,000					100,000
B-6	Police Evidence Storage Building	TBD								0
B-7	Civic Center Repair	120,000	40,000 GF (N) 80,000 GF	80,000	40,000					120,000
B-12	Purchase Corp Yard Annex 359 E 12th St	1,650,000								0
B-31	Cover Fuel Dispensers at Corp Yard	60,000			100,000					100,000
B-52	Civic Center Parking Structure	5,000,000								0
B-53	Downtown Surface Parking Lot	1,500,000								0
B-54	Downtown Parking Structure	5,000,000								0

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BUILDING PROJECTS
Project Summary

5 year CIP 2019-20 / 2023-2024

Item No.	Project Name	Estimated Project Cost ($)	Funding ($)	CIP Funding Schedule						Total Funding
			Available (N) = New allocation (F) = Future allocation	Current Project Funding ($)	FY 2019-20 ($)	FY 2020-21 ($)	FY 2021-22 ($)	FY 2022-23 ($)	FY 2023-24 ($)	
B-55	Civic Center/Senior Center EOC Upgrades	100,000	20,000 GF (N) 60,000 GF	60,000	20,000					80,000
TOTALS		**14,340,000**		**140,000**	**660,000**	**0**	**0**	**0**	**0**	**800,000**

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PARK PROJECTS
Project Summary

5 year CIP 2019-20 / 2023-2024

Item No.	Project Name	Estimated Project Cost ($)	Funding ($)	CIP Funding Schedule						Total Funding
			Available (N) = New allocation (F) = Future allocation	Current Project Funding ($)	FY 2019-20 ($)	FY 2020-21 ($)	FY 2021-22 ($)	FY 2022-23 ($)	FY 2023-24 ($)	
PK-1	Central Harbor Park Restrooms	482,000								0
PK-2	Old Growth Tree Care	100,000								0
PK-3	Small World Park Improvements	20,000	20,000 (PDF)	20,000						20,000
PK-4	Annual Playground Replacement Project	480,000	80,000 PDF 80,000 PDF(N) 320,000 PDF(F)	80,000	80,000	80,000	80,000	80,000	80,000	480,000
PK-5	CASP Accessibility Improvements in Parks	150,000								0
PK-6	City Park Soccer Field Turf Replacement	250,000	250,000 PDF	250,000						250,000
PK-7	De Anza Park Walkway Rehabilitation and Basketball Court	500,000								0
PK-8	Biennial Playfield Replacement	500,000	250,000 PDF(N) 250,000 PDF(F)		250,000		250,000			500,000
PK-9	Annual Park Features Replacement Project	450,000	75,000 PDF 75,000 PDF(N) 300,000 PDF(F)	75,000	75,000	75,000	75,000	75,000	75,000	450,000
PK-10	Biennual Restroom Replacement/Rehabilitation	750,000	250,000 PDF 500,000 PDF(F)	250,000		250,000		250,000		750,000
PK-11	Buchanan Swim Center Improvements/Solar Heating	300,000								0
PK-12	All Abilities Playground	2,000,000								0
PK-13	Park and Landscaping Improvement Project	200,000	200,000 PDF(N)		200,000					200,000
PK-14	Skate Park @ Stoneman North	480,000								0

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PARK PROJECTS
Project Summary

5 year CIP 2019-20 / 2023-2024

Item No.	Project Name	Estimated Project Cost ($)	Funding ($)	CIP Funding Schedule						Total Funding
			Available (N) = New allocation (F) = Future allocation	Current Project Funding ($)	FY 2019-20 ($)	FY 2020-21 ($)	FY 2021-22 ($)	FY 2022-23 ($)	FY 2023-24 ($)	
PK-15	Annual Citywide Park Sign Replacement Program	250,000	50,000 PDF(N) 200,000 PDF(F)		50,000	50,000	50,000	50,000	50,000	250,000
PK-26	Buchanan Park Pavement Rehabilitation	245,000								0
PK-40	Dredge Buchanan Park Pond	200,000								0
PK-41	Buchanan Park School Age Playground	250,000								0
TOTALS		**7,607,000**		**675,000**	**655,000**	**455,000**	**455,000**	**455,000**	**205,000**	**2,900,000**

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GENERAL PROJECTS
Project Summary

5 year CIP 2019-20 / 2023-2024

Item No.	Project Name	Estimated Project Cost ($)	Funding ($)	CIP Funding Schedule						Total Funding
			Funding Available (N) = New allocation (F) = Future	Current Project Funding ($)	FY 2019-20 ($)	FY 2020-21 ($)	FY 2021-22 ($)	FY 2022-23 ($)	FY 2023-24($)	
G-2	City Standard Details Update	100,000	32,000 WOF(N) 11,000 SOF(N) 26,000 HUTA(N) 31,000 PDF(N)	100,000						100,000
G-3	Buchanan Road Reader Board Replacement Project	25,000								0
G-7	PG&E Street Light Facilities Acquisition	1,050,000								0
G-9	ADA Transition Plan Update	50,000								0
G-12	City Limit Entrance Features	120,000								0
G-18	West Leland Road Underground Utilities (Railroad Avenue to Crestview Drive)	1,400,000	1,400,000 Rule 20	1,400,000						1,400,000
G-25	East 8th Street Underground Utilities (Railroad Avenue to Harbor Street)	840,000								0
TOTALS		**3,585,000**		**1,500,000**	**0**	**0**	**0**	**0**	**0**	**1,500,000**

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PITTSBURG POWER PROJECTS
Project Summary

5 year CIP 2019-20 / 2023-2024

Item No.	Project Name	Estimated Project Cost ($)	Funding ($)	CIP Funding Schedule						Total Funding
			Funding Available (N) = New allocation (F) = Future	Current Project Funding ($)	FY 2019-20 ($)	FY 2020-21 ($)	FY 2021-22 ($)	FY 2022-23 ($)	FY 2023-24 ($)	
PP-1	2017/2018 Cable Replacement	250,000	250,000 IE	250,000						250,000
PP-2	Duct Bank/Vault Replacements	550,000	400,000 IE 50,000 IE (N) 100,000 (F)	400,000	50,000	100,000				550,000
PP-3	Upgrade Station M (Bldg 577)	180,000								0
PP-4	Re Purpose Station E (Bldg 801)	440,000	90,000 IE 350,000 IE (N)	90,000	350,000					440,000
PP-5	Waterfront Area Reliability Project	700,000	500,000 IE (N) 200,000 (F)		500,000	200,000				700,000
PP-6	Re Purpose Station N (Bldg 777)	225,000								0
PP-7	Station H KWH Metering Equipment	80,000	80,000 IE	80,000						80,000
PP-8	Outage Recovery Project	520,000	120,000 IE (N) 400,000 IE (F)		120,000	100,000	100,000	100,000	100,000	520,000
PP-9	Scada System Install Project	600,000								0
PP-10	RA Replacement Project	320,000								0
PP-11	Nimitz Ductbank Relocation Project	1,000,000								0

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PITTSBURG POWER PROJECTS
Project Summary

5 year CIP 2019-20 / 2023-2024

Item No.	Project Name	Estimated Project Cost ($)	Funding ($)	CIP Funding Schedule						Total Funding
			Funding Available (N) = New allocation (F) = Future	Current Project Funding ($)	FY 2019-20 ($)	FY 2020-21 ($)	FY 2021-22 ($)	FY 2022-23 ($)	FY 2023-24 ($)	
PP-12	Street Light Metering Project	40,000								0
PP-13	North Island Ductbank Relocation Project	1,200,000								0
PP-25	Gas Line Removal and Replacement	150,000	150,000 IE	150,000						150,000
TOTALS		**6,255,000**		**970,000**	**1,020,000**	**400,000**	**100,000**	**100,000**	**100,000**	**2,690,000**

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MARINA PROJECTS
Project Summary

5 year CIP 2019-20 / 2023-2024

Item No.	Project Name	Estimated Project Cost ($)	Funding ($)	CIP Funding Schedule						Total Funding
			Funding Available (N) = New allocation (F) = Future	Current Project Funding ($)	FY 2019-20 ($)	FY 2020-21 ($)	FY 2021-22 ($)	FY 2022-23 ($)	FY 2023-24 ($)	
M-1	Public Boat Launch Restroom Relacement Project	564,000	564,000 (E)	564,000						**564,000**
M-3	2017-2027 Marina Maintenance Dredging (Formerly Riverview Basin Dredding Project) (5400)	10,500,000	65,000 WO 41,208 ME 70,000 WO 250,000 ME	426,208						426,208
M-4	Replace Covered Berths in Central Harbor (sheds 1,2, & 3)	425,000								0
M-5	Re-model Restrooms and Showers in Riverview Basin	225,000								0
M-6	Demolish and Replace Restrooms at the Launch Ramp	225,000								0
M-7	Restroom/Shower Facility for Central Harbor	250,000								0
M-8	Marina South Parking Lot Improvements	50,000								0
M-9	Launch Ramp Maintenance Dredging	65,000								0
M-10	Riverview Park Dock Repairs	75,000								0
M-11	Marina Infrastructure Repair & Replacement	500,000	20,000 ME		20,000					20,000
TOTALS		**12,879,000**		**990,208**	**20,000**	**0**	**0**	**0**	**0**	**1,010,208**

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FUNDING SOURCES

FUNDING SOURCES

The following section discusses the major funding sources available to fund CIP projects. Funding amounts included in the Current Funds Available column are those that are available for use as of the date this document was prepared. Funding amounts listed for the remaining fiscal years are estimated net funds available for use as a funding source for construction of CIP projects. New funding is requested only for projects planned for FY 2018/19. The remaining projects for FY 2019/20 through FY 2022/23 are projections based on anticipated funding availability. Enterprise funds are budgeted to maintain a reserve equal to 30% of their operating expenses.

Restricted vs. Un-Restricted Funding Sources

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

Other funding sources included in the CIP are unrestricted funds that can be used on any type of project. An example of an unrestricted fund would be the City's General Fund and the Pittsburg Power Company Fund. Unrestricted funds are currently unavailable as a funding source for projects in the 5-year CIP.

Fund Balances and Projected Funding Availability

The major sources of funding (and their abbreviations) for projects included in the current 5-Year CIP are as follows (fund balances estimated as of April 2018):

Road Maintenance and Rehabilitation Account Gas Tax Fund (RMRA)

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

Beginning November 1, 2017, the State Controller (Controller) deposited various portions of this new funding into the newly created RMRA. A percentage of this new RMRA funding will be apportioned by formula to eligible cities and counties. The RMRA funding that the City is estimated to receive in FY 2019/20 is $1,210,657. FY 2019/20 will be a partial amount due to the implementation occurring mid-year. In FY 2020/21 the City is estimated to receive $1,234,870

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

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

Below is the list for reporting proposed projects planned for potential expenditure of RMRA funds in FY 2019/20:

Title	ST-98 2019/20 Street Maintenance
Description	Three-Layer Pavement Maintenance Project
Location	Highland Meadows
Amount	$172,427
Completion Date	June 2020
Useful Life	10 Years

Title	ST-99 SB-1 2019/20 Pavement Management
Description	Pavement Rehabilitation Project
Location	West Leland Road-Jacqueline Drive to Railroad Avenue and Loveridge Road SR4-East Leland Road
Amount	$895,000
Completion Date	June 2020
Useful Life	10-15 Years

Title	S-8, 2019/20 Traffic Signal Modification Project
Description	Perform ongoing signal modifications and timing adjustments form improved traffic flow and modernization of signal controller equipment.
Location	Citywide Signal System
Amount	$135,000
Completion Date	June 2020
Useful Life	10-20 Years

Current and Projected RMRA Funding Availability: Fund 228

Gas Tax - Road Maintenance and Rehabilitation Fund 228

Project	FY 2019-20 ($)	FY 2020-21 ($)	FY 2021-22 ($)	FY 2022-23 ($)	FY 2023-24 ($)
Est Available Fund Balance at July 1	35,750	43,980	243,850	243,418	243,177
Budgeted Revenues	1,210,657	1,234,870	1,259,568	1,284,759	1,310,454
Budgeted Expenses	-	-	-	-	-
Subtotal	1,246,407	1,278,850	1,503,418	1,528,177	1,553,631
ST-24 SB1-2020/21 Pavement Management		(700,000)			
ST-33 SB1-2021/22 Pavement Management			(925,000)		
ST-47 2020/21 Street Maintenance		(200,000)			
ST-48 2021/22 Street Maintenance			(200,000)		
ST-59 SB1-2022/23 Pavement Management				(950,000)	
ST-60 2022/23 Street Maintenance				(200,000)	
ST-98 2019/20 Street Maintenance	(172,427)				
ST-99 SB-1 2019/20 Pavement Management	(895,000)				
ST-100 2023/24 Street Maintenance					(200,000)
ST-103 2023/24 Pavement Management					(974,000)
S-8 2019/20 Traffic Signal Modification	(135,000)				
S-15 2020/21 Traffic Signal Modification		(135,000)			
S-16 2021/22 Traffic Signal Modification			(135,000)		
S-11 2022/23 Traffic Signal Modification				(135,000)	
S-17 2023/24 Traffic Signal Modification					(135,000)
CIP Expenditures	(1,202,427)	(1,035,000)	(1,260,000)	(1,285,000)	(1,309,000)
Est Remaining Available Fund Balance	**43,980**	**243,850**	**243,418**	**243,177**	**244,631**

Highway User Tax Account Gas Tax Fund (HUTA)

The gas tax referred to as HUTA may also be used to fund pavement rehabilitation projects. In FY 2019-20, Pittsburg is expected to receive a total of $1,586,571 in HUTA funds. Of this amount, $1,164,5211 is allocated to pay maintenance expenses. The combination of HUTA and Measure J funds received by the City varies and yields an average of $717,651.13 per year for street and pavement projects after O&M costs are deducted. If these funds were dedicated entirely to

capital projects for maintaining pavement, the total would still be insufficient to maintain the current PCI.

The Gas Tax is comprised of State and Local taxes on the sale of gasoline. Revenues for this fund are dependent on the overall economy and gasoline usage. This can vary according to economic conditions and the increasing number of fuel efficient and electric vehicles on the road. This tax is administered by the State Board of Equalization in accordance with California Local Motor Vehicle Fuel Taxation Law. These funds can be used for maintenance of existing roads, construction of new roads, street lights, traffic signals, and street medians.

Current and Projected HUTA Funding Availability: Fund 203

GTX Highway Users Tax Account (HUTA)

Fund 203

Project	FY 2019-20 ($)	FY 2020-21 ($)	FY 2021-22 ($)	FY 2022-23 ($)	FY 2023-24 ($)
Est Available Fund Balance at July 1	(213,639)	8,721	39,528	28,952	27,163
Budgeted Revenues	1,586,571	1,618,302	1,650,668	1,683,682	1,717,355
Budgeted Expenses	(1,164,211)	(1,187,495)	(1,211,245)	(1,235,470)	(1,260,179)
Subtotal	208,721	439,528	478,952	477,163	484,339
ST-47 2020/21 Street Maintenance		(350,000)			
ST-48 2021/22 Street Maintenance			(400,000)		
ST-52 Annual Citywide Striping & Signage	(50,000)	(50,000)	(50,000)	(50,000)	(50,000)
ST-60 2022/23 Street Maintenance				(400,000)	
ST-98 2019/20 Street Maintenance	(150,000)				
ST-100 2023/24 Street Maintenance					(400,000)
CIP Expenditures	(200,000)	(400,000)	(450,000)	(450,000)	(450,000)
Est Remaining Available Fund Balance	**8,721**	**39,528**	**28,952**	**27,163**	**34,339**

Measure J (MJ)

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

City is able to implement to below the minimum level of investment in capital projects that is needed to maintain the current pavement condition. In FY 2019-20, Pittsburg should receive a total of $877,200 in Measure J funds all of which, $695,332 has been allocated with the City Budget to cover street maintenance managed by Public Works and Engineering staff time spent designing and managing pavement projects.

Current and Projected Measure J Funding Availability: Fund 204

Measure J Fund 204

Project	FY 2019-20 ($)	FY 2020-21 ($)	FY 2021-22 ($)	FY 2022-23 ($)	FY 2023-24 ($)
Est Available Fund Balance at July 1	127,537	49,405	84,910	124,126	167,126
Budgeted Revenues	877,200	894,744	912,639	930,892	949,509
Budgeted Expenses	(695,332)	(709,239)	(723,423)	(737,892)	(752,650)
Subtotal	309,405	234,910	274,126	317,126	363,985
ST-26 2019/20 Citywide Traffic Calming	(50,000)				
ST-35 2020/21 Citywide Traffic Calming		(50,000)			
ST-41 Annual Citywide Fence/Soundwall/ Streetlight Replacement/ Installation	(100,000)	(100,000)	(100,000)	(100,000)	(100,000)
ST-42 West Leland Road High Friction Surface Project HSIP 7	(110,000)				
ST-45 2021/22 Citywide Traffic Calming			(50,000)		
ST-101 2022/23 Citywide Traffic Calming				(50,000)	
ST-102 2023/24 Citywide Traffic Calming					(50,000)
CIP Expenditures	(260,000)	(150,000)	(150,000)	(150,000)	(150,000)
Est Remaining Available Fund Balance	**49,405**	**84,910**	**124,126**	**167,126**	**213,985**

Kirker Creek Drainage Fund (KCDF)

The Kirker Creek Drainage Fund was established to provide for improvements to the drainage area due to impacts from new development. This fee is charged only for new development within the Kirker Creek watershed. Currently the fee is $0.68/sf of impervious area for the development. This fund can be used for construction of drainage improvements within the Kirker Creek watershed

Current and Projected KCDF Funding Availability: Fund 302

Kirker Creek Drainage Fund Fund 302

Project	FY 2019-20 ($)	FY 2020-21 ($)	FY 2021-22 ($)	FY 2022-23 ($)	FY 2023-24 ($)
Est Available Fund Balance at July 1	371,091	$55,731	$40,064	$24,083	$7,783
Budgeted Revenues	3,000	3,060	3,121	3,184	3,247
Budgeted Expenses	(18,360)	(18,727)	(19,102)	(19,484)	(19,873)
Subtotal	355,731	40,064	24,083	7,783	(8,843)
SD-37 Montezuma Pump Station Replacement	(300,000)				
CIP Expenditures	(300,000)	-	-	-	-
Est Remaining Available Fund Balance	**$ 55,731**	**$ 40,064**	**$ 24,083**	**$ 7,783**	**$ (8,843)**

* Interfund Loan in 5/19

Local Traffic Mitigation Fund (LTMF)

These fees are collected from developers to pay for developer's share of impacts to streets and traffic flow within the City. Current fee per housing unit is approximately $8,575 for the Pittsburg LTMF. These funds are restricted to projects that are included in the current traffic mitigation study.

Current and Projected LTMF Funding Availability: Fund 303

LTMF (Local Traffic Mitigation Fund) Fund 303

Description	FY 2019-20 ($)	FY 2020-21 ($)	FY 2021-22 ($)	FY 2022-23 ($)	FY 2023-24 ($)
Est Available Fund Balance at July 1	1,553,500	1,499,413	1,442,541	1,382,795	1,320,081
Budgeted Revenues	31,070	29,988	28,851	27,656	28,209
Budgeted Expenses	(85,157)	(86,860)	(88,597)	(90,369)	(92,177)
Subtotal	1,499,413	1,442,541	1,382,795	1,320,081	1,256,114
Est Remaining Available Fund Balance	**1,499,413**	**1,442,541**	**1,382,795**	**1,320,081**	**1,256,114**

Park Dedication Fees (PDF)
Park Dedication Fees are collected from developers to provide for construction of new parks and recreation facilities. Fees are collected based on the market value of the property, size of development, and number of units. Current average fee per residential lot is $9,287.22. These funds are restricted to new park construction and expansion and rehabilitation of existing parks.

Current and Projected PDF Funding Availability: Fund 304

PDF Fund 304

Project	FY 2019-20 ($)	FY 2020-21 ($)	FY 2021-22 ($)	FY 2022-23 ($)	FY 2023-24 ($)
Est Available Fund Balance at July 1	105,185	311,140	2,688,882	4,527,529	6,632,165
Budgeted Revenues	947,059	2,895,068	2,357,219	2,624,480	2,809,293
Budgeted Expenses	(61,104)	(62,326)	(63,573)	(64,844)	(66,141)
Subtotal	991,140	3,143,882	4,982,529	7,087,165	9,375,317
PK-4 Annual Playground Replacement	(80,000)	(80,000)	(80,000)	(80,000)	(80,000)
PK-8 Biennial Playfield Replacement	(250,000)		(250,000)		
PK-9 Annual Park Features Replacement	(75,000)	(75,000)	(75,000)	(75,000)	(75,000)
PK-10 Biennial Restroom Replacement		(250,000)		(250,000)	
PK-13 Park and Landscaping Improvements	(200,000)				
PK-15 Annual Park Sign Replacement	(50,000)	(50,000)	(50,000)	(50,000)	(50,000)
ST-28 West Leland Road Lighting Project/Trail Lights	(25,000)				
CIP Expenditures	(680,000)	(455,000)	(455,000)	(455,000)	(205,000)
Est Remaining Available Fund Balance	**311,140**	**2,688,882**	**4,527,529**	**6,632,165**	**9,170,317**

Pittsburg Regional Traffic Mitigation Fund (PRTMF)
These fees are collected from developers to pay for developer's share of regional projects to mitigate impacts to streets and traffic flow. Current fee per housing unit is $18,872 for the Pittsburg Regional Transportation Mitigation Fee. These funds are restricted to projects that are included in the current regional fee program.

Current and Projected PRTMF Funding Availability: Fund 307

PRTMF (Pittsburg Regional Traffic Mitigation Fund) Fund 307

Description	FY 2019-20 ($)	FY 2020-21 ($)	FY 2021-22 ($)	FY 2022-23 ($)	FY 2023-24 ($)
Est Available Fund Balance at July 1	10,197	10,401	10,609	10,821	11,038
Budgeted Revenues	204	208	212	216	221
Budgeted Expenses	-	-	-	-	-
Est Remaining Available Fund Balance	**10,401**	**10,609**	**10,821**	**11,038**	**11,258**

Infrastructure Repair and Replacement Fund (IRRF)

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

Current and Projected IRRF Funding Availability: Fund 310

Infrastructure Repair and Replacement Fund Fund 310

Description	FY 2019-20 ($)	FY 2020-21 ($)	FY 2021-22 ($)	FY 2022-23 ($)	FY 2023-24 ($)
Est Available Fund Balance at July 1	15,268	15,573	15,885	16,203	16,527
Budgeted Revenues	305	311	318	324	331
Budgeted Expenses	-	-	-	-	-
Est Remaining Available Fund Balance	**15,573**	**15,885**	**16,203**	**16,527**	**16,857**

2005 Water Bond (2005 WBond)

On December 5, 2005, City Council adopted Resolution 05-10440 authorizing a bond purchase contract for funding of several water projects.

Current and Projected 2005 Water Bond Funding Availability: Fund 500

Water Bond Proceeds Fund 500

Description	FY 2019-20 ($)	FY 2020-21 ($)	FY 2021-22 ($)	FY 2022-23 ($)	FY 2023-24 ($)
Est Available Fund Balance at July 1	406,729	414,864	423,161	431,624	440,257
Budgeted Revenues	8,135	8,297	8,463	8,632	8,805
Budgeted Expenses	-	-	-	-	-
Est Remaining Available Fund Balance	**414,864**	**423,161**	**431,624**	**440,257**	**449,062**

Water Operations Fund (WOF)

The Water Fund is maintained by a service charge that is collected in water service bills. Fees collected vary by size of water meter and water use and range from $22.68/mo for a ¾" meter to $2,603.61/mo for a 10" meter. These funds are used for installing, upgrading, and maintaining the City's water system. Per Ordinance 12-1363 a minimum of 30% of annual operating costs shall be maintained in reserve.

Current and Projected Water Operations Fund Funding Availability: Fund 501

WOF Fund 501

Description	FY 2019-20 ($)	FY 2020-21 ($)	FY 2021-22 ($)	FY 2022-23 ($)	FY 2023-24 ($)
Est Available Fund Balance at July 1	9,359,420	9,845,431	9,064,662	9,917,778	7,705,456
Budgeted Revenues	23,132,879	23,595,537	24,067,447	24,548,796	25,039,772
Oper. Budgeted Expenses	(21,017,406)	(21,437,754)	(21,866,509)	(22,303,839)	(22,749,916)
Capital Equip & Tsfrs Out	(454,462)	(463,551)	(472,822)	(482,279)	(506,682)
Subtotal	11,020,431	11,539,662	10,792,778	11,680,456	9,488,630
W-6 Water Treatment Plant Capital Repairs and Improvements	(75,000)	(75,000)	(75,000)	(75,000)	(75,000)
W-8 2020/21 Water Main Installation/Replacement Program (Pittsburg Heights)	(400,000)	(1,000,000)			
W-11 Automatic Water Meter Reading System	(300,000)	(300,000)	(300,000)	(300,000)	(300,000)
W-34 Water Treatment Plant Disinfection Modification and Conversion		(1,000,000)			
W-39 Filter Media Replacement Project	(100,000)	(100,000)	(100,000)	(100,000)	(100,000)
W-40 2021/22 Water Main Installation/Replacement Program (West Santa Fe)			(400,000)	(3,000,000)	
W-102 2022/23 Water Main Installation Replacement Program (Cental Addition Phase 1)				(500,000)	(2,000,000)
W-107 Bodega Court Water System Loop Project	(300,000)				
CIP Expenditures	(1,175,000)	(2,475,000)	(875,000)	(3,975,000)	(2,475,000)
(30% Reserve Required)	(6,305,222)	(6,431,326)	(6,559,953)	(6,691,152)	(6,824,975)
Est Remaining Available Fund Balance	**3,540,209**	**2,633,336**	**3,357,825**	**1,014,304**	**188,655**

Water Facility Reserve Fund (WFR) Treatment Plant and Distribution
The Water Facility Reserve is funded by a onetime charge per residential unit paid by developers. The amount of the fee varies according to the location of the development, and is calculated according to a formula described in the fee schedule approved by the City Council (Resolution No. 05-1029 and as amended by 12-11778). The average fee for per new residential unit is $5,000. This fund is used for expansion and upgrade of the water distribution system or treatment plant to account for increased use with new development.

Current and Projected Funding Availability Various WFR Accounts:

WFR Treatment Plant: Fund 502

WFR - Treatment Plant Expansion Fund 502

Description	FY 2019-20 ($)	FY 2020-21 ($)	FY 2021-22 ($)	FY 2022-23 ($)	FY 2023-24 ($)
Est Available Fund Balance at July 1	815,804	504,606	14,698	14,992	15,292
Budgeted Revenues	88,802	10,092	294	300	306
Budgeted Expenses	-				
Subtotal	904,606	514,698	14,992	15,292	15,598
W-34 Water Treatment Plant Water Disinfection Modification and Conversion	(400,000)	(500,000)			
CIP Expenditures	(400,000)	(500,000)	-	-	-
Est Remaining Available Fund Balance	**504,606**	**14,698**	**14,992**	**15,292**	**15,598**

WFR Water Distribution: Fund 503

WFR - Distribution Fund 503

Description	FY 2019-20 ($)	FY 2020-21 ($)	FY 2021-22 ($)	FY 2022-23 ($)	FY 2023-24 ($)
Est Available Fund Balance at July 1	(28,168)	19,226	19,611	20,003	20,403
Budgeted Revenues	47,394	385	392	400	408
Budgeted Expenses	-				
Est Remaining Available Fund Balance	**19,226**	**19,611**	**20,003**	**20,403**	**20,811**

WFR Zone I/II Reservoir: Fund 504

WFR - Zonel/II Reservoir Fund 504

Description	FY 2019-20 ($)	FY 2020-21 ($)	FY 2021-22 ($)	FY 2022-23 ($)	FY 2023-24 ($)
Est Available Fund Balance at July 1	984,905	994,905	1,014,803	1,035,099	1,055,801
Budgeted Revenues	10,000	19,898	20,296	20,702	21,116
Budgeted Expenses	-				
Est Remaining Available Fund Balance	**994,905**	**1,014,803**	**1,035,099**	**1,055,801**	**1,076,917**

WFR 20" SE Hills Water Transmission: Fund 505

WFR - 20" SE Hills Water Transmission Fund 505

Description	FY 2019-20 ($)	FY 2020-21 ($)	FY 2021-22 ($)	FY 2022-23 ($)	FY 2023-24 ($)
Est Available Fund Balance at July 1	220,229	268,641	274,014	279,494	285,084
Budgeted Revenues	48,412	5,373	5,480	5,590	5,702
Budgeted Expenses	-				
Est Remaining Available Fund Balance	**268,641**	**274,014**	**279,494**	**285,084**	**290,786**

WFR SW Hills Water Facility: Fund 506

WFR - SW Hills Water Facility Fund 506

Description	FY 2019-20 ($)	FY 2020-21 ($)	FY 2021-22 ($)	FY 2022-23 ($)	FY 2023-24 ($)
Est Available Fund Balance at July 1	(0)	(0)	(0)	(0)	-
Budgeted Revenues	123,220				
Budgeted Expenses	(123,220)				
Est Remaining Available Fund Balance	**(0)**	**(0)**	**(0)**	**(0)**	**(0)**

WFR SW Hills Phase III Pipe: Fund 507

WFR - SW Hills Phase III Pipe Fund 507

Description	FY 2019-20 ($)	FY 2020-21 ($)	FY 2021-22 ($)	FY 2022-23 ($)	FY 2023-24 ($)
Est Available Fund Balance at July 1	551,136	578,976	590,556	602,367	614,414
Budgeted Revenues	27,840	11,580	11,811	12,047	12,288
Budgeted Expenses	-				
Est Remaining Available Fund Balance	**578,976**	**590,556**	**602,367**	**614,414**	**626,703**

WFR SW Hills Phase III Pump: Fund 508

WFR - SW Hills Phase III Pump Fund 508

Description	FY 2019-20 ($)	FY 2020-21 ($)	FY 2021-22 ($)	FY 2022-23 ($)	FY 2023-24 ($)
Est Available Fund Balance at July 1	-	-	-	-	-
Budgeted Revenues					
Budgeted Expenses					
Est Remaining Available Fund Balance	**0 -**	**0 -**	**0 -**	**0 -**	**0 -**

WFR Water Treatment Plant Sludge Handling: Fund 509

WFR - Water Treatment Plant Sludge Handling Fund 509

Description	FY 2019-20 ($)	FY 2020-21 ($)	FY 2021-22 ($)	FY 2022-23 ($)	FY 2023-24 ($)
Est Available Fund Balance at July 1	260,460	359,678	366,872	374,209	381,693
Budgeted Revenues	99,218	7,194	7,337	7,484	7,634
Budgeted Expenses	-				
Est Remaining Available Fund Balance	**359,678**	**366,872**	**374,209**	**381,693**	**389,327**

WFR Zone 1 Reservoir: Fund 510

WFR - Zone 1 Reservoir Fund 510

Description	FY 2019-20 ($)	FY 2020-21 ($)	FY 2021-22 ($)	FY 2022-23 ($)	FY 2023-24 ($)
Est Available Fund Balance at July 1	653,372	878,684	896,258	914,183	932,466
Budgeted Revenues	225,312	17,574	17,925	18,284	18,649
Budgeted Expenses	-				
Est Remaining Available Fund Balance	**878,684**	**896,258**	**914,183**	**932,466**	**951,116**

WFR Zone 2 Reservoir: Fund 511

WFR - Zone 2 Reservoir Fund 511

Description	FY 2019-20 ($)	FY 2020-21 ($)	FY 2021-22 ($)	FY 2022-23 ($)	FY 2023-24 ($)
Est Available Fund Balance at July 1	113,903	115,303	117,609	119,961	122,360
Budgeted Revenues	1,400	2,306	2,352	2,399	2,447
Budgeted Expenses	-				
Est Remaining Available Fund Balance	**115,303**	**117,609**	**119,961**	**122,360**	**124,808**

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

Current and Projected Sewer Operations Fund Funding Availability: Fund 521

SOF - Sewer Maintenance Fund 521

Description	FY 2019-20 ($)	FY 2020-21 ($)	FY 2021-22 ($)	FY 2022-23 ($)	FY 2023-24 ($)
Est Available Fund Balance at July 1	1,242,846	1,029,914	1,638,723	1,169,709	1,923,314
Budgeted Revenues	5,198,500	5,302,470	5,408,519	5,516,690	5,627,024
Oper. Budgeted Expenses	(3,230,108)	(3,294,710)	(3,360,604)	(3,427,816)	(3,496,373)
Capital Equip & Tsfrs Out	(881,324)	(898,950)	(916,929)	(935,268)	(982,593)
Est Fund Balance	2,329,914	2,138,723	2,769,709	2,323,314	3,071,372
SS-2 FY 22/23Sewer Replacment/Rehabilitation Project (Central Addition Phase I)				(400,000)	(2,000,000)
SS-34 2016/17 Sewer Replacement/ Rehabilitation Program (Project 20)	(1,300,000)				
SS-36 21/22 Sewer Replacement/Rehabilitation(11th Street Area)		(500,000)	(1,600,000)		
CIP Expenditures	(1,300,000)	(500,000)	(1,600,000)	(400,000)	(2,000,000)
30% Reserve Required	(969,032)	(988,413)	(1,008,181)	(1,028,345)	(1,048,912)
Est. Remaining Available Fund Balance	**60,882**	**650,310**	**161,528**	**894,969**	**22,460**

Sewer Facility Reserve Fund (SFR) Collection System Capacity Buy In
The Sewer Facility Reserve is funded by a one time charge per residential unit paid by developers. The amount of the fee varies according to the location of the development, and is calculated according to a formula described in the fee schedule approved by the City Council (Resolution No. 05-10291 and as amended by 05-10372). The average fee for a new residential unit is $3,216. This fund is used for expansion and upgrade of the sewer system to account for increased usage with new development.

Current and Projected Sewer Facility Reserve Funding Availability: Fund 522

SFR - Collection System Capacity Buy-In Fund 522

Description	FY 2019-20 ($)	FY 2020-21 ($)	FY 2021-22 ($)	FY 2022-23 ($)	FY 2023-24 ($)
Est Available Fund Balance at July 1	505,930	698,329	712,296	726,541	741,072
Budgeted Revenues	192,399	13,967	14,246	14,531	14,821
Budgeted Expenses					
Est. Fund Balance	698,329	712,296	726,541	741,072	755,894
SS-2 FY 22/23Sewer Replacment/Rehabilitation Project (Central Addition Phase I)					(500,000)
CIP Expenditures					(500,000)
Est Remaining Available Fund Balance	**698,329**	**712,296**	**726,541**	**741,072**	**255,894**

Sewer Facility Reserve Fund (SFR) Highway 4 Trunk Line

This fund is used for expansion and upgrade of the sewer system to account for increased usage with new development.

Current and Projected Funding Availability: Fund 523

Sewer Facility Reserve Highway 4 Trunk Line Fund 523

Description	FY 2019-20 ($)	FY 2020-21 ($)	FY 2021-22 ($)	FY 2022-23 ($)	FY 2023-24 ($)
Est Available Fund Balance at July 1	20,536	20,826	21,243	21,667	22,101
Budgeted Revenues	290	417	425	433	442
Budgeted Expenses	-				
Est Remaining Available Fund Balance	**20,826**	**21,243**	**21,667**	**22,101**	**22,543**

Waterfront Operations (WO)

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

Current and Projected Waterfront Operations Funding Availability: Fund 540

Waterfront Operations Fund 540

Description	FY 2019-20 ($)	FY 2020-21 ($)	FY 2021-22 ($)	FY 2022-23 ($)	FY 2023-24 ($)
Est Available Fund Balance at July 1	578,066	1,104,959	1,642,390	2,190,569	2,340,402
Budgeted Revenues	1,850,912	1,887,930	1,925,689	1,964,203	2,003,487
Operating Budgeted Expenses	(1,285,676)	(1,311,390)	(1,337,617)	(1,364,370)	(1,391,657)
Capital/Tsfrs-Out	(38,343)	(39,110)	(39,892)	(40,690)	(41,504)
Est Fund Balance	1,104,959	1,642,390	2,190,569	2,749,712	2,910,727
30% Reserve Required	(385,703)	(393,417)	(401,285)	(409,311)	(417,497)
Est Remaining Available Fund Balance	**719,256**	**1,248,973**	**1,789,284**	**2,340,402**	**2,493,230**

Marina Enterprise Fund (ME)

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

Marina Enterprise Fund Fund 550

Description	FY 2019-20 ($)	FY 2020-21 ($)	FY 2021-22 ($)	FY 2022-23 ($)	FY 2023-24 ($)
Est Available Fund Balance at July 1	847,614	$803,582	$779,069	754,066	$728,564
Budgeted Revenues	2,144,852	2,187,749	2,231,504	2,276,134	2,321,657
Operating Budgeted Expenses	(2,131,890)	(2,174,528)	(2,218,018)	(2,262,379)	(2,307,626)
Capital/Trsfrs-Out	(36,994)	(37,734)	(38,489)	(39,258)	(40,043)
Est Fund Balance	823,582	779,069	754,066	728,564	702,551
M-11 Marina Infrastructure Repair & Replacement	($20,000)				
CIP Expenditures	($20,000)	$0	$0	$0	$0
30% Reserve Required	(639,567)	(652,358)	(665,406)	(678,714)	(692,288)
Est Remaining Available Fund Balance	**164,015**	**126,711**	**88,661**	**49,850**	**10,263**

Current and Projected Marina Enterprise Fund Funding Availability: Fund 550

Island Energy (IE)

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

Current and Projected Island Energy Funding Availability: Fund 580

Island Energy Fund 580

Description	FY 2019-20 ($)	FY 2020-21 ($)	FY 2021-22 ($)	FY 2022-23 ($)	FY 2023-24 ($)
Est Available Fund Balance at July 1	2,973,629	2,175,072	2,000,944	2,131,333	2,266,330
Budgeted Revenues	6,265,000	6,390,300	6,518,106	6,648,468	6,781,437
Operating Budgeted Expenses	(5,849,765)	(5,966,760)	(6,086,096)	(6,207,817)	(6,331,974)
Capital Equip & Tsfrs	-$193,792	-$197,668	-$201,621	-$205,654	-$209,767
Est Fund Balance	3,195,072	2,400,944	2,231,333	2,366,330	2,506,027
PP-2 Duct Bank/Vault Replacements	(50,000)	(100,000)			
PP-4 Repurpose Station E	(350,000)				
PP-5 Waterfront Area Reliability Project	(500,000)	(200,000)			
PP-8 Outage Recovery Project	(120,000)	(100,000)	(100,000)	(100,000)	(100,000)
CIP Expenditures	(1,020,000)	(400,000)	(100,000)	(100,000)	(100,000)
30% Reserve Required	(1,754,930)	(1,790,028)	(1,825,829)	(1,862,345)	(1,899,592)
Est Remaining Available Fund Balance	**420,143**	**210,916**	**305,505**	**403,985**	**506,435**

Pittsburg Power (PP)

Current and Projected Pittsburg Power Funding Availability: Fund 590

Pittsburg Power Fund 590

Description	FY 2019-20 ($)	FY 2020-21 ($)	FY 2021-22 ($)	FY 2022-23 ($)	FY 2023-24 ($)
Est Available Fund Balance at July 1	2,131,079	2,526,554	2,922,637	3,319,120	3,190,643
Budgeted Revenues	2,775,185	2,830,689	2,887,302	2,945,049	3,003,949
Operating Budgeted Expenses	(1,649,513)	(1,682,503)	(1,716,153)	(1,750,476)	(1,785,486)
Capital Exp/tsfrs-out	(730,197)	(752,103)	(774,666)	(797,906)	(813,864)
Est Fund Balance	2,526,554	2,922,637	3,319,120	3,715,786	3,595,242
30% Reserve Required	(494,854)	(504,751)	(514,846)	(525,143)	(535,646)
Est Remaining Available Fund Balance	**2,031,700**	**2,417,886**	**2,804,274**	**3,190,643**	**3,059,597**

Other Potential Funding Sources
Developer Funding (direct developer contributions)
Various Grants
National Pollution Discharge Elimination System (NPDES)
PG&E Rule 20A & 20B (credits)

SOURCE FUND BALANCE SUMMARY

The following table summarizes the current and projected major source annual remaining fund balances for the 5-year CIP. Amounts shown are remaining balances by fund after project funds are encumbered for scheduled CIP projects for each fiscal year.

Summary of Projected Funding Source Remaining Funds:

Fund	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24
Gas Tax HUTA-203	$8,721	$39,528	$28,952	$27,163	$34,339
Measure J-204	$49,405	$84,910	$124,126	$167,126	$213,985
RMRA Gas Tax-228	$43,980	$243,850	$243,418	$243,177	$244,631
Kirker Creek-302	$55,731	$40,064	$24,083	$7,783	-$8,843
Local Traffic Mitigation-303	$1,499,413	$1,442,541	$1,382,795	$1,320,081	$1,256,114
Park Dedication-304	$311,140	$2,688,882	$4,527,529	$6,632,165	$9,170,317
PRTMF-307	$10,401	$10,609	$10,821	$11,038	$11,258
Infrastructure Fund-310	$15,573	$15,885	$16,203	$16,527	$16,857
Water Bond Proceeds-500	$414,864	$423,161	$431,624	$440,257	$449,062
Water Operation Fund-501	$3,540,209	$2,633,336	$3,357,825	$1,014,304	$203,413
WTP Expansion-502	$504,606	$14,698	$14,992	$15,292	$15,598
Water Distribution-503	$19,226	$19,611	$20,003	$20,403	$20,811
Zone I/II Reservoir-504	$994,905	$1,014,803	$1,035,099	$1,055,801	$1,076,917
20" Transmission SE Hills-505	$268,641	$274,014	$279,494	$285,084	$290,786
SW Hills Water-506	$0	$0	$0	$0	$0
SW Hills Phase III Pipe-507	$578,976	$590,556	$602,367	$614,414	$626,703
SW Hills Phase III Pump	$0	$0	$0	$0	$0
WTP Sludge Handling	$359,678	$366,872	$374,209	$381,693	$389,327
Zone 1 Reservoir	$878,684	$896,258	$914,183	$932,466	$951,116
Zone 2 Reservoir	$115,303	$117,609	$119,961	$122,360	$124,808
Sewer Operation Fund	$60,882	$650,310	$161,528	$894,969	$51,080

Fund	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24
SFR Capacity Buy In	$698,329	$712,296	$726,541	$741,072	$255,894
Sewer Facility Reserve Hwy 4 Trunk	$20,826	$21,243	$21,667	$22,101	$22,543
Waterfront Operations	$719,256	$1,248,973	$1,789,284	$2,340,402	$2,493,230
Marina	$164,015	$126,711	$88,661	$49,850	$10,263
Island Energy	$420,143	$210,916	$305,505	$403,985	$506,435
Pittsburg Power	$2,031,700	$2,417,886	$2,804,274	$3,190,643	$3,059,597
Ending Available Fund Balance	$13,784,606	$16,305,519	$19,405,142	$20,950,155	$21,486,238

STREET PROJECTS

PROJECT DESCRIPTIONS

The CIP includes a general list of projects scheduled during each of the five years of the program, followed by detailed project sheets arranged by project category, such as Streets, Traffic Signals, Water, Sewer, etc. These sheets include information for each project as follows:

CIP Identification Number: (example: ST-5)

ST-#	Street Projects
S-#	Signal Projects
W-#	Water Projects
SS-#	Sewer Projects
SD-#	Storm Drainage Projects
PK-#	Park Projects
B-#	Building Projects
G-#	General Projects
PP-#	Pittsburg Power Projects
M-#	Marina Projects

Project Title: This is the title of the proposed project.

Project Number: A CIP contract or project number will be assigned to the projects as funding is established.

Status: This will indicate the project status if available.

Estimated Project Cost: Project cost estimates are used as place holders for project funding. Cost estimates shown here vary from conceptual project estimates to detailed design estimates. A more detailed cost estimate is prepared during the design phase of each project. Actual costs are unknown until bids are opened.

Project Limits: This is a written description of the project limits if available.

Funding Sources: This section identifies project funding sources that have been approved or will be approved with adoption of this CIP.

Project Description: This is a detailed description of the project.

ST-1: RANGE ROAD OVERCROSSING

Project No.
TBD

Status:
Awaiting funding.

Estimated Project Cost:
$25,000,000

Project Limits:
State Route 4 at Range Road

Funding Sources

Eligible Funding Source: TMF
Identified Funding Source: None

Project Description:
This project includes planning, design and construction of an over-crossing on State Route 4 at Range Road. This project will significantly improve the level of service of the over-crossings at Railroad Avenue and Bailey Road. Project will accommodate bicycle facilities where appropriate.

ST-2: BART PEDESTRIAN/BICYCLE CONNECTIVITY

Project No.
2019

Status:
Design

Estimated Project Cost:
$4,578,000

Project Limits:
Railroad Avenue from School Street to Delta DeAnza Trail at Alvarado Avenue, California Avenue from Harbor Street to Railroad Ave, Bliss Ave from BART parking to Railroad Avenue

Funding Sources
Eligible Funding Sources: Gas Tax, Measure J, IRRF, IE, PP, Grants
Identified Funding: OBAG2 Grant, TDA, PBTF

Project Description:
The project centers around the planned Pittsburg Center BART station and will design and construct multiuse Class I bikeways and Class IV buffered bikeways (PBTF eligible) within existing public right-of-way, additional parallel parking, trail lighting, intersection corner treatments, crosswalk treatments, modified driveways, bus shelter, benches, wayfinding and service info signage, walls/fencing, as well as landscaping improvements and will coordinate with a multimodal transfer facility.

ST- 3: 2017/18 CITYWIDE TRAFFIC CALMING PROJECT

Project No.
TBD

Status:
In design.

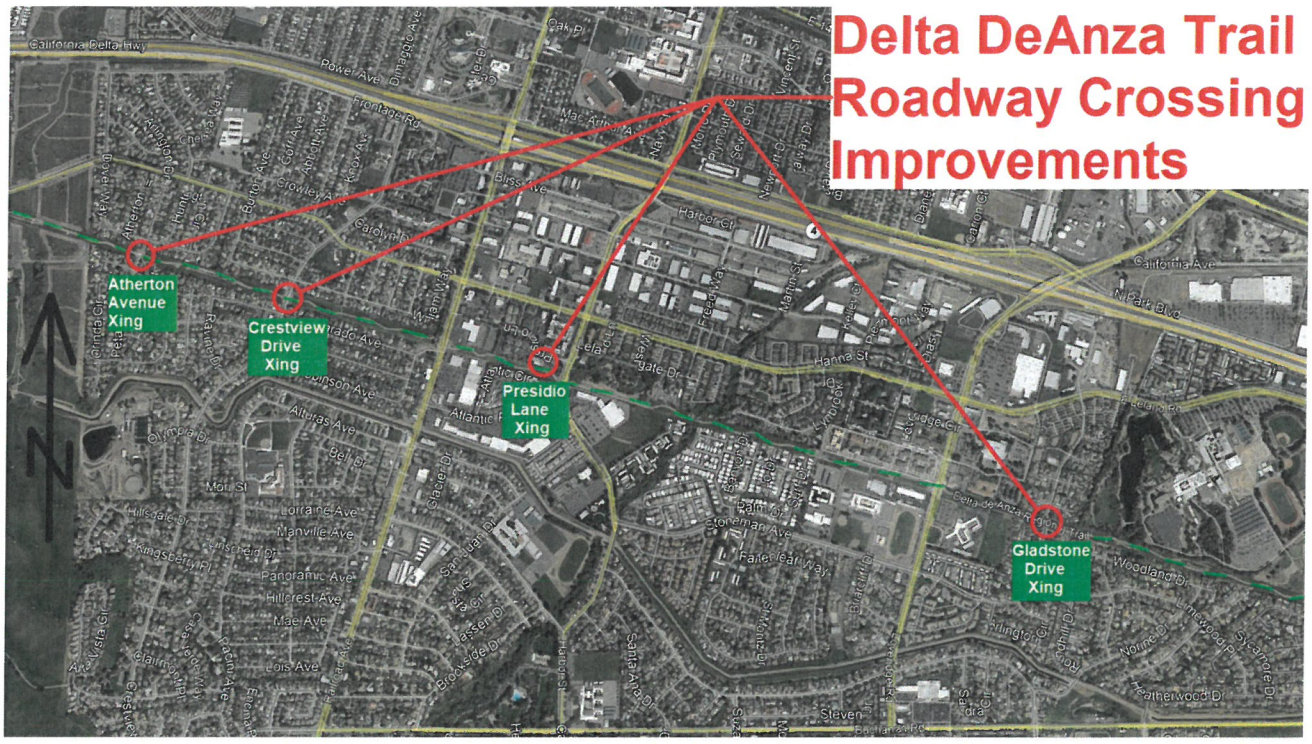
Estimated Project Cost:
$100,000

Project Limits:
Citywide

Funding Sources:
Eligible Funding Source: Gas Tax, Measure J, Grant Funding, Gas Tax RMRA
Identified Funding: $100,000 Gas Tax

Project Description:

This project will construct speed humps and other traffic calming improvements at locations throughout the City to be determined through an application process or by City Staff. This will be managed through the Traffic Section of the Engineering Division.



ST-4: DELTA DEANZA TRAIL ROADWAY CROSSING IMPROVEMENTS

Project No.

Status:
Conceptual Design

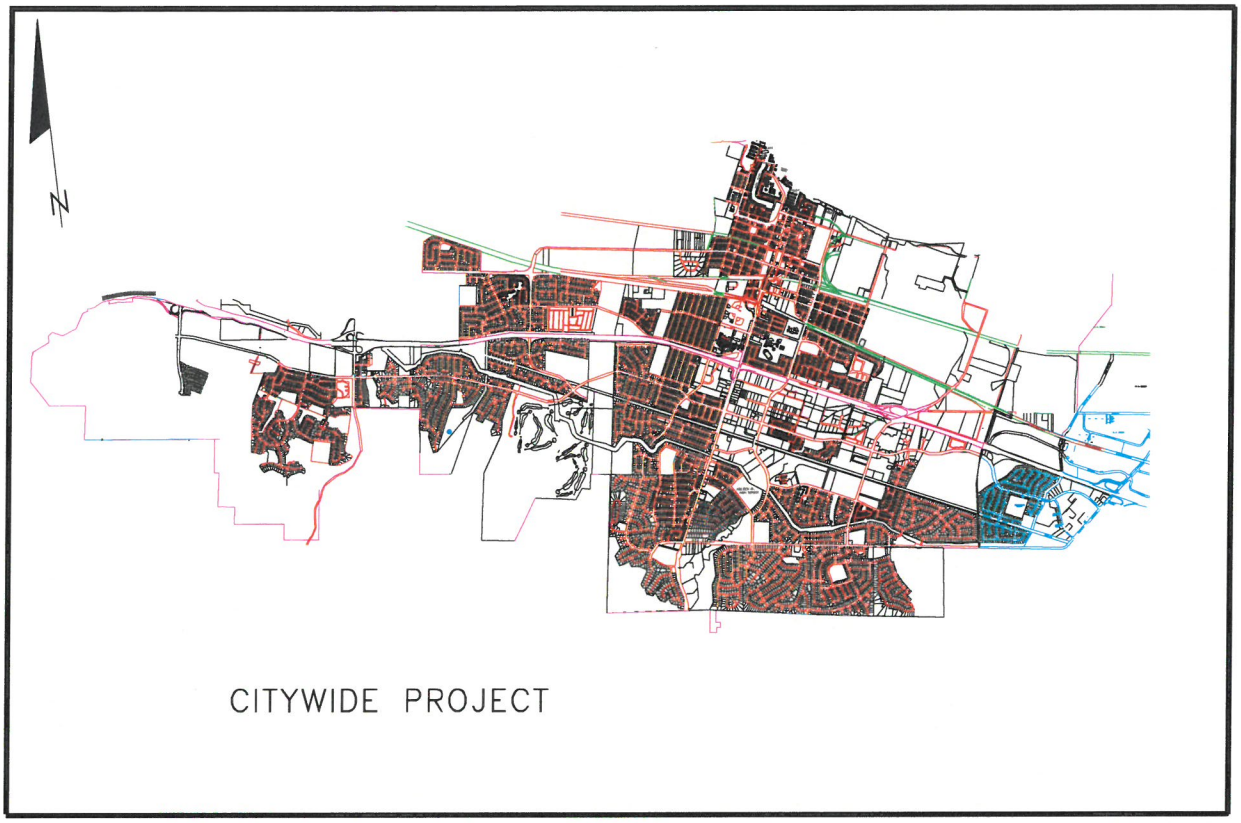
Estimated Project Cost:
$150,000

Project Limits:
Delta DeAnza Trail Crossing at Atherton Avenue, Crestview Drive, Presidio Lane, and Gladstone Drive

Funding Sources
Eligible Funding Sources: Gas Tax, Measure J
Identified Funding: 2019/20 TDA grant ($120,000)

Project Description:

Install Rectangular Rapidly Flashing Beacons (RRFB's), curb extensions, median pedestrian refuge, high visibility crosswalks, red curb, wayfinding signage, roadway markings and roadway signage at four (4) roadway crossings along the Delta De Anza Regional Class 1 Trail.



ST-5: STREET MEDIAN/LANDSCAPING IMPROVEMENTS

Project No.
TBD

Status:
Evaluating needs.

Estimated Project Cost:
$520,000

Project Limits:
Project locations TBD

Funding Sources:
Eligible Funding Source: TBD
Identified Funding Source: None

Project Description:
This project includes the construction of new street medians/green infrastructure features and landscaping in various locations throughout the City.

ST-6: BAILEY ROAD INTERIM REPAIRS

Project No.
TBD

Status:
Awaiting funding

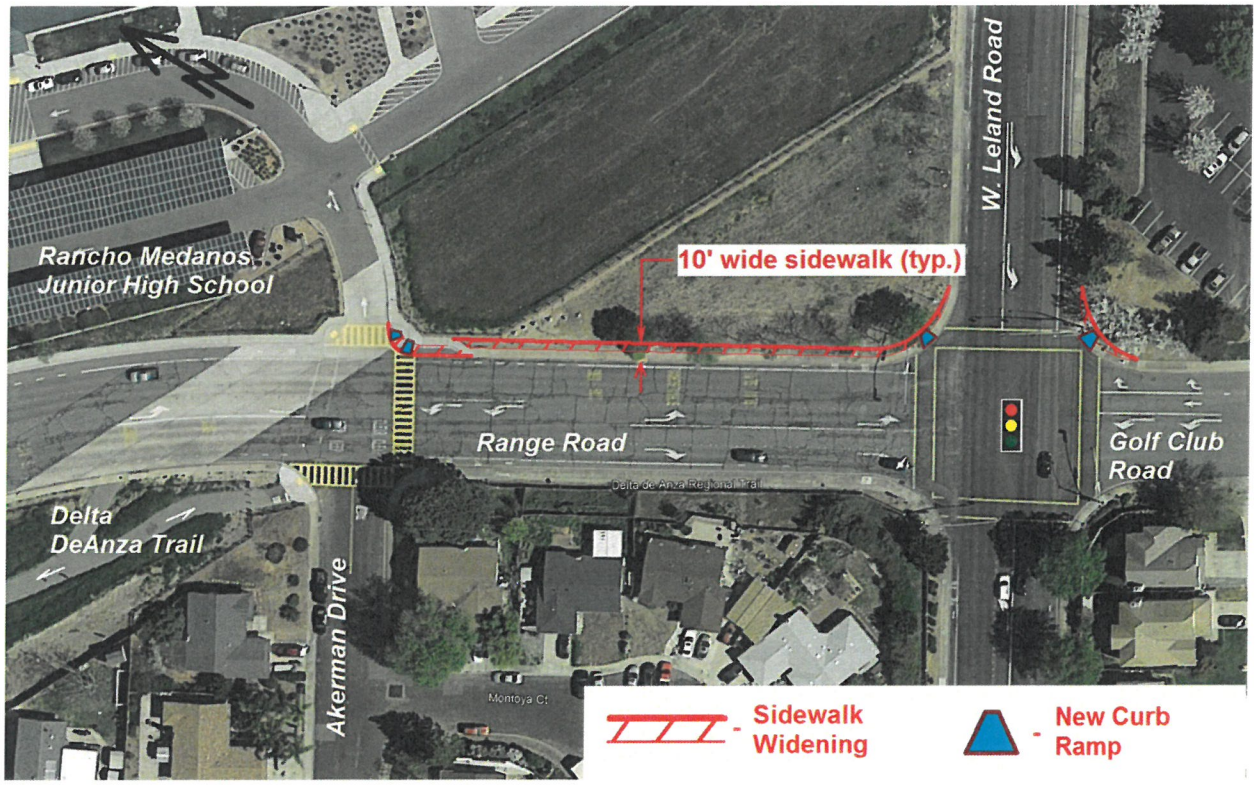
Estimated Project Cost:
$615,000

Project Limits:
West Leland Road to City Limit (1,600 feet south)

Funding Sources

Eligible Funding Source: Measure J, Keller Canyon Mitigation Funds
Identified Funding Source: $615,000 Keller

Project Description:
This project will construct interim pavement rehabilitation on Bailey Road from West Leland Road to the City Limit Line approximately 1,600 feet south of West Leland Road. This project will be followed up by a full roadway rehabilitation several years later.



ST-7: RANGE ROAD SIDEWALK IMPROVEMENTS

Project No.
TBD

Status:

Estimated Project Cost:
$120,000

Project Limits:
Ackerman Drive to south side of West Leland Road

Funding Sources:
Eligible Funding Sources: Gas Tax, Measure J

Identified Funding: $55,000 Gas Tax, $65,000 TDA Grant

Project Description:

Widen existing sidewalk approximately five feet along north side of Range Road, from Rancho Medanos Junior High School's entrance to south side of West Leland Road (approximately 400 linear feet). This will allow the large groups of students travelling to and from school to safely stay on sidewalk and avoid walking in bicycle and vehicle traffic lanes.

ST-9: INTERSECTION GEOMETRIC IMPROVEMENTS (SAN MARCO BOULEVARD & WEST LELAND ROAD)

Project No.
TBD

Status:
Awaiting funding

Estimated Project Cost:
$125,000

Project Limits:
Along northbound San Marco Boulevard, between West Leland Road and SR 4 Westbound On-ramp.

Funding Sources
Eligible Funding Source: LTMF, Developer
Identified Funding: None

Project Description:
The project provides for geometric improvements along San Marco Boulevard northbound lanes, between West Leland Road and State Route 4 Eastbound On-ramp. The scope of work contemplated includes adding an auxiliary lane that would connect the free right-turn lane from westbound West Leland Road to the eastbound freeway on-ramp at State Route 4. It is intended that the geometry will accommodate Class 2 bike lanes. The improvements will add capacity along northbound San Marco Boulevard near the freeway interchange, provide for more efficient signal timing, improve intersection level of service, and reduce vehicle queuing on the westbound approach to San Marco Blvd./West Leland Rd. intersection, as well as along northbound San Marco Boulevard approaching State Route 4. The geometric improvements will require right-of-way acquisition from an undeveloped parcel along the east side of San Marco Blvd.

ST-10: EL PUEBLO AREA RECONSTRUCTION/ ADA IMPROVEMENTS

Project No.
2012-05B

Status:
Awaiting Funding

Estimated Project Cost:
$300,000

Project Limits:
Treatro Street, Del Tren Avenue, and Hermosa

Funding Sources:

Eligible Funding Source: County, Measure J, Gas Tax
Identified Funding:

Project Description:
Reconstruction of the remaining streets in the El Pueblo Area including Treatro Street, Del Tren Avenue, and Hermosa. Project includes ADA and other pedestrian safety improvements.

ST-12: SAN MARCO BOULEVARD WIDENING

Project No.

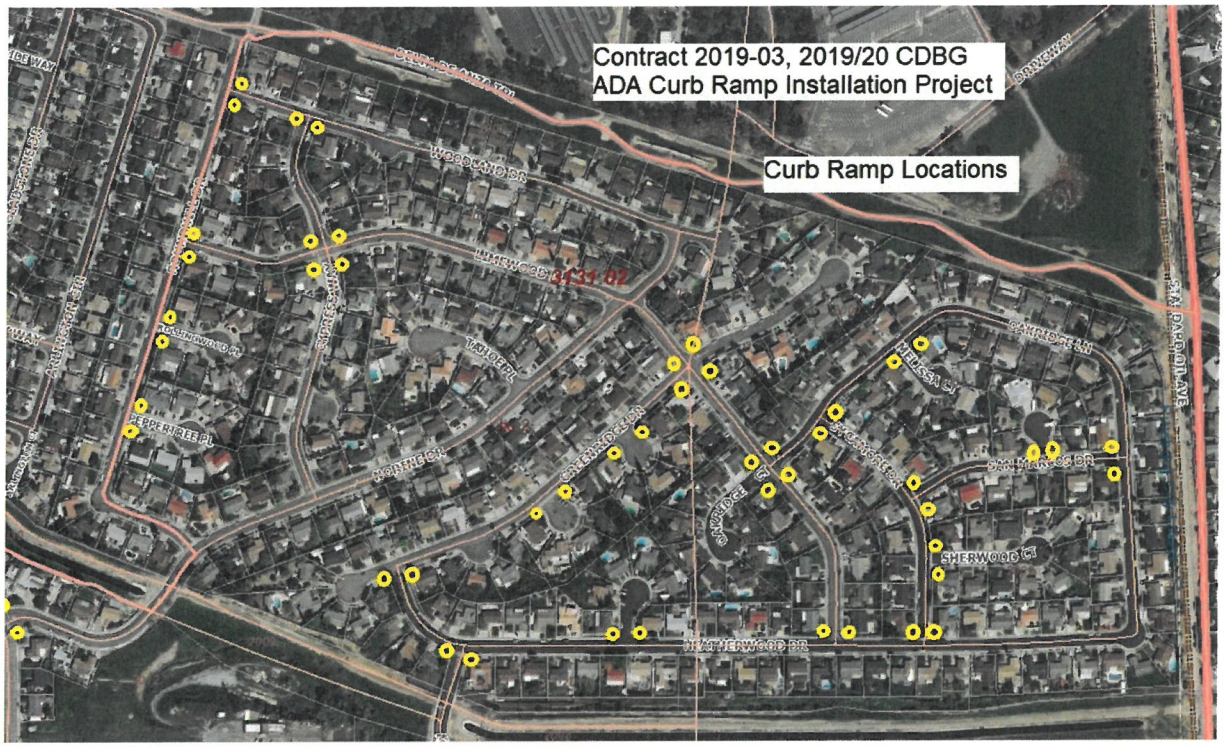
Status:
Awaiting funding

Estimated Project Cost:
$125,000

Project Limits:
West Leland Road to State Route 4 eastbound on-ramp

Funding Sources:
TBD

Project Description:
Widen San Marco Boulevard 12 feet to the east, from West Leland Road to the State Route 4 eastbound on-ramp. This widening will accommodate an auxiliary/merging lane on northbound San Marco Boulevard that will be used as a receiving lane for vehicles turning right from westbound West Leland Road, as well as for vehicles turning right onto the SR4 eastbound on-ramp from southbound San Marco Blvd.



ST-14: 2019/20 CDBG CURB RAMP REPLACMENT PROJECT (Highland Meadows)

Project No.
TBD

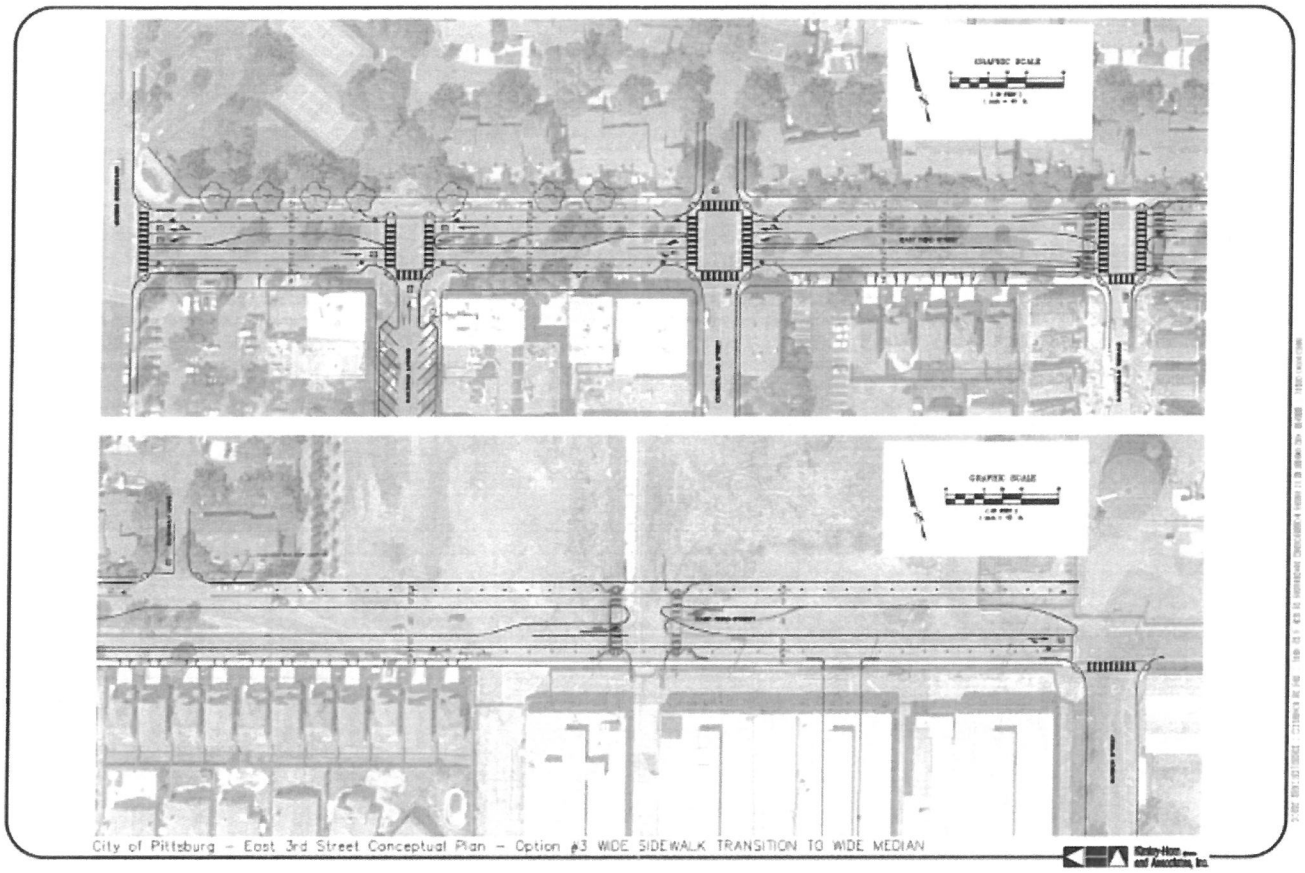
Status:
Design

Estimated Project Cost:
$331,200

Project Limits:
Highland Meadows Neighborhood

Funding Sources
Eligible Funding Source: Gas Tax, HUTA, CDBG, Measure J
Identified Funding Source: $331,200 CDBG

Project Description:
This project includes the design and construction of ADA compliant ramps at 50 intersections including: Roundhill/Peppertree Place, Roundhill/Rollingwood Place, Rondhill/Limewood Place, Roundhill/Woodland Dr., Woodland/Cypress Way, Limewood/Greenridge Drive, Limewood Place/Oakridge Court, Limewood/Oakridge Lane, Limewood/Heatherwood Dr., Greenridge/Heatherwood Dr., Greenridge Drive/Lakewood Place, Heatherwood/Meadows Ave, Heatherwood/Heatherwood Court, Heatherwood/Sycamore Dr., Oakridge Lane/Sycamore Dr., Oakridge/Melissa Court, Oakridge/San Marcos Dr., Sycamore/San Marcos Dr., Sycamore/Sherwood Court, San Marcos/Northwood Court, Ventura/Norine Dr.



ST-15: EAST THIRD STREET STREETSCAPE IMPROVEMENTS

Project No.
TBD

Status:
Awaiting funding

Estimated Project Cost:
$1,500,000

Project Limits:
East Third Street, from Marina Boulevard to Harbor Street

Funding Sources
Eligible Funding Source: OBAG, Measure J, Proposition 1 Grants
Identified Funding: none

Project Description:
This project will design and construct streetscape improvements along East Third Street. Portions of the roadway will need to be widened, while a "road diet" will be performed on other sections with a reduction from four through lanes, parking lanes and median to two through lanes, turning lanes, parking lanes and Class 2 bicycle lanes. Sidewalk will be widened and installed. Bus pull-outs and curb "bulb-outs" will also be included to enhance the area's walkability and promote alternative modes of transportation. Green improvements such as bioswales will be installed to treat surface stormwater runoff.

ST- 18: 2018/19 CITYWIDE TRAFFIC CALMING PROJECT

Project No.
TBD

Status:
Funded

Estimated Project Cost:
$100,000

Project Limits:
Citywide

Funding Sources:
Eligible Funding Source: Gas Tax, Measure J, Grant Funding, Gas Tax RMRA
Identified Funding: $100,000 Measure J

Project Description:

This project will construct speed humps and other traffic calming improvements at locations throughout the City to be determined through an application process or by City Staff. This will be managed through the Traffic Section of the Engineering Division.

ST-21: RAILROAD AVENUE/LELAND ROAD GEOMETRIC IMPROVEMENTS

Project No.

Status:
TBD

Estimated Project Cost:
$525,000

Project Limits:

Funding Sources
Eligible Funding Sources: grants, LTMF
Identified Funding Sources: None

Project Description:
The project would construct the following improvements to the Railroad Avenue / West Leland Road / East Leland Road intersection: 1.) an additional southbound left-turn lane on Railroad Avenue, and 2.) an eastbound right-turn lane on East Leland Road. These improvements will increase the intersection's capacity and improve its level of service.

ST-22: BAILEY ROAD/ROUTE 4 RAMP TURN LANE MODIFICATIONS

Project No.
TBD

Status:
Awaiting funding.

Estimated Project Cost:
$105,000

Project Limits:
Bailey Road State Route 4 Westbound Intersection

Funding Sources

Eligible Funding Source: TMF, Measure C, Developer
Identified Funding Source: None

Project Description:
Project will construct Geometric Improvements including median modifications to improve storage for left turns from northbound Bailey Road onto Route 4 westbound ramp. 85% TMF eligible.

ST-23: LEFT TURN LANE BAILEY ROAD/WILLOW AVENUE

Project No.
TBD

Status:
Awaiting funding.

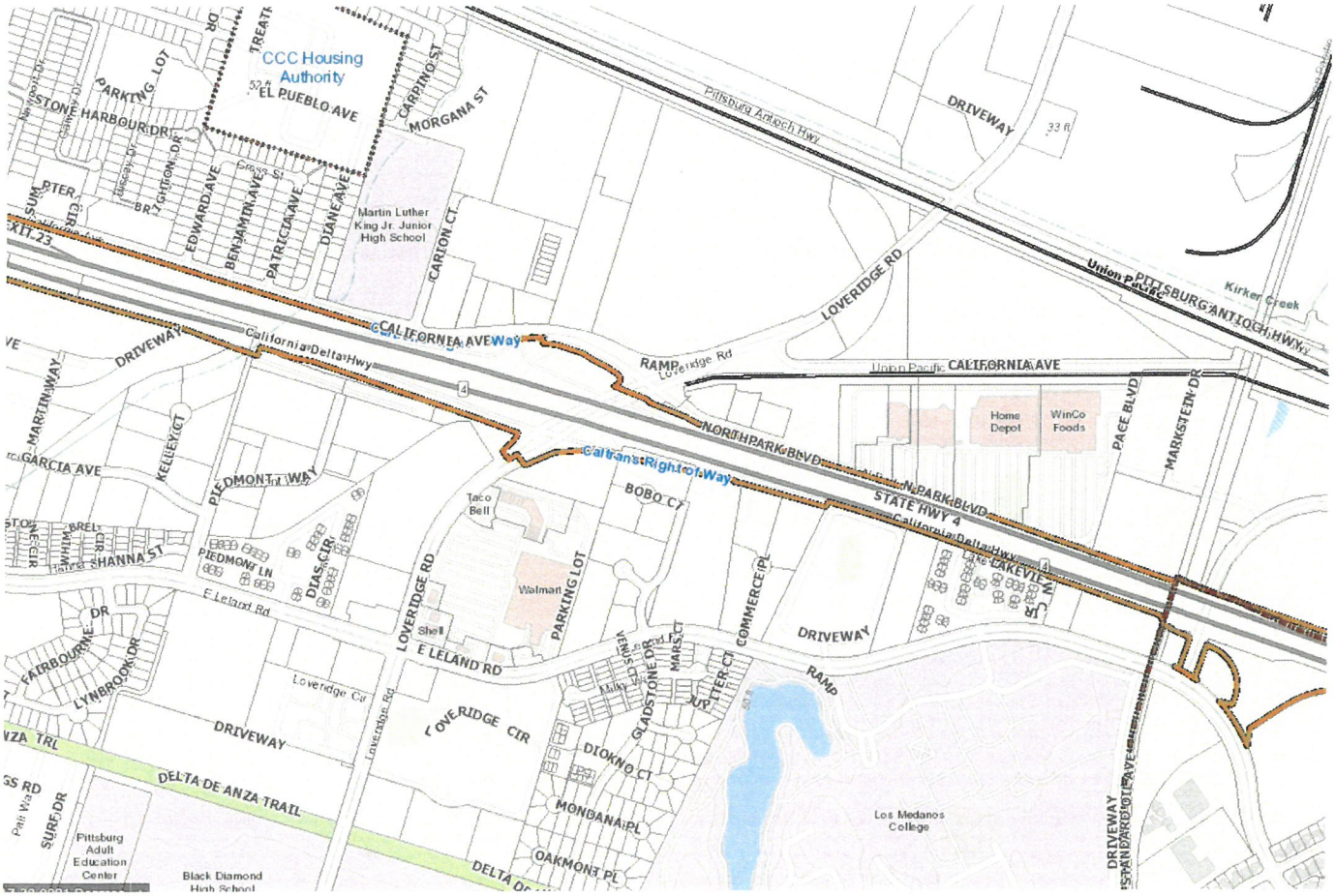
Estimated Project Cost:
$200,000

Project Limits:
Bailey Road at the intersection of Willow Avenue

Funding Sources:

Eligible Funding Source: Measure J/ Developer
Identified Funding Source: None

Project Description:
This project will construct a left turn pocket on southbound Bailey Road at the intersection of Willow Avenue.



ST-24: SB1 2020/21 PAVEMENT MANAGEMENT PROJECT

Project No.
TBD

Status:
2020/21 Allocation $700,000

Estimated Project Cost:
$700,000

Project Limits:
Loveridge Road from SR4 to PA Highway

Funding Sources
Eligible Funding Sources: Gas Tax, Measure J, RMRA
Identified Funding: $700,000 RMRA

Project Description:
This project will reconstruct/improve the pavement on Loveridge Road from Buchanan Road to State Route 4. The project will use a variety of pavement management techniques including, slurry seal, patch paving, pavement overlay, pavement inlay, base failures, pavement reconstruction, and crack sealing.

ST-25: REBUILD RANGE ROAD/WILLOW PASS ROAD INTERCHANGE

Project No.
TBD

Status:
Awaiting funding.

Estimated Project Cost:
$4,200,000

Project Limits:
Intersection of Range Road/Willow Pass Road

Funding Sources
Eligible Funding Source: TMF
Identified Funding Source: None

Project Description:
This project will construct a four-lane arterial roadway facility with associated turning lanes to replace the Willow Pass Road/Range Road/ North Parkside Drive interchange structure and provide for safer turning movements for vehicles moving between streets. Project will accommodate bicycle facilities where appropriate. 81% TMF eligible.

ST- 26: 2019/20 TRAFFIC CALMING PROJECT

Project No.
TBD

Status:
Funded

Estimated Project Cost:
$50,000

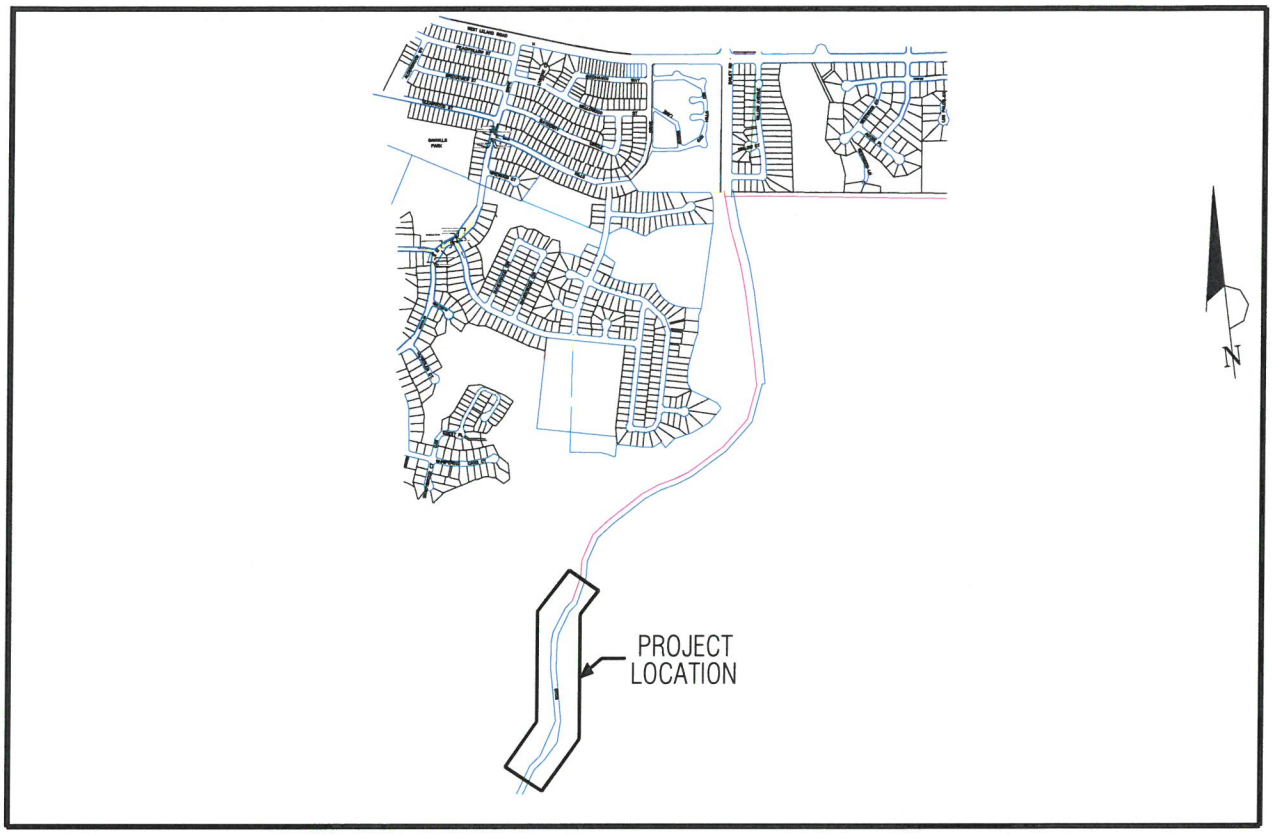
Project Limits:
Citywide

Operation and Maintenance

Funding Sources
Eligible Funding Source: HUTA, Measure J, SR2S, RMRA
Identified Funding: $50,000 HUTA

Project Description:

This project will construct speed humps and other traffic calming improvements at locations throughout the City to be determined through an application process or by City Staff. This will be managed through the Traffic Section of the Engineering Division.



ST-27: BAILEY ROAD OPERATIONAL SAFETY IMPROVEMENTS

Project No.
TBD

Status:
Awaiting funding

Estimated Project Cost:
$300,000

Project Limits:
City owned section of Bailey Road south of Willow Ave

Funding Sources

Eligible Funding Source: Measure J
Identified Funding Source: None

Project Description:
This project will provide safety improvement, including pavement rehabilitation, restriping and shoulder improvements, to the City owned southern portion of Bailey Road between Concord and Keller Canyon Landfill.

ST-28: WEST LELAND STREET LIGHTING PROJECT (RAILROAD AVENUE TO CRESTVIEW DRIVE)

Project No.
2016-03

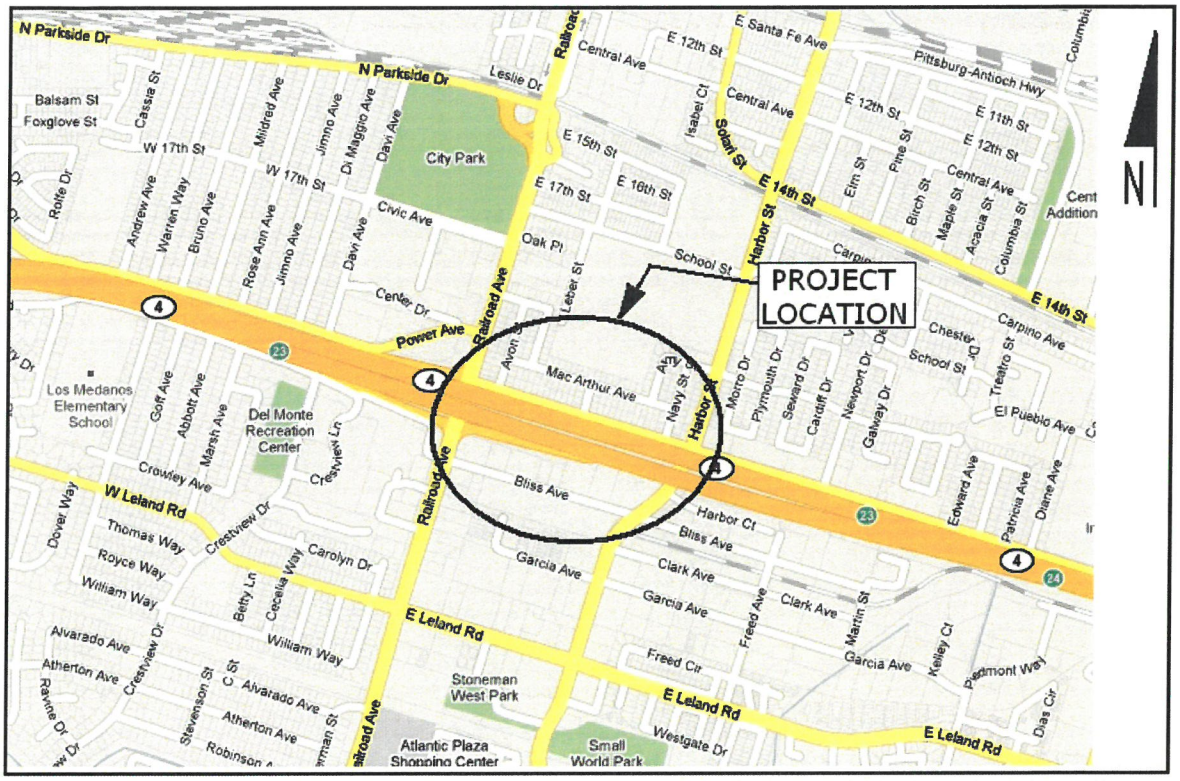
Status:
In Design

Estimated Project Cost:
$760,000

Project Limits: W. Leland Road from Railroad Avenue to Burton Avenue

Funding Sources
Eligible Funding Sources: Measure J, Gas Tax, CCIR
Identified Funding Sources: $458,000 Gas Tax, $277,000 CCIR, $25,000 PDF

Project Description:
The project will install conduits and street lighting along West Leland Road from Railroad Avenue to Crestview Drive and lights at the Delta DeAnza trail crossing at Crestview Drive. This project is necessary to replace street lights that will be removed during the underground utility project currently underway by PG&E. The new street lighting will provide lighting levels that are up to current standards.



ST-29: WESTBOUND HWY. 4 OFFRAMP AT RAILROAD AVENUE

Project No.
TBD

Status:
Unfunded

Estimated Project Cost:
$12,100,000

Project Limits:
Railroad Avenue at Hwy 4, California Avenue between Harbor Street and Railroad Avenue

Funding Sources:

Eligible Funding Source: TBD
Identified Funding Source: None

Project Description:
This project includes planning, design and construction of a westbound off-ramp on State Route 4 at Railroad Avenue. A traffic analysis is needed to address impacts on traffic patterns along California Avenue, Harbor Street and Railroad Avenue.

ST-30: EAST LELAND/LOS MEDANOS COLLEGE (EASTERN ENTRANCE)

Project No.
TBD

Status:
Awaiting funding.

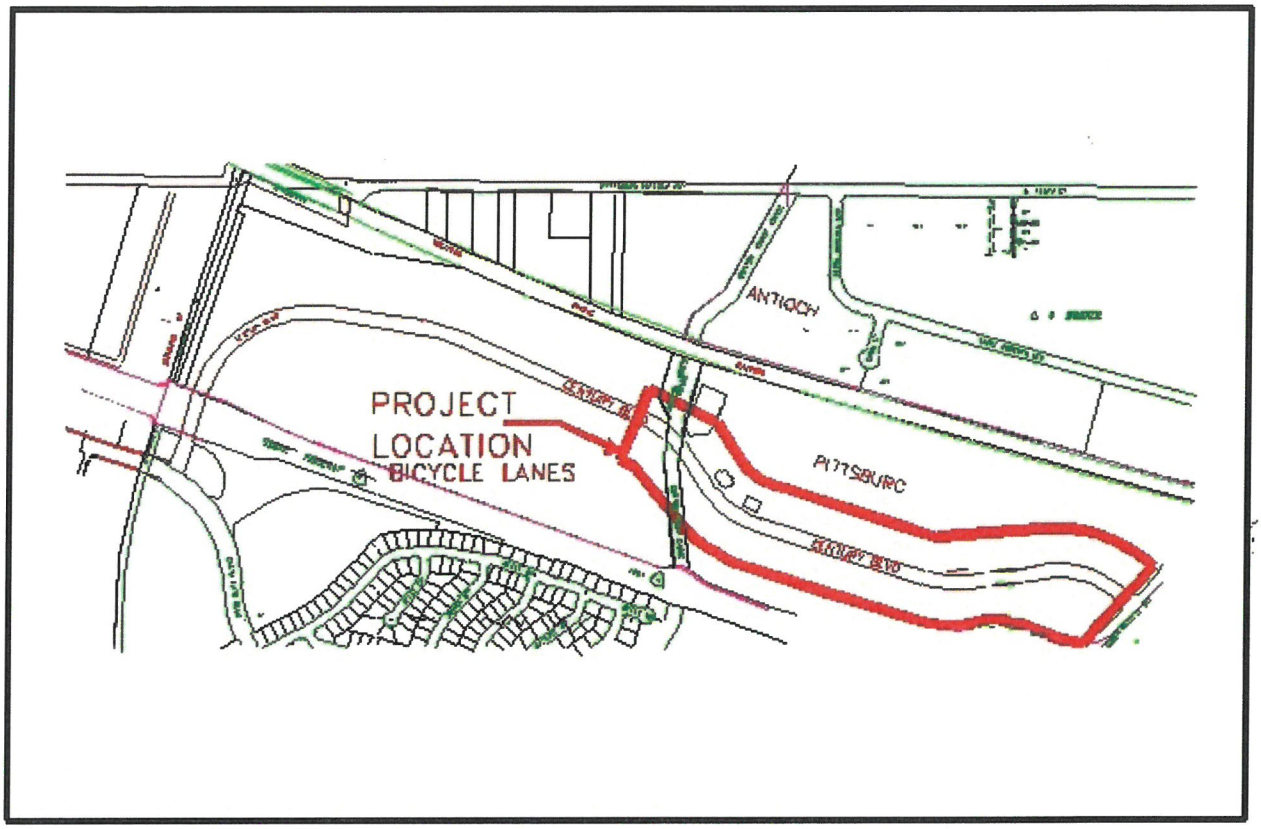
Estimated Project Cost:
$420,000

Project Limits:
East Leland Road at LMC Eastern Exit/Century Blvd.

Funding Sources:

Eligible Funding Source: Measure J /Developer /LTMF
Identified Funding Source:

Project Description:
This project will increase the length of the left turn pocket on eastbound East Leland Road at Century Blvd. This project is expected to decrease the length of the queue backing-up in the number one lane and provide eastbound vehicles added safety entering/exiting the Los Medanos driveway. Partial funding has been identified as mitigation to development on Century Blvd. 72% TMF eligible.



ST-31: CENTURY BOULEVARD CLASS III BICYCLE FACILITY

Project No.
TBD

Status:
Awaiting funds

Estimated Project Cost:
$ 60,000

Project Limits:
Century Blvd from Somersville Road to Contra Costa Canal

Funding Sources
Eligible Funding: Measure J, Prop. 42, Grants
Identified Funding: none

Project Description:
This project will re-stripe Century Boulevard from the city limits at Auto Center Drive to the Los Medanos Wasteway, to provide a Class III bicycle facility. The project will restripe this section of Century Blvd to provide two 11' through lanes and a 4' shoulder.

ST-32 : Century Boulevard Class 2 Bicycle Lanes

Project No.
TBD

Status:
None

Estimated Project Cost:
$75,000

Project Limits:
On both sides of Century Boulevard, from the State Route 4 freeway undercrossing to NorthPark Boulevard.

Funding Sources
Eligible Funding Sources: Gas Tax, Measure J, IRRF, IE, PP, Grants
Identified Funding: none

Project Description:
This project will widen Century Boulevard to accommodate Class 2 bike lanes in both directions, from State Route 4 freeway undercrossing to NorthPark Boulevard (approximately 480 lf).

ST-32 : Century Boulevard Class 2 Bicycle Lanes

Project No.
TBD

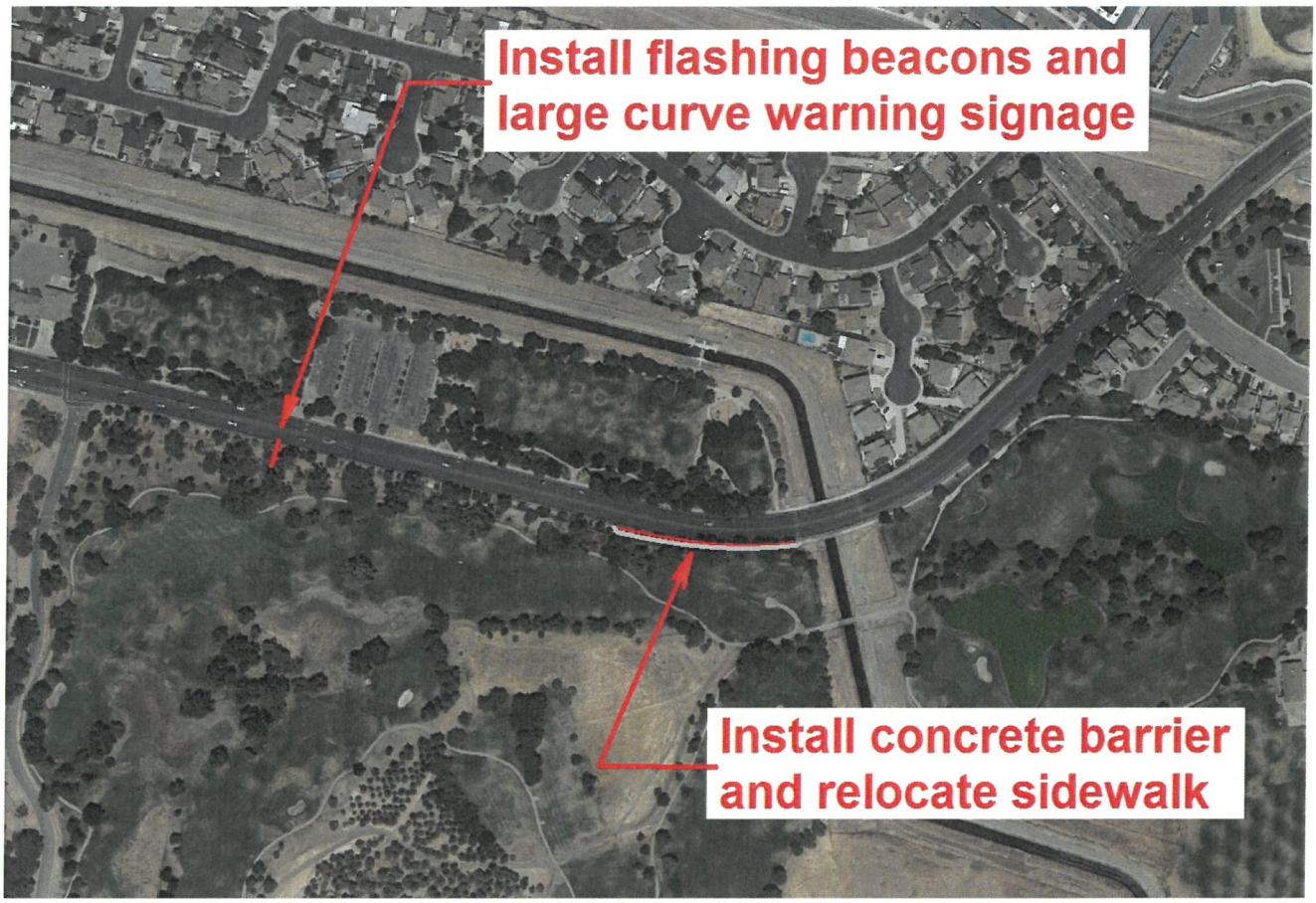
Status:
None

Estimated Project Cost:
$75,000

Project Limits:
On both sides of Century Boulevard, from the State Route 4 freeway undercrossing to NorthPark Boulevard.

Funding Sources
Eligible Funding Sources: Gas Tax, Measure J, IRRF, IE, PP, Grants
Identified Funding: none

Project Description:
This project will widen Century Boulevard to accommodate Class 2 bike lanes in both directions, from State Route 4 freeway undercrossing to NorthPark Boulevard (approximately 480 lf).



ST-34: WEST LELAND ROAD SAFETY IMPROVEMENTS

Project No.
TBD

Status:
Awaiting Funds

Estimated Project Cost:
$150,000

Project Limits:
West Leland Road from John Henry Johnson Parkway to Range Road

Funding Sources
Eligible Funding Sources: Gas Tax, Measure J, IRRF, IE, PP, Grants
Identified Funding: none

Project Description:
To prevent errant eastbound vehicles from entering the Contra Costa Canal, construct a concrete barrier along the south side of West Leland Road in front of golf course prior to and along curve to the left (approximately 300 lf.), relocate existing sidewalk behind concrete barrier, install large curve warning signage with flashing beacons facing eastbound traffic prior to curve, and restripe center median markings with Detail 23 (markers) on top of Detail 21 (thermoplastic). This project was part of a recommendation by the City's Traffic Committee.

ST- 35: 2020/21 TRAFFIC CALMING PROJECT

Project No.
TBD

Status:

Estimated Project Cost:
$50,000

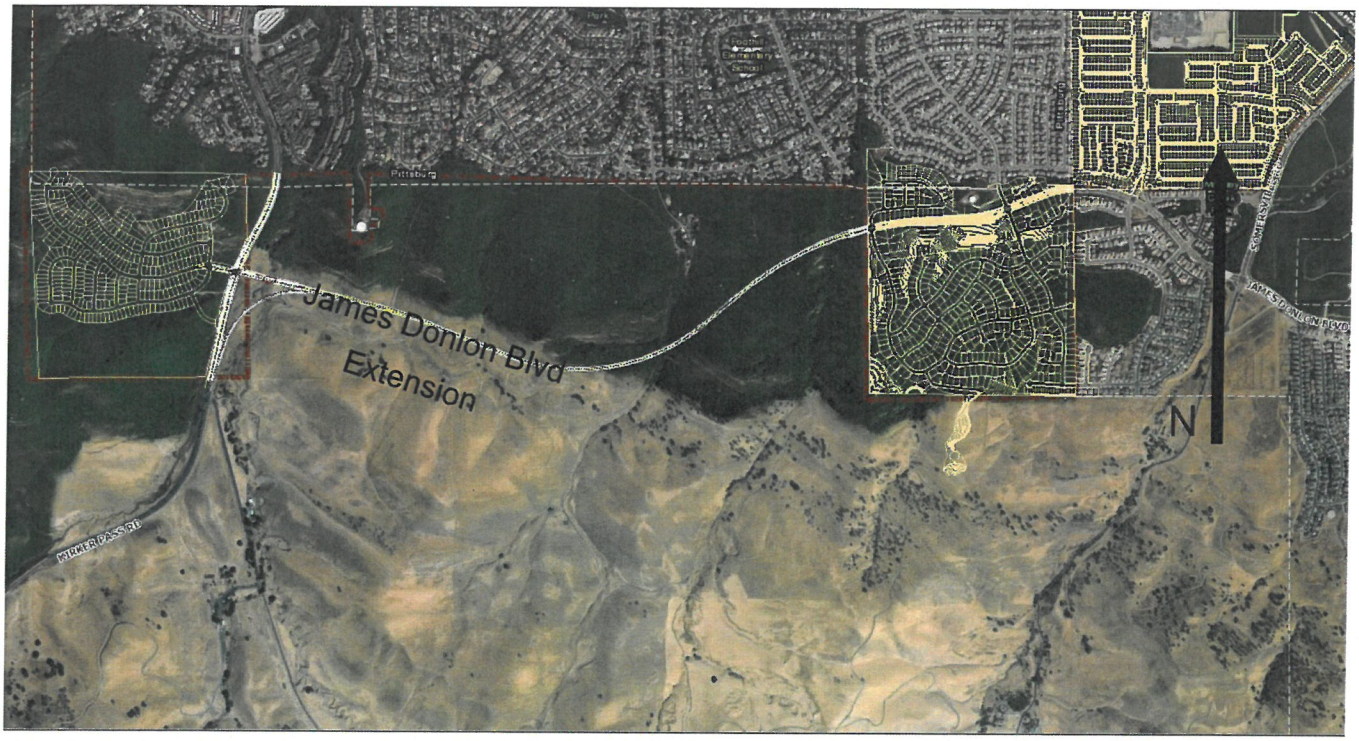
Project Limits:
Citywide

Operation and Maintenance

Funding Sources
Eligible Funding Source: HUTA, Measure J, SR2S, RMRA

Identified Funding: $50,000 Measure J

Project Description:
This project will construct speed humps and other traffic calming improvements at locations throughout the City to be determined through an application process or by City Staff. This will be managed through the Traffic Section of the Engineering Division.



ST-36: JAMES DONLON EXTENSION (2 Lanes) DESIGN AND CONSTRUCTION

Project No.
3015

Status:
Design in Progress

Estimated Project Cost:
$95,610,000

Project Limits:
Eastern city limits to Kirker Pass Road

Funding Sources:

Eligible Funding Source: TMF, Regional TMF/ PRTDIM/Developer/Measure J
Identified Funding Source: $1,880,000 LTMF, $14,220,000 Developer/Local Match, $63,404,800 RTMF,
$14,495,200 TBD ($6,200,000 has been allocated to this project)

Project Description:
The project will design and construct an additional east-west connection between East and Central County by adding a new link between James Donlon Boulevard Extension and Kirker Pass Road. The new roadway, formerly known as the Buchanan Road Bypass, will relieve congestion and other future travel demand on Buchanan Road. This project will be funded with 68% RTMF, 22% LTMF, 7% other funds.

ST-38: WEST LELAND ROAD PAVEMENT MARKERS/MARKINGS AND SPEED SIGNAGE IMPROVEMENTS

Project No.
TBD

Status:
Design Proposals Received

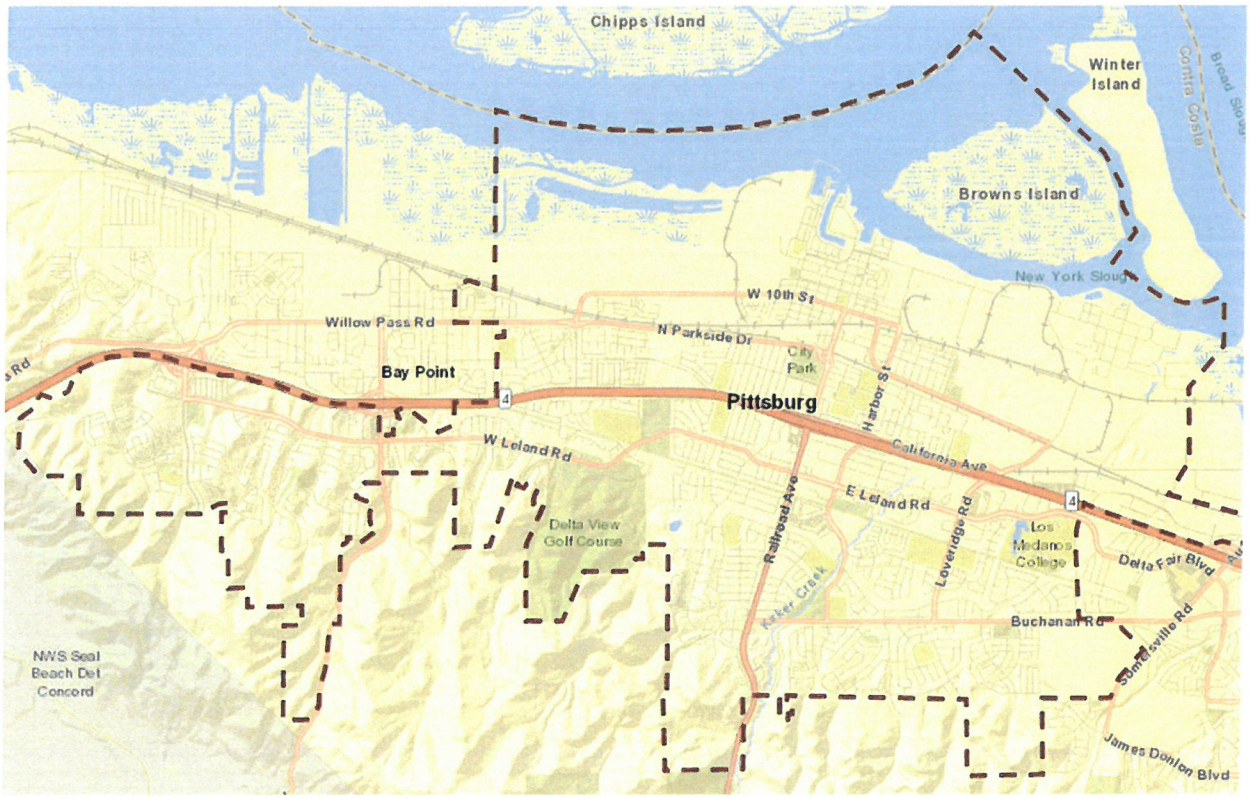
Estimated Project Cost:
$376,800

Project Limits:
West Leland Road, from Railroad Avenue to Montevideo Drive

Funding Sources
Eligible Funding Sources: Gas Tax, Measure J, IRRF, IE, and Grants
Identified Funding: HSIP $376,800 (100%)

Project Description:
This project will install highly reflective thermoplastic double yellow 4-inch centerline stripes with rumble stripes between Pamelia Way and Montevideo Drive. Thermoplastic centerline stripes to be enhanced by placing reflective markers on top of the thermoplastic striping. Two Way Left Turn Lanes (TWLTL), east of Montevideo, may be omitted from project.

Install six (6) driver speed feedback signage at locations prior to horizontal curves.



ST-41: ANNUAL CITYWIDE FENCE, SOUNDWALL AND STREETLIGHT REPLACEMENT/INSTALLATION PROJECT

Project No.
TBD

Status:
Analyzing Priorities

Estimated Project Cost:
$100,000 Annually
$500,000

Project Limits:
Citywide

Funding Sources:

Eligible Funding Source: Measure J, Gas Tax, RMRA Gas Tax

Identified Funding Source: $100,000 Measure J, $400,000 Future Measure J

Project Description:

This project is for the replacement of damaged or deteriorated fencing, sound walls, or streetlights that the City is responsible for maintaining. This project also includes new installations determined to be required for public safety and protection.

ST-42: WEST LELAND ROAD HIGH FRICTION SURFACE TREATMENT

Project No.
TBD

Status:
In Design

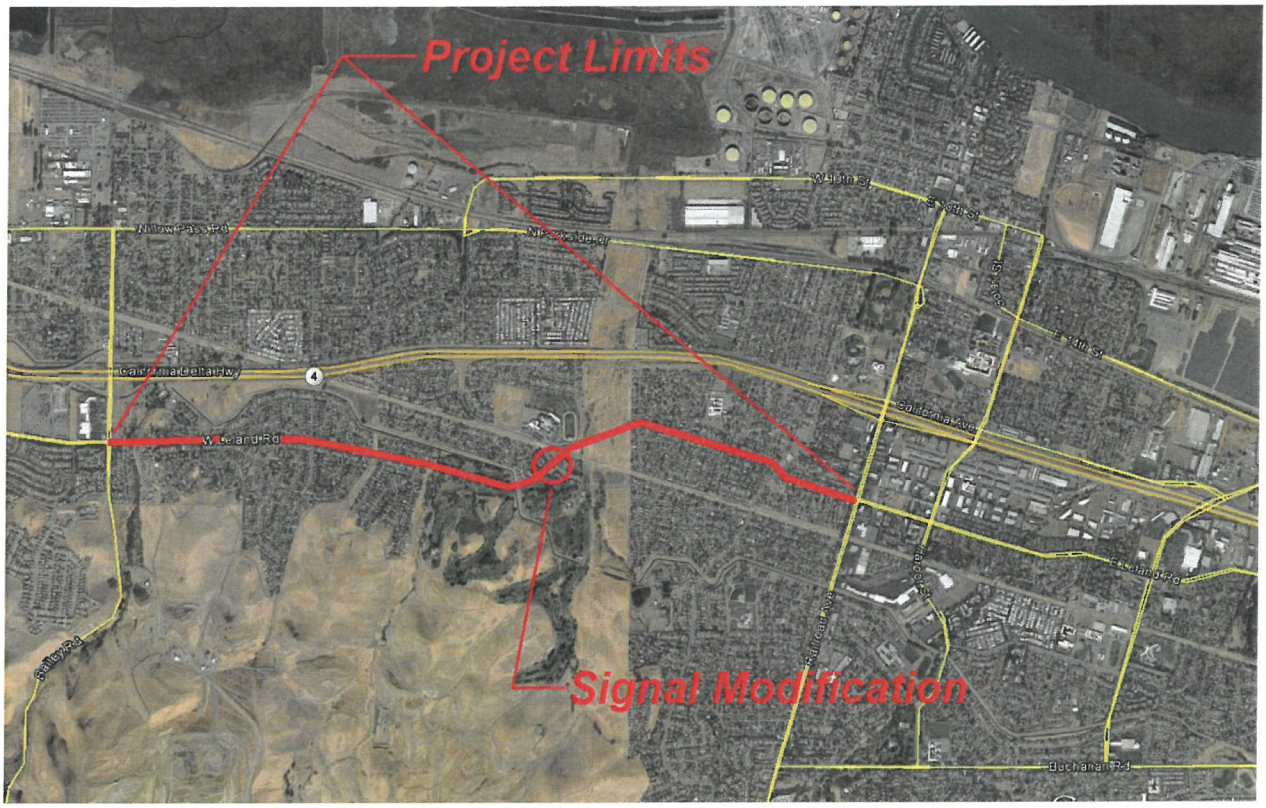
Estimated Project Cost:
$718,000

Project Limits:
West Leland Road, from Railroad Avenue to Montevideo Drive

Funding Sources
Eligible Funding Sources: Gas Tax, Measure J, IRRF, IE, and Grants
Identified Funding: HSIP $547,920 (grant), $60,880 Gas Tax, $110,000 MJ

Project Description:
Install High Friction Surface Treatment (FST) at five (5) locations:

1.) Intersection approaches to West Leland Road/Bailey Road
2.) Intersection approaches to West Leland Road/Railroad Avenue
3.) Horizontal curve between Marsh Avenue and Crestview Avenue
4.) Horizontal curve ~900 lf west of West Leland Road/Range Road intersection
5.) Horizontal curve west of West Leland Road/Dover Way.



ST-43: WEST LELAND ROAD PAVEMENT DELINEATION, WARNING SIGNAGE, HIGH VISIBILITY CROSSWALK IMPROVEMENTS AND TRAFFIC SIGNAL MODIFICATION AT RANGE ROAD

Project No.
TBD

Status:
In Design

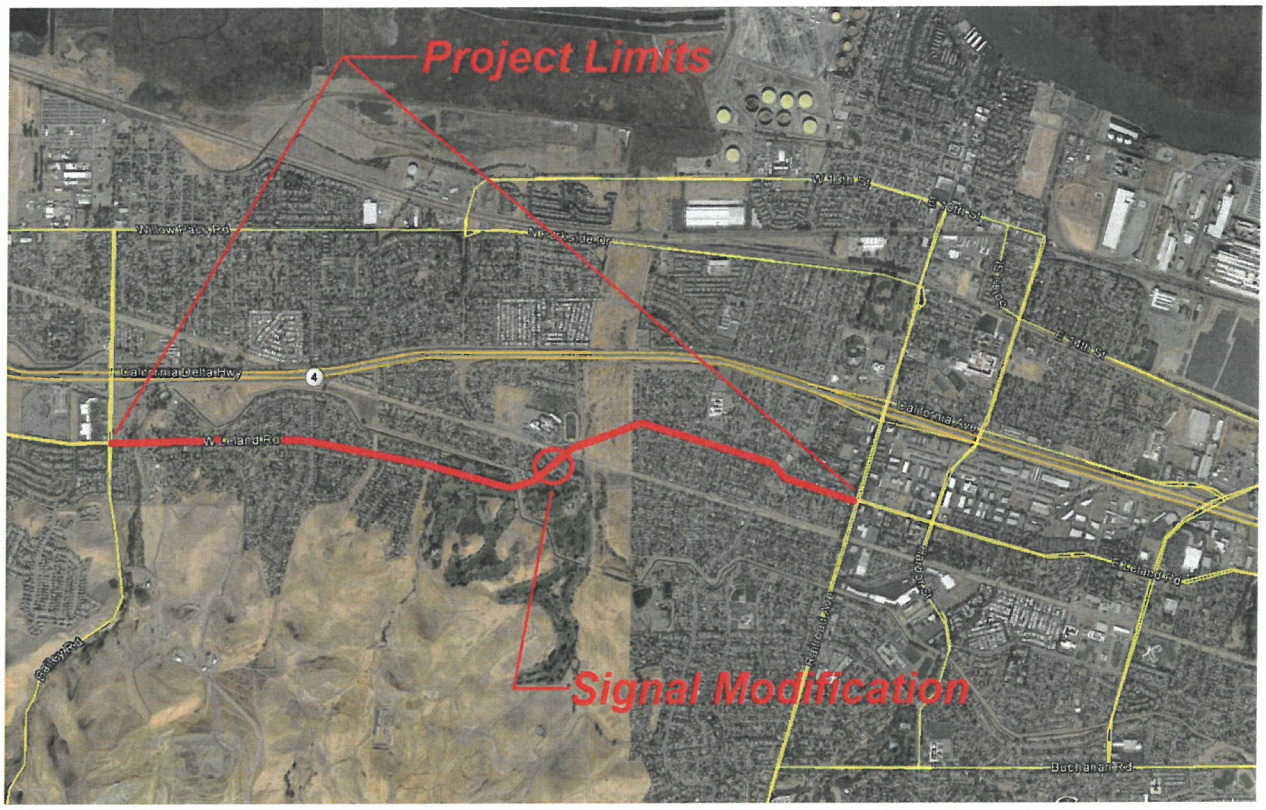
Estimated Project Cost:
$265,900

Project Limits:
West Leland Road, from Railroad Avenue to Bailey Road

Funding Sources
Eligible Funding Sources: Gas Tax, Measure J, IRRF, IE, and Grants
Identified Funding: HSIP $265,900 (100%)

Project Description:
Install raised pavement markers and reflectors through intersections to ensure proper lane usage. Install warning signage and reflectors at horizontal curves. Replace existing marked crosswalks with high visibility crosswalks, including advance STOP bars (limit lines).

Modify existing traffic signal system at West Leland Road/Range Road/Golf Club Road intersection by adding a left-turn phase for the Range Road approach.



ST-43: WEST LELAND ROAD PAVEMENT DELINEATION, WARNING SIGNAGE, HIGH VISIBILITY CROSSWALK IMPROVEMENTS AND TRAFFIC SIGNAL MODIFICATION AT RANGE ROAD

Project No.
TBD

Status:
In Design

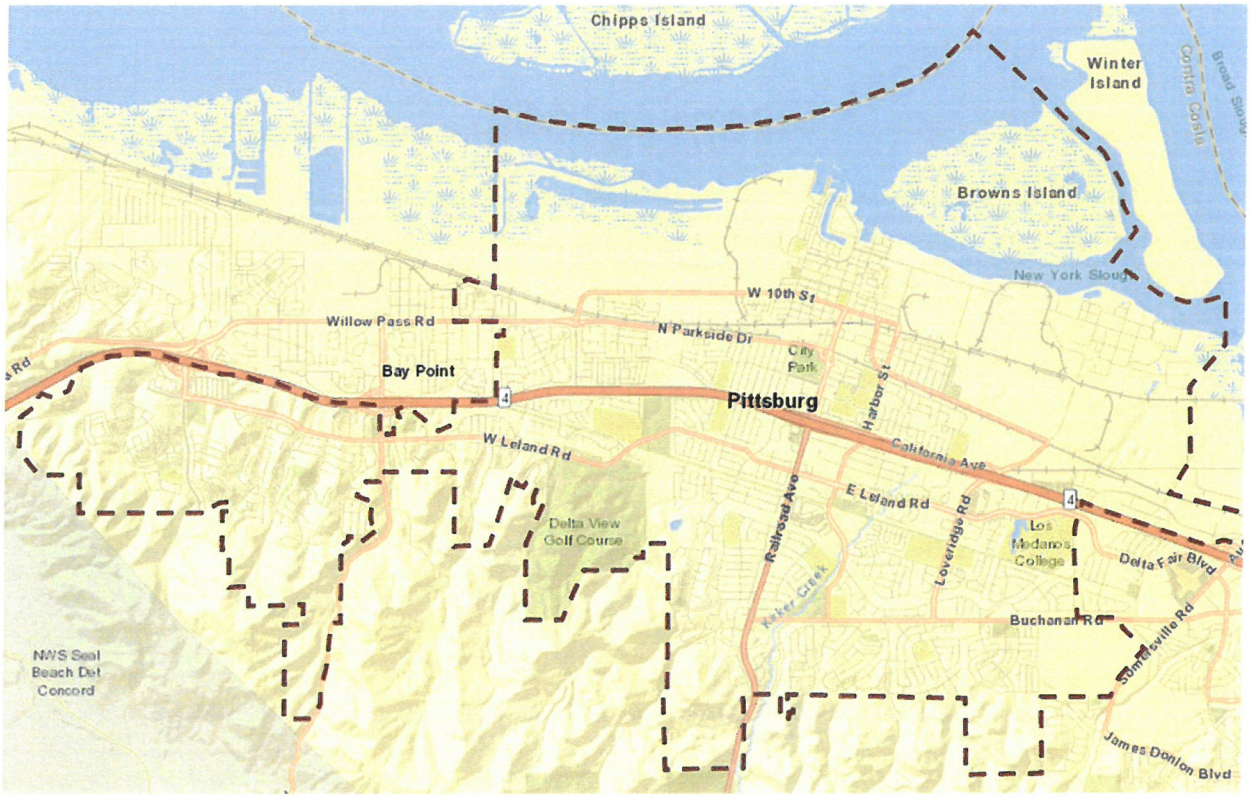
Estimated Project Cost:
$265,900

Project Limits:
West Leland Road, from Railroad Avenue to Bailey Road

Funding Sources
Eligible Funding Sources: Gas Tax, Measure J, IRRF, IE, and Grants
Identified Funding: HSIP $265,900 (100%)

Project Description:
Install raised pavement markers and reflectors through intersections to ensure proper lane usage. Install warning signage and reflectors at horizontal curves. Replace existing marked crosswalks with high visibility crosswalks, including advance STOP bars (limit lines).

Modify existing traffic signal system at West Leland Road/Range Road/Golf Club Road intersection by adding a left-turn phase for the Range Road approach.



ST-44: CITYWIDE SIDEWALK REPLACEMENT PROJECT

Project No.
TBD

Status:
Awaiting Funding

Estimated Project Cost:
$85,000

Project Limits:
Various locations citywide

Funding Sources

Eligible Funding Source: Measure J
Identified Funding Source:

Project Description:
Lifted and Damaged sidewalk is a continual issue throughout the City each year. This annual project will replace damaged sidewalk and reduce trip hazards throughout the City.

ST- 45: 2021/22 CITYWIDE TRAFFIC CALMING PROJECT

Project No.
TBD

Status:
Funded

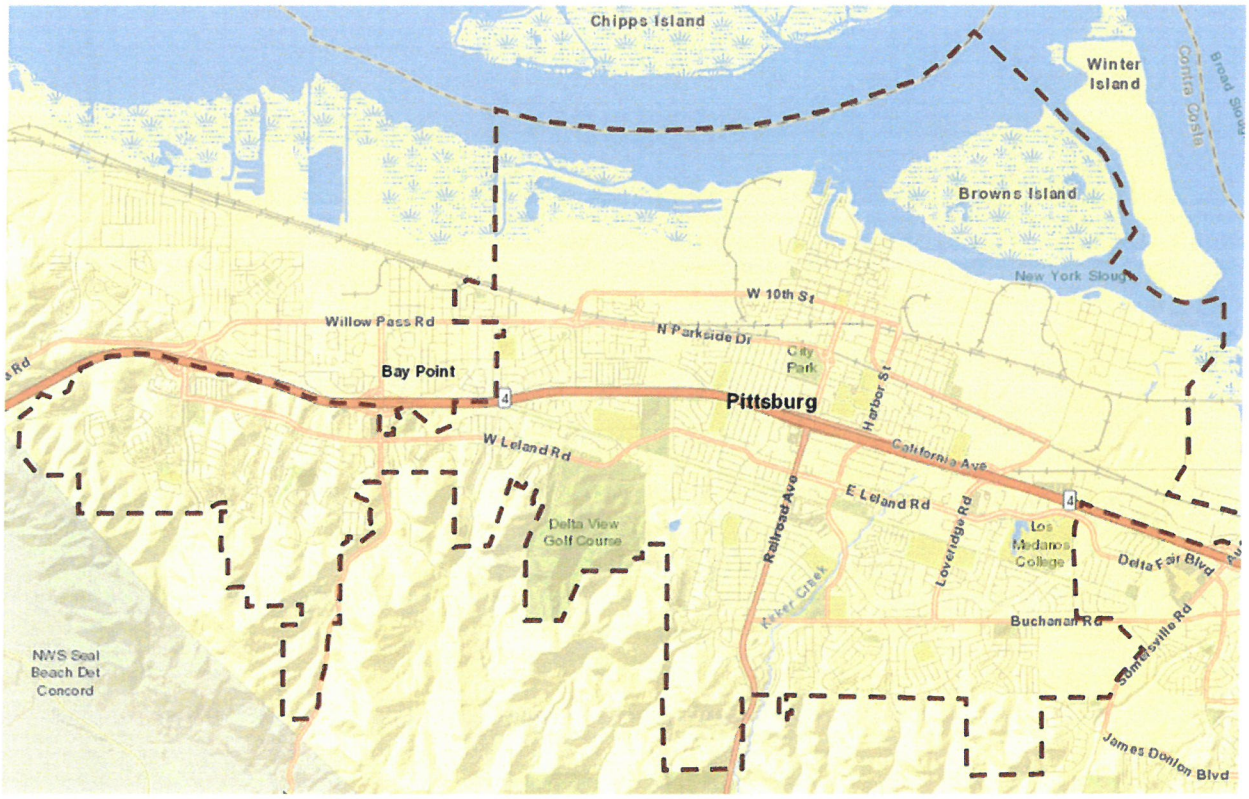
Estimated Project Cost:
$50,000

Project Limits:
Citywide

Funding Sources:
Eligible Funding Source: Gas Tax, Measure J, Grant Funding, Gas Tax RMRA
Identified Funding: $50,000 Measure J

Project Description:

This project will construct speed humps and other traffic calming improvements at locations throughout the City to be determined through an application process or by City Staff. This will be managed through the Traffic Section of the Engineering Division.



ST-47: 2020/21 CITYWIDE PAVEMENT MANAGEMENT PROJECT

Project No.
TBD

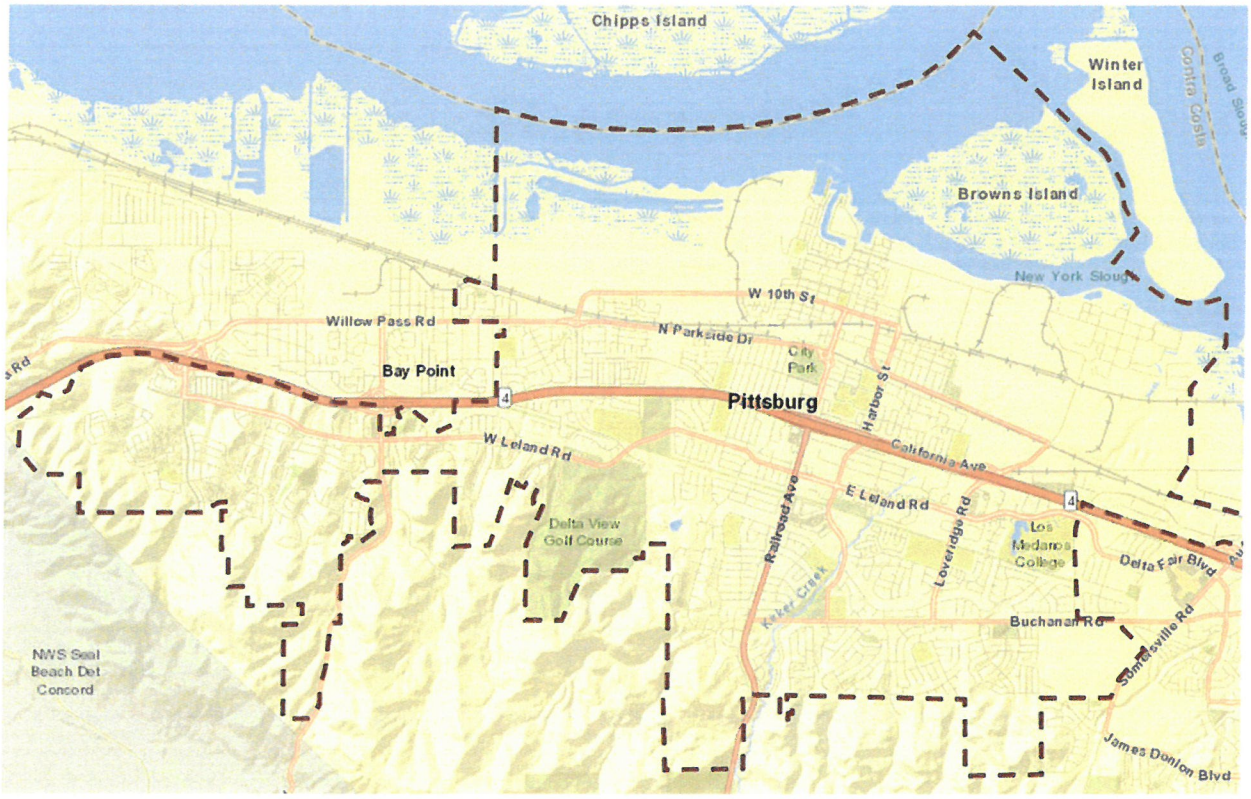
Status:
Projected Funding for FY 20/21

Estimated Project Cost:
$400,000

Project Limits:
TBD

Funding Sources:
Eligible Funding Source: Gas Tax
Identified Funding Source: $400,000 HUTA

Project Description:
This project will be determined based on use of the Pavement Management System (PMS) and Staff input. The project will use a variety of pavement management techniques including, slurry seal, patch paving, pavement overlay, pavement inlay, pavement reconstruction, and crack sealing.



ST-48: 2021/22 STREET MAINTENANCE PROJECT

Project No.
TBD

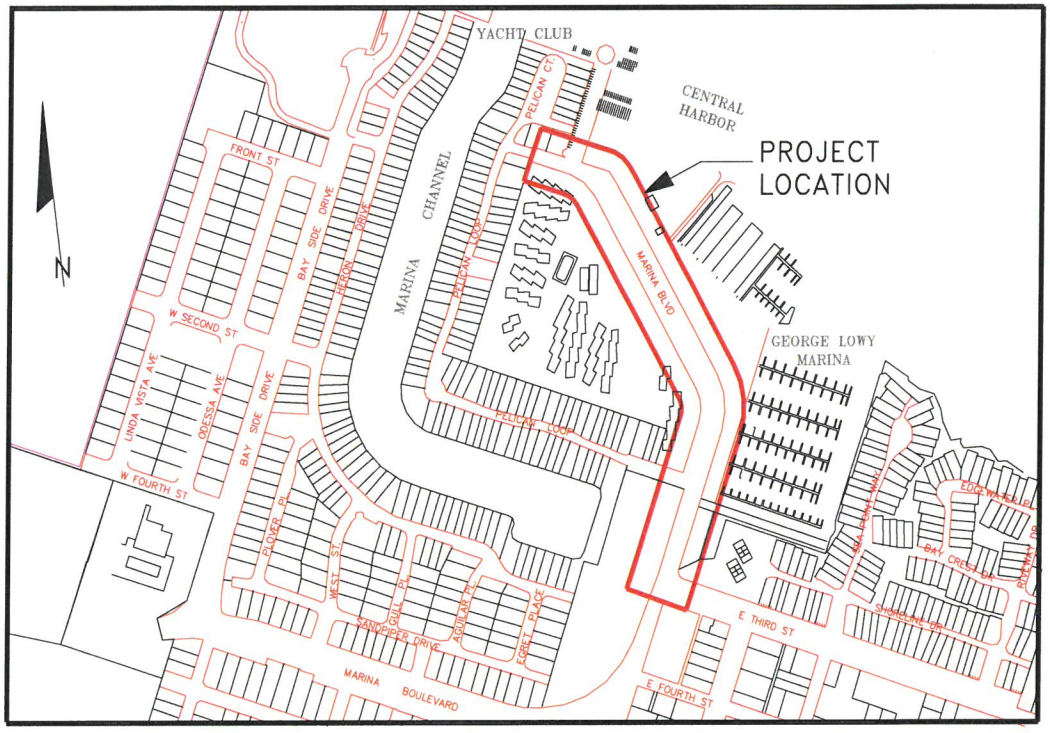
Status:
Projected Funding for FY21/22

Estimated Project Cost:
$400,000

Project Limits:
TBD

Funding Sources:
Eligible Funding Source: Gas Tax
Identified Funding Source: $400,000 HUTA

Project Description:
This project will be determined based on use of the Pavement Management System (PMS) and Staff input. The project will use a variety of pavement management techniques including, slurry seal, patch paving, base failures, and crack sealing.



ST-49: MARINA BOULEVARD IMPROVEMENTS (Marina Master Plan Phase III)

Project No.
TBD

Status:
Awaiting Funding

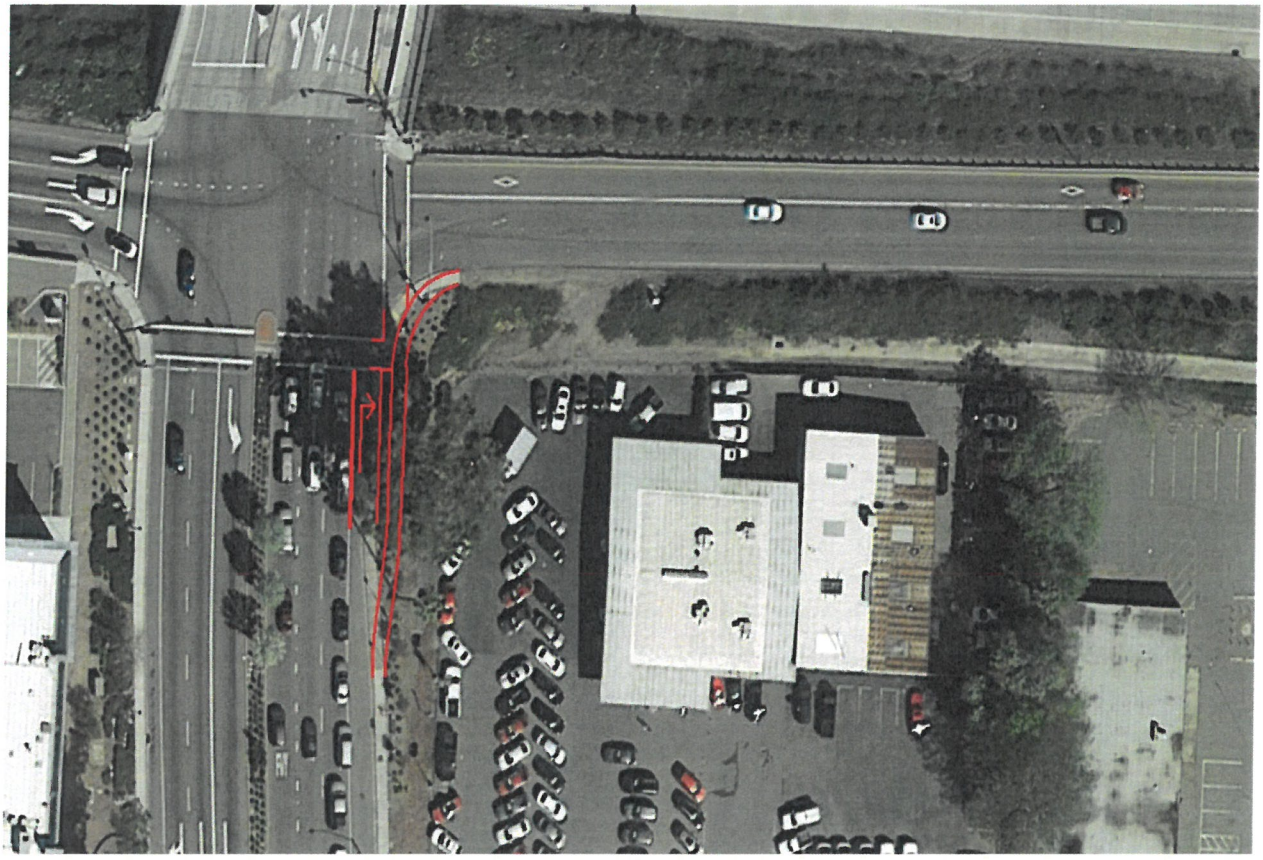
Estimated Project Cost:
$1,550,000

Project Limits: Marina Boulevard from 3rd Street north

Funding Sources:

Eligible Funding Source: Proposition 1 Grants
Identified Funding: None

Project Description:
Reconfiguration of Marina Boulevard to reduce the number of travel lanes from 4 to 2, and add diagonal parking and green streets improvements to treat surface stormwater runoff.



ST-50: RAILROAD AVENUE NORTHBOUND RIGHT-TURN LANE AT HIGHWAY 4

Project No.
TBD

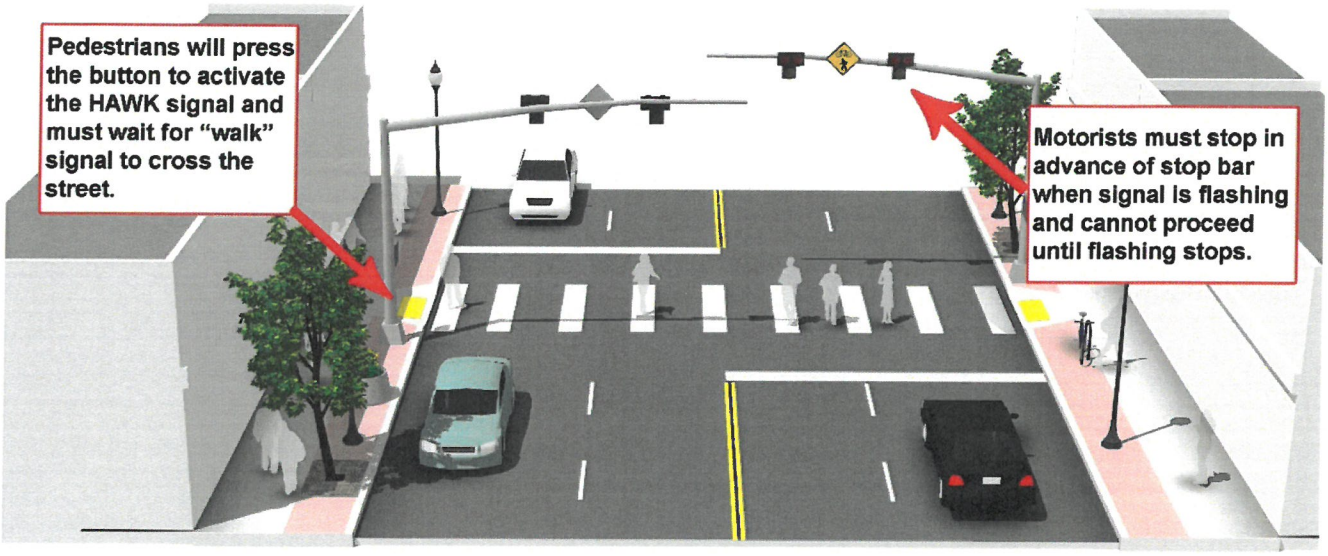
Status:
Awaiting funding

Estimated Project Cost:
$300,000

Project Limits:
Railroad Avenue (northbound only), from Bliss Avenue to State Route 4 eastbound on-ramp

Funding Sources:
TBD

Project Description:
Widen northbound Railroad Avenue approach to State Route 4 eastbound on-ramp to allow for an exclusive 100 LF right-turn lane. This widening may necessitate removal of a eucalyptus tree and relocation of two 1-B traffic signal poles.



ST- 51: STONEMAN AVENUE PEDESTRIAN IMPROVEMENTS

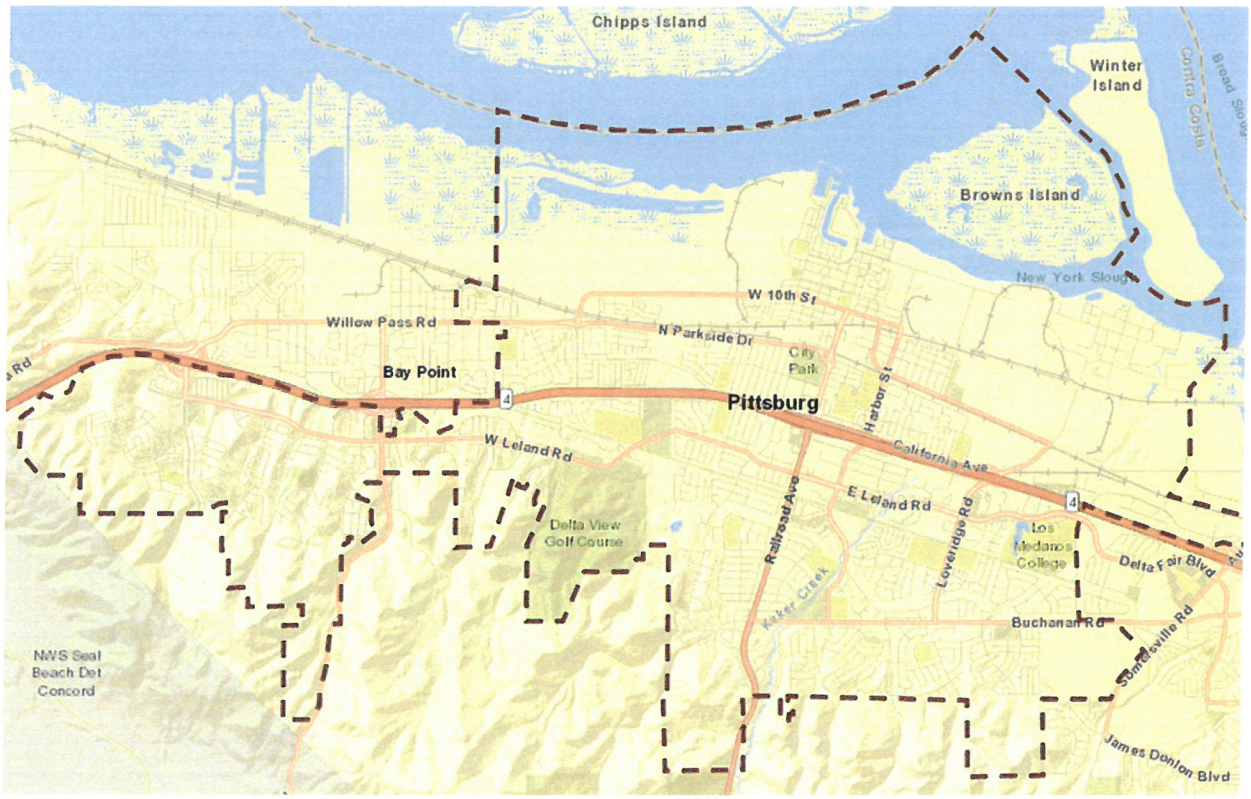
Project No.
3115

Status:
Design

Estimated Project Cost:
$920,000

Project Limits:
Three intersections on Stoneman Avenue (Briarcliff Drive, Meadowbrook Circle, Meadowbrook Avenue)
Funding Sources
Eligible Funding Source: Gas tax, Measure J, SR2S
Identified Funding: $880,000 HSIP-8, $40,000 RMRA

Project Description:
Upgrade intersection pavement markings/signage and install pedestrian HAWK signals for existing crosswalks at three intersections on Stoneman Avenue (Meadowbrook Avenue, Meadowbrook Circle, and Briarcliff Drive). Install dynamic/variable speed warning signs along Stoneman Avenue. This project will also include crack and slurry seal from Harbor Street to Loveridge Road.



ST- 52: ANNUAL CITYWIDE STRIPING & SIGNAGE PROJECT

Project No.
TBD

Status:
Determining priorities.

Estimated Project Cost:
$300,000
$50,000 annually

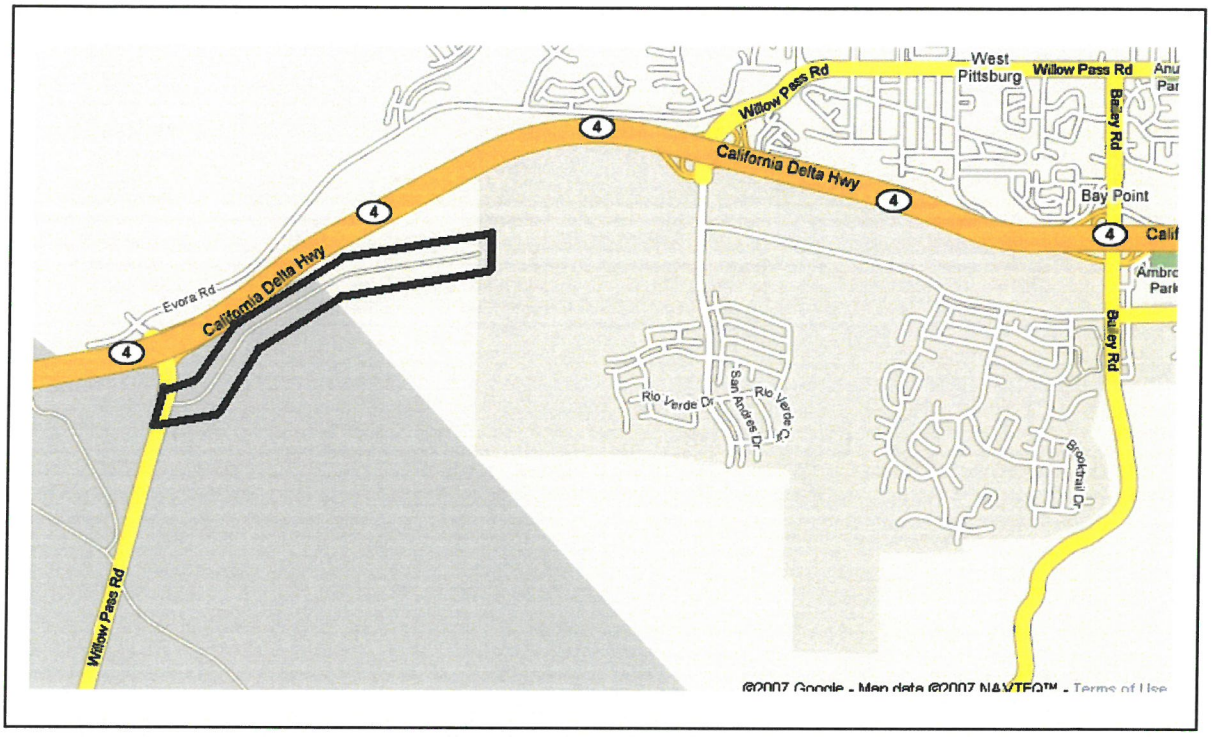
Project Limits:
Citywide

Funding Sources:
Eligible Funding Source: Gas tax, Measure J, RMRA Gas Tax

Identified Funding: $100,000 HUTA $200,000 Future

Project Description:

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



ST-54: AVILA ROAD WIDENING (Willow Pass to West Leland)

Project No.
TBD

Status:
Awaiting funding.

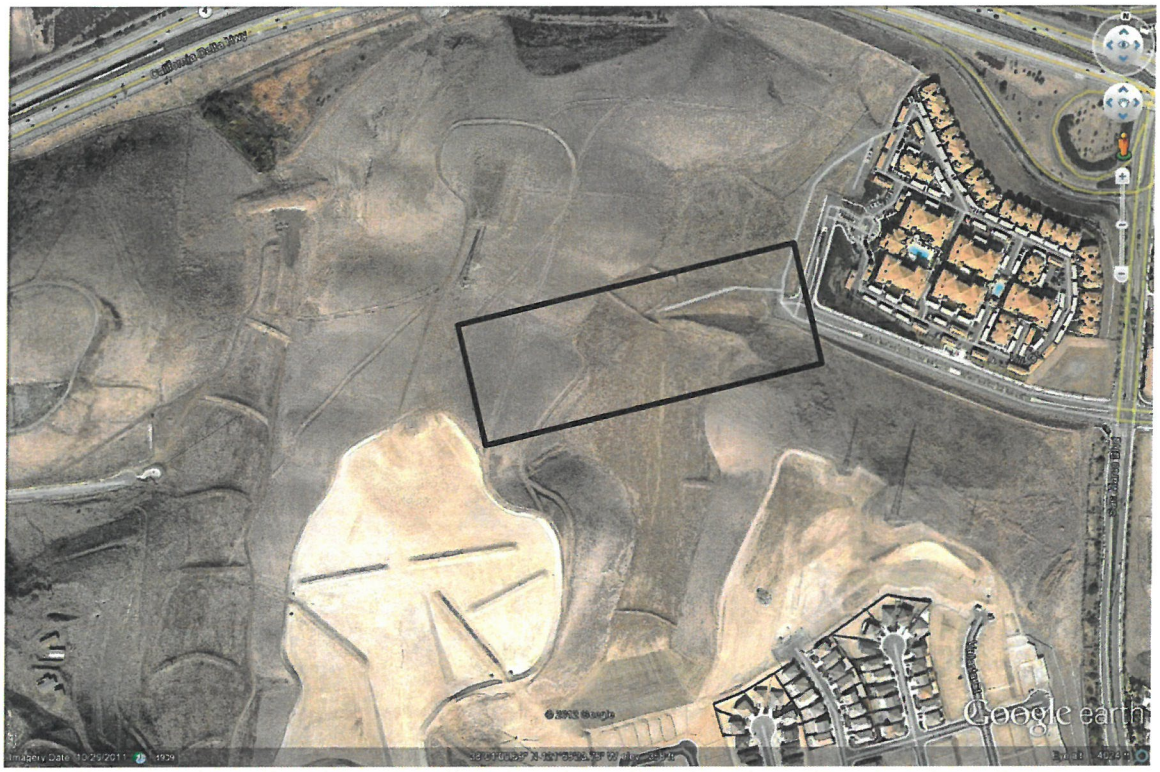
Estimated Project Cost:
$11,520,000

Project Limits:
Southwest area of Pittsburg

Funding Sources:

Eligible Funding Source: TMF/Developer
Identified Funding:TBD

Project Description:
This project will widen Avila Road to 4 lanes with a raised median and sidewalks. The project will accommodate bicycle facilities where appropriate. 66% TMF Eligible.



ST-55: W. LELAND ROAD EXTENSION (PHASE II & PHASE III)

Project No.
3011

Status:
Construction of Phase II

Estimated Project Cost:
$5,857,000

Project Limits:
San Marco Boulevard to Santa Theresa Phase II, Santa Teresa to Avila Road

Funding Sources:

Eligible Funding Source: TMF/Developer Identified Funding: $50,000 LTMF (plan check)

Project Description:
This project will extend W. Leland Road from San Marco Boulevard to Avila Road. The new road will be 4 lanes with a raised median and sidewalks. The project will accommodate bicycle facilities where appropriate. 68% TMF Eligible.

ST-56: SAN MARCO BOULEVARD (SR4 to Bailey Road)

Project No.
TBD

Status:
Awaiting funding.

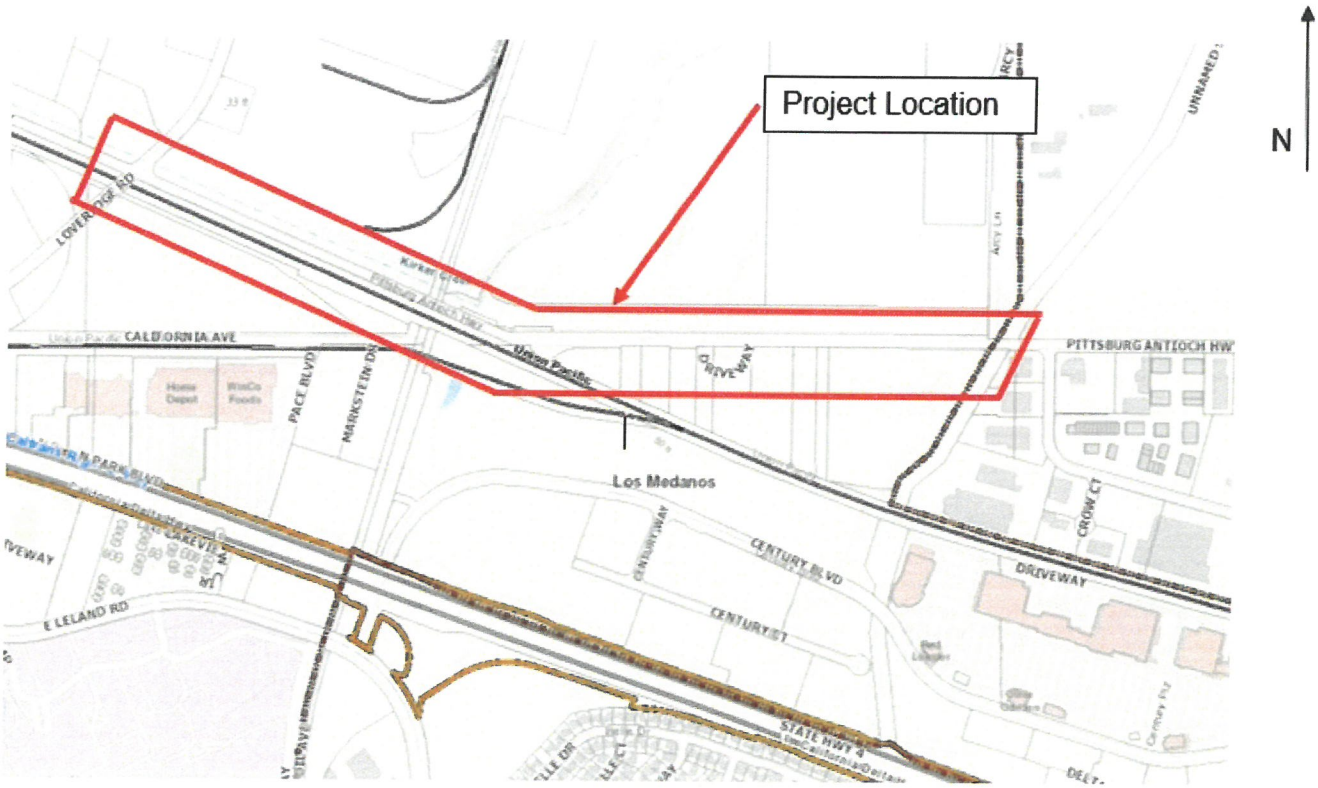
Estimated Project Cost:
$14,038,000

Project Limits:
Southwest area of Pittsburg

Funding Sources:

Eligible Funding Source: TMF/Developer
Identified Funding: $100,000 LTMF

Project Description:
The project will extend San Marco Boulevard to Bailey Road. The new roadway will accommodate bicycle facilities where appropriate. The project is 79% TMF eligible.



ST-57: PITTSBURG-ANTIOCH HIGHWAY WIDENING

Project No.
To be determined

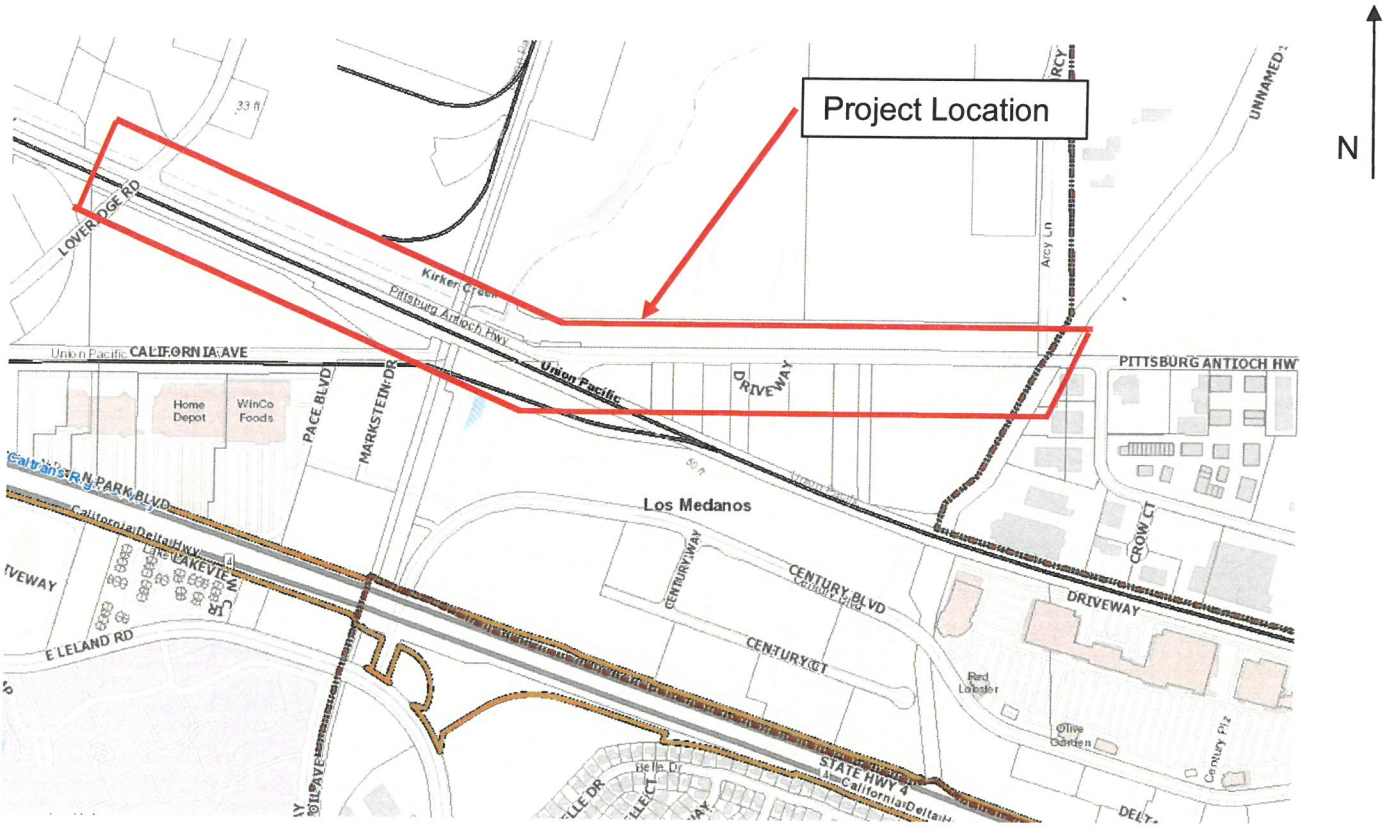
Status:
Awaiting funding (local and regional fees) and/or frontage development to occur

Estimated Project Cost:
$11,070,000

Project Limits:
Pittsburg-Antioch Highway, from Loveridge Road to eastern City limits at Arcy Lane.

Funding Sources
Eligible Funding Source: LTMF (80%), PRTDIM, Measure J, Gas Tax Revenues, Grants, Developer
Identified Funding Source: None

Project Description:
This project will widen Pittsburg-Antioch Highway from 2-lanes to 4-lanes. The project will accommodate bicycle facilities where appropriate. Roadway widening to accommodate a center storage lane for left-turns in front of businesses (2WLTL) is provided under CIP Item ST-58. The regional project limits for widening Pittsburg-Antioch Highway to 4-lanes extend to Somersville Road in the City of Antioch. 81% TMF eligible.



ST-58: PITTSBURG-ANTIOCH HIGHWAY TWO-WAY LEFT TURN LANES

Project No.
TBD

Status:
Awaiting funding.

Estimated Project Cost:
$300,000

Project Limits:
Section of Pittsburg-Antioch Highway between Loveridge Road and Arcy Lane

Funding Sources:

Eligible Funding Source: Developer, TMF
Identified Funding: TBD

Project Description:
This project will construct a two-way left turn lane for businesses located along Pittsburg-Antioch Highway between Loveridge Road and Arcy Lane. The project will accommodate bicycle facilities where appropriate. This project may be constructed as development occurs prior to a larger widening project. 81% TMF eligible.

ST-59: SB1 2022/23 PAVEMENT MANAGEMENT PROJECT

Project No.
TBD

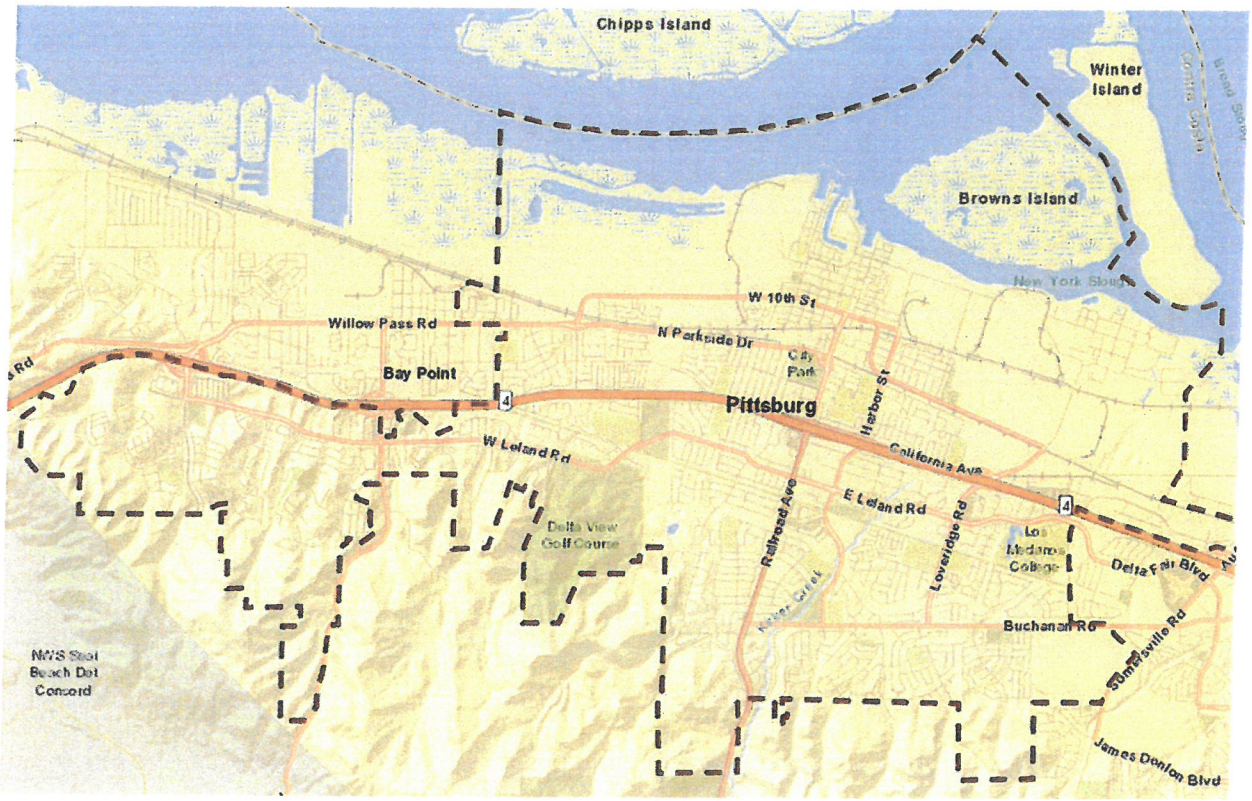
Status:
2022/23 Allocation $950,000

Estimated Project Cost:
$950,000

Project Limits:
West Leland Road from Railroad Avenue to Jacqueline Drive (Outside of HSIP project areas)

Funding Sources
Eligible Funding Sources: Gas Tax, Measure J, RMRA
Identified Funding: $950,000 RMRA

Project Description:
This project will reconstruct/improve the pavement on West Leland Road from Railroad Avenue to Jacqueline Drive. The project will use a variety of pavement management techniques including, slurry seal, patch paving, pavement overlay, pavement inlay, pavement reconstruction, base failure repairs and crack sealing.



ST-60: 2022/23 STREET MAINTENANCE PROJECT

Project No.
TBD

Status:
Projected Funding for FY 22/23

Estimated Project Cost:
$400,000

Project Limits:
TBD

Funding Sources
Eligible Funding Sources: Gas Tax, Measure J, RMRA
Identified Funding: $400,000 Gas Tax

Project Description:

This project will be determined based on use of the Pavement Management System (PMS) and Staff input. The project will use a variety of pavement management techniques including, slurry seal, patch paving, pavement overlay, pavement inlay, pavement reconstruction, and crack sealing.

ST-62: CALIFORNIA AVENUE WIDENING PHASE III (Harbor Street to Railroad Avenue)

Project No.
TBD

Status:
Awaiting funding

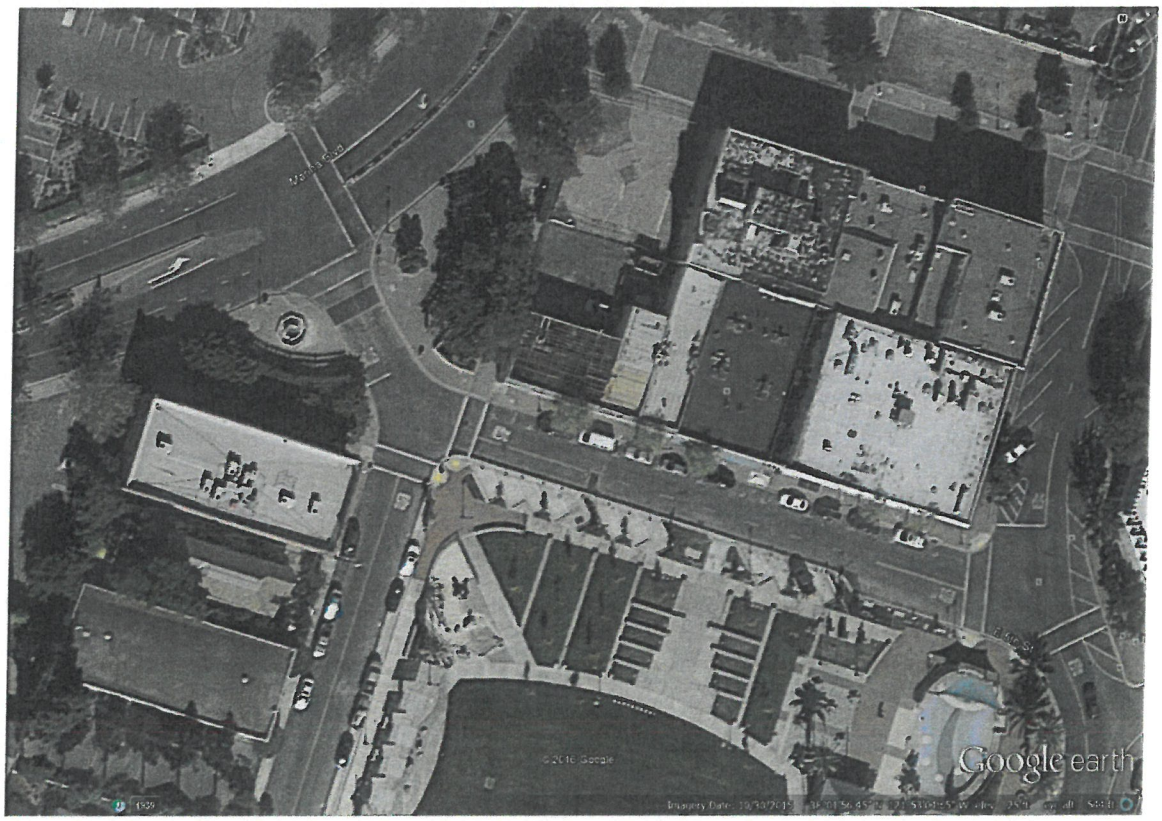
Estimated Project Cost:
$10,035,000

Project Limits:
Harbor Street to Railroad Avenue

Funding Sources

Eligible Funding Source: TMF
Identified Funding Source: TBD

Project Description:
This project includes obtaining right-of-way, constructing drainage improvements and widening California Avenue. This project will provide two lanes in each direction from Railroad Avenue to Harbor Street. Re-alignment of California Avenue will be required when the proposed west bound Highway 4 offramp is constructed. 96% TMF eligible.



ST-63: MARINA BOULEVARD/BLACK DIAMOND STREET/EAST FIFTH STREET INTERSECTION IMPROVEMENTS

Project No.
TBD

Status:
Awaiting funding and/or development

Estimated Project Cost:
$95,000

Project Limits:
Intersection of Marina Blvd./Black Diamond St./E. Fifth St., and its approaches

Funding Sources

Eligible Funding Source: Measure J, Gas Tax Revenues, Grants (TLC), Development
Identified Funding Source: None

Project Description:
This project will realign the intersection and its approaches to more closely resemble a conventional grid pattern street layout, similar to the surrounding downtown streets and blocks. This will allow additional area for a parking structure to be constructed at the Marina Parking lot site (located on the northwest corner of the intersection).

ST-64: LINSCHEID DRIVE TRAFFIC CALMING

Project No.
To be determined

Status:
To be designed, awaiting funding

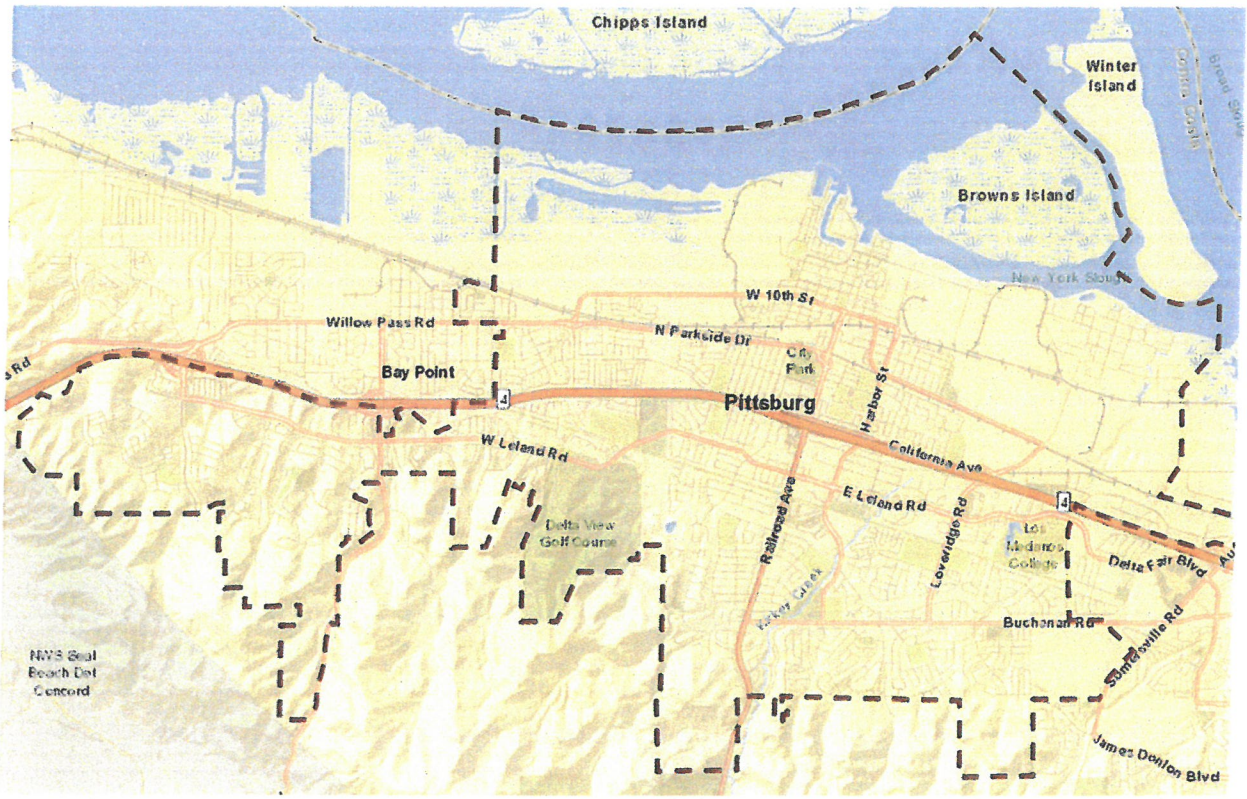
Estimated Project Cost:
$100,000

Project Limits:
Intersection of Linscheid Dr., Ramona St., and Madoline St., and its approaches

Funding Sources

Eligible Funding Source: Measure J, Gas Tax Revenues, Grants (TETAP for design)
Identified Funding Source: None

Project Description:
This project will realign the intersection and its approaches to meet current standards as a neighborhood traffic calming measure that will follow the City's adopted Traffic Calming Policy. The existing intersection is too wide to properly channel traffic and invites motorists to drive on the wrong side of the road when cutting corners to make a turn. Among the options under consideration is installation of traffic circles at this offset intersection. Additional investigation is necessary to determine what measure should be implemented.



ST-67: SCHOOL AREA PEDESTRIAN COUNTDOWN SIGNALS

Project No.
TBD

Status:
Awaiting Funds

Estimated Project Cost:
$100,000

Project Limits:
Various intersections located near target schools (citywide)

Funding Sources
Eligible Funding: TBD
Identified Funding: None

Project Description:
This project will install pedestrian countdown signal heads at 18 signalized intersections with a high pedestrian volume located near target schools. This project also includes an educational outreach program for student pedestrians and parents to suggest routes to and from eight elementary schools and two junior high schools.

Intersections Include: W. Leland@Crestview, W. Leland@Railroad, Railroad@West, W. Leland@Dover, W. Leland@Burton, Harbor@Buchanan, Harbor@Yosemite, Loveridge@E. Leland, Loveridge@Delta DeAnza Trail, Loveridge@Stoneman, Loveridge@Ventura, Loveridge@Buchanan, Willow Pass@Loftus, Harbor@School, Railroad@Civic, Railroad@Power, San Marco@W. Leland

ST-69: PRESIDIO LANE PEDESTRIAN SAFETY IMPROVEMENTS

Project No.
TBD

Status:
Awaiting funds

Estimated Project Cost:
$ 25,000

Project Limits:
Presidio Lane crosswalk between Senior Center and Stoneman Village senior housing

Funding Sources
Eligible Funding: TBD
Identified Funding: None

Project Description:
This project will enhance pedestrian safety at the crosswalk across Presidio Lane between the Senior Center and Stoneman Village senior housing.

ST-72: WILLOW PASS ROAD CLASS III BICYCLE FACILITY

Project No.
TBD

Status:
Awaiting Funds

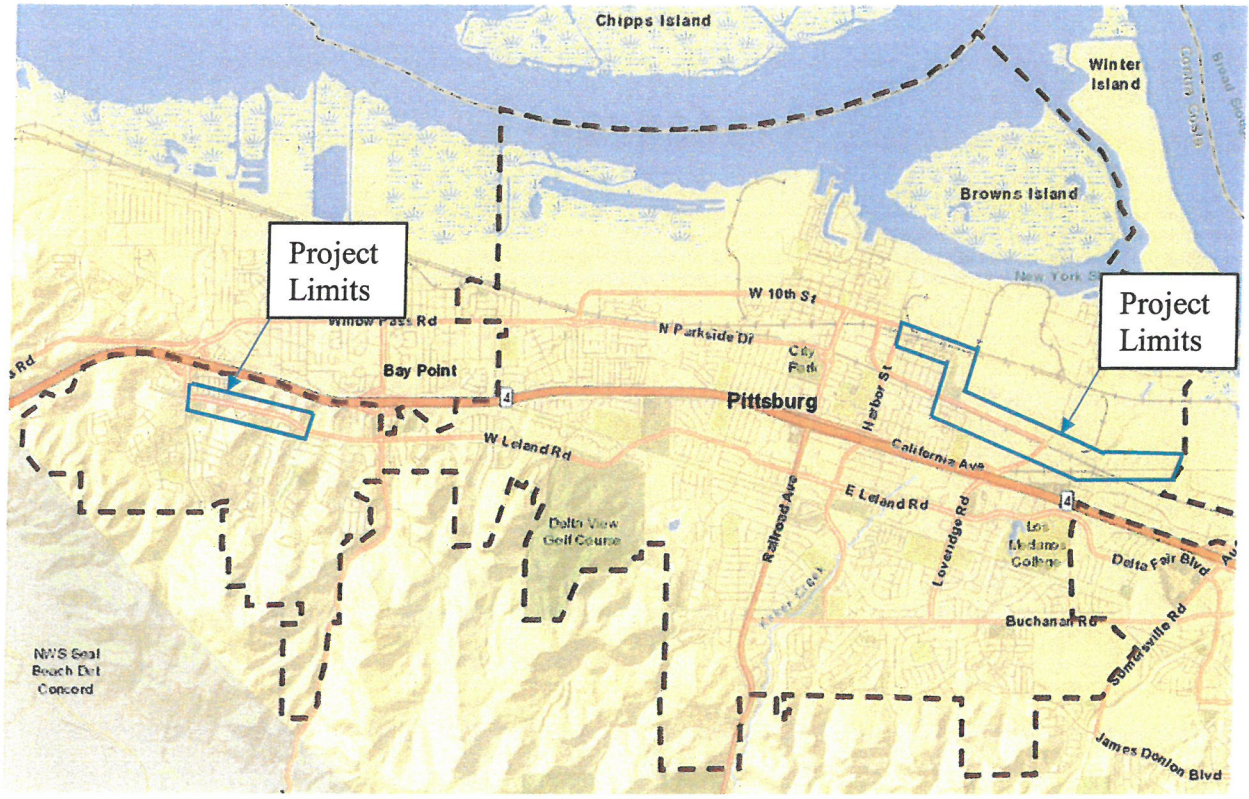
Estimated Project Cost:
$ 200,000

Project Limits:
Willow Pass Road from West Tenth Street to Union Pacific Railroad Crossing

Funding Sources
Eligible Funding: TBD

Identified Funding: None

Project Description:
This project includes widening, signing and striping Willow Pass Road to provide a Class III bicycle facility from West 10th Street to the Union Pacific Railroad crossing. The project will include construction of 8' shoulders east and west bound along the entire length of Willow Pass Road.



ST- 73: PATCH PAVING, SEALING & STRIPING

Project No.
TBD

Status:
2019-20 Allocation: $500,000

Estimated Project Cost:
$500,000

Project Limits:
PA Highway from Arcy Lane to Harbor St.
West Leland Road from Woodhill Dr. to San Marco Blvd.

Funding Sources:
Eligible Funding Source: Gas Tax, SB-1 Gas Tax (RMRA) Measure J, General Fund (GF)
Identified Funding: $500,000 GF

Project Description:

This project is for preventative maintenance aimed at mitigating future failures of streets and street segments. The locations and priorities are determined by Public Works and Engineering staff with guidance from the City's Pavement Management Program. For 2019/20, the following arterial street segments have been identified and includes 18,000 linear feet of arterial roadway:

- Pittsburg Antioch Hwy from Arcy Lane to Harbor Street
- West Leland Road from Woodhill Drive to San Marco Blvd.

ST-95: INTERSECTION GEOMETRIC IMPROVEMENTS (BAILEY ROAD & WEST LELAND ROAD)

Project No.
TBD

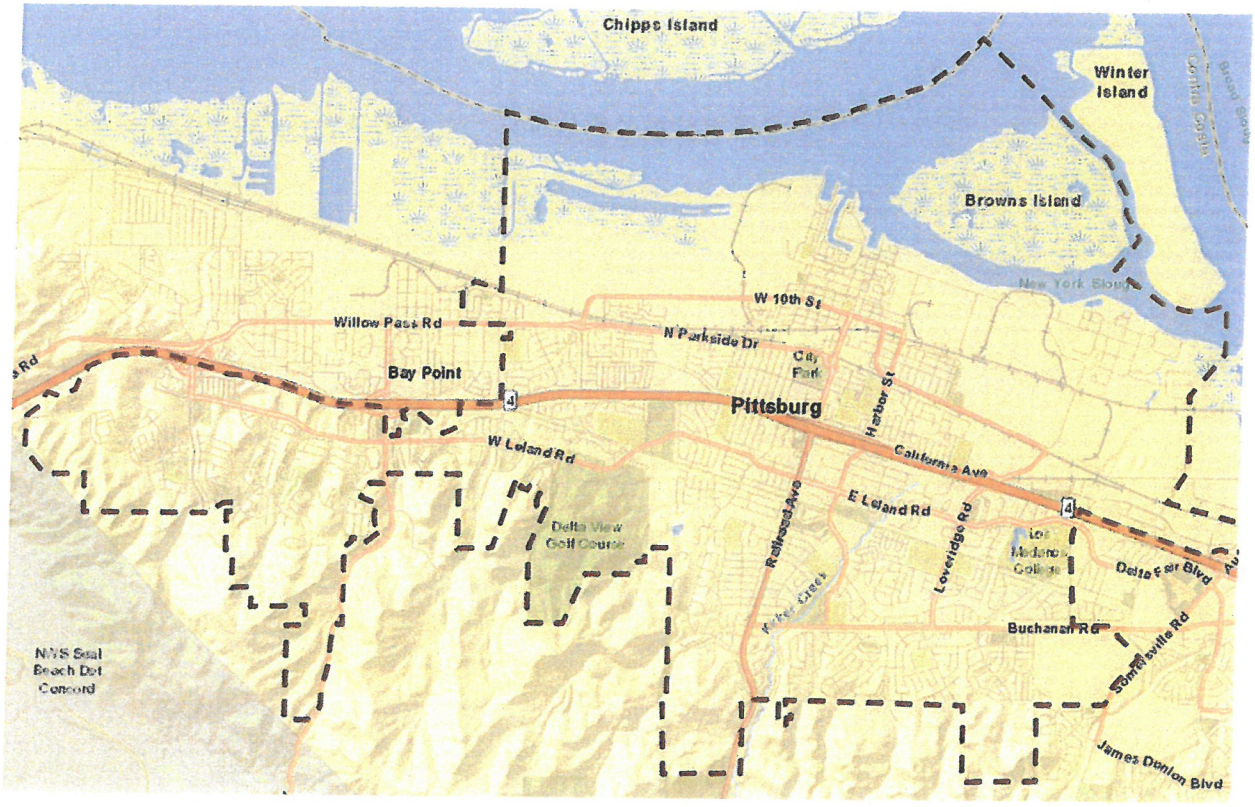
Status:
Awaiting funding

Estimated Project Cost:
$3,000,000

Project Limits:
West Leland Road between Bailey Road and Oak Hills Drive

Funding Sources
Eligible Funding Sources: LTMF, Developer Fair Share
Identified Funding: None

Project Description:
The project provides for geometric improvements on the eastbound approach to the intersection Bailey Road & West Leland Road. The scope of work contemplated includes widening of the eastbound approach to add a second left-turn lane and an exclusive right-turn lane on the eastbound approach. It is intended that the geometry will accommodate a Class 2 bike lanes. The improvements will add capacity on the eastbound approach, provide for more efficient signal timing, improve intersection level of service, and reduce queuing on the eastbound leg of the intersection. The geometric improvements will require right-of-way acquisition and construction of retaining walls along the north and south sides of West Leland Road between Bailey Road and Oak Hills Drive.



ST-96: CITYWIDE ARTERIAL MEDIAN CONVERSION PROJECT

Project No.

Status:

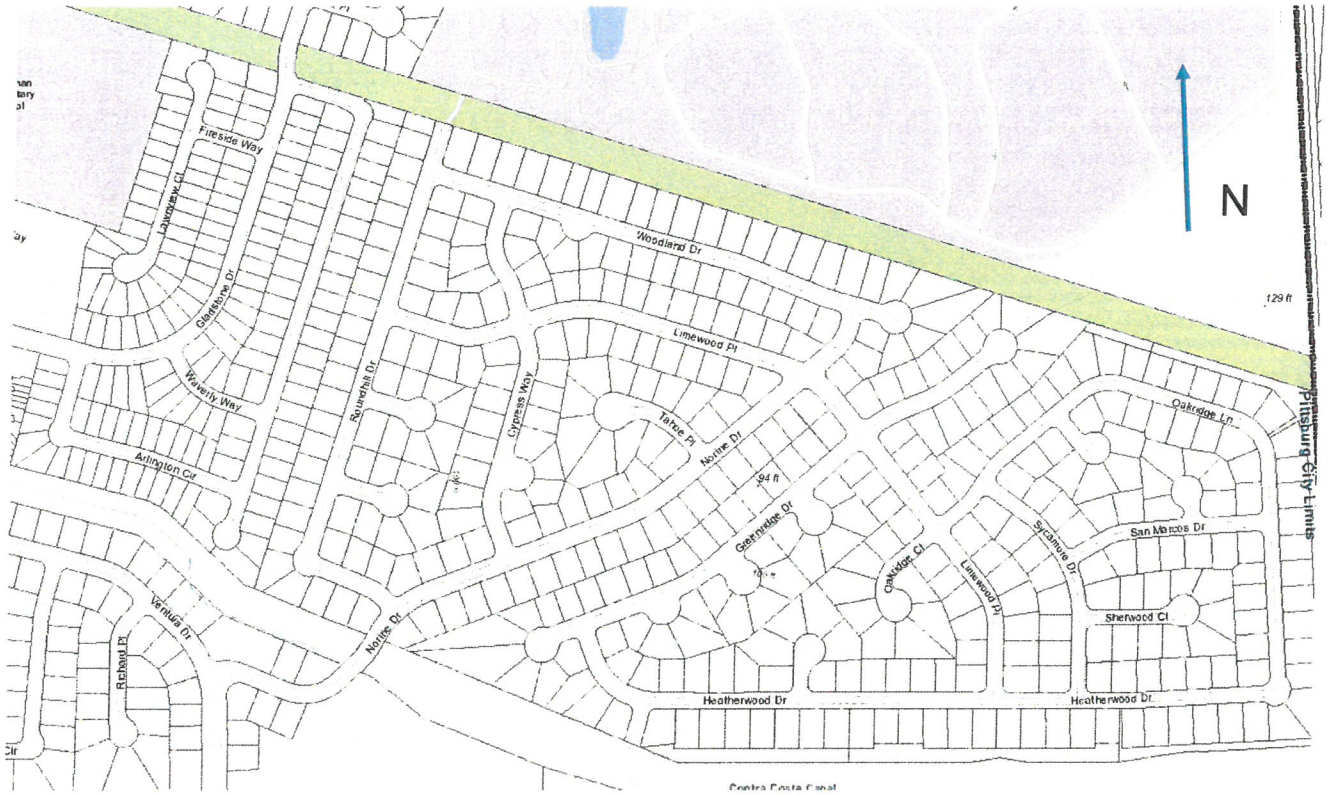
Estimated Project Cost:
$150,000

Project Limits:
Arterial Streets Citywide

Funding Sources

Eligible Funding Source: Measure J
Identified Funding Source: $30,000 Measure J

Project Description:
The locations and priorities are determined by Public Works and Engineering staff for increased safety.



ST-98: 2019/20 STREET MAINTENANCE PROJECT

Project No.
TBD

Status:
Projected Funding for FY19/20

Estimated Project Cost:
$322,427

Project Limits:
Highland Meadows

Funding Sources:
Eligible Funding Source: Gas Tax
Identified Funding Source: $150,000 HUTA, $172,427 RMRA

Project Description:
This project was determined based on use of the Pavement Management System (PMS) and Staff input. The project will use the three-layer pavement treatment on the residential streets in the Highland Meadows neighborhood.

Those streets/street segments include the following:

- Cypress Way from Norine Drive to Woodland Drive
- Roundhill Drive from Woodland Drive to Norine Drive
- Woodland Drive from Norine Drive to Roundhill Drive

ST-99: SB1 2019/20 PAVEMENT MANAGEMENT PROJECT

Project No.

Status:
2019-20 Allocation: $895,000

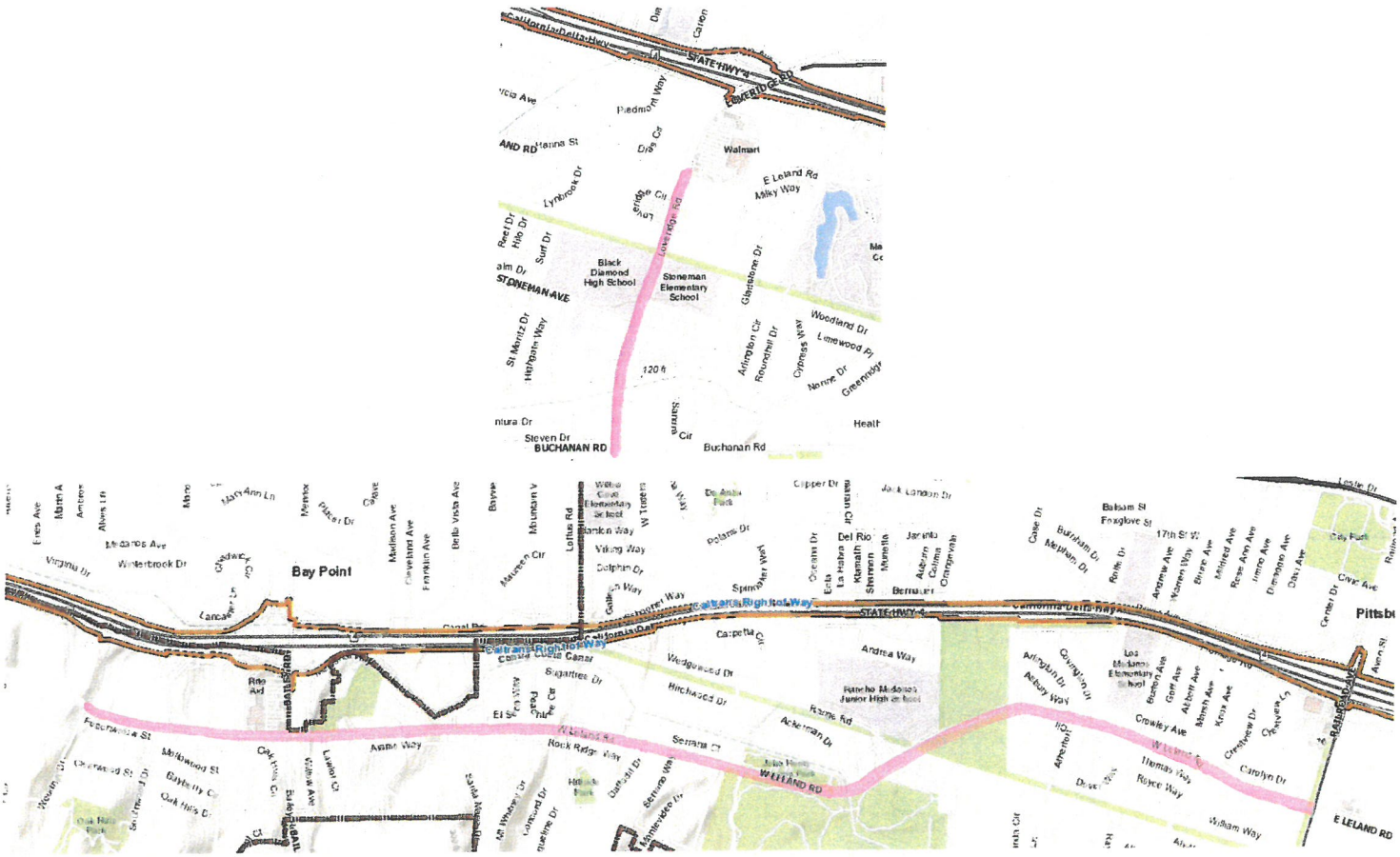
Estimated Project Cost:
$895,000

Project Limits:
West Leland Road – Jacqueline Drive to Railroad Avenue (locations determined by HSIP 7 Project) and Loveridge Road – SR4 to East Leland Road

Funding Sources:
Eligible Funding Sources: Gas Tax, SB-1 Gas Tax (RMRA), Measure J
Identified Funding: $895,000 RMRA

Project Description:

This project will repair particular locations on West Leland Road from Railroad Avenue to Jacqueline Drive in preparation for the HSIP 7 project that is scheduled for construction early 2020. It will also include Loveridge Road from State Route 4 to East Leland Road. The project will use a variety of pavement management techniques including slurry seal, patch paving, pavement overlay/inlay, pavement reconstruction and crack sealing.



ST-100: 2020/21 STP/OBAG II PAVEMENT IMPROVEMENT PROJECT

Project No.

Status:
2019-20 Allocation: $895,000

Estimated Project Cost:
$2,410,000

Project Limits:
West Leland Road – Woodhill Drive to Railroad Avenue
Loveridge Road –East Leland Road to Buchanan Road

Funding Sources:
Eligible Funding Sources: Gas Tax, SB-1 Gas Tax (RMRA), Measure J, OBAG II/STP
Identified Funding: $2,410,000 OBAG II/S

Project Description:

This project will rehabilitate the roadway on West Leland Road from Woodhill Drive to Railroad Avenue and Loveridge Road from East Leland Road to Buchanan Road. The project will use a variety of pavement management techniques including crack sealing, base repairs, patch paving, milling, geosynthetics, as well as thin and thick asphalt concrete overlays.

ST- 101: 2022/23 TRAFFIC CALMING PROJECT

Project No.
TBD

Status:

Estimated Project Cost:
$50,000

Project Limits:
Citywide

Operation and Maintenance

Funding Sources
Eligible Funding Source: HUTA, Measure J, SR2S, RMRA

Identified Funding: $50,000 Measure J

Project Description:
This project will construct speed humps and other traffic calming improvements at locations throughout the City to be determined through an application process or by City Staff. This will be managed through the Traffic Section of the Engineering Division.

ST- 102: 2022/23 TRAFFIC CALMING PROJECT

Project No.
TBD

Status:

Estimated Project Cost:
$50,000

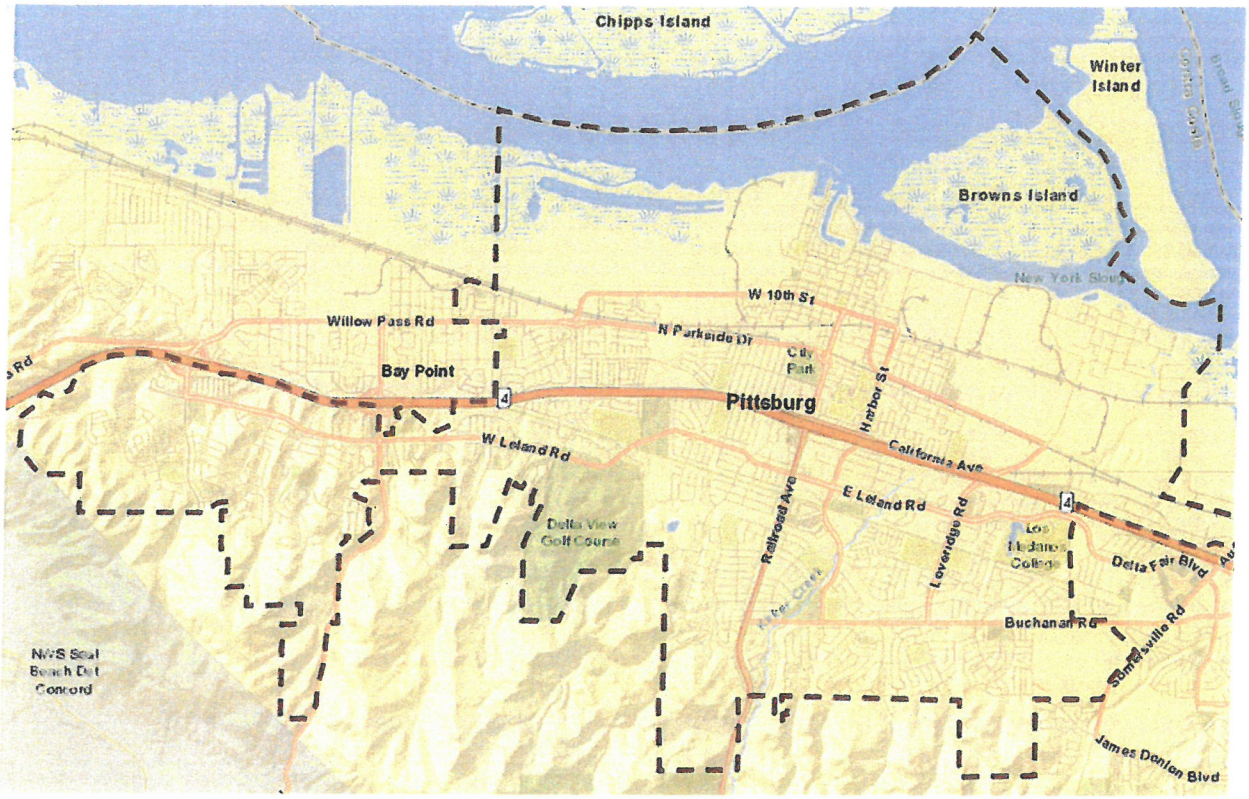
Project Limits:
Citywide

Operation and Maintenance

Funding Sources
Eligible Funding Source: HUTA, Measure J, SR2S, RMRA

Identified Funding: $50,000 Measure J

Project Description:
This project will construct speed humps and other traffic calming improvements at locations throughout the City to be determined through an application process or by City Staff. This will be managed through the Traffic Section of the Engineering Division.



ST-103: SB-1 2023/24 PAVEMENT MANAGEMENT PROJECT

Project No.

Status:
2023-24 Allocation: $974,000

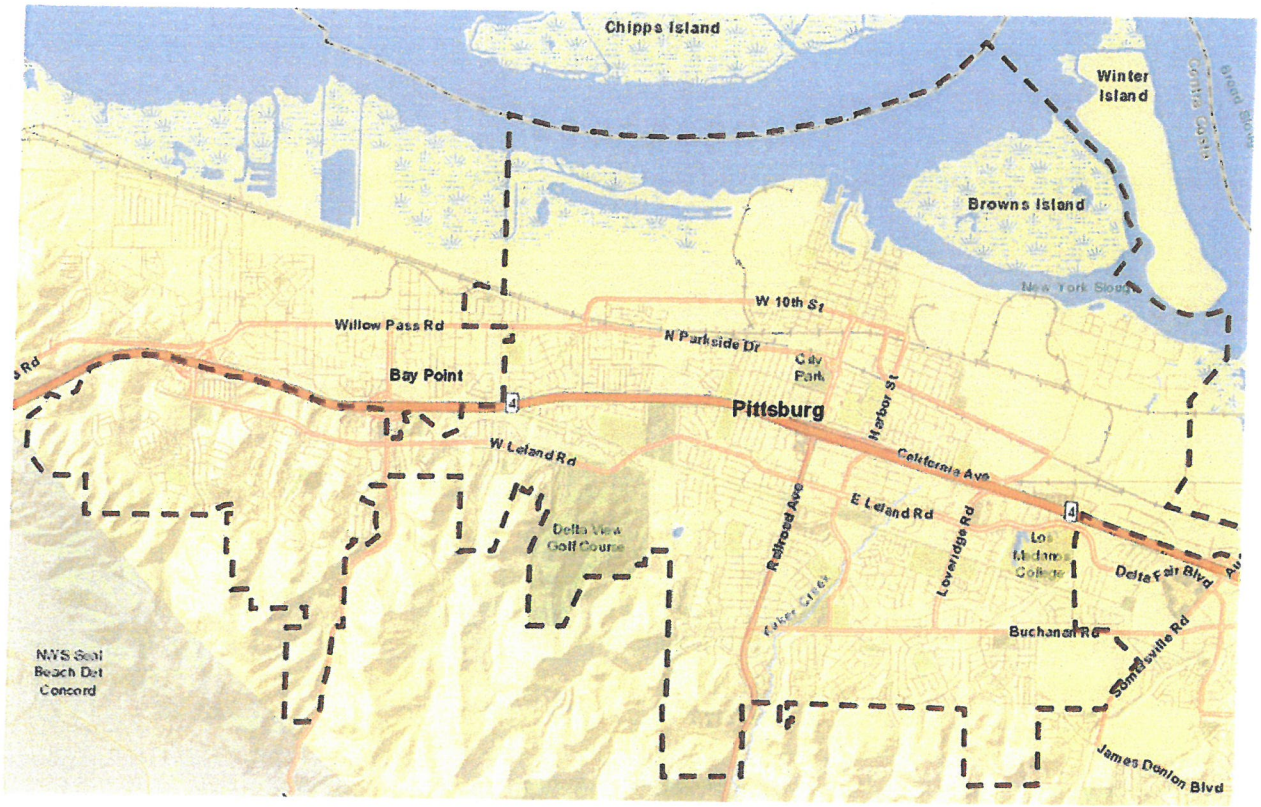
Estimated Project Cost:
$974,000

Project Limits:
To Be Determined

Funding Sources:
Eligible Funding Sources: Gas Tax, SB-1 Gas Tax (RMRA), Measure J
Identified Funding: $974,000 RMRA

Project Description:

This project will repair particular locations on West Leland Road from Railroad Avenue to Jacqueline Drive in preparation for the HSIP 7 project that is scheduled for construction early 2020. It will also include Loveridge Road from State Route 4 to East Leland Road. The project will use a variety of pavement management techniques including slurry seal, patch paving, pavement overlay/inlay, base failures, pavement reconstruction and crack sealing.



ST-104: 2023/24 STREET MAINTENANCE PROJECT

Project No.
TBD

Status:
Projected Funding for FY 23/24

Estimated Project Cost:
$400,000

Project Limits:
TBD

Funding Sources
Eligible Funding Sources: Gas Tax, Measure J, RMRA
Identified Funding: $400,000 HUTA

Project Description:

This project will be determined based on use of the Pavement Management System (PMS) and Staff input. The project will use a variety of pavement management techniques including, slurry seal, patch paving, pavement overlay, pavement inlay, pavement reconstruction, and crack sealing.

SIGNAL PROJECTS

PROJECT DESCRIPTIONS

The CIP includes a general list of projects scheduled during each of the five years of the program, followed by detailed project sheets arranged by project category, such as Streets, Traffic Signals, Water, Sewer, etc. These sheets include information for each project as follows:

CIP Identification Number: (example: ST-5)

ST-#	Street Projects
S-#	Signal Projects
W-#	Water Projects
SS-#	Sewer Projects
SD-#	Storm Drainage Projects
PK-#	Park Projects
B-#	Building Projects
G-#	General Projects
PP-#	Pittsburg Power Projects
M-#	Marina Projects

Project Title: This is the title of the proposed project.

Project Number: A CIP contract or project number will be assigned to the projects as funding is established.

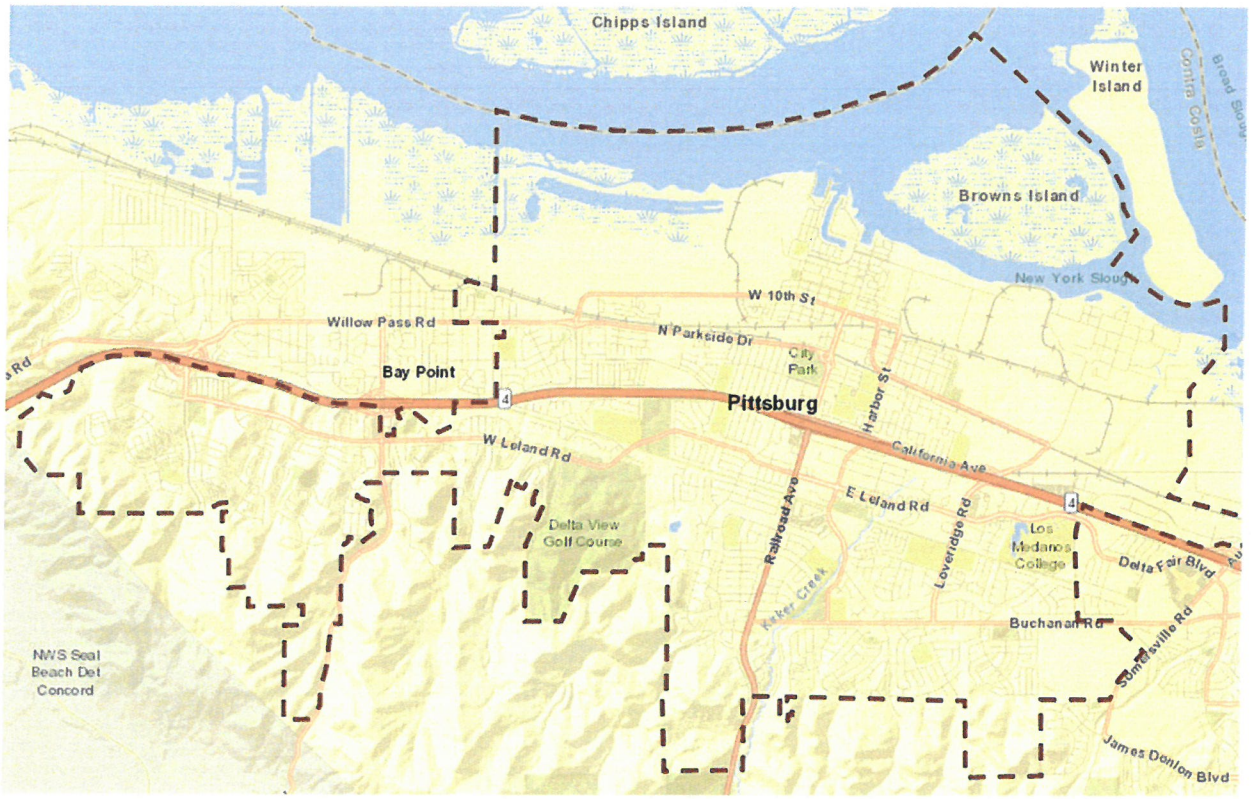
Status: This will indicate the project status if available.

Estimated Project Cost: Project cost estimates are used as place holders for project funding. Cost estimates shown here vary from conceptual project estimates to detailed design estimates. A more detailed cost estimate is prepared during the design phase of each project. Actual costs are unknown until bids are opened.

Project Limits: This is a written description of the project limits if available.

Funding Sources: This section identifies project funding sources that have been approved or will be approved with adoption of this CIP.

Project Description: This is a detailed description of the project.



S-2: STREET NAME SIGN LED CONVERSION

Project No.
TBD

Status:
Awaiting Funding

Estimated Project Cost:
$200,000

Project Limits:
Citywide

Funding Sources:
Eligible Funding: TBD

Identified Funding: None

Project Description:
This project will remove and replace 128 fluorescent street name signs with LED signs

S-4: SIGNAL AT HARBOR STREET/STONEMAN AVENUE

Project No.
TBD

Status:
Awaiting funding

Estimated Project Cost:
$300,000

Project Limits:
Harbor Street intersection at Stoneman Avenue

Funding Sources
Eligible Funding Source: Measure J
Identified Funding: None

Project Description:
This project will design and construct a fully actuated traffic signal at the intersection of Harbor Street and Stoneman Avenue. The project will replace existing all-way stop controls at this intersection.

S-6: TRAFFIC SIGNAL MODIFICATION @ KIRKER PASS ROAD & PHEASANT DRIVE

Project No.

Status:
Awaiting funding

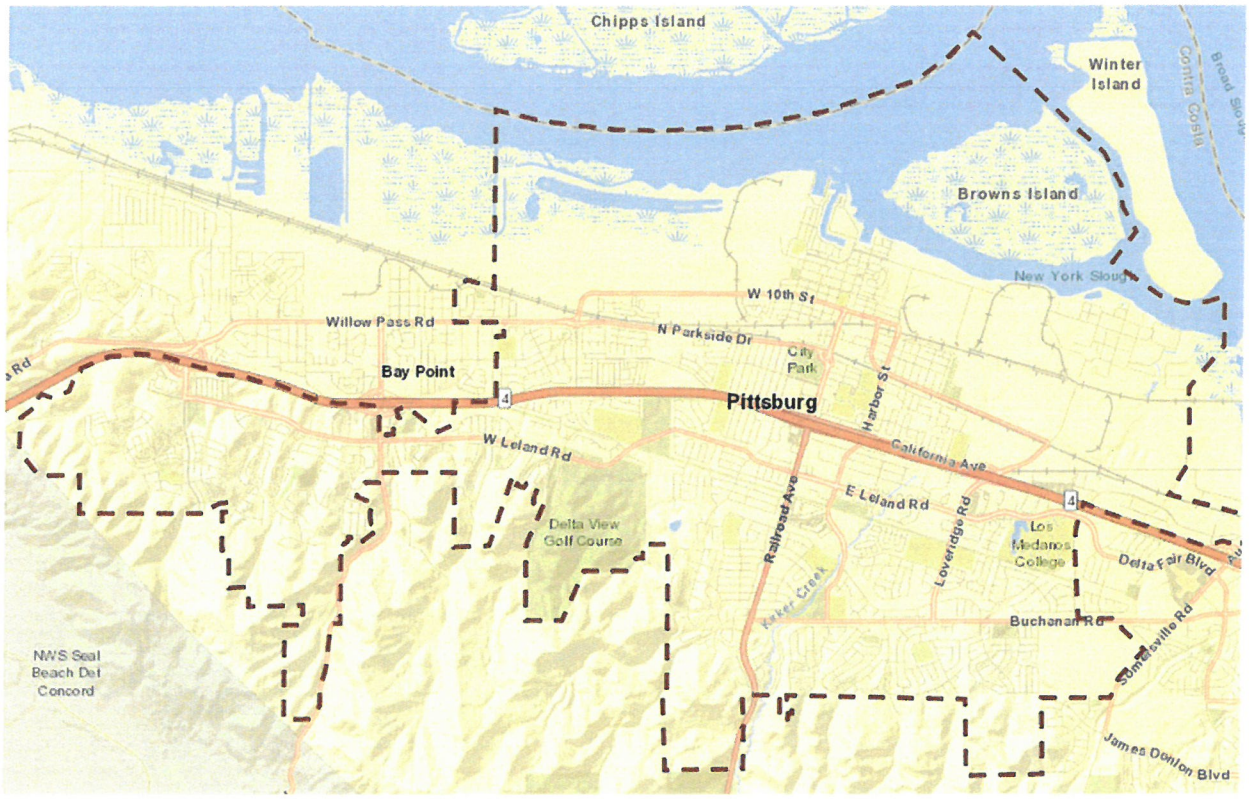
Estimated Project Cost:
$50,000 TBD

Project Limits:
Kirker Pass Road at Pheasant Drive

Operation and Maintenance
na

Funding Sources:
TBD

Project Description:
Relocate existing north-south marked crosswalk further east. Relocate 1-B traffic signal pole (with phases 4 and 6 signal heads and phase 6 pedestrian head and pushbutton) from raised "porkchop" island in northeast corner to behind sidewalk. Remove two raised "porkchop" islands on the eastern corners. Modify raised median on Pheasant Drive to allow ADA pedestrian crossing.



S-8: 2019/20 TRAFFIC SIGNAL MODIFICATION

Project No.
TBD

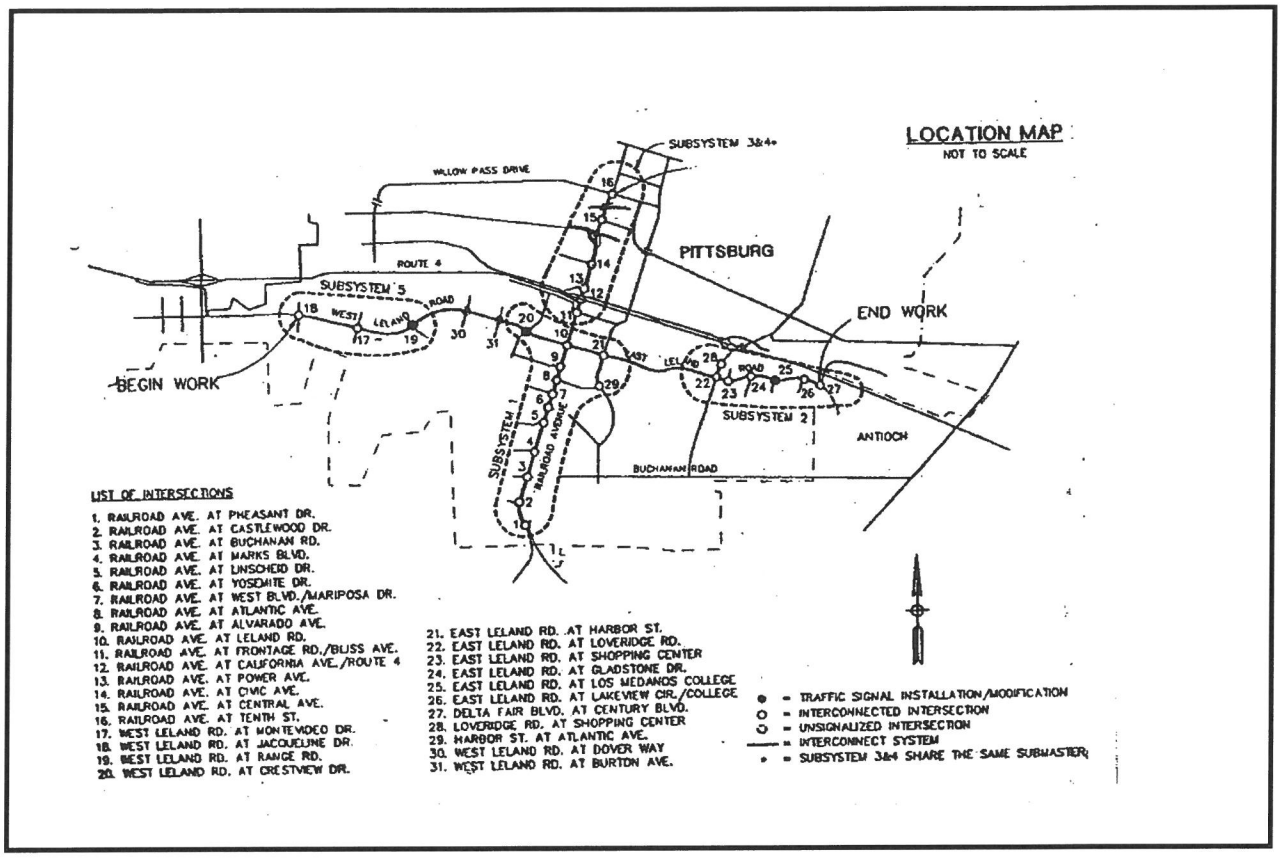
Status:
Funded

Estimated Project Cost:
$135,000

Project Limits:
Locations Citywide

Funding Sources
Eligible Funding: Gas Tax RMRA
Identified Funding: Gas Tax RMRA $135,000

Project Description:
This project is to perform on-going traffic signal timing and modifications to existing signals throughout the City. This will provide for improved traffic flow and allow for modernization of outdated signal controller equipment.



S-9: LELAND ROAD SIGNAL INTERCONNECT

Project No.
TBD

Status:
Awaiting Funding

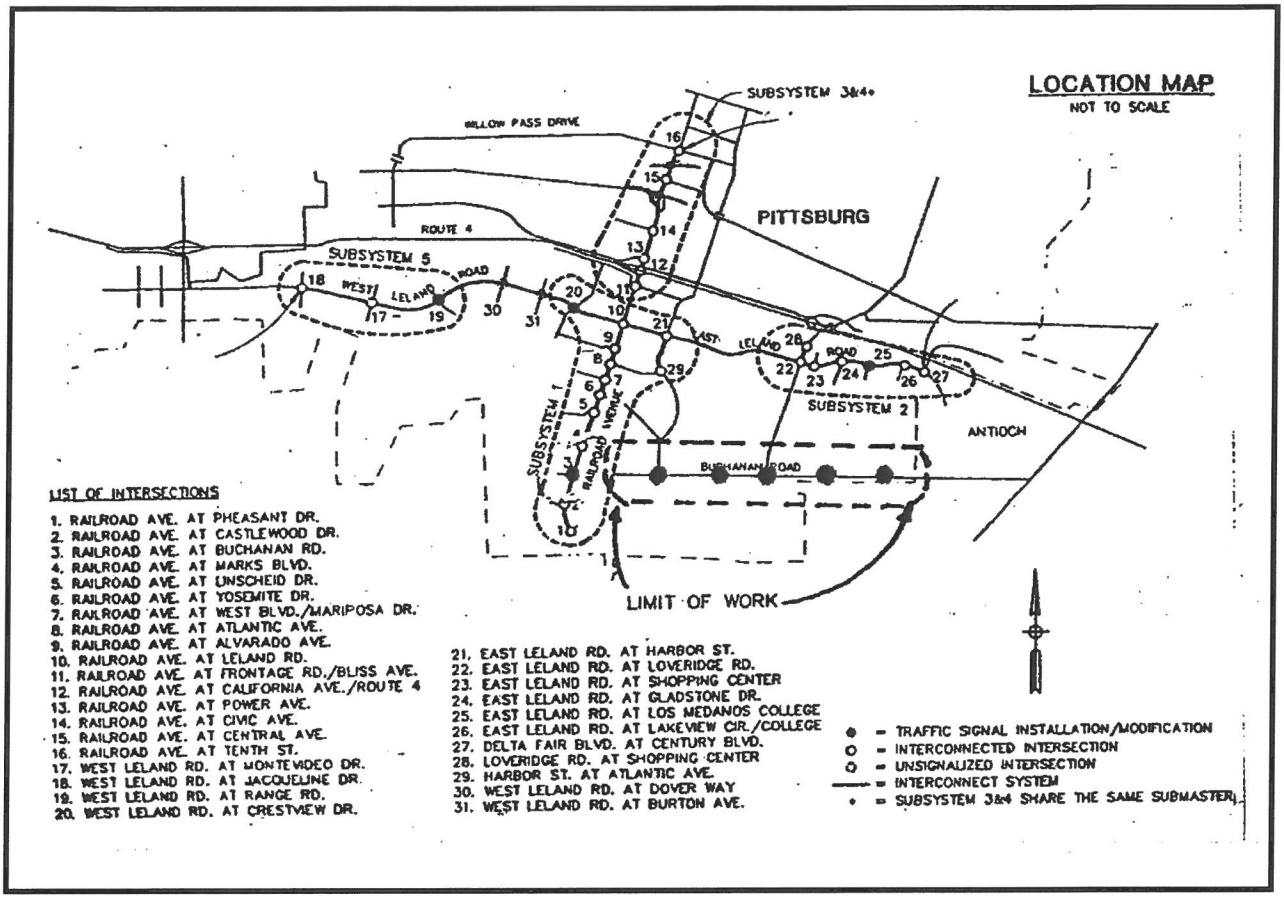
Estimated Project Cost:
$380,000

Project Limits:
West Leland Road and Bailey Road

Funding Sources

Eligible Funding Source: Measure J/TMF
Identified Funding: none

Project Description:
This Project will provide for interconnection and retiming of signalized intersections along the Bailey Road & West Leland Road corridors. 75% TMF eligible.



S-10: BUCHANAN ROAD SIGNAL INTERCONNECT

Project No.
TBD

Status:
Awaiting funding

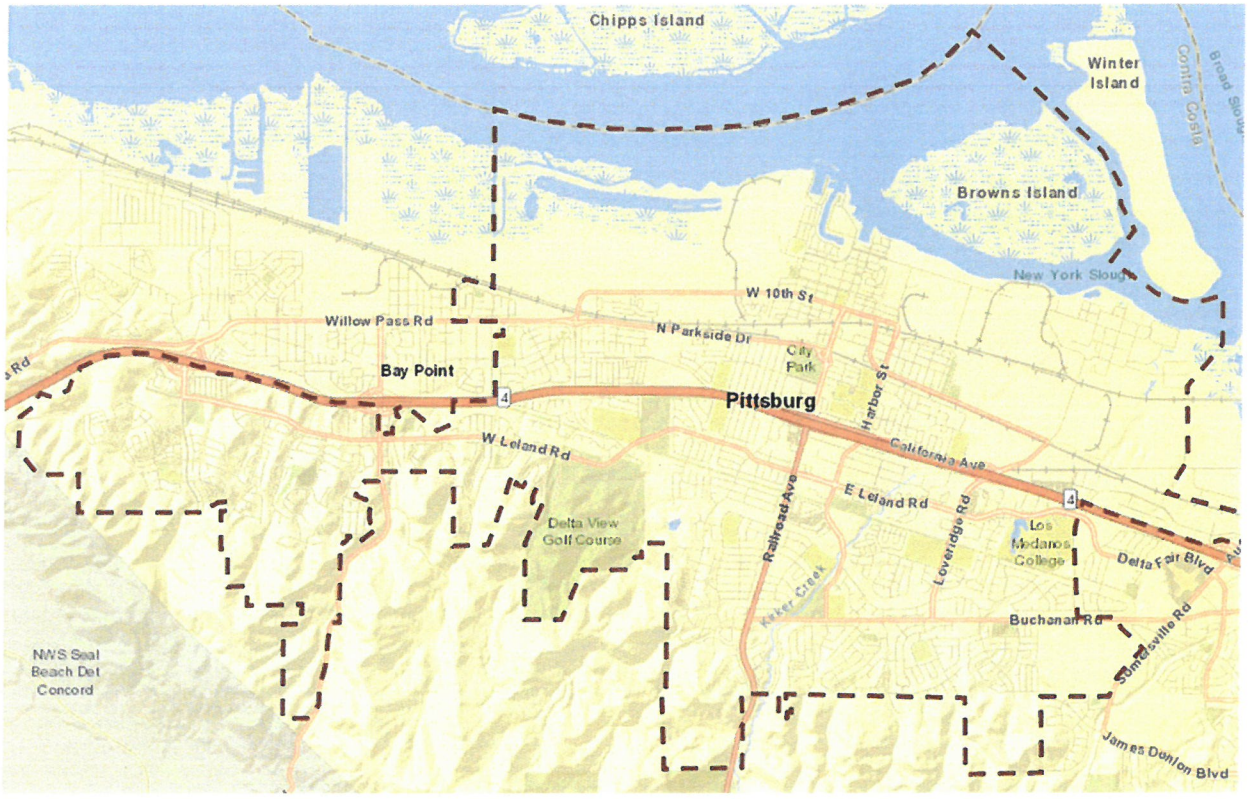
Estimated Project Cost:
$525,000

Project Limits:
The Project will interconnect signals on Buchanan Road from Meadows Drive to Harbor Street

Funding Sources

Eligible Funding Source: Measure J/TMF
Identified Funding: None

Project Description:
This Project will provide for interconnection and retiming of five existing signalized intersections along Buchanan Road. 93% TMF eligible.



S-11: 2022/23 TRAFFIC SIGNAL MODIFICATION

Project No.
TBD

Status:
Funded

Estimated Project Cost:
$135,000

Project Limits: Citywide

Funding Sources
Eligible Funding: Gas Tax RMRA
Identified Funding: Gas Tax RMRA
$135,000

Project Description:
This project is to perform on-going traffic signal timing and modifications to existing signals throughout the City. This will provide for improved traffic flow and allow for modernization of outdated signal controller equipment.

S-12: OPTICOM AND TRANSIT PRIORITY CONTROL

Project No.
TBD

Status:
Awaiting funding.

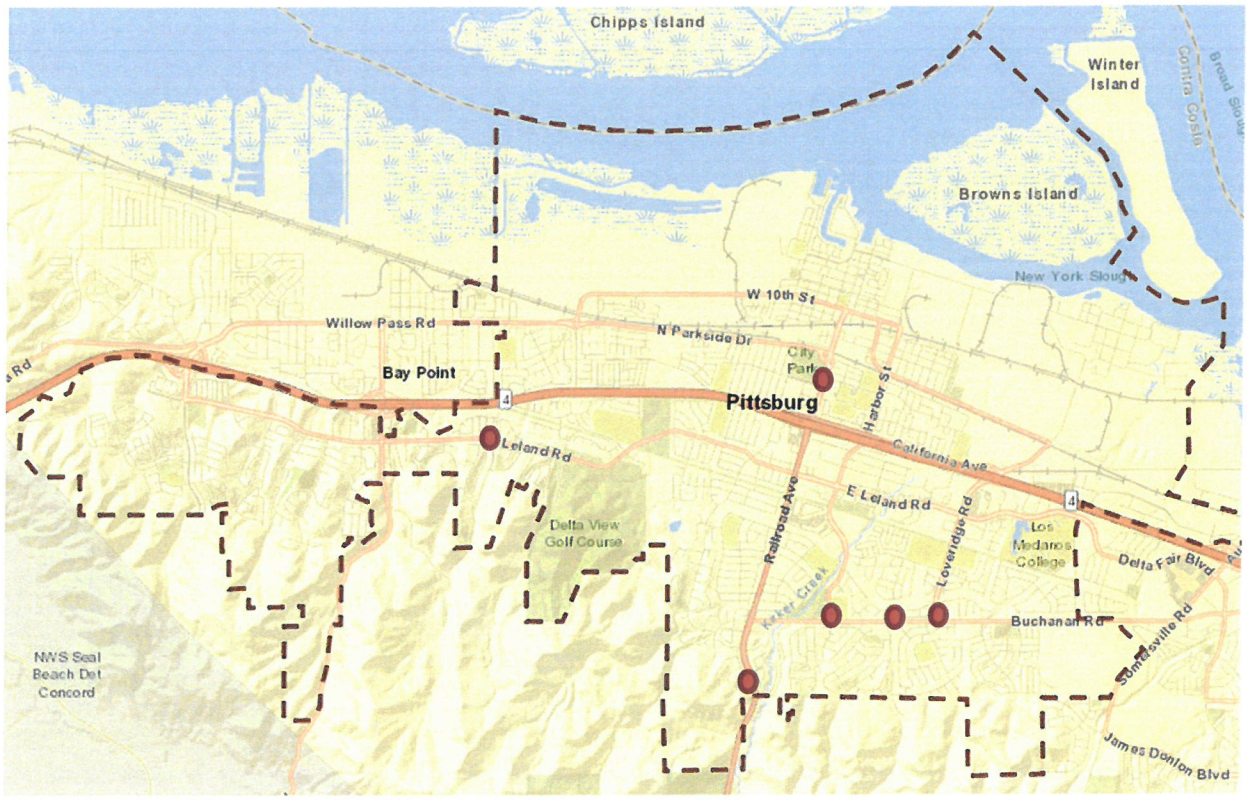
Estimated Project Cost:
$200,000

Project Limits:
Citywide

Funding Sources

Eligible Funding Source: Measure J
Identified Funding: None

Project Description:
Project will study the deployment of transit priority control system and provide for installation of opticom control system at 12 signalized intersections.



S-13: EMERGENCY VEHICLE PREEMPTION AT 6 INTERSECTIONS

Project No.
TBD

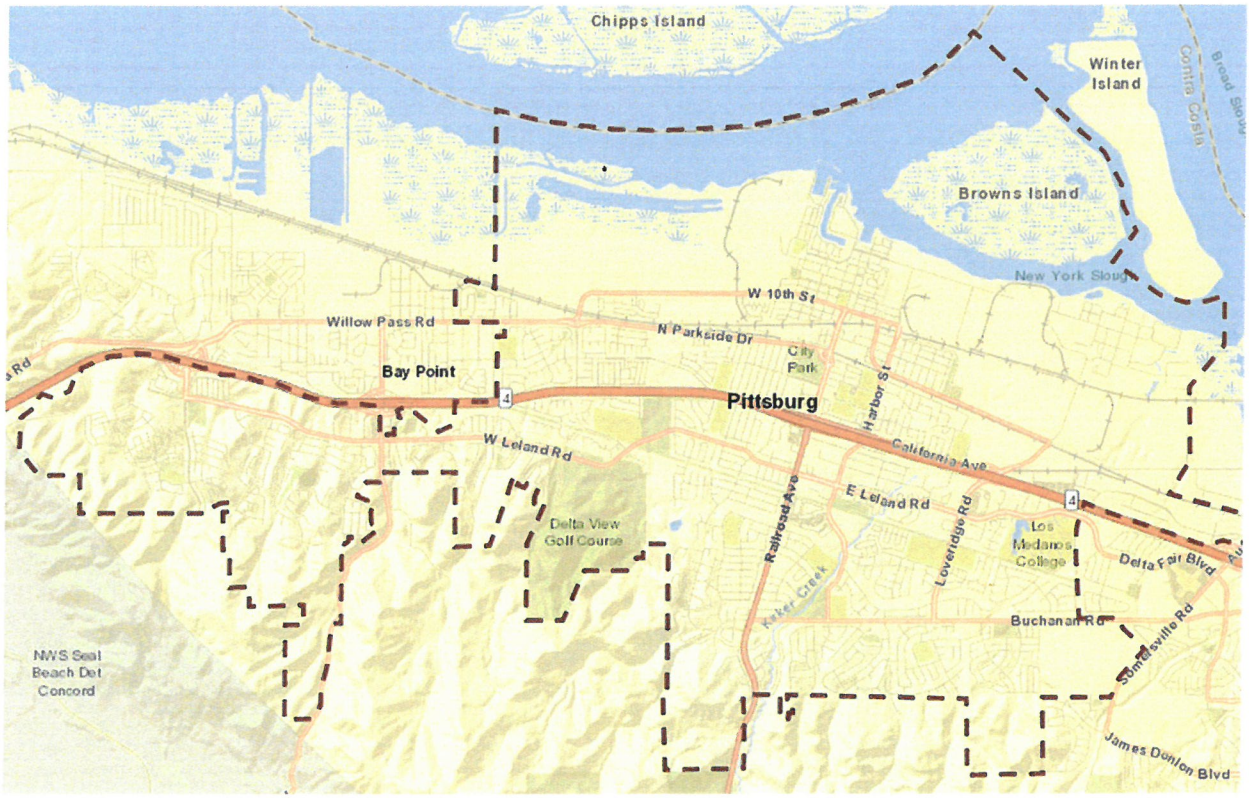
Status:
None

Estimated Project Cost:
$50,000

Project Limits:
1. Buchanan & Loveridge
2. Buchanan & Suzanne
3. Buchanan & Harbor
4. Railroad & Pheasant
5. Railroad & Central
6. Jacqueline & W. Leland

Funding Sources
Eligible Funding Sources: Gas Tax, Measure J, IRRF, IE, PP, Grants
Identified Funding: none

Project Description:
Install Emergency Vehicle Preemption (EVP) at six (6) signalized intersections to allow emergency vehicles to preempt the traffic signal control phase sequence. This allows the emergency vehicle to travel through major intersections on a green light. The City currently uses Opticom™ emergency vehicle preemption at all other major intersections not included in this project.



S-14: WIRELESS TRAFFIC SIGNAL COMMUNICATIONS

Project No.
TBD

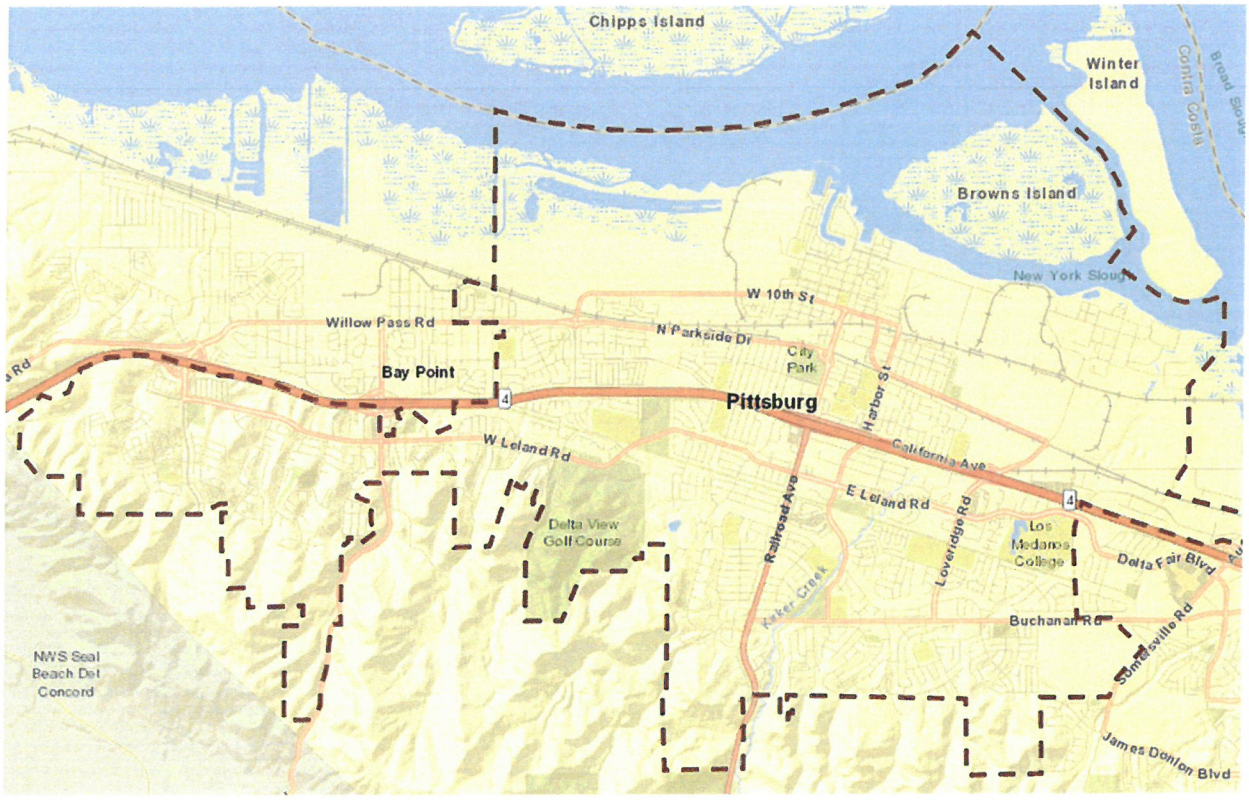
Status:
Being studied

Estimated Project Cost:
$305,000

Project Limits:
Citywide (up to 61 Signalized Intersections)

Funding Sources
Eligible Funding Sources: Gas Tax, Measure J, IRRF, IE, PP, Grants
Identified Funding: none

Project Description:
Install wireless traffic signal communication with City's traffic signal controllers. This will allow viewing traffic signal controller set timings and possible video feed of traffic signal detection zones and performing traffic signal timing changes. Also, may replace current Traffic Signal Interconnect Cable (SIC) on Railroad Avenue and Leland Road with wireless communications.



S-15: 2020/21 TRAFFIC SIGNAL MODIFICATION

Project No.
TBD

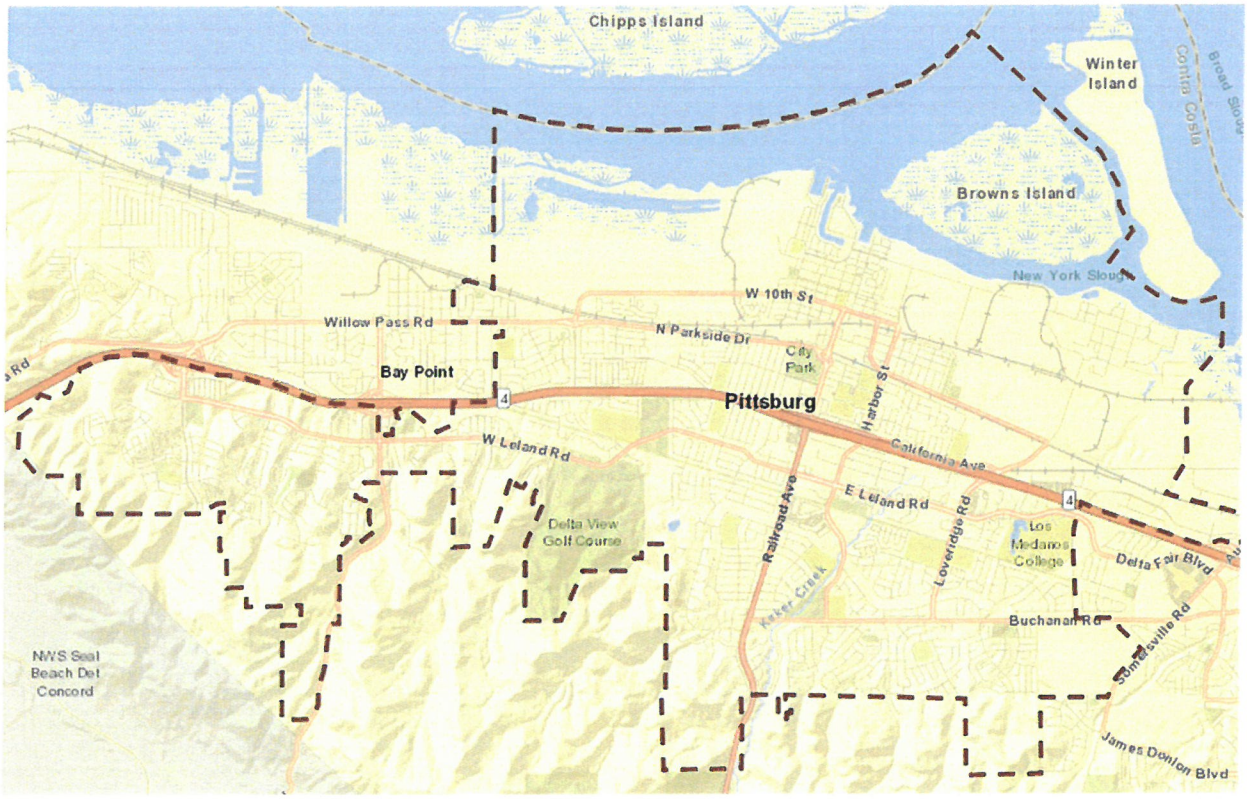
Status:
Funded

Estimated Project Cost:
$135,000

Project Limits: Citywide

Funding Sources
Eligible Funding: Gas Tax RMRA
Identified Funding: Gas Tax RMRA $135,000

Project Description:
This project is to perform on-going traffic signal timing and modifications to existing signals throughout the City. This will provide for improved traffic flow and allow for modernization of outdated signal controller equipment.



S-16: 2021/22 TRAFFIC SIGNAL MODIFICATION

Project No.
TBD

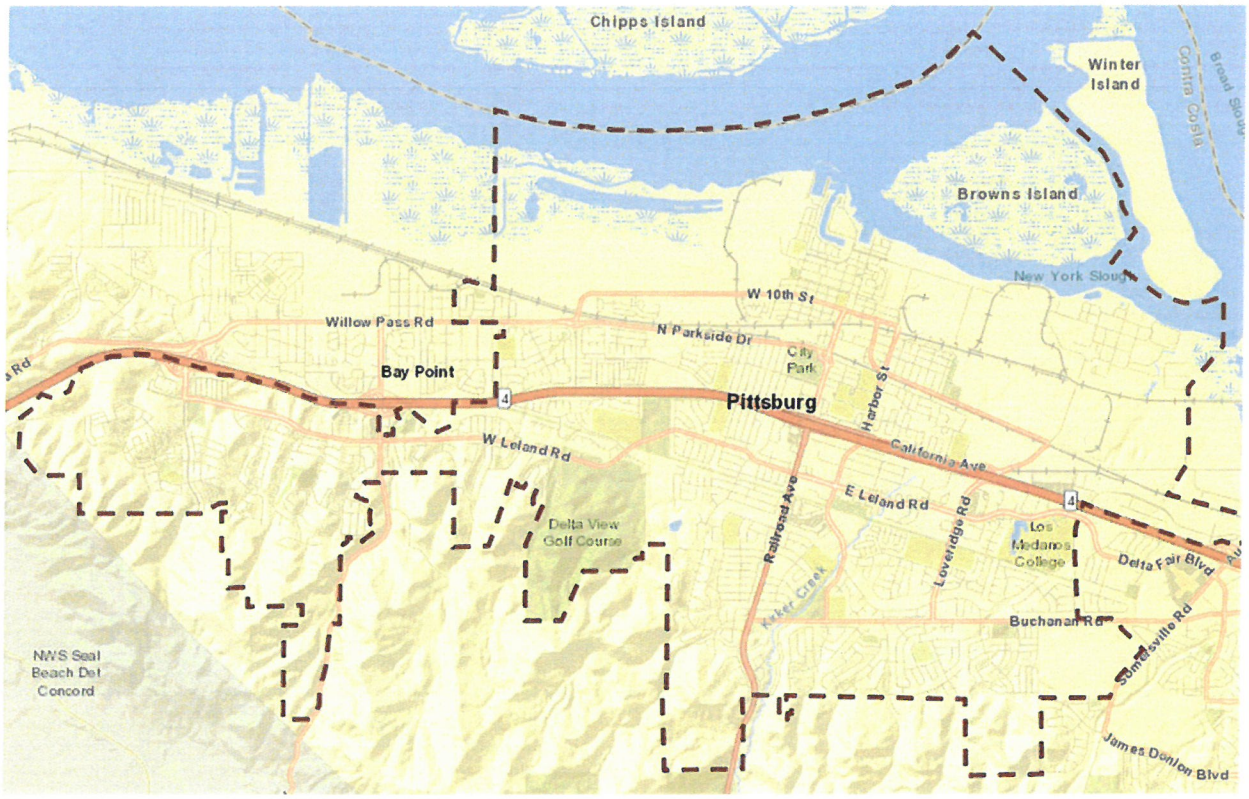
Status:
Funded

Estimated Project Cost:
$135,000

Project Limits: Citywide

Funding Sources
Eligible Funding: Gas Tax RMRA
Identified Funding: Gas Tax RMRA $135,000

Project Description:
This project is to perform on-going traffic signal timing and modifications to existing signals throughout the City. This will provide for improved traffic flow and allow for modernization of outdated signal controller equipment.



S-17: 2023/24 TRAFFIC SIGNAL MODIFICATION

Project No.
TBD

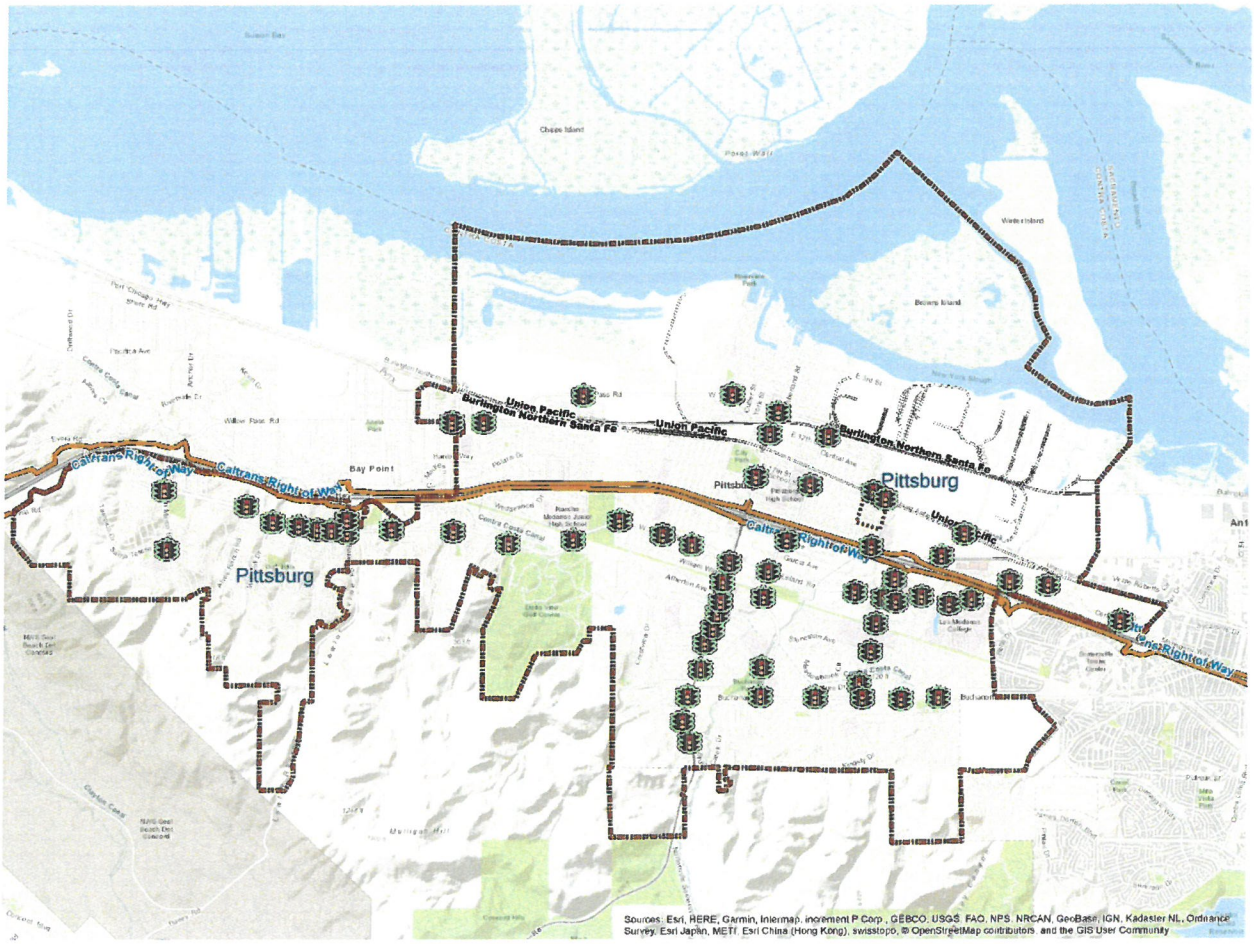
Status:
Funded

Estimated Project Cost:
$135,000

Project Limits: Citywide

Funding Sources
Eligible Funding: Gas Tax RMRA
Identified Funding: Gas Tax RMRA $135,000

Project Description:
This project is to perform on-going traffic signal timing and modifications to existing signals throughout the City. This will provide for improved traffic flow and allow for modernization of outdated signal controller equipment.



S-18 HSIP-9 Traffic Signal Improvement Project

Project No.
2019-01

Status:
Federal Funding Process

Estimated Project Cost:
$1,110,000

Project Limits:
59 signals throughout the City of Pittsburg

Funding Sources
Eligible Funding Source: Gas Tax, RMRA, IRRF, Grants
Identified Funding: HSIP-9 Funding

Project Description:
The proposed project includes improvements at signalized intersections throughout the City. The improvements include replacement and/or installation of signal hardware such as signals heads, lenses, pedestrian heads, push buttons, visors, backplates, retroreflective borders, controllers, cabinets, battery backup systems, and modems as well as improvements to signal timing. There are 59 out of 62 existing signalized intersections that will be improved.

S-19: TRAFFIC ADAPTIVE COORIDOR SIGNAL PROJECT

Project No.
TBD

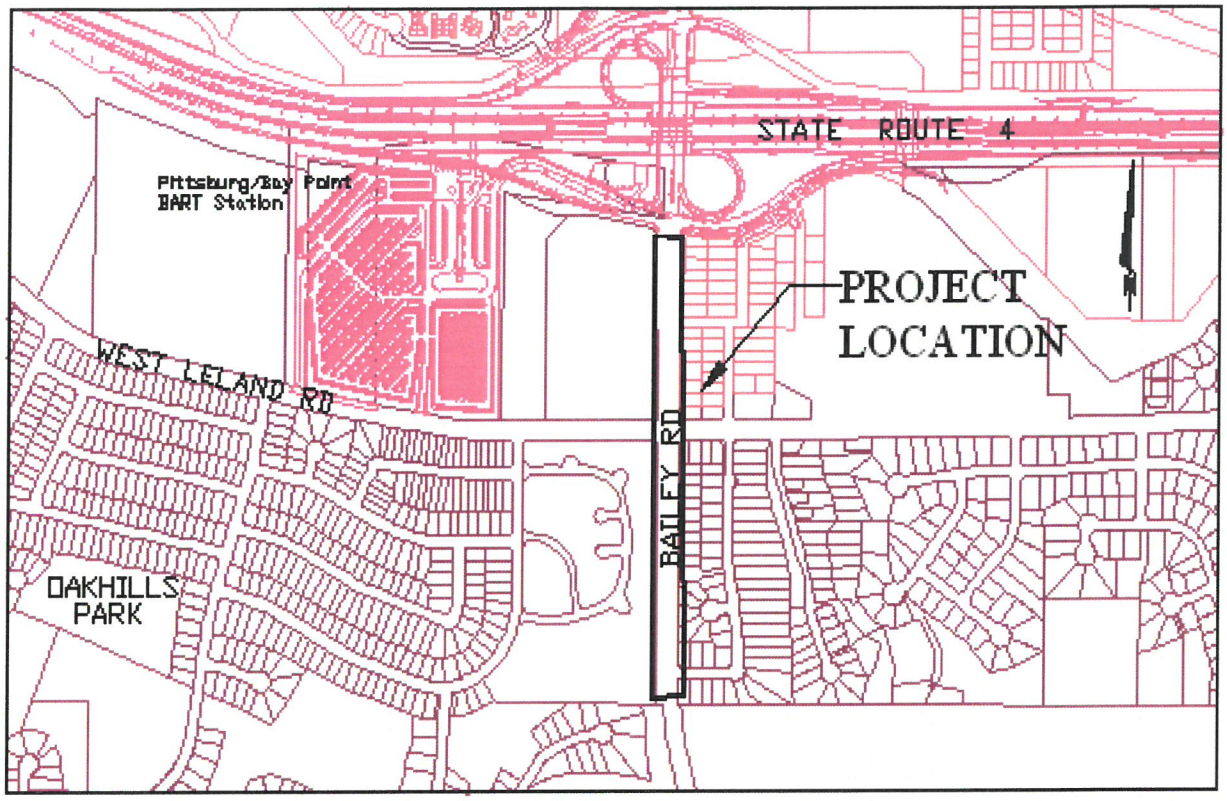
Status:
Awaiting funding

Estimated Project Cost:
$300,000

Project Limits:
Railroad Avenue Pheasant Drive to West Leland Road (10 intersections)

Funding Sources
Eligible Funding Source: Measure J
Identified Funding: None

Project Description:
This project will design, upgrade and construct a traffic adaptive corridor on Railroad Avenue from Pheasant Drive to West Leland Road. The project will include all software, licenses, training, equipment and support to upgrade, manage and run a fully traffic adaptive corridor.



S-24: BAILEY ROAD SIGNAL INTERCONNECTS

Project No.
TBD

Status:
Awaiting funding

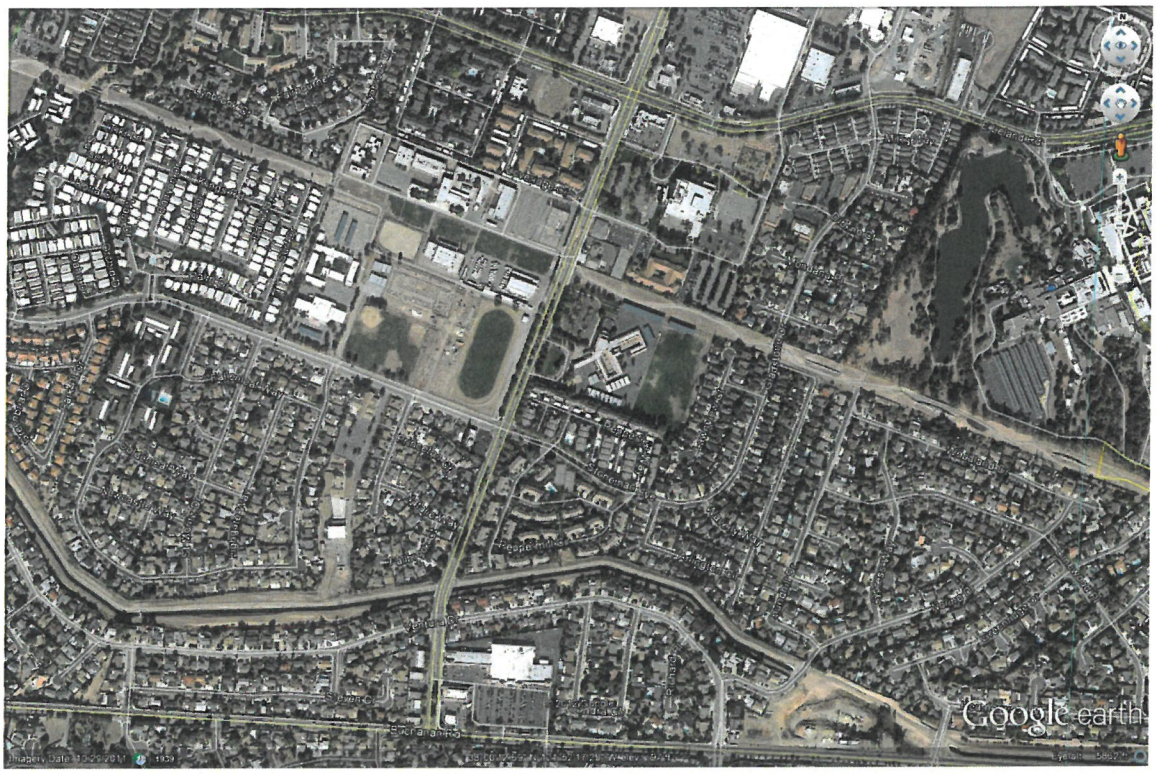
Estimated Project Cost:
$210,000

Project Limits:
Bailey Road

Funding Sources

Eligible Funding Source: Measure J
Identified Funding: none

Project Description:
Interconnection and retiming of traffic signals on Bailey Road that are within the City limits. 84% TMF eligible.



S-25: LOVERIDGE ROAD SIGNAL INTERCONNECTS

Project No.
TBD

Status:
Awaiting funding

Estimated Project Cost:
$150,000

Project Limits:
Loveridge Road

Funding Sources

Eligible Funding Source: Measure J
Identified Funding:

Project Description:
Interconnection and retiming of traffic signals on Loveridge Road between Buchanan Road and E. Leland Road. The four intersections will be added to an existing network of seven interconnected intersections along the E. Leland and Loveridge corridors. 81% TMF eligible.

S-26: SIGNAL AT RAILROAD AVENUE/3RD STREET

Project No.
TBD

Status:
Awaiting funding

Estimated Project Cost:
$300,000

Project Limits:
Railroad Avenue intersection at 3rd Street

Funding Sources

Eligible Funding Source: Measure J/LTMF
Identified Funding: None

Project Description:
This project will design and construct a fully actuated traffic signal at the intersection of Railroad Avenue and East Third Street. The project will replace existing all-way stop sign controls at this intersection. 100% LTMF eligible.

S-27: SIGNAL AT HARBOR STREET/CENTRAL AVENUE

Project No.
TBD

Status:
Awaiting funding

Estimated Project Cost:
$330,000

Project Limits:
Harbor St. north/south approaches to intersection with Central Ave. east/west approaches

Funding Sources
Eligible Funding Source: LTMF, Measure J, Gas Tax, Grants
Identified Funding Source: none

Project Description:
This project will replace an existing 4-way Stop sign controlled intersection with a traffic signal system (including an alternate power supply, countdown pedestrian signals, and TS2 controller).

S-30: SIGNAL AT RAILROAD AVENUE/SCHOOL STREET

Project No.
TBD

Status:
Awaiting funding

Estimated Project Cost:
$300,000

Project Limits:
Railroad Avenue intersection at School Street

Funding Sources
Eligible Funding Source: Measure J
Identified Funding: None

Project Description:
This project will design and construct a fully actuated traffic signal at the intersection of Railroad Avenue and School Street. A traffic signal is warranted for this location to replace the minor street stop sign controls at this intersection.

WATER PROJECTS

PROJECT DESCRIPTIONS

The CIP includes a general list of projects scheduled during each of the five years of the program, followed by detailed project sheets arranged by project category, such as Streets, Traffic Signals, Water, Sewer, etc. These sheets include information for each project as follows:

CIP Identification Number: (example: ST-5)

ST-#	Street Projects
S-#	Signal Projects
W-#	Water Projects
SS-#	Sewer Projects
SD-#	Storm Drainage Projects
PK-#	Park Projects
B-#	Building Projects
G-#	General Projects
PP-#	Pittsburg Power Projects
M-#	Marina Projects

Project Title: This is the title of the proposed project.

Project Number: A CIP contract or project number will be assigned to the projects as funding is established.

Status: This will indicate the project status if available.

Estimated Project Cost: Project cost estimates are used as place holders for project funding. Cost estimates shown here vary from conceptual project estimates to detailed design estimates. A more detailed cost estimate is prepared during the design phase of each project. Actual costs are unknown until bids are opened.

Project Limits: This is a written description of the project limits if available.

Funding Sources: This section identifies project funding sources that have been approved or will be approved with adoption of this CIP.

Project Description: This is a detailed description of the project.

W-2: HILLVIEW RESERVOIR COATING (EXTERIOR)

Project No.

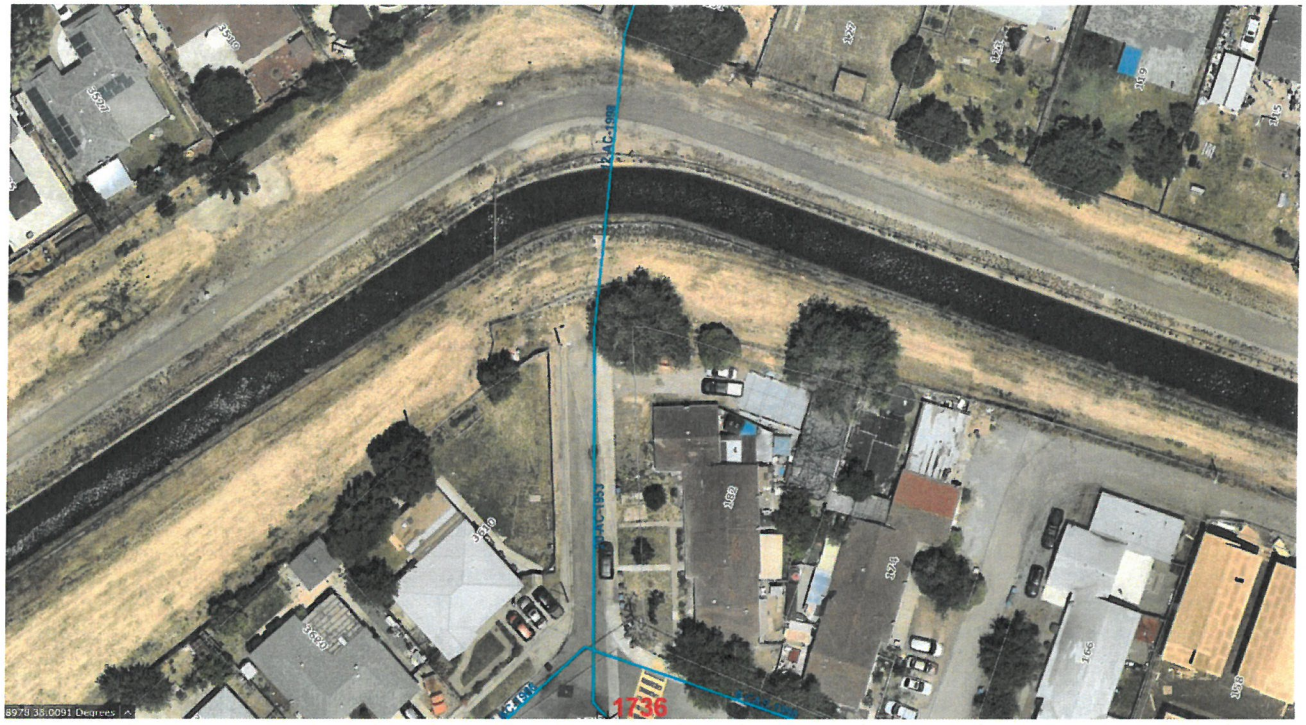
Status:
Awaiting Funding

Estimated Project Cost:
$350,000

Project Limits:
Hillview Reservoir

Funding Sources
Eligible Funding: Water Operations Fund

Project Description:
Recoating the outside of Hillview Reservoir. Failure to address coating maintenance requirements in a timely manner will lead to accelerated corrosion and more costly repairs.



W-4: RIVERVIEW/ALTURIS 12" CANAL CROSSING IMPROVEMENTS

Project No.

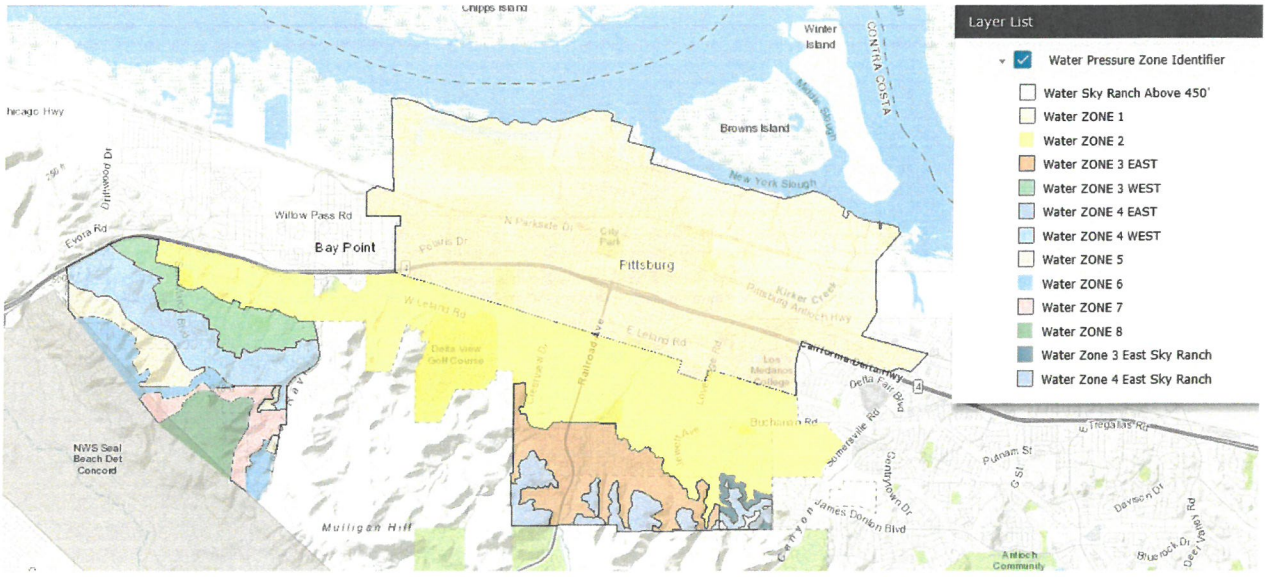
Status:
Awaiting Funding

Estimated Project Cost:
$150,000

Project Limits:
Hillview Reservoir

Funding Sources
Eligible Funding: Water Operations Fund

Project Description:
The 12" waterline crossing the Contra Costa Canal from Alturis Blvd./Riverview Drive crossing to Robinson Ave needs replacing. This project would replace the canal crossing and execute a license agreement for future maintenance with CCWD.



W-5: PRESSURE ZONE 1/ ZONE 2 BOUNDARY ADJUSTMENTS (Harbor, Leland, Railroad)

Project No.
To be determined

Status:
Awaiting funding.

Estimated Project Cost:
$1,133,000

Project Limits:
An area adjoining the Leland Road corridor and bounded by Crestview Drive to the west, EBMUD right-of-way to the south, Freed Way to the east and Garcia Avenue to the north.

Funding Sources:

Eligible Funding Source: Water Operations Fund
Identified Funding: None

Project Description:
This project will construct improvements to the water distribution system to facilitate modifications of pressure zone boundaries in the problem areas of pressure Zone 2.

W-6: WTP CAPITAL REPAIRS AND IMPROVEMENTS

Project No.
To Be Determined

Status:
Funded

Estimated Project Cost:
$525,000

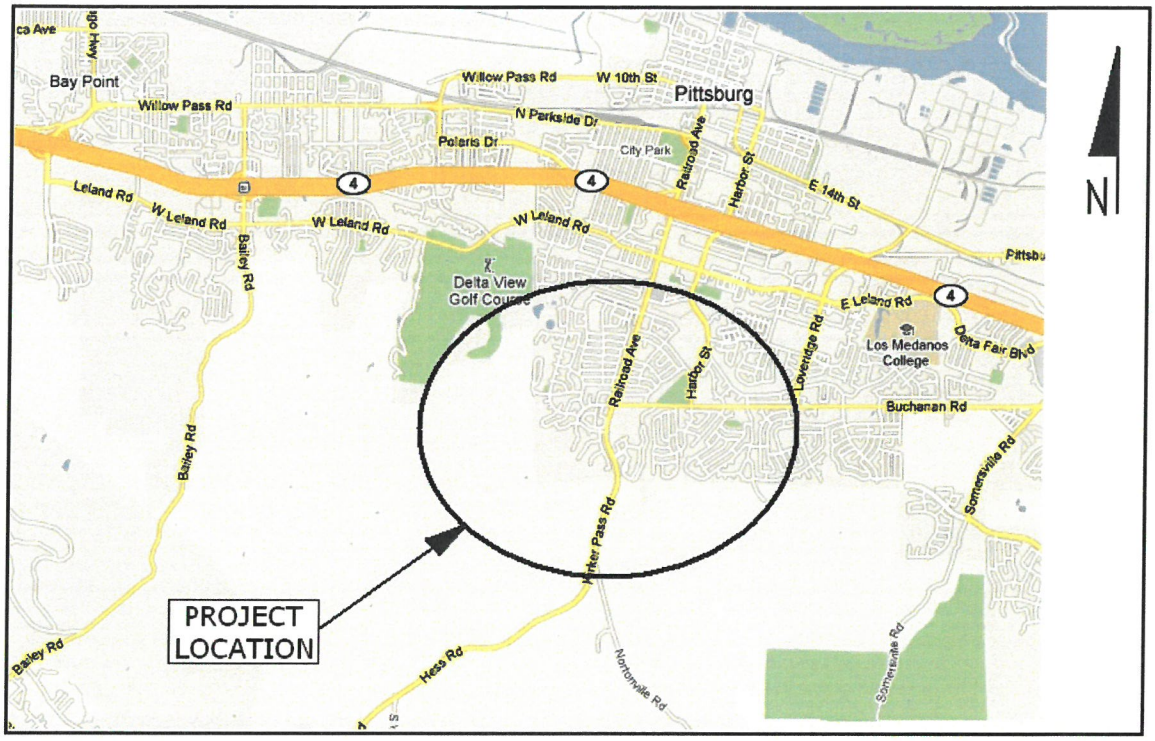
Project Limits:
Water Treatment Plant

Funding Sources:

Eligible Funding Source: Water Operations (WOF)
Identified Funding: $75,000 WOF FY19/20,
300,000 Future WOF

Project Description:

This project will provide upgrades/repairs to facilities at the Water Treatment Plant as identified by WTP staff.



W-7 : WATER MAIN BUCHANAN ROAD (Phase 2)

Project No.
TBD

Status:
Waiting for development demand

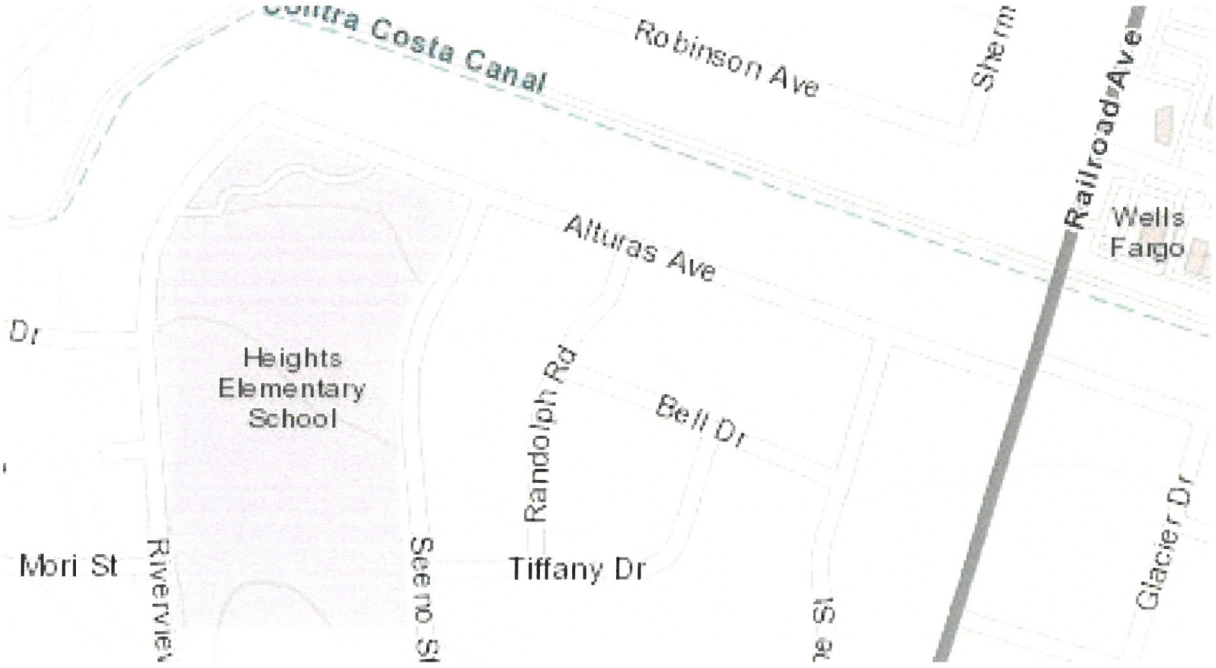
Estimated Project Cost:
$1,522,000

Project Limits:
Water Treatment Plant to Railroad, Loveridge to Ventura

Funding Sources:

Eligible Funding Sources: WRF/FRC Developer

Project Description:
This project will provide a new water transmission line to meet domestic and fire flow requirements for existing development and new development in the southeast hills and infill development in Zone 2. (2015 Water Master Plan - segment 1)



W-8: 20/21 WATER MAIN REPLACEMENT/ INSTALLATION PROGRAM

Project No.
TBD

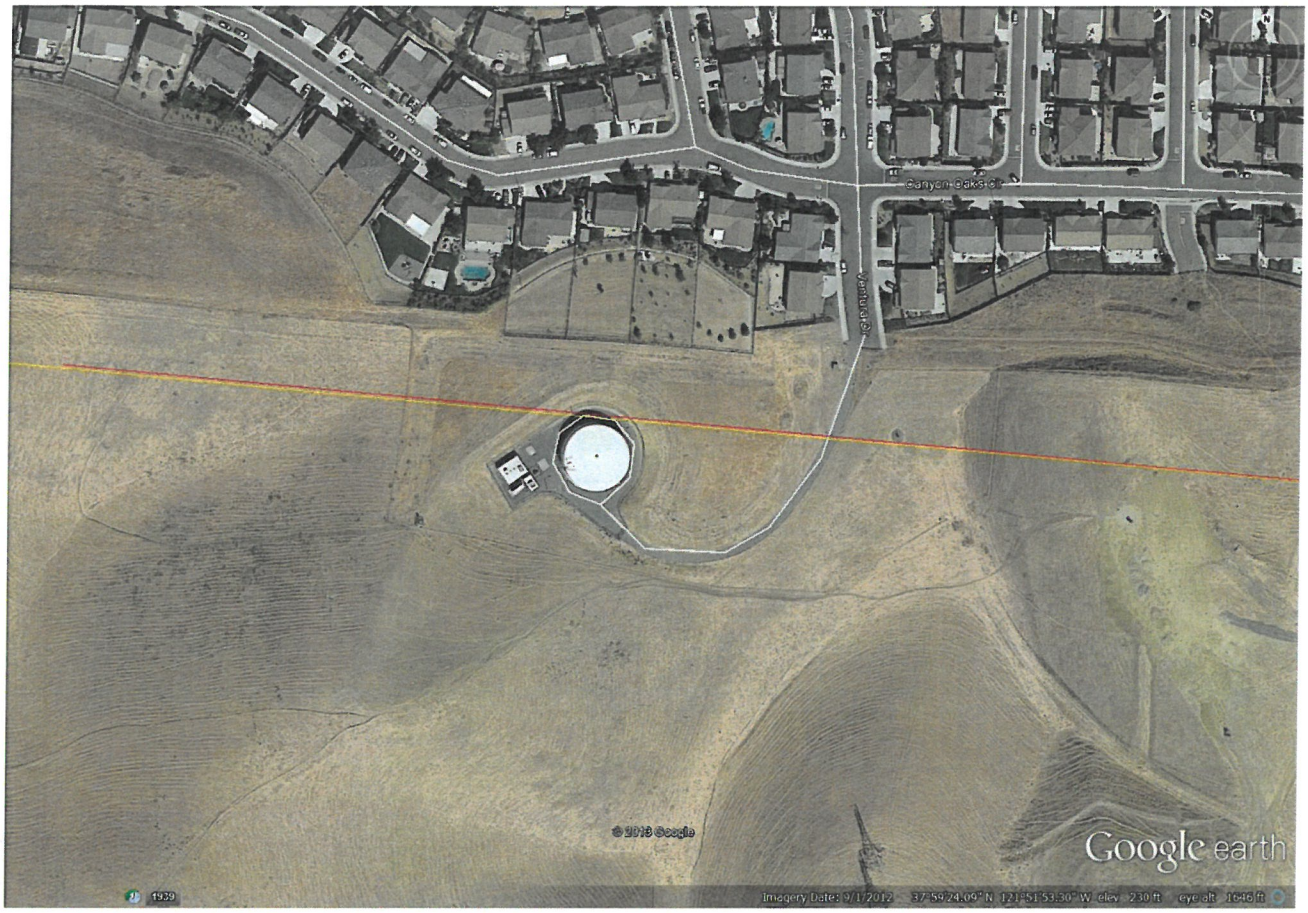
Status:
Projected Funding for FY19/20 & 20/21

Estimated Project Cost:
$1,400,000

Project Limits:
Pittsburg Heights
(Madoline Street to Seeno Street Alturas Boulevard to Tiffany Street)

Funding Sources:
Eligible Funding Source: WOF
Identified Funding: $1,400,000 WOF

Project Description: Project will identify and replace water mains, services, and valves that have reached the end of their useful life and have become maintenance problems, and/or install mains to improve fire flow in localized areas.



W-10: HIGHLANDS RANCH RESERVOIR RECOATING

Project No.
To be determined

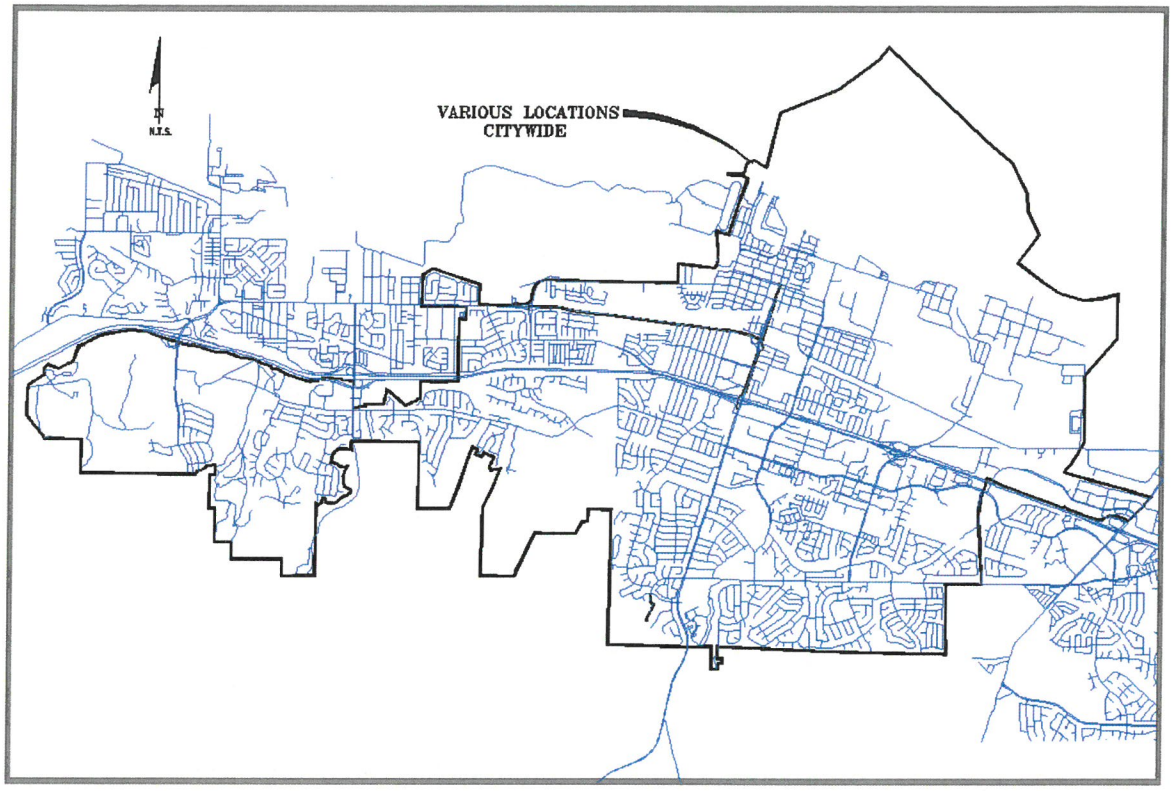
Status:
Awaiting funding

Estimated Project Cost:
$200,000

Project Limits:
Highland Ranch Reservoir

Funding Sources
Eligible Funding: Water Operations Fund
Identified Funding; None

Project Description:
Recoating of the inside and painting the outside of Highlands Ranch Reservoir. The 1.0 million gallon steel reservoir is showing signs of coating failure after 17 years. Coatings usually last 25 years. Failure to address coating failure in a timely manner will lead to accelerated corrosion and more costly repairs.



W-11: AUTOMATIC METER READING SYSTEM

Project No.
TBD

Status:
Funded over next 5 years.

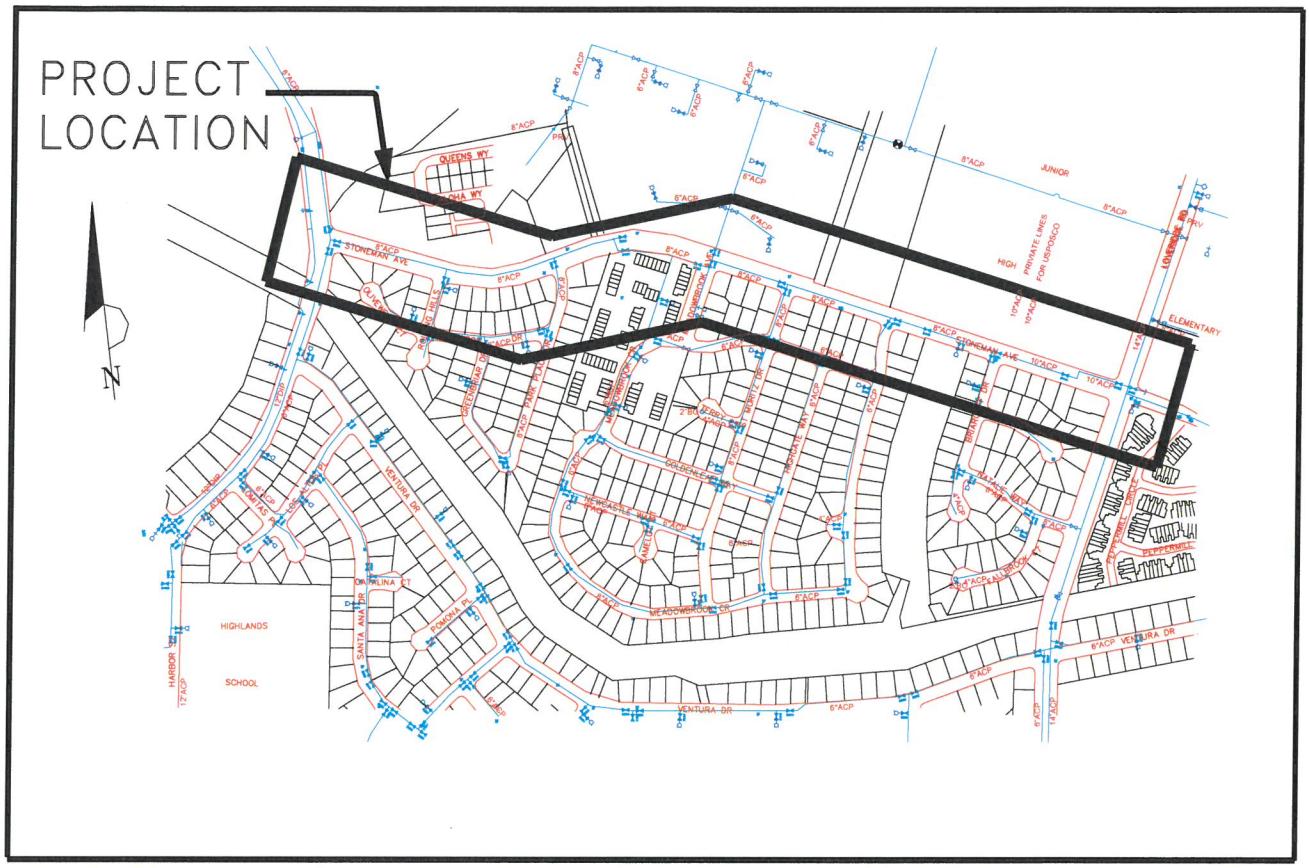
Estimated Project Cost:
$4,006,793

Project Limits:
Various Locations Citywide

Funding Sources
Eligible Funding: Water Operations Fund

Identified Funding: $2,506,793 previous WOF, $1,500,000 new WOF (over next 5 years)

Project Description:
Conversion of hard-to-read meters to radio read. Include Automatic Meter Reading system and replacement meters to convert an additional 1,500 meters. Meters include those that are hard to read because they are inaccessible, such as those in backyards or industrial/ commercial sites, those that can be hazardous to read in landscaped medians or other high traffic areas, or older meters that are due for replacement.



W-15: 12-INCH WATER MAIN STONEMAN AVE (HARBOR ST. TO LOVERIDGE ROAD)

Project No.
To be determined

Status:
Awaiting funding.

Estimated Project Cost:
$800,000

Project Limits:
Stoneman Avenue from Harbor St. to Loveridge Rd.

Funding Sources:

Eligible Funding Source: WOF
Identified Funding:

Project Description:
This project provides for the installation of approximately 3,300 feet of 12-inch transmission main along Stoneman Avenue, from Harbor Street to Loveridge Rd. This project will provide additional system looping to enhance pressures and fire protection capabilities in Zone 2.

W-17: 2016/17 WATER TREATMENT PLANT SLUDGE REMOVAL

Project No.
5055

Status:
Funded

Estimated Project Cost:
$250,000

Project Limits:
Water Treatment Plant

Funding Sources:

Eligible Funding Source: WOF
Identified Funding: WOF $250,000

Project Description:
This project will remove sludge from the Water Treatment Plant drying basin.

W-21: CONVERT BACKYARD WATER SERVICES TO STREET SERVICE (Central Addition Neighborhood Phase II & Phase III)

Project No.
TBD

Status:
Awaiting funding.

Estimated Project Cost:
$9,400,000

Project Limits:
Central Addition Neighborhood

Funding Sources:
Eligible Funding Source: Water Operations Funds
Identified Funding:

Project Description:
This project will provide for the conversion of existing backyard water services in the Central Addition Neighborhood to street side service. This project will provide for all work necessary to convert from private property to street service. This project will improve system reliability and reduce maintenance costs.

W-24: PITTSBURG-ANTIOCH HIGHWAY WATER LINE IMPROVEMENTS (Eastern Loop)

Project No.
TBD

Status:
Awaiting funding

Estimated Project Cost:
$1,200,000

Project Limits:
Pittsburg-Antioch Highway from Loveridge to Century Blvd

Funding Sources

Eligible Funding Source: Developer
Identified Funding: None

Project Description:
This project will provide 4,000 feet of 18-inch water line to initiate water service to business along Pittsburg-Antioch Highway, east of Loveridge. It will run from the east end of California going east on P-A Hwy to approximately 500 ft west of the City's eastern limits and tie into Century Blvd to provide a looped system.

W-28: HIGHLANDS RANCH ZONE 2 RESERVOIR

Project No.
TBD

Status:
Awaiting funding.

Estimated Project Cost:
$5,250,000

Project Limits:
Highlands Ranch Subdivision

Funding Sources:

Eligible Funding Source: WOF 44%,
Developer 56%
Identified Funding:

Project Description:
The 2015 Water System Master Plan has identified the need for a 1.4 million gallon reservoir in the southeast portion of the City serving Zone 2. This would be located at an elevation of about 360' above mean sea level.

W-29: WATER TREATMENT PLANT FILTER BACKWASH MANAGEMENT – 1.5 MGD PACKAGE TREATMENT UNIT (PHASE I)

Project No.

Status:
Funding Required

Estimated Project Cost:
$1,500,000

Project Limits:
Water Treatment Plant

Funding Sources:

Eligible Funding Source: WFR, WOF
Identified Funding:

Project Description:
This project will construct a 1.5 million gallons per day (MGD) packaged treatment system for treating water filter backwash for recycling. A second treatment unit will be required in the future as the WTP gets closer to design capacity of 32 MGD.

W-30: WATER TREATMENT PLANT FILTER BACKWASH MANAGEMENT – 1.5 MGD PACKAGE TREATMENT UNIT (PHASE 2)

Project No.
TBD

Status:
Funding Required

Estimated Project Cost:
$750,000

Project Limits:
Water Treatment Plant

Funding Sources:

Eligible Funding Source: WFR, WOF
Identified Funding:

Project Description:
This project will construct a second 1.5 million gallons per day (MGD) packaged treatment system for treating water filter backwash for recycling. This second package system will allow the WTP to treat the maximum allowed recycled backwash water of 10% of the design capacity of 32 MGD.

W-31: WATER TREATMENT PLANT 0.5 MG FILTER BACKWASH BASIN

Project No.
TBD

Status:
Funding Required

Estimated Project Cost:
$3,000,000

Project Limits:
Water Treatment Plant

Funding Sources:

Eligible Funding Source: WFR, WOF
Identified Funding:

Project Description:
This project will construct a 0.5 million gallon (MG) backwash recycle basin with mixers to prevent settling prior to pumping the water to the backwash water package treatment units to be constructed with earlier projects.

W-33: WATER TREATMENT PLANT MECHANICAL SLUDGE DEWATERING

Project No.
TBD

Status:
Funding Required at Threshold

Estimated Project Cost:
$2,000,000

Project Limits:
Water Treatment Plant

Funding Sources:

Eligible Funding Source: WFR, WOF
Identified Funding:

Project Description:
This project will construct a mechanical sludge dewatering system for use once WTP operations reach 15 MGD. The current system of dewatering by natural evaporation is adequate for flows up to the 15 MGD threshold.

W-34: WATER TREATMENT PLANT WATER DISINFECTION MODIFICATION AND CONVERSION

Project No.
TBD

Status:
Future Funding Required

Estimated Project Cost:
$1,900,000

Project Limits:
Water Treatment Plant

Funding Sources:

Eligible Funding Source: WFR, WOF
Identified Funding: $400,000 WFR(N), $500,000 WFR(F), $1,000,000 WOF (F)

Project Description:
This project will construct modifications to the existing disinfection system at the WTP to convert from chlorine gas disinfection to sodium hypochlorite. Converting to sodium hypochlorite will reduce the regulatory and reporting burden on WTP staff and will improve safety for employees at the plant. This conversion is anticipated to be a regulatory requirement at some point in the future.

W-39: ANNUAL WATER TREATMENT PLANT FILTER MEDIA REPLACEMENT

Project No.
TBD

Status:
Funded over next five years.

Estimated Project Cost:
$100,000 Annually
$600,000

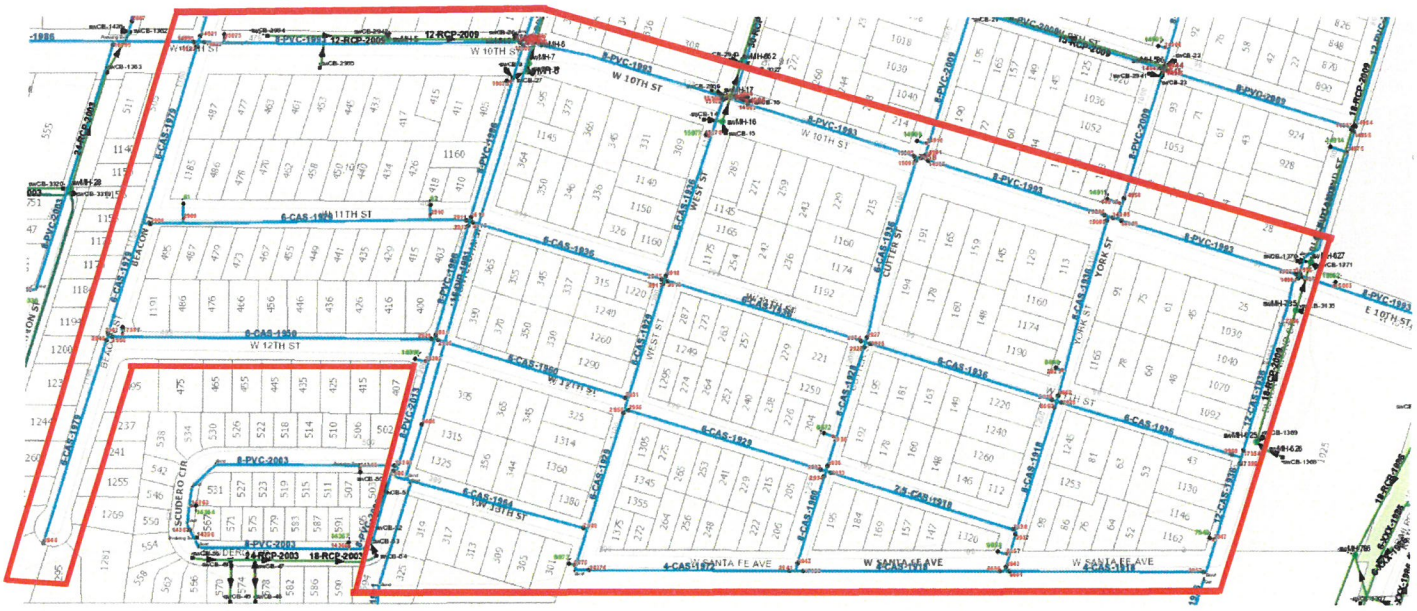
Project Limits:
Water Treatment Plant

Funding Sources:

Eligible Funding Source: WFR, WOF

Identified Funding: $500,000 WOF (Over next 5 years)

Project Description:
This project will perform periodic replacement of the filter media in two of the eight water filters at the water treatment plant. Media replacement includes removal and disposal of spent filter media and replacement with new granulated activated carbon (GAC), sand, and gravel. Filter media needs to be replaced approximately every four years.



W-40: WATER MAIN INSTALLATION REPLACEMENT PROGRAM

Project No.
TBD

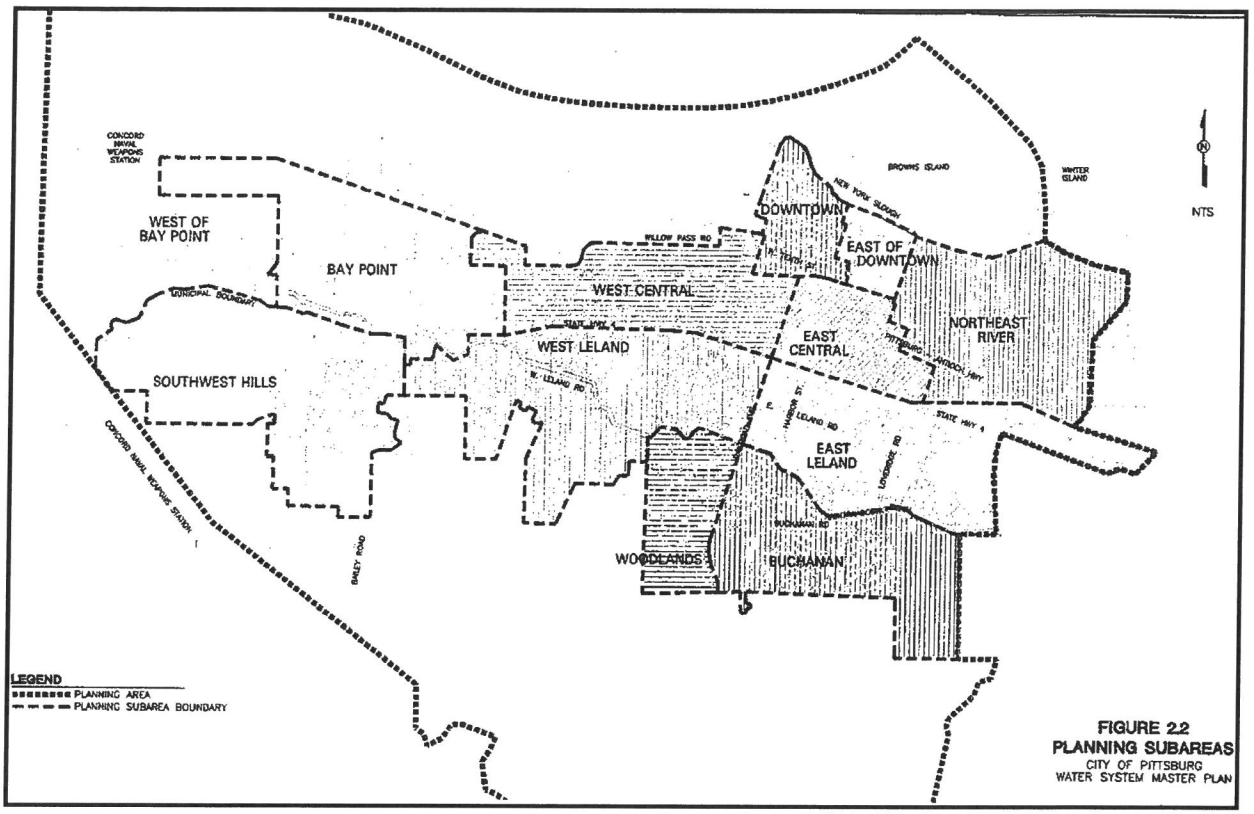
Status:
Projected Funding for FY 21/22 & 22/23

Estimated Project Cost:
$3,400,000

Project Limits:
Black Diamond to Beacon
West 10th to West Santa Fe (Excluding Scudero Circle)

Funding Sources:
Eligible Funding Source: WOF
Identified Funding Source: $3,400,000 WOF

Project Description: Project will identify and replace water mains, services, and valves that have reached the end of their useful life and have become maintenance problems, and/or install mains to improve fire flow in localized areas.



W-50: 1.3 MG ZONE 1 WATER TANK

Project No.
TBD

Status:
Awaiting development demand.

Estimated Project Cost:
$5,300,000

Project Limits:
Near Delta View Golf Course

Funding Sources:

Eligible Funding Source: Water Facility Reserve Fund/Developer
Identified Funding: 100% Developer

Project Description:
This project will provide additional water storage to meet domestic and fire flow requirements for new infill development in Pressure Zone 1. (2015 Water System Master Plan)

W-61: 20" MAIN W. LELAND (WTP to SW Hills) PHASE 1 (Seg 3W, and 6W)

Project No.
TBD

Status:
Fully funded

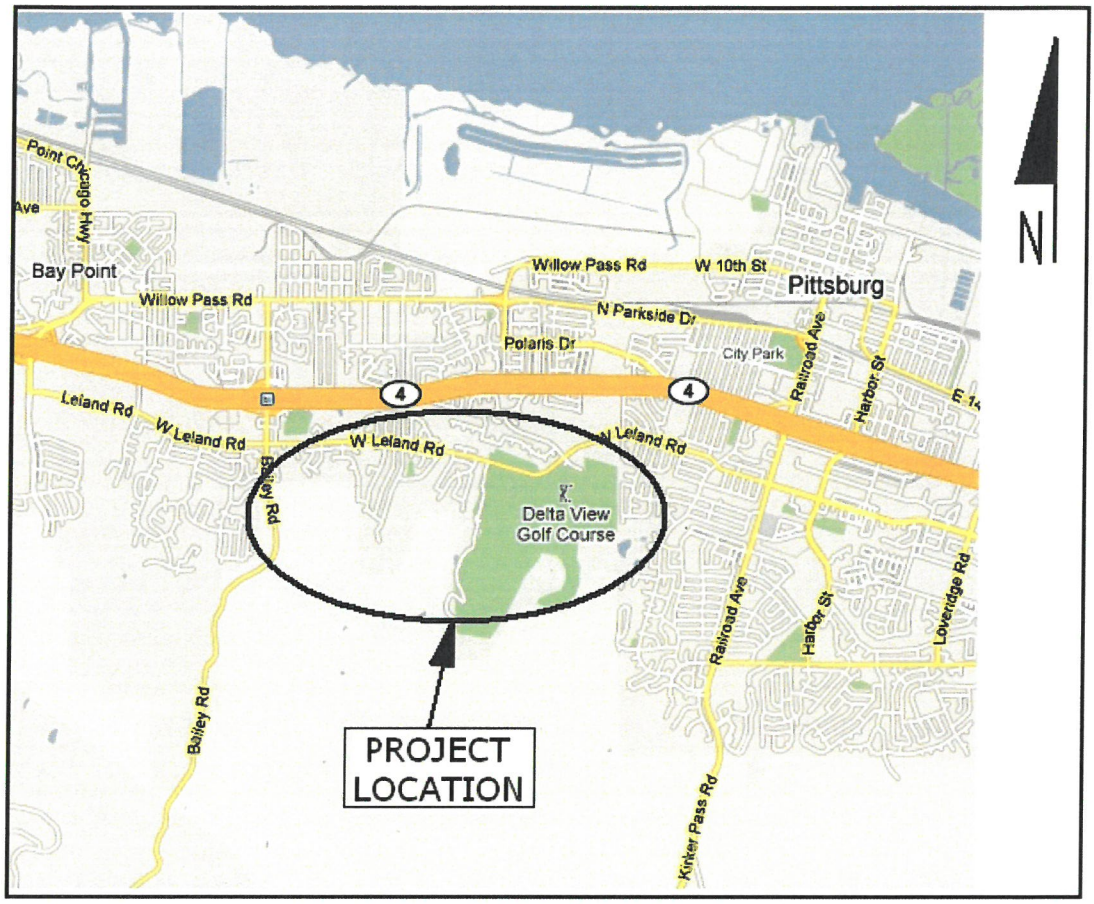
Estimated Project Cost:
$3,000,000

Project Limits:
Water Treatment Plant to Bailey Road

Funding Sources:

Eligible Funding Source: Developer, Water Bonds
Identified funding: $1,796,000 WFR, $1,204,000 2005 Wbond

Project Description: This project will provide for the incremental installation of a water transmission line to serve new development in the southwest hills. (2015 Water System Master Plan segments 3W and 6W).



W-63: 20" MAIN W. LELAND (WTP to SW Hills)(Seg 1W and 2W)

Project No.
TBD

Status:
unfunded

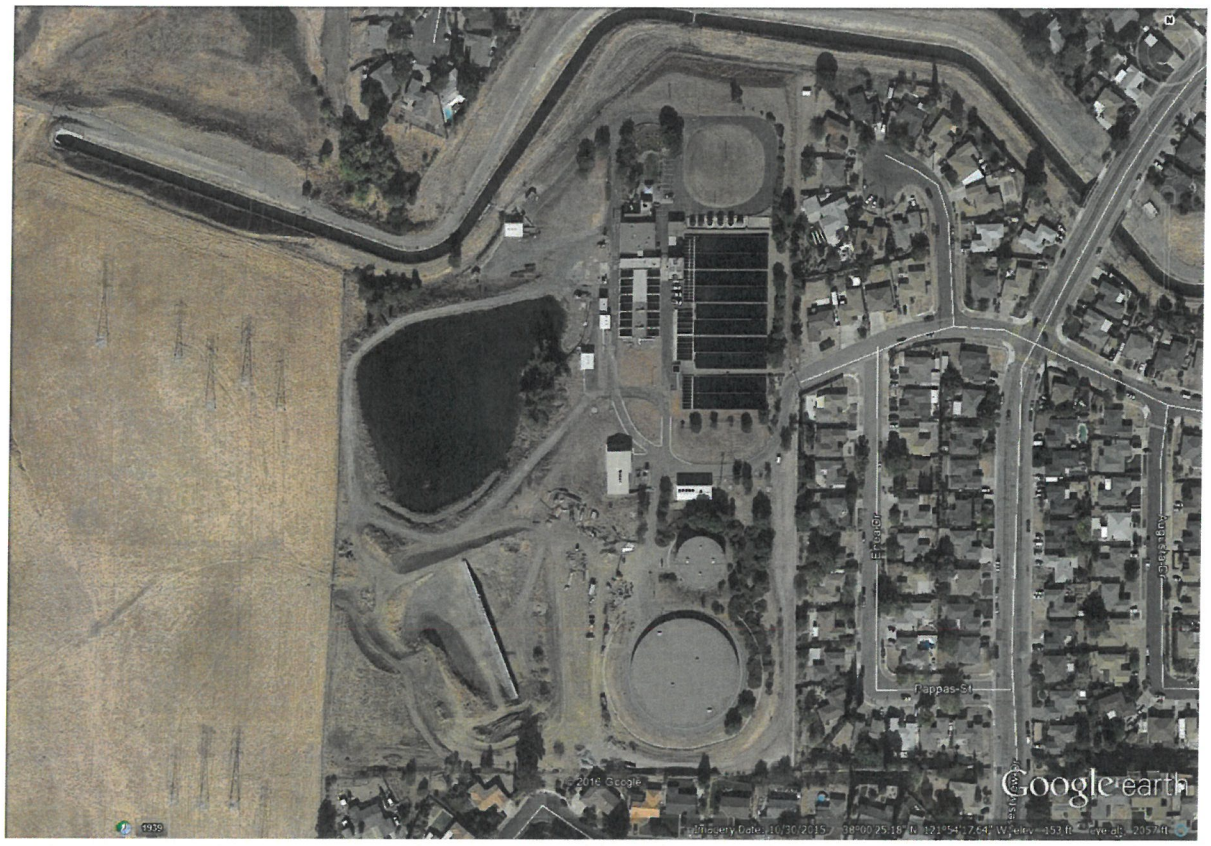
Estimated Project Cost:
$2,700,000

Project Limits:
Water Treatment Plant to Bailey Road

Funding Sources:

Eligible Funding Source: Developer, Water Bonds
Identified funding: TBD

Project Description: This project will provide for the incremental installation of a water transmission line to serve new development in the southwest hills. (2015 Water System Master Plan segments 1W and 2W).



W-101: WTP CAPITAL REPAIRS/FILTER REHABILITATION

Project No.
TBD

Status:
Ongoing improvements at WTP includes previous FY funding

Estimated Project Cost:
$1,267,146

Project Limits:
Water Treatment Plant

Funding Sources:

Eligible Funding Source: WOF
Identified Funding: $1,267,146 WOF

Project Description:
This project will provide upgrades to facilities at the Water Treatment Plant, including rehabilitation of filters. Filters were constructed in 1953 and 1973.

W-102: WATER MAIN INSTALLATION REPLACEMENT PROGRAM

Project No.
TBD

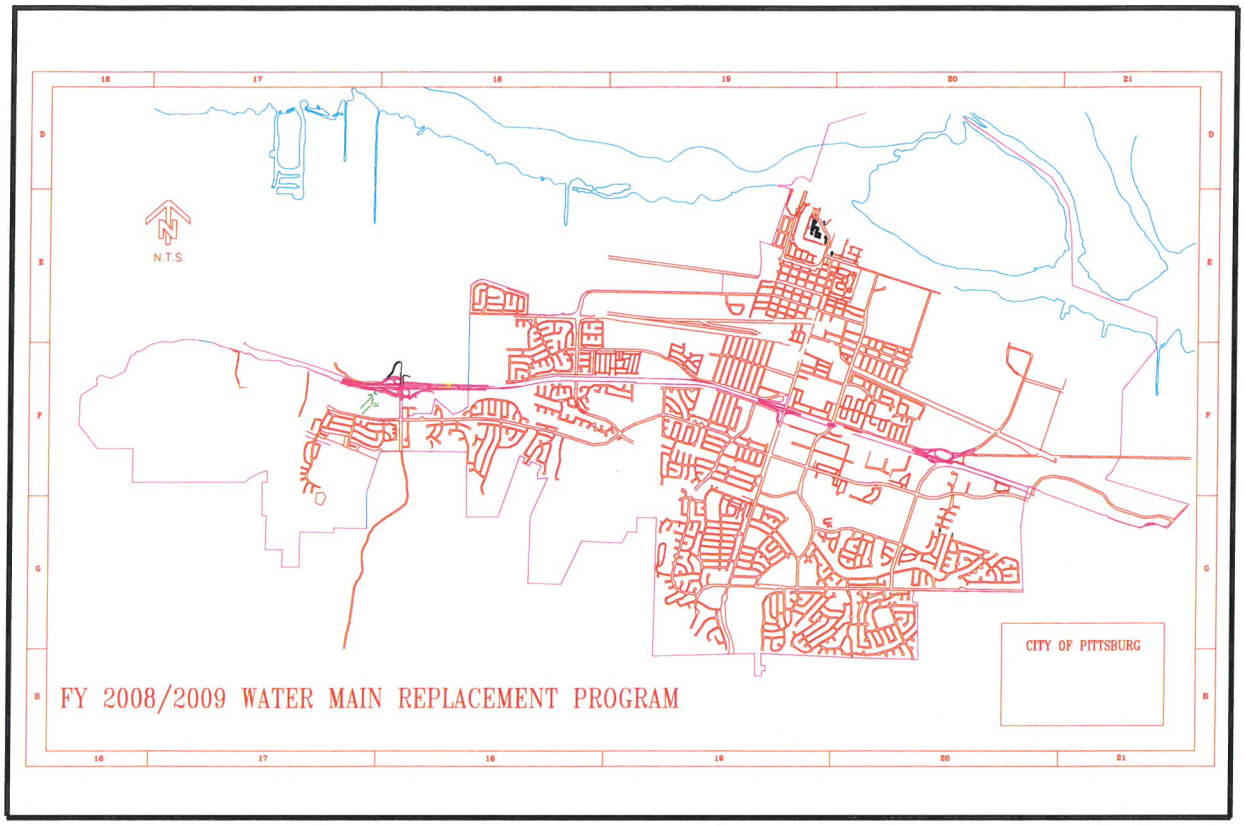
Status:
Projected Funding for FY 21/22 & 22/23

Estimated Project Cost:
$2,500,000

Project Limits:
Central Addition Phase I (Columbia to Harbor & Central Avenue to East 14th Street)

Funding Sources:
Eligible Funding Source: WOF
Identified Funding Source: $2,500,000 WOF

Project Description: Project identified and will replace water mains, services, and valves that have reached the end of their useful life and have become maintenance problems, and/or install mains to improve fire flow in localized areas. Central Addition Phase I was identified as FY 22/23 & 23/24 sewer and water project. Sewer funds will be added for the replacement of sewer mains with this project.



W-106: 2016/17 WATER MAIN REPLACEMENT/ INSTALLATION PROGRAM

Project No.

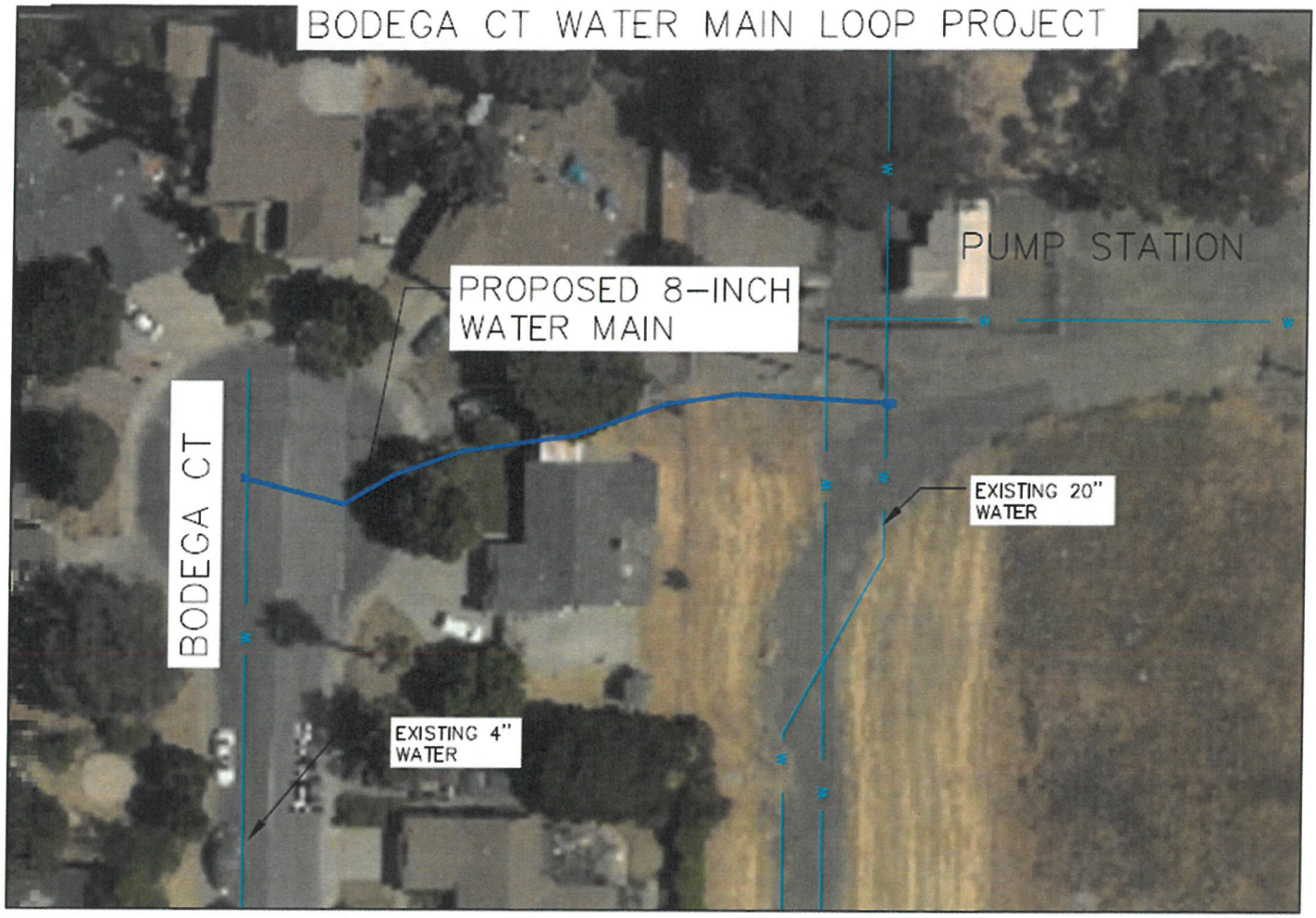
Status:
Construction 2019/20

Estimated Project Cost:
$6,317,500 ($1,017,500 existing funds transferred to be combined with sewer project SS-34)

Project Limits:
TBD

Funding Sources:
Eligible Funding Source: WOF, WFR (503), Wbond
Identified Funding:$5,300,000 WOF, $940,000 Wbond, $77,500 WFR (funds transferred to SS-34 for combined water/sewer project)

Project Description:
This project will be included with a sewer project SS-34 2016/17 Sewer/Water Replacement/ Rehabilitation Program which is to be constructed in the neighborhood north of School Street between Railroad Avenue and Harbor Street.



W-107: BODEGA COURT WATER SYSTEM LOOP PROJECT

Project No.

Status:

Estimated Project Cost:
$300,000

Project Limits:
Bodega Court

Funding Sources
Eligible Funding Source: WOF, WFR
Identified Funding Source: $300,000 WOF

Project Description:

Bodega Ct Water Main Loop Installation Project will establish a tie in between existing 4-inch and 20-inch water main. The Project will Install approximately 220 LF of 8-inch waterline through the access easement located between 2101 & 2103 Bodega Court.

SEWER PROJECTS

PROJECT DESCRIPTIONS

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PK-#	Park Projects
B-#	Building Projects
G-#	General Projects
PP-#	Pittsburg Power Projects
M-#	Marina Projects

Project Title: This is the title of the proposed project.

Project Number: A CIP contract or project number will be assigned to the projects as funding is established.

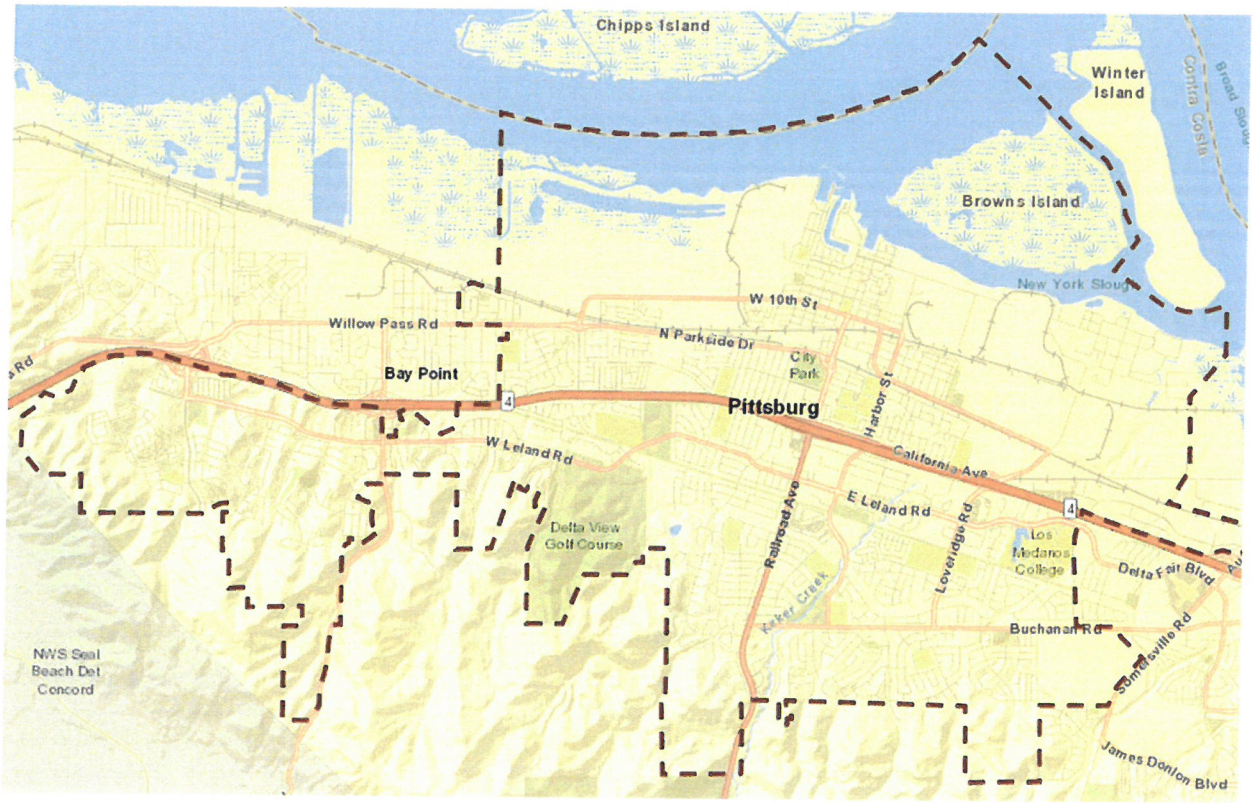
Status: This will indicate the project status if available.

Estimated Project Cost: Project cost estimates are used as place holders for project funding. Cost estimates shown here vary from conceptual project estimates to detailed design estimates. A more detailed cost estimate is prepared during the design phase of each project. Actual costs are unknown until bids are opened.

Project Limits: This is a written description of the project limits if available.

Funding Sources: This section identifies project funding sources that have been approved or will be approved with adoption of this CIP.

Project Description: This is a detailed description of the project.



SS-1: CITYWIDE SEWER INSPECTION PROJECT

Project No.
TBD

Status:
Funded

Estimated Project Cost:
$112,410

Project Limits:
Various Locations Citywide

Funding Sources:
Eligible Funding Source: Sewer Operations Fund
Identified Funding Source: $112,410 SOF

Project Description:
Project is for inspecting sewers throughout the City to determine replacement and rehabilitation needs for potential inclusion in future sewer replacement projects.

SS-2: FY 2022/23 SEWER REPLACEMENT PROGRAM

Project No.
TBD

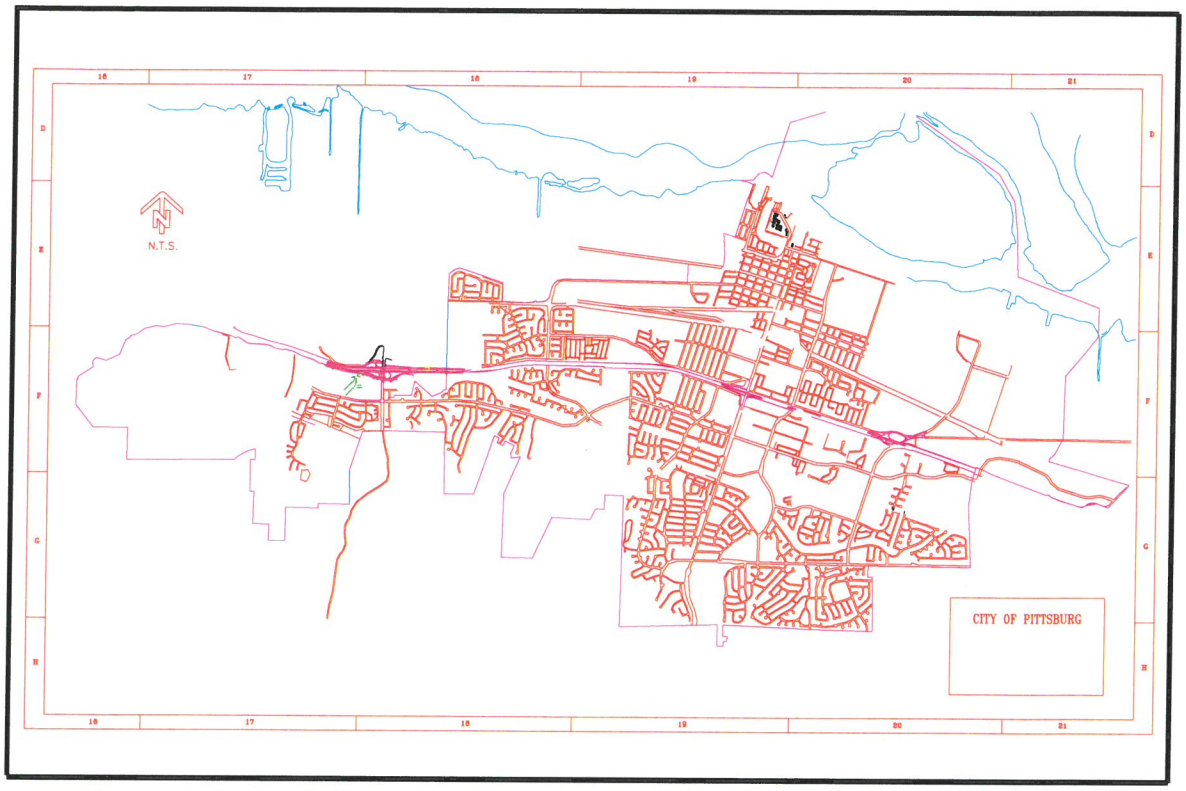
Status:
Projected Funding for FY22/23 & 23/24

Estimated Project Cost:
$2,900,000

Project Limits:
Central Addition Phase I (Columbia Street to Harbor Street and Central to East 14th Street

Funding Sources:
Eligible Funding Source: Sewer Operations Fund, SFR
Identified Funding Source: $2,400,000 SOF, $500,000 SFR

Project Description:
Project will replace sewer lines that are maintenance problems. Central Addition Phase I was identified as FY 22/23 & 23/24 sewer and water project. Water funds will be added for the replacement of water mains with this project.



SS-3: FY 2019/20 SEWER REPLACEMENT PROGRAM

Project No.
To be determined

Status:
Awaiting funding

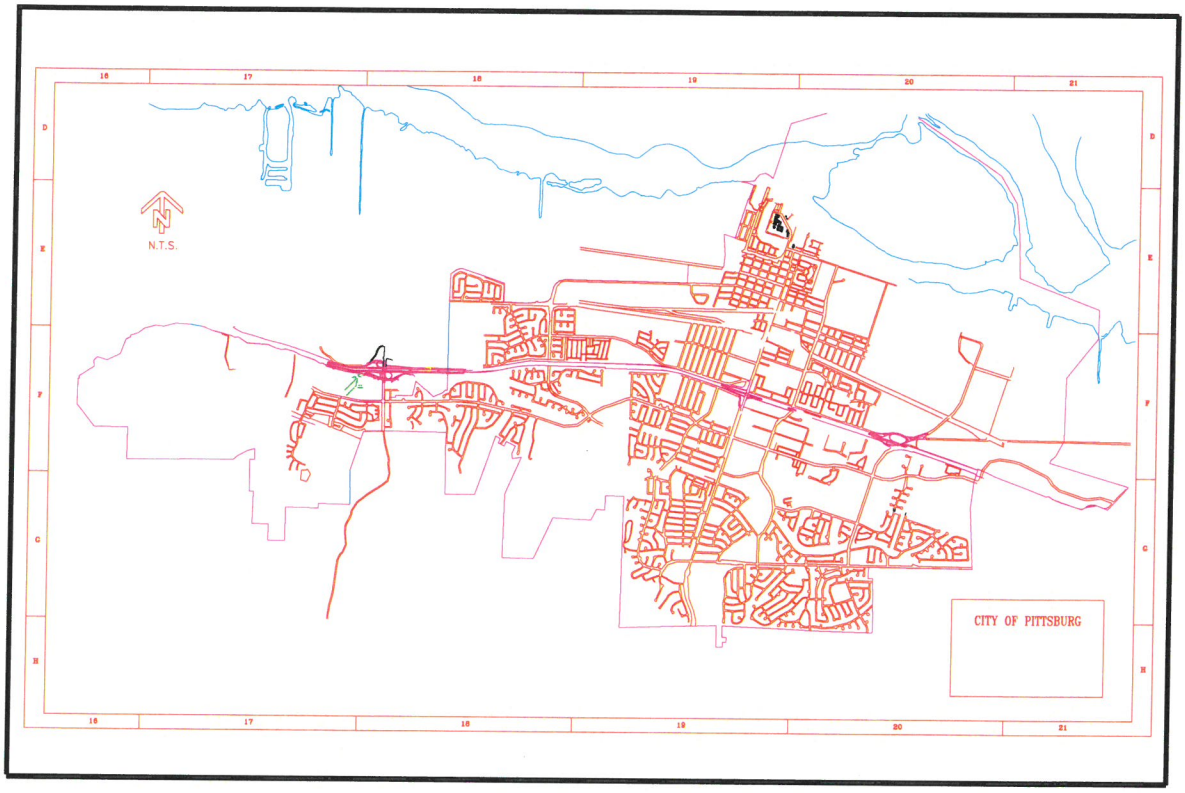
Estimated Project Cost:
$2,500,000

Project Limits:
To be determined

Operation and Maintenance
$0/year

Funding Sources:
Eligible Funding Source: Sewer Operations Fund
Identified Funding Source: $2,500,000 SOF

Project Description:
Project will replace older sewer mains and laterals lines in the core (central) portions of the City that have higher maintenance and lower reliability.



SS-4: SEWER MASTER PLAN UPDATE

Project No.
TBD

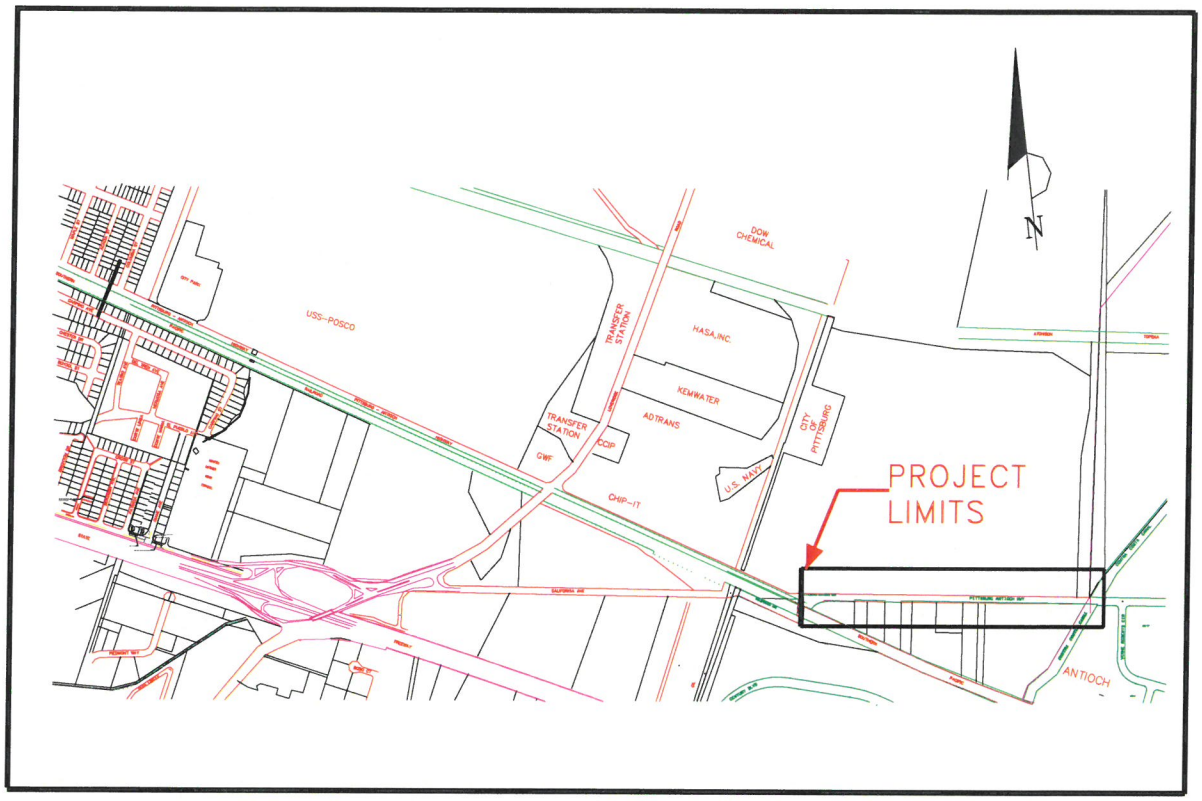
Status:
Currently being studied.

Estimated Project Cost:
$175,000

Project Limits:
Citywide

Funding Sources:
Eligible Funding Source: Sewer Operations Fund
Identified Funding Source: $175,000 SOF

Project Description:
The City's sewer master plan was last fully updated in 2003. There have been three amendments to the master plan over the years, with the last being completed in 2011. This project is for a full update of the sewer master plan.



SS-20: PITTSBURG/ANTIOCH HIGHWAY SEWER LINE IMPROVEMENTS

Project No.
TBD

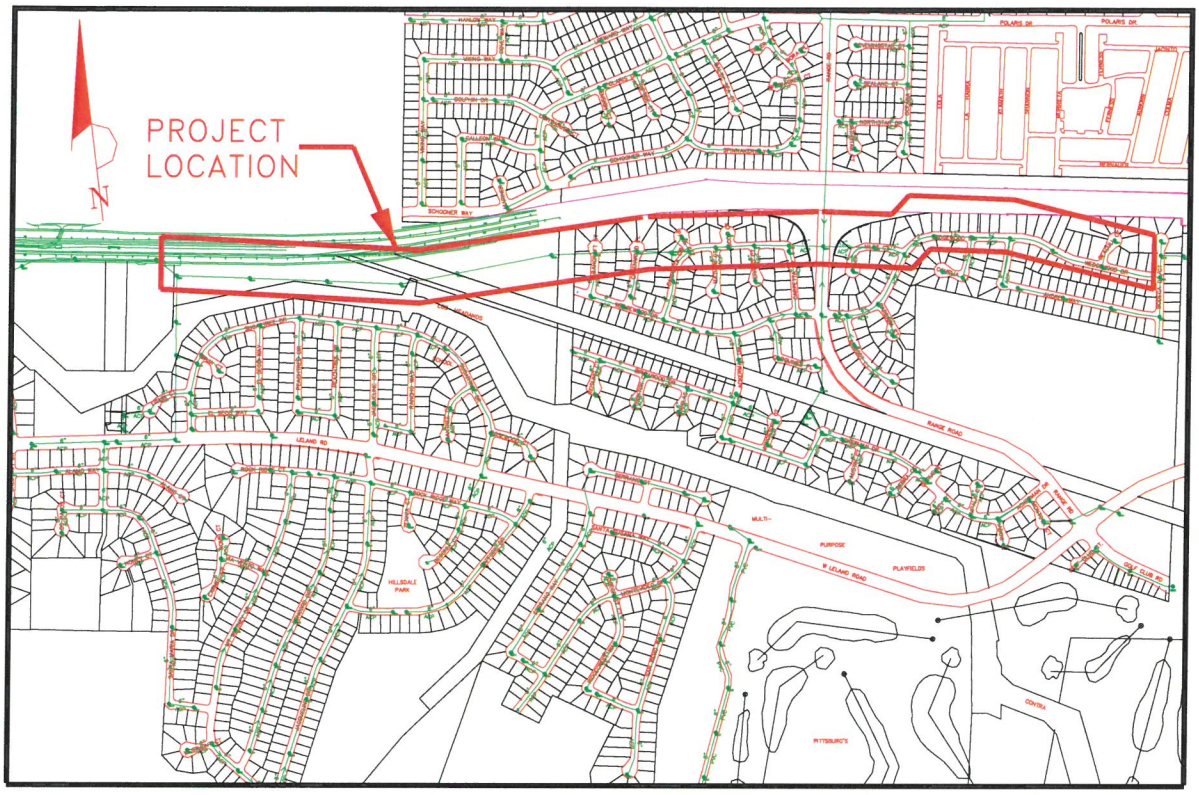
Status:
Awaiting Property Owner participation/Funding

Estimated Project Cost:
$605,000

Project Limits:
Pittsburg Antioch Highway from Delta Diablo Sanitary District manhole to approximately 3200' west.

Funding Sources:
Eligible Funding Source: Developer/Sewer Operations Fund
Identified Funding Source: None

Project Description:
This project will provide for the installation of approximately 3200 lf of 10" sewer line and laterals to connect to Delta Diablo Sanitary District manhole.



SS-23: HIGHWAY 4 TRUNK LINE RELIEF (Segment A)

Project No.
2007-09

Status:
Awaiting funds

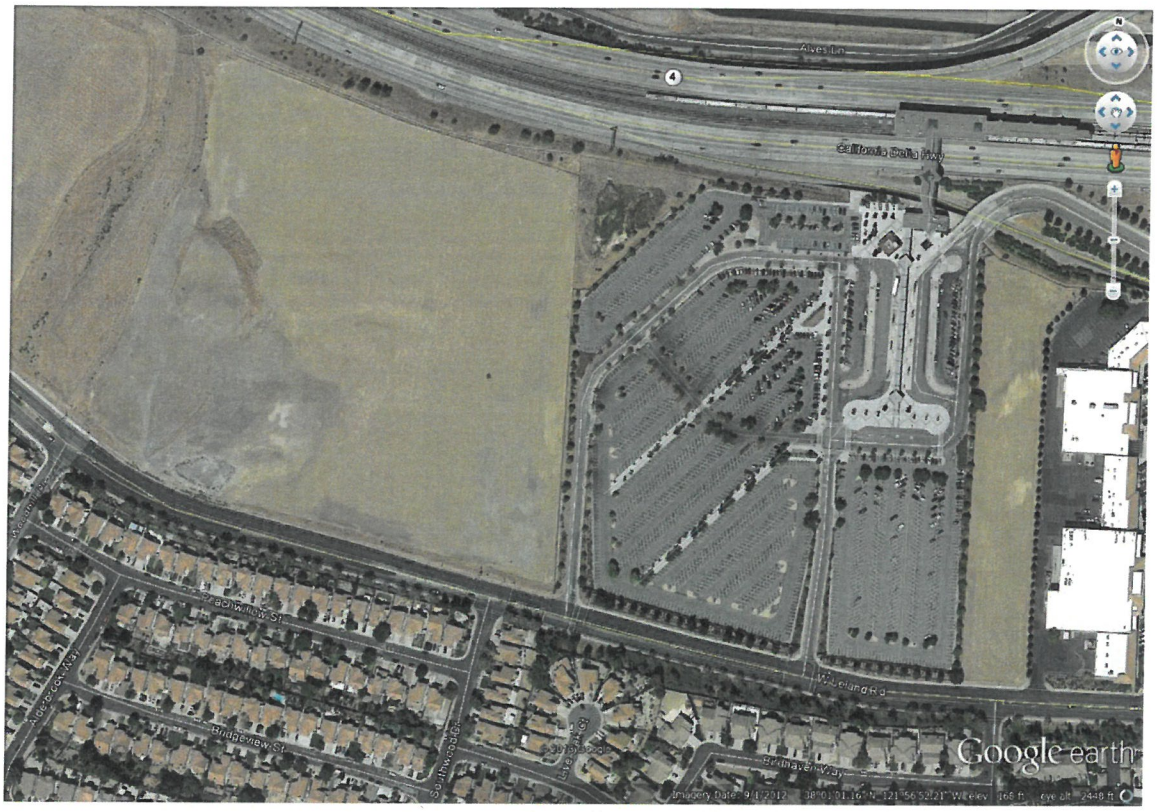
Estimated Project Cost:
$3,404,000

Project Limits:
From east of Bailey Road to PG&E easement

Operation and Maintenance
$0/year

Funding Sources:
Eligible Funding Source: Sewer Facility Reserve Fund
Identified Funding Source: $200,000 SFR

Project Description:
This project is the easterly segment (7,000 ft.) of the Highway 4 sewer trunk line that runs from Bailey Road to the PG&E easement, a total of 9,500 ft. This will be an increase from 12-inch pipe to 15-inch to accommodate new development.



SS-24: BART SPECIFIC PLAN SEWER MAIN

Project No.
TBD

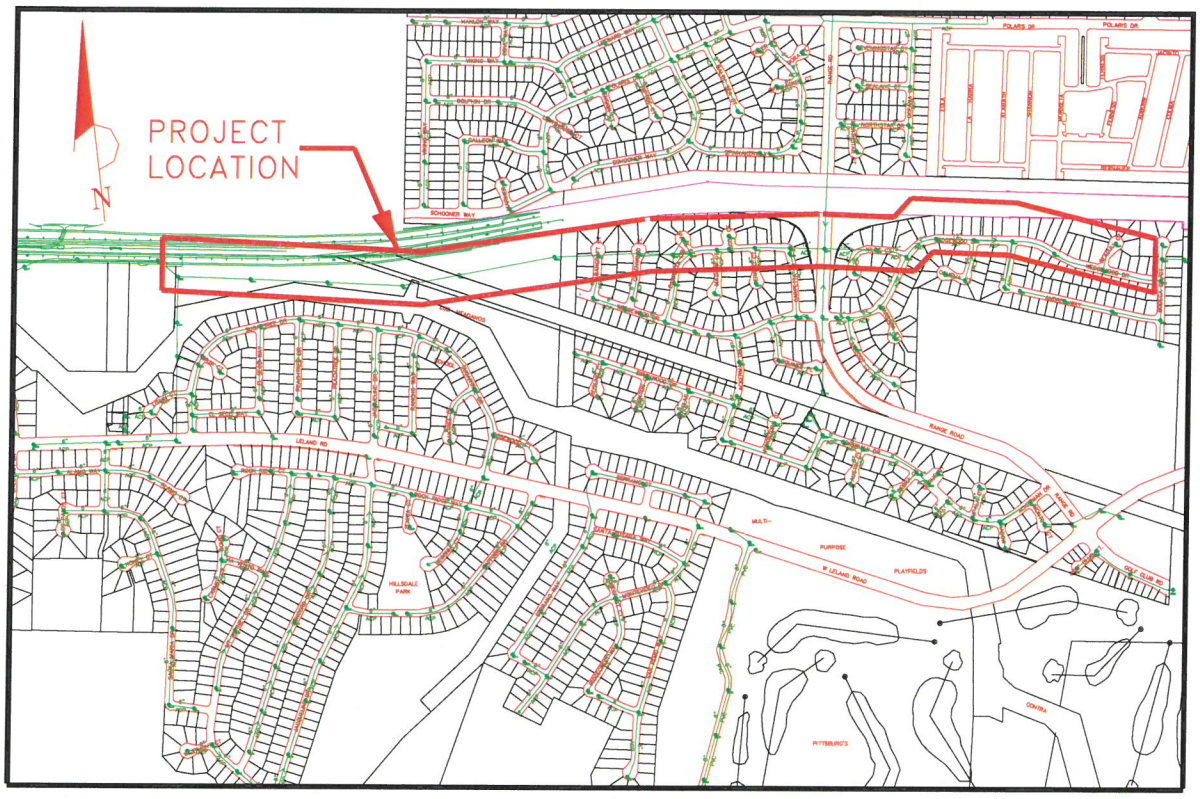
Status:
Awaiting funding.

Estimated Project Cost:
$284,000

Project Limits:
Bailey Road Bart Station Area

Funding Sources:
Eligible Funding Source: Sewer Facility Reserve Fund
Identified Funding Source: None

Project Description:
This project is contingent on development north of West Leland Road, west of Bailey Road. This project will construct a parallel 8" pipe parallel to Highwy 4 on the south side and will be approximately 1000' long to improve capacity for future development.



SS-29: HIGHWAY 4 TRUNK LINE RELIEF (Segment B)

Project No.

Status:
Awaiting funds.

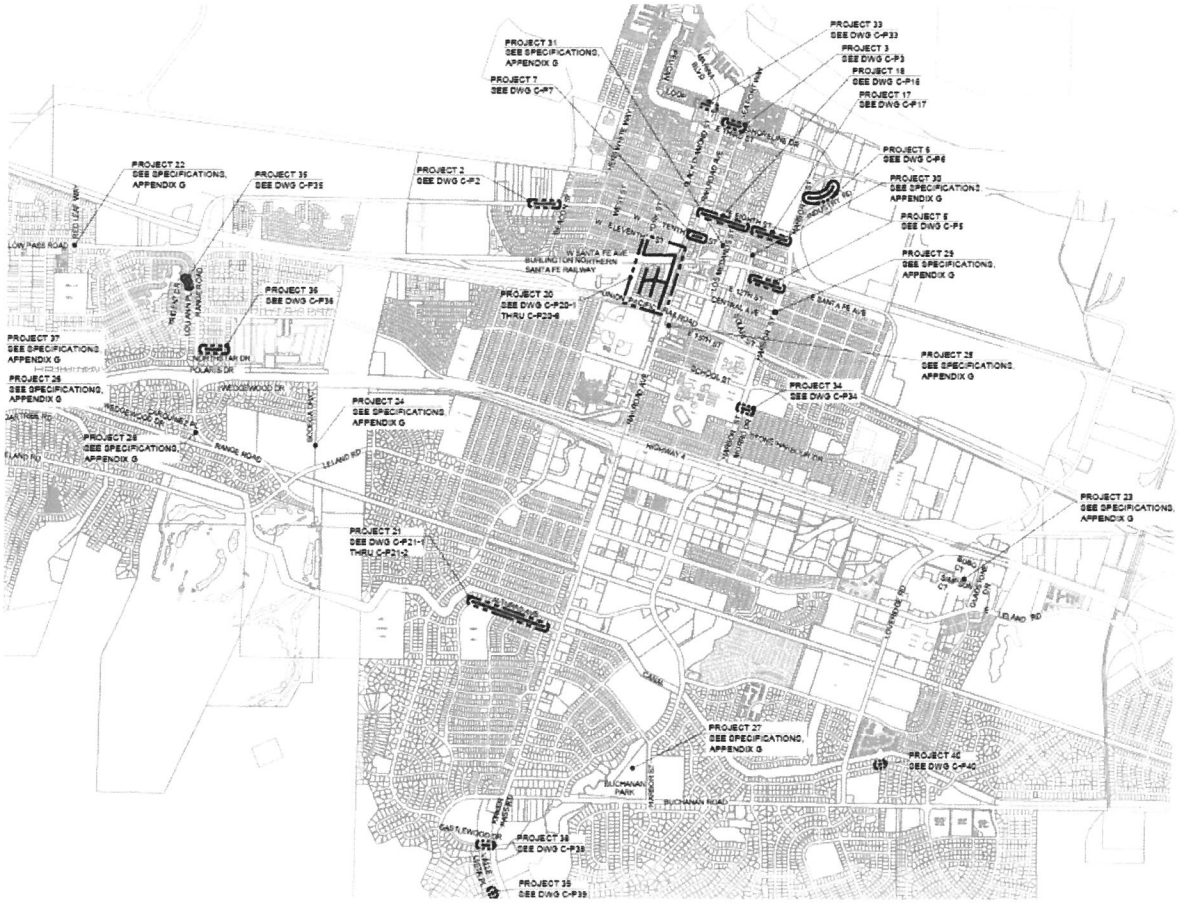
Estimated Project Cost:
$1,554,000

Project Limits:
From Bailey Road to east.

Operation and Maintenance
$0/year

Funding Sources:
Eligible Funding Source: Sewer Facility Reserve Fund
Identified Funding Source: Developer Fees

Project Description:
This project is the western segment (2,500 ft.) of the Highway 4 sewer trunk line that runs from Bailey Road to the PG&E easement, a total of 9,500 ft. This will be an increase from 12-inch pipe to 15-inch to accommodate new development.



SS-30: FY 2014/15 SEWER REPLACEMENT PROGRAM

Project No.
2012-15

Status:
Construction Complete except Project 20 (Under BNSF)

Estimated Project Cost:
$10,000,000

Project Limits:
Locations Citywide

Funding Sources:
Eligible Funding Source: Sewer Operations Fund, WOF, WFR
Identified Funding Source: $8,300,000 SOF, $950,000 WOF, $750,000 WFR

Project Description:
Project will replace sewer lines that are maintenance problems. Water funds are added for the replacement of water mains with this project. The Project includes rehabilitation of water and sanitary sewer facilities, spot repairs, and manhole installation/rehabilitation in several areas throughout the City. This work will help alleviate chronic problem areas that require a significant amount of maintenance and repairs by the Public Works Department.

SS-31: OAK HILLS CENTER SEWER MAIN

Project No.
TBD

Status:
Awaiting funding and development.

Estimated Project Cost:
$650,000

Project Limits:
Behind Oak Hills Center adjacent to Bailey Road

Funding Sources:

Eligible Funding Source: Sewer Facility Reserve Fund
Identified Funding Source: None

Project Description:
This project is contingent on future development. It will increase capacity of the existing 1,300 foot long 6" sewer by pipe bursting to an 8" diameter sewer. The exact alignment of the pipe will be determined through design.

SS-34: 2016/17 SEWER/WATER REPLACEMENT AND REHABILITATION

Project No.
5205

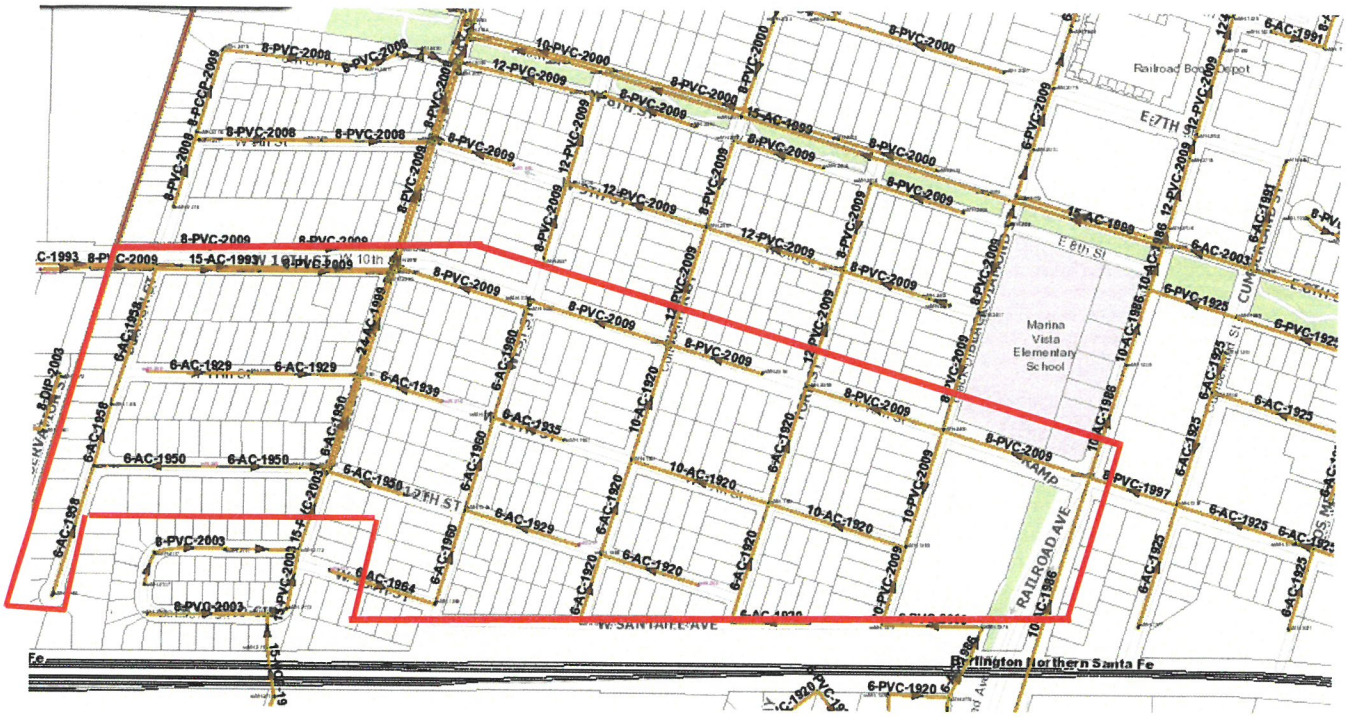
Status:
Bid 2019

Estimated Project Cost:
$12,927,500

Project Limits:
North of School Street between Harbor Street and Railroad Avenue, Willow Pass Road, and Bayside Knolls Subdivision

Funding Sources:
Eligible Funding Source: Sewer Operating (SOF), Sewer Facility Reserves (SFR), Water Operations (WOF), Water Facility Reserves (WFR), Water Bond (WBond)
Identified Funding Source: $6,150,000 SOF $460,000 SFR, $5,300,000 WOF, $77,500 WFR 503, $940,000 Wbond

Project Description:
Project will replace sewer and water mains that are maintenance problems. The bulk of this project will be the neighborhood north of School Street. Other areas include Willow Pass Road and Bayside Knolls Subdivision This project will be funded with water and sewer funds to replace infrastructure in the Schools Street area.



SS-36: FY 2020/21 SEWER REPLACEMENT PROGRAM

Project No.
TBD

Status:
Projected Funding for FY 19/20 & FY 20/21

Estimated Project Cost:
$3,500,000

Project Limits:
Black Diamond Street to Beacon Street and West Santa Fe to West Tenth Street

Operation and Maintenance
$0/year

Funding Sources:
Eligible Funding Source: Sewer Operations Fund
Identified Funding Source: $2,500,000 SOF

Project Description:
Project will replace older sewer mains and laterals lines in the core (central) portions of the City that have higher maintenance and lower reliability.

STORM DRAIN PROJECTS

PROJECT DESCRIPTIONS

The CIP includes a general list of projects scheduled during each of the five years of the program, followed by detailed project sheets arranged by project category, such as Streets, Traffic Signals, Water, Sewer, etc. These sheets include information for each project as follows:

CIP Identification Number: (example: ST-5)

ST-#	Street Projects
S-#	Signal Projects
W-#	Water Projects
SS-#	Sewer Projects
SD-#	Storm Drainage Projects
PK-#	Park Projects
B-#	Building Projects
G-#	General Projects
PP-#	Pittsburg Power Projects
M-#	Marina Projects

Project Title: This is the title of the proposed project.

Project Number: A CIP contract or project number will be assigned to the projects as funding is established.

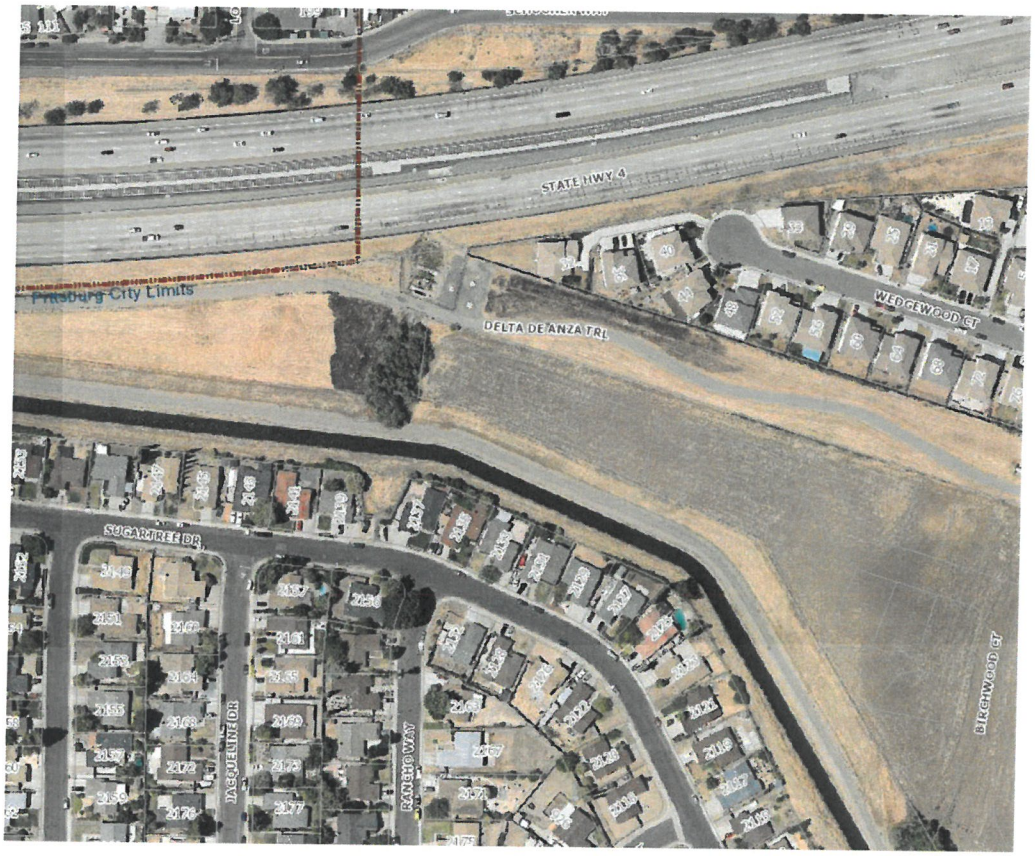
Status: This will indicate the project status if available.

Estimated Project Cost: Project cost estimates are used as place holders for project funding. Cost estimates shown here vary from conceptual project estimates to detailed design estimates. A more detailed cost estimate is prepared during the design phase of each project. Actual costs are unknown until bids are opened.

Project Limits: This is a written description of the project limits if available.

Funding Sources: This section identifies project funding sources that have been approved or will be approved with adoption of this CIP.

Project Description: This is a detailed description of the project.



SD-1: SUGARTREE CHANNEL (Contra Costa Canal to East Bay Municipal Utility District)

Project No.
TBD

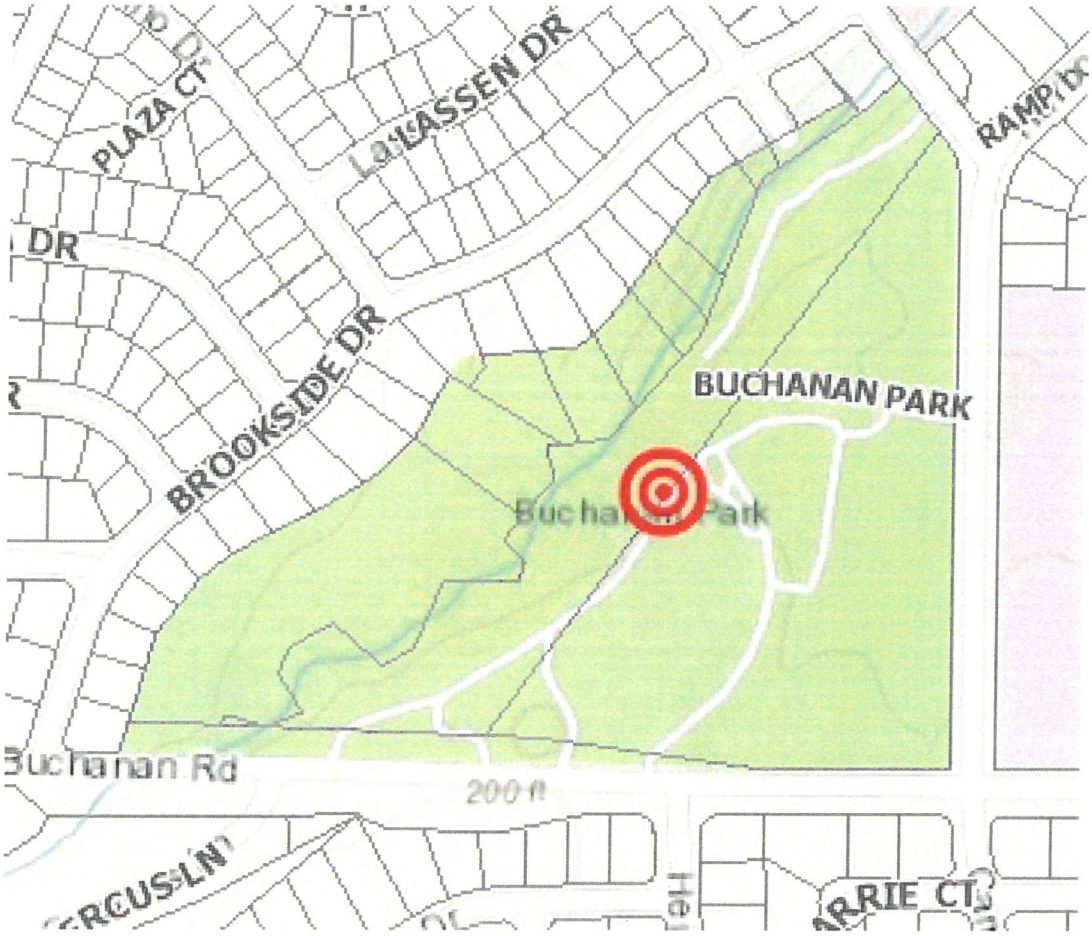
Status:
Awaiting funding/Evaluating needs.

Estimated Project Cost:
$675,000

Project Limits:
Storm drain channel from Contra Costa Canal to EBMUD corridor

Funding Sources:
Eligible Funding Source: Potential FEMA grant
Identified Funding Source: None

Project Description:
This project is to excavate and widen a channel that has become severely silted up and overgrown with willow trees. This area has become a bottleneck for storm water flows. The restricted flow has caused flooding on Sugartree Drive during major storm events. Staff is preparing a grant request from FEMA to assist with funding.



SD-2 BUCHANAN PARK PARKING LOT RETROFIT

Project No.
TBD (I will assign #)

Status:
Being Evaluated

Estimated Project Cost:
$975,000

Project Limits:
Buchanan Park Parking Area

Funding Sources
Eligible Funding Sources: Proposition 1 grants
Identified Funding Sources: none

Project Description:
Divert surface stormwater runoff from the parking lot area into vegetated swales and bioretention pockets throughout the parking lot area.

SD-3: FULL TRASH CAPTURE DEVICE (CALIFORNIA AVENUE AND LOVERIDGE ROAD)

Project No.

Status:
Awaiting Funds

Estimated Project Cost:
$250,000

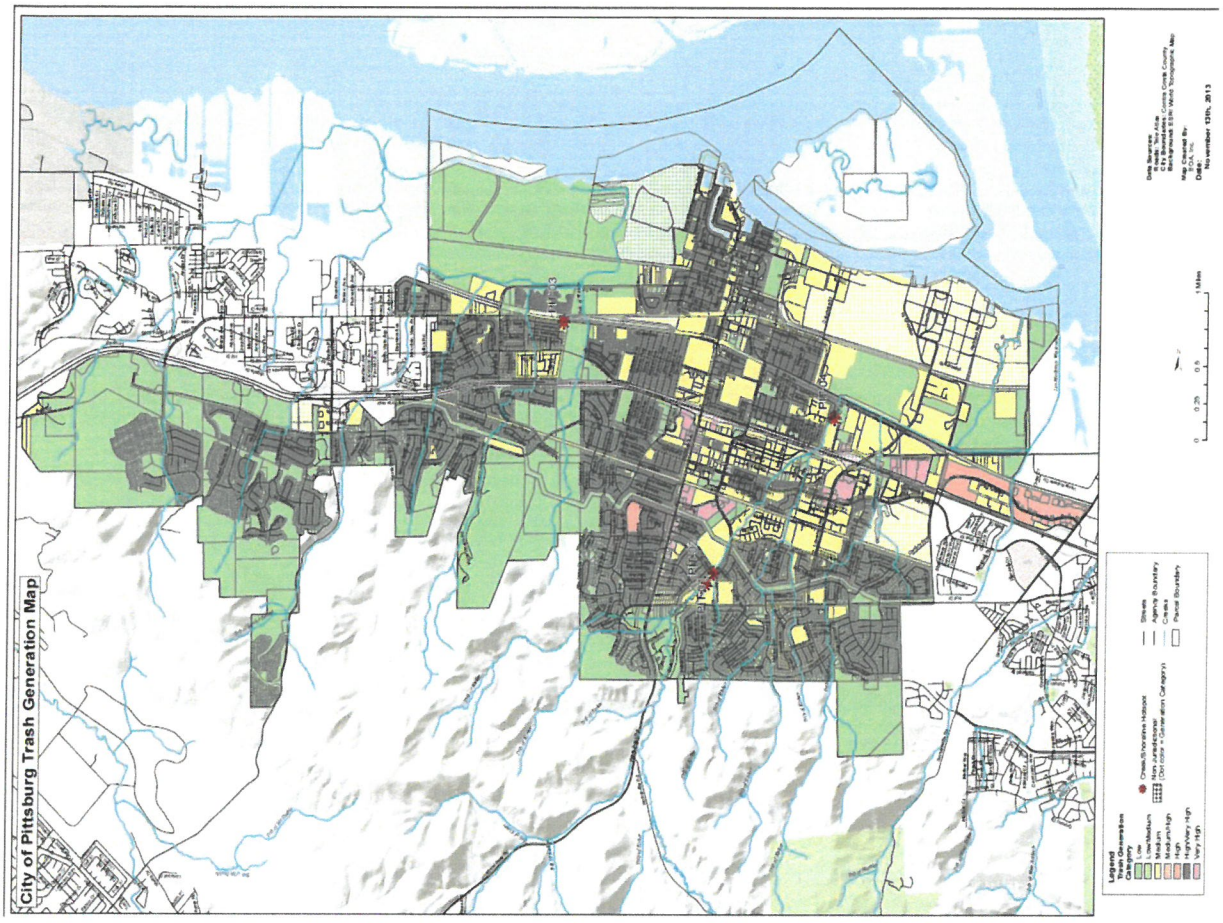
Project Limits: South eastern corner of
Loveridge Road and California Avenue

Operation and Maintenance
Minimum of twice per year or as required.

Funding Sources:
Eligible Funding Source: Grants
Identified Funding Source: None

Project Description:
This project involves installation of 50 linear feet of 36" Storm Flo Full Trash Capture screens, concrete foundation and overflow weir.

Installation of this device will help the City meet its required trash generation load reduction goals by capturing trash generated from approximately 90 acres of high and medium generation areas.



SD-4: FULL TRASH CAPTURE DEVICES (CITYWIDE)

Project No.
TBD

Status:
Awaiting Funding

Estimated Project Cost:
$ 50,000

Project Limits: Areas identified as Very High, High, and Medium Trash Generating areas Citywide.

Operation and Maintenance
Minimum of four times per year or as required.

Funding Sources
Eligible Funding Source: Grants
Identified Funding Source: none

Project Description:
This project involves purchase and installation of proprietary in- structure full trash capture devices within catch basins located in areas of very high, high, and medium trash generating areas citywide to help meet the City's required trash load reduction goals.

SD-5: W. 8th STREET STORM DRAIN PUMP STATION

Project No.
TBD

Status:
Awaiting Funding

Estimated Project Cost:
$ 180,000

Project Limits: End of box culvert north of the end of W. 8th Street

Operation and Maintenance

Funding Sources
Eligible Funding Source: IRRF

Identified Funding: none

Project Description:
This project will install a dewatering pump to remove standing water in the box culvert north of W. 8th Street. Removal of the water will reduce silt buildup in the box culvert and prevent standing water in the box culvert on W. 8th Street which currently remains full of water year round since it is tied to the box culvert by a 12" storm drain pipe.

SD-6 STORM WATER DIVERSION FOR KIRKER CREEK EAST OF LOVERIDGE ROAD

Project No.
TBD

Status:
Awaiting funding

Estimated Project Cost:
$1,250,000

Project Limits:
(Project is from intersection of East California Ave. and Loveridge Rd. to Kirker Creek Channel along Pittsburg Antioch Hwy.)

Funding Sources
Eligible Funding Sources: Kirker Creek Fund
Identified Funding: TBD

Project Description:
To construct an overflow storm drain line to accept additional storm water capacity in a line that was constructed with Highway 4 widening from an existing 25 year storm to a 50 year storm

SD-7: WEST LELAND ROAD STORM DRAIN IMPROVEMENTS (CRESTVIEW DRIVE TO BURTON AVENUE)

Project No.
TBD

Status:
unfunded

Estimated Project Cost:
$680,000

Project Limits:
South west corner of Crestview Dr and West Leland Rd to Burton Ave.

Funding Sources
Identified Funding: none

Project Description:
Construct new storm drain pipeline with inlets to prevent street flooding. Pipeline will begin with inlets located at the south west corner of Crestview Drive and West Leland Road.

SD-8 STORM DRAIN REPAIR PROJECT (2 LOCATIONS)

Project No.
TBD

Status:
Deficiencies Identified.

Estimated Project Cost:
$275,000

Project Limits:
Location 1 - Buchanan Road East of Harbor Street
Location 2 - W Leland Road at John Henry Johnson Drive

Funding Sources
Eligible Funding Sources: IRRF, Measure J, Gas Tax
Identified Funding: none

Project Description:
Significant settlement is occurring at Buchanan Road east of Harbor Street and at W Leland Road near John Henry Johnson Drive where existing storm drain pipes cross the road. CCTV had identified deficiencies in the storm drain pipe at the Buchanan Road location and the exact cause of the settlement at W Leland is unknown at this time. Work will include investigation, design and construction for the replacement and/or in-place repair of existing storm drain piping and repair to the roadway surface to correct the settled areas and prevent future settlement.

SD-9: AMERICANA PARK STORM DRAINAGE PROJECT

Project No.
2009-01

Status:
Design underway.

Estimated Project Cost:
$700,000

Project Limits:
Polaris Drive to Parkside Drive

Funding Sources:
Eligible Funding Source: RDA/Kirker Creek Improvement Fund
Identified Funding Source: $120,000 CCIF
$580,000 IRRF

Project Description:
This project will reduce overflows onto North Parkside Drive from the undersized detention pond at Americana Park by constructing a drainage channel across the PG&E utility corridor. Project requires obtaining an easement from PG&E.

SD-10: KIRKER CREEK IMPROVEMENT (Loveridge Road to DOW)

Project No.
TBD

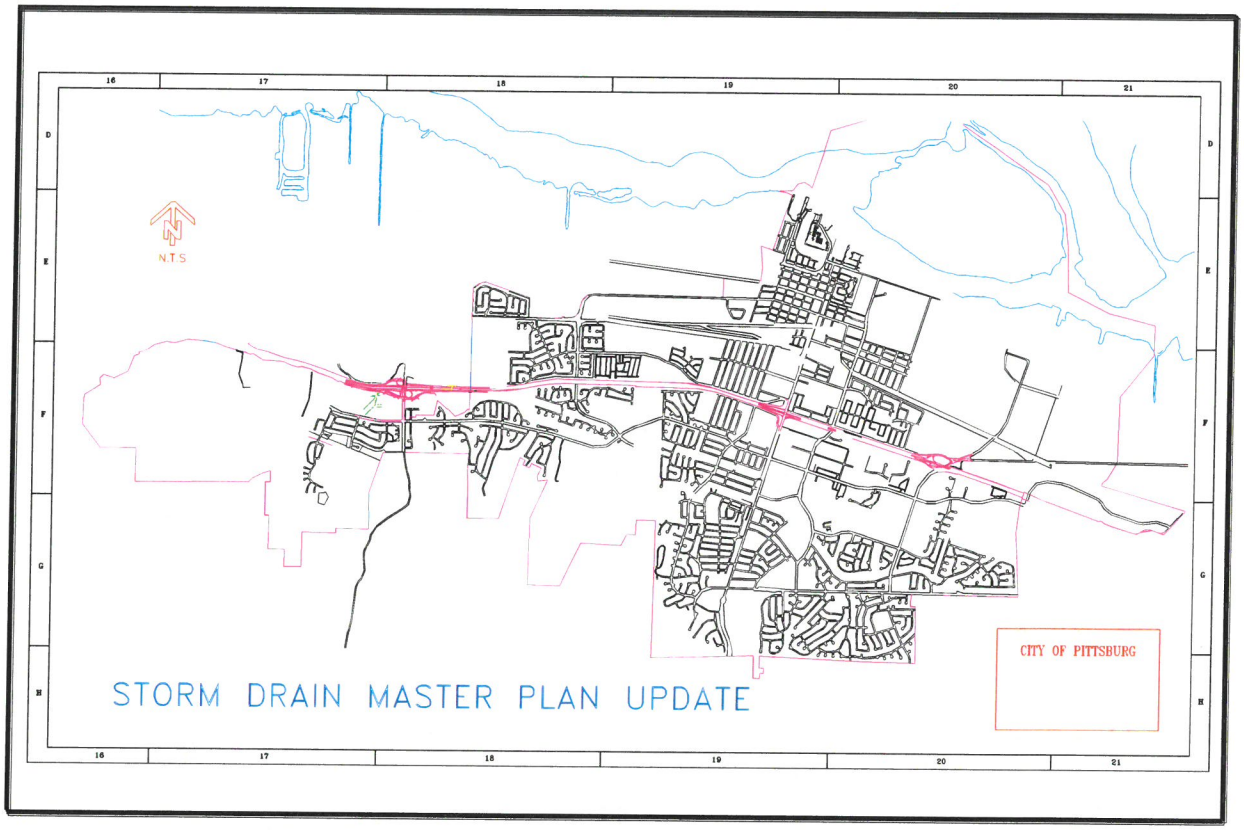
Status:
Awaiting funding

Estimated Project Cost:
$1,210,000

Project Limits:
Kirker Creek East of Loveridge Road

Funding Sources:
Eligible Funding Source: Kirker Creek Improvement Fund
Identified Funding Source: None

Project Description:
This project included planning, design and construction of improvements to prevent flooding along Kirker Creek north of the Pittsburg Antioch Hwy. This project includes improving the underside pipes, culverts and channels along Kirker Creek from Loveridge Road to DOW Chemical.



SD-11: STORM DRAIN MASTER PLAN UPDATE

Project No.
TBD

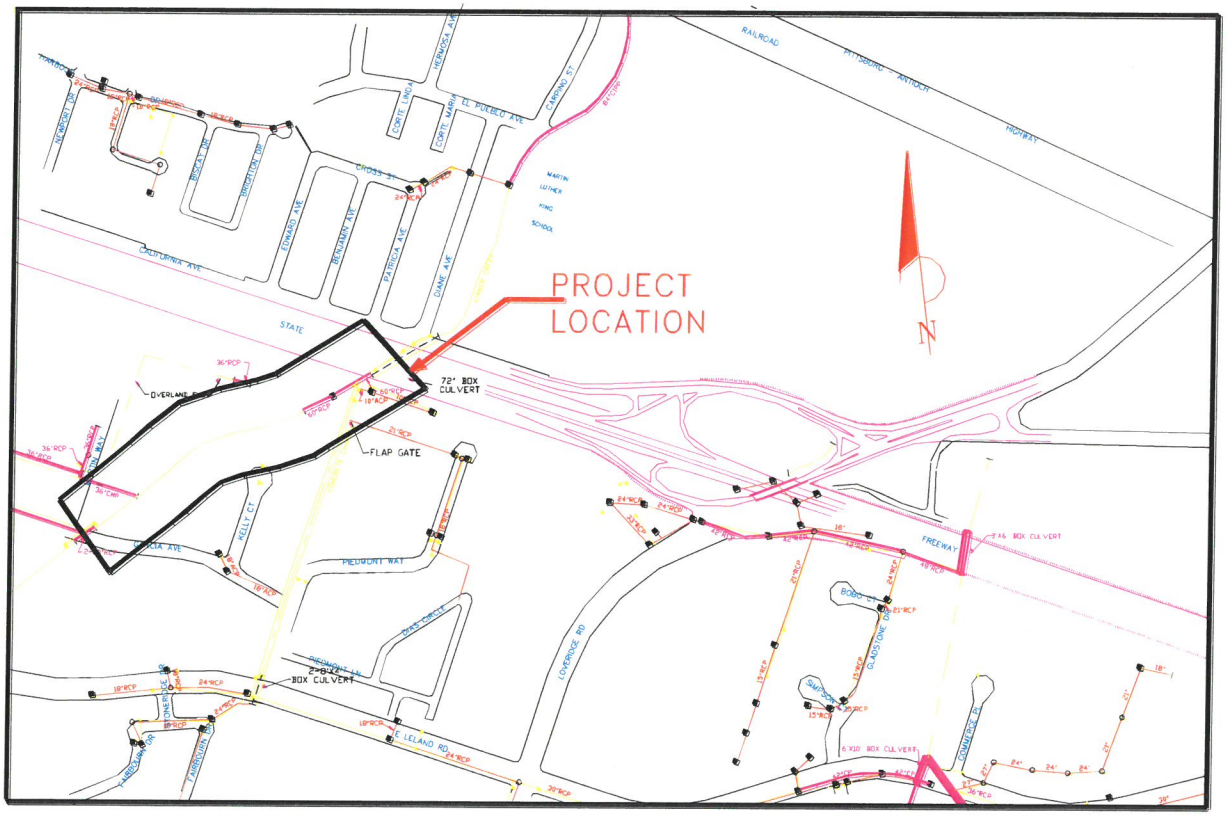
Status:
Awaiting funding.

Estimated Project Cost:
$400,000

Project Limits:
Citywide

Funding Sources:
Eligible Funding Source: Kirker Creek Improvement Fund
Identified Funding Source: $100,000 Kirker Creek Improvement Fund,

Project Description:
Phase Seven of the Stormwater Management Plan was completed in July 1999. This project will update the Master Plan to ensure adequate capacity in the City's storm drainage system now and in future years.



SD-12: KIRKER CREEK WATERSHED (Hwy. 4 to Garcia Avenue)

Project No.
TBD

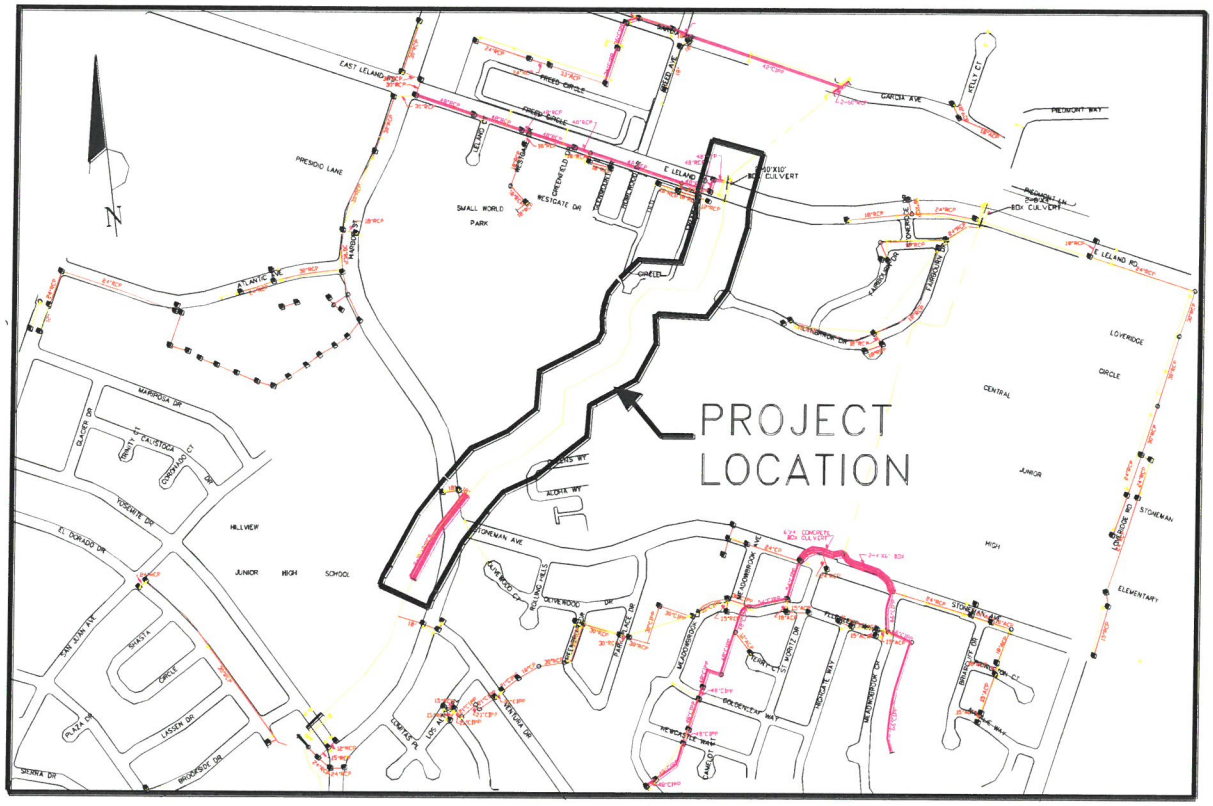
Status:
Awaiting funding/Evaluating needs.

Estimated Project Cost:
$1,125,000

Project Limits:
Kirker Creek from Hwy. 4 to Garcia Avenue

Funding Sources:
Eligible Funding Source: Kirker Creek Impervious Surface Drainage Fee
Identified Funding Source: none

Project Description:
This project will improve all the undersized pipes, and channels from Hwy 4 to Garcia Avenue. These improvements were identified in the July 1999, *Stormwater Management Plan* as conduits 8043, 8045, 8047, 8048, and 8049. This project includes 955' of channel improvements and 260' of pipe improvements.



SD-13: KIRKER CREEK WATERSHED (East Leland Road to Contra Costa Canal

Project No.
TBD

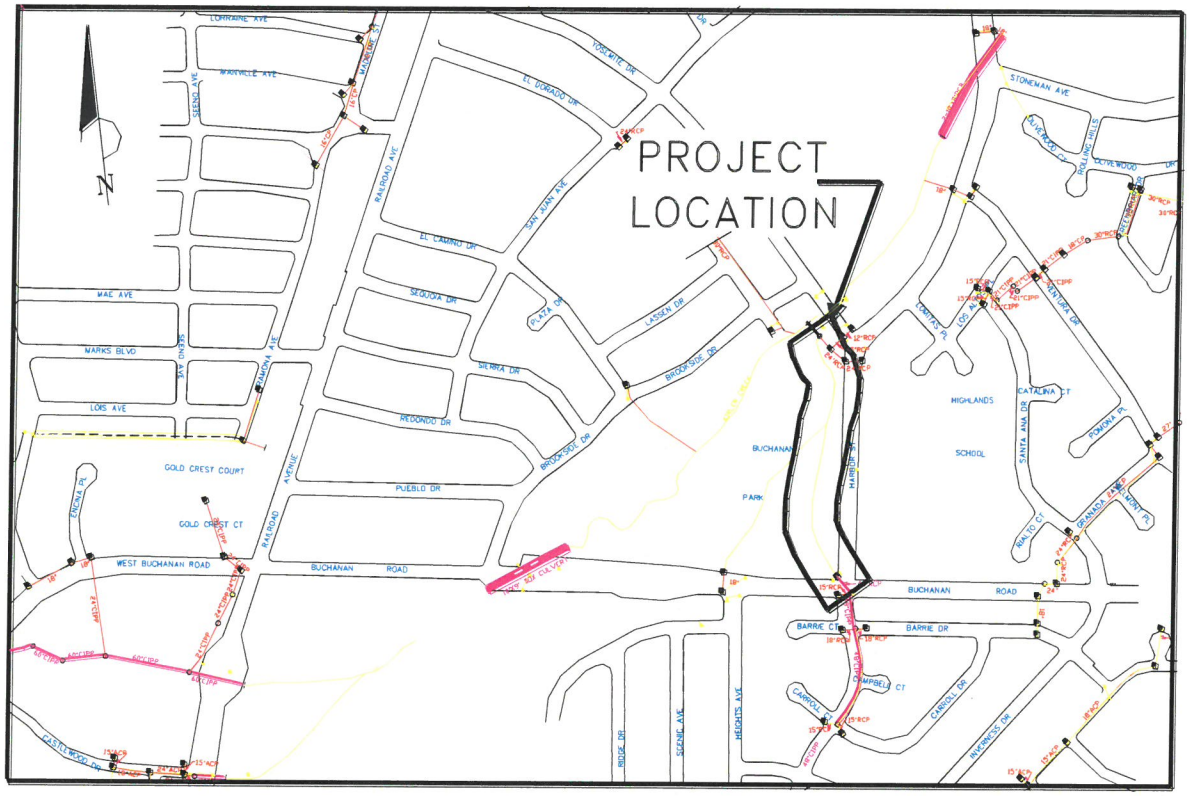
Status:
Awaiting funding/Evaluating needs.

Estimated Project Cost:
$395,000

Project Limits:
Kirker Creek from East Leland Rd to just south of Stoneman Avenue

Funding Sources:
Eligible Funding Source: Kirker Creek Impervious Surface Drainage Fee
Identified Funding Source: TBD

Project Description:
This project will improve all the undersized pipes, and culverts from East Leland Road to the Contra Costa Canal. These improvements were identified in the July 1999, *Stormwater Management Plan* as conduits 8053, 8057, 8061, and 8067. This project includes 147' of culvert improvements and 478' of pipe improvements.



SD-14: KIRKER CREEK WATERSHED (Contra Costa Canal to Buchanan Road)

Project No.

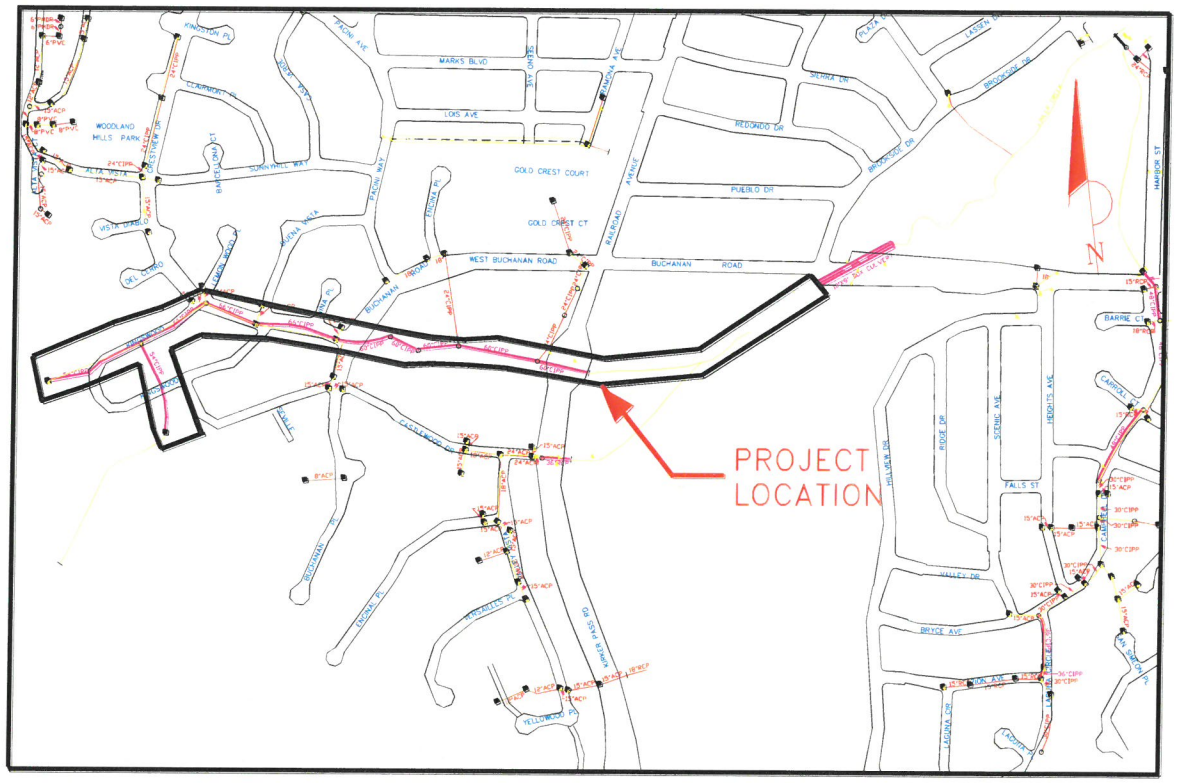
Status:
Awaiting funding/Evaluating needs.

Estimated Project Cost:
$350,000

Project Limits:
Kirker Creek from Contra Costa Canal to Buchanan Road

Funding Sources:
Eligible Funding Source: Kirker Creek Impervious Service Drainage Fee
Identified Funding Source: TBD

Project Description:
This project will improve all the undersized pipes, and culverts from the Contra Costa Canal to Buchanan Road. These improvement were identified in the July 1999, *Stormwater Management Plan* as conduits 8071 and 8075. This project includes 425' of culvert improvements and 114' of pipe improvements.



SD-15: KIRKER CREEK WATERSHED (Buchanan Road to Kingswood)

Project No.
TBD

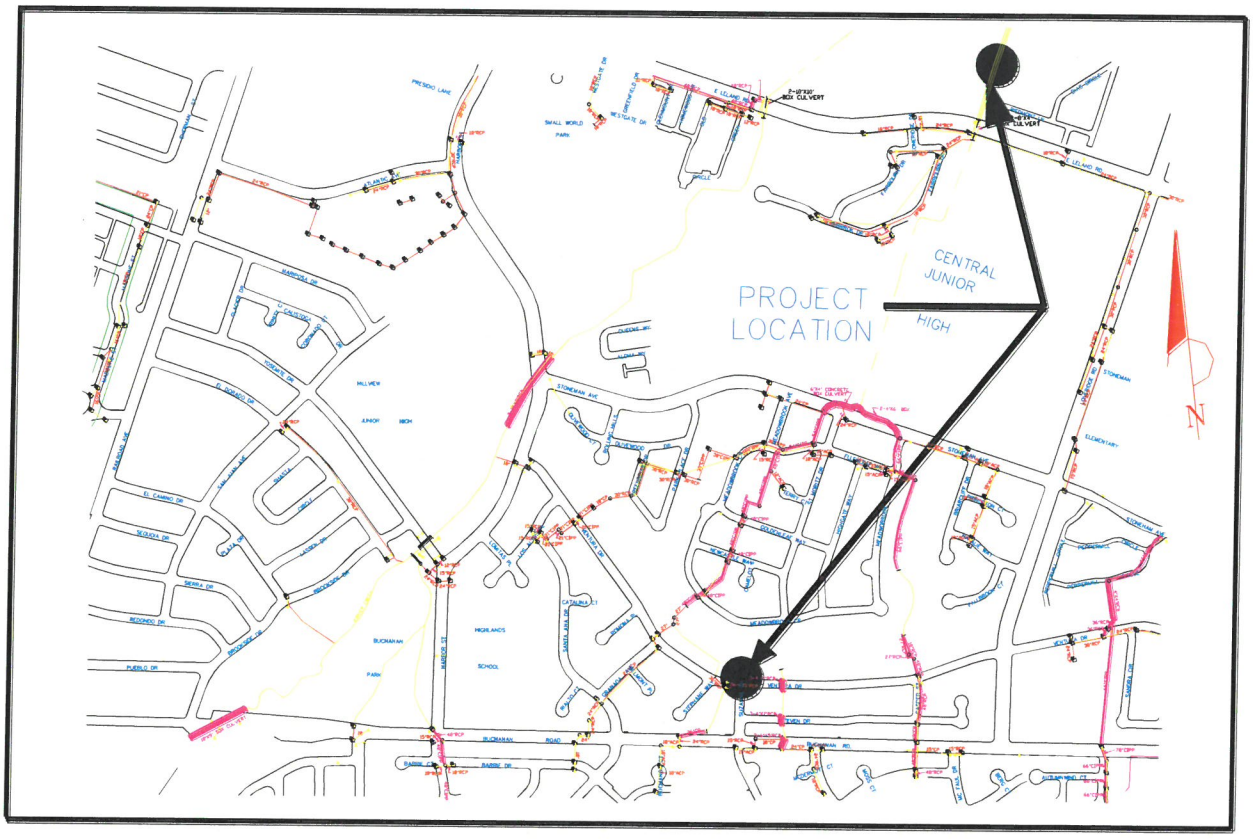
Status:
Awaiting funding/Evaluating needs.

Estimated Project Cost:
$2,060,000

Project Limits:
Kirker Creek Watershed from Buchanan Road to Kingswood

Funding Sources:
Eligible Funding Source: Kirker Creek Impervious Surface Drainage Fee
Identified Funding Source: TBD

Project Description:
This project will improve all the undersized pipes, and channels from the Buchanan Road to Kingswood. These improvement were identified in the July 1999, *Stormwater Management Plan* as conduits 8077, 8083, 8085, and 8093. This project includes 412' of channel improvements and 2,794' of pipe improvements.



SD-16: KIRKER CREEK WATERSHED IMPROVEMENTS (Ventura Drive, Piedmont Way and Loveridge Road)

Project No.
TBD

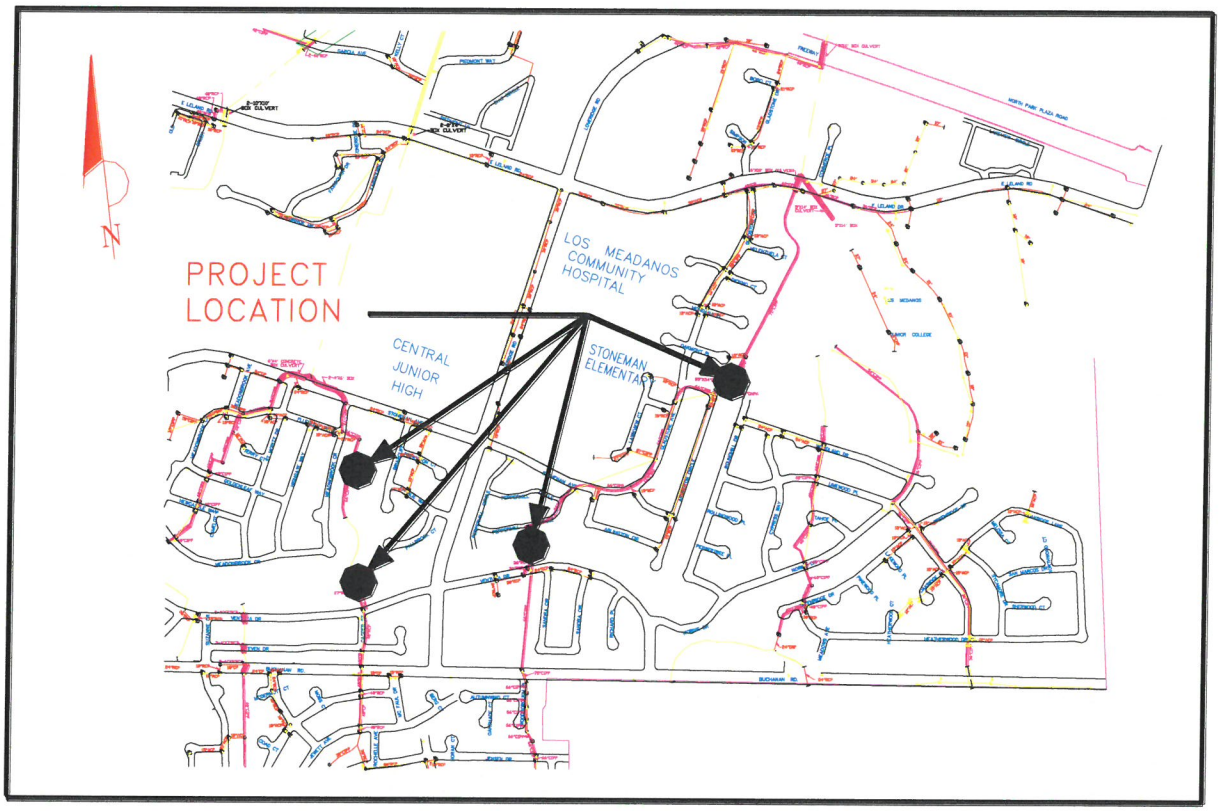
Status:
Awaiting funding/Evaluating needs

Estimated Project Cost:
$140,000

Project Limits:
Kirker Creek from Ventura Drive, Piedmont Way and Loveridge Road

Funding Sources:
Eligible Funding Source: Kirker Creek Impervious Surface Drainage Fee
Identified Funding Source: TBD

Project Description:
This project will improve the undersized pipes near Ventura Drive, Piedmont Way and Loveridge Road. These improvement were identified in the July 1999, *Stormwater Management Plan* as conduits 8161, 8189, and 8227. This project includes 212' of pipe improvements.



SD-17: KIRKER CREEK WATERSHED (Stoneman Avenue/Contra Costa Canal)

Project No.

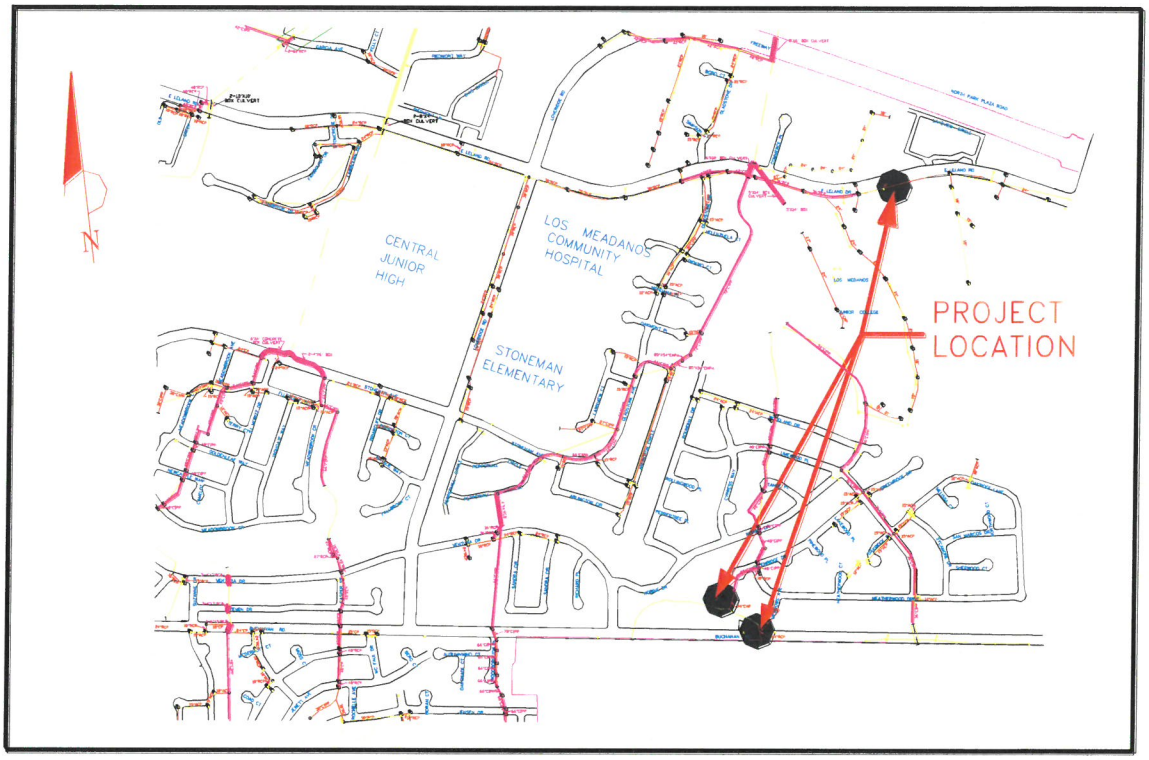
Status:
Awaiting funding/Evaluating needs.

Estimated Project Cost:
$1,005,000

Project Limits:
Kirker Creek Watershed near Stoneman Avenue and the Contra Costa Canal.

Funding Sources:
Eligible Funding Source: Kirker Creek Impervious Surface Drainage Fee
Identified Funding Source: TBD

Project Description:
This project will improve all the undersized pipes, and culverts in the area of Stoneman Avenue and the Contra Costa Canal. These improvement were identified in the July 1999, *Stormwater Management Plan* as conduits 8179, 8183, 8240, and 8243. This project includes 265' of culvert improvements and 1350' of pipe improvements.



SD-18: KIRKER CREEK WATERSHED (Los Medanos College and south to the Contra Costa Canal)

Project No.
TBD

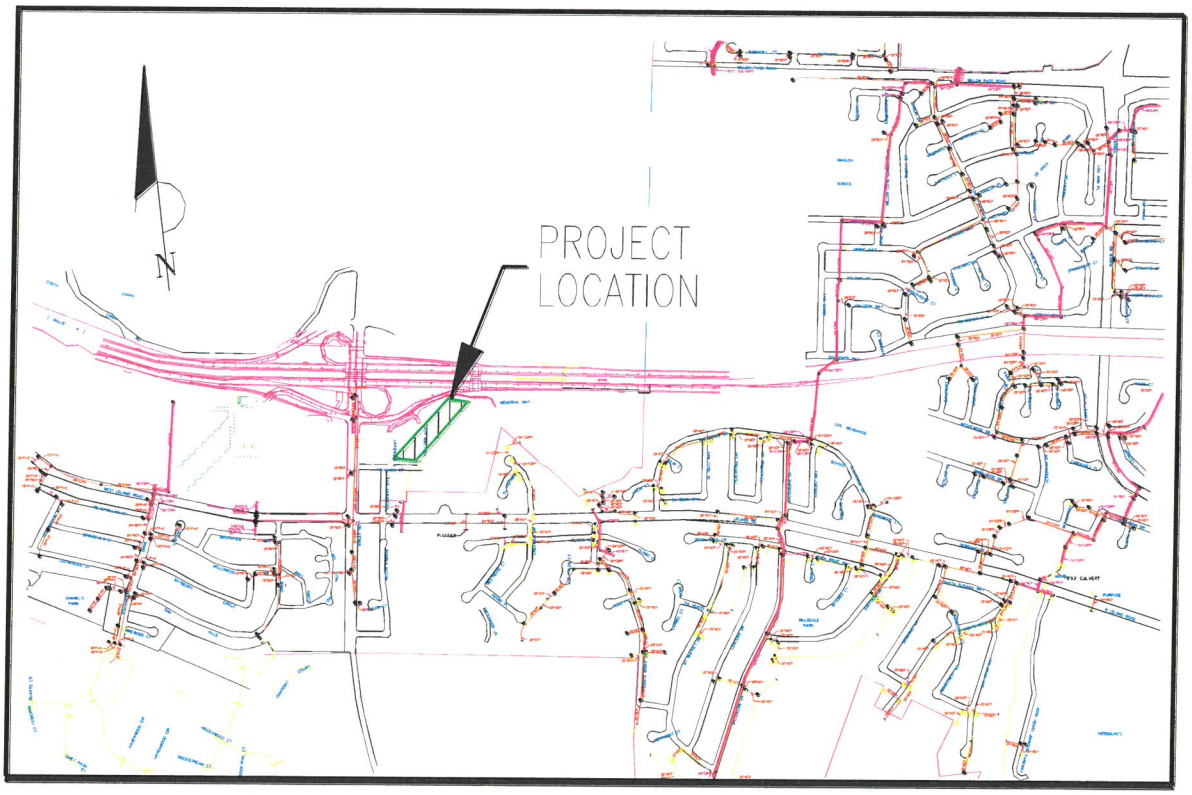
Status:
Awaiting funding/Evaluating needs.

Estimated Project Cost:
$635,000

Project Limits:
Kirker Creek Watershed in the vicinity of LMC and south

Funding Sources:
Eligible Funding Source: Kirker Creek Impervious Surface Drainage Fee
Identified Funding Source: none

Project Description:
This project will improve all the undersized pipes, in the vicinity of Los Medanos College and south to the Contra Costa Canal. These improvement were identified in the July 1999, *Stormwater Management Plan* as conduits 8271, 8280, and 8289. This project includes 1010' of pipe improvements.



SD-19: LAWLOR CREEK WATERSHED (Hwy. 4 to West Leland Road)

Project No.
TBD

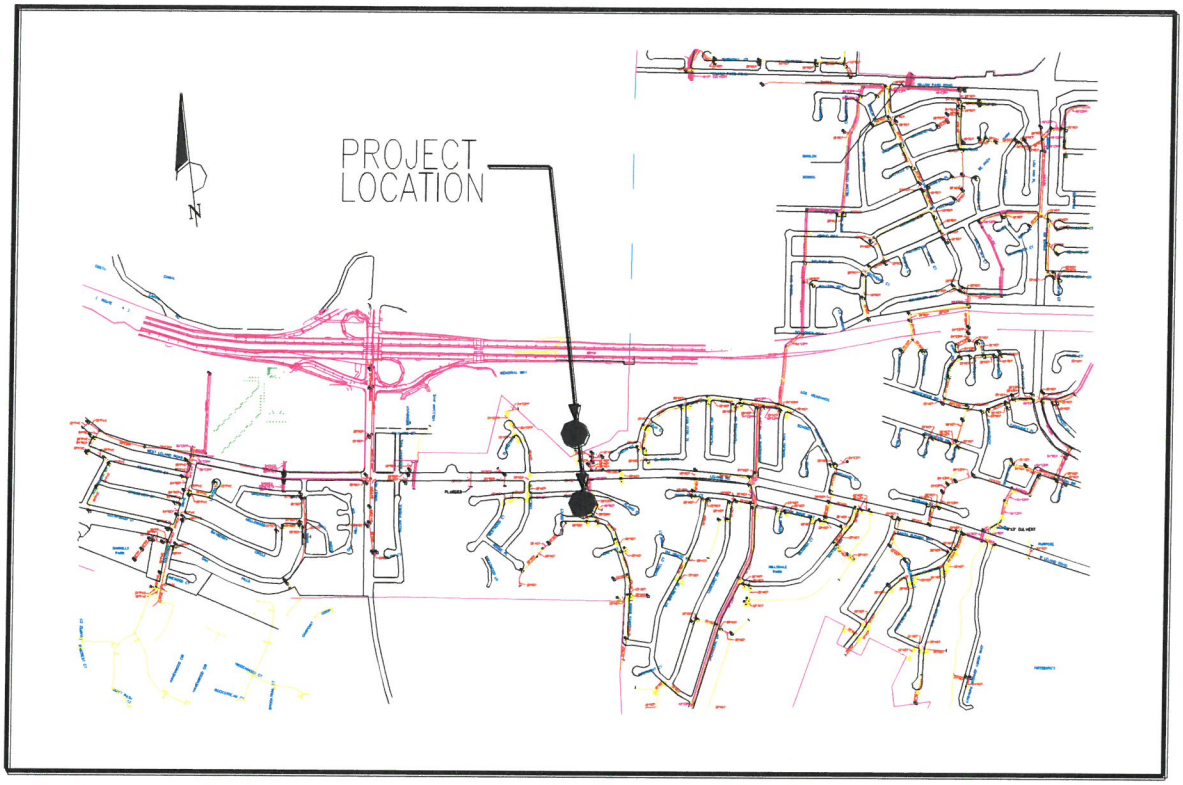
Status:
Awaiting funding/Evaluating needs.

Estimated Project Cost:
$430,000

Project Limits:
Lawlor Creek Watershed from Hwy. 4 to West Leland Road

Funding Sources:
Eligible Funding Source: TBD
Identified Funding Source: none

Project Description:
This project will improve all the undersized pipes in the Lawlor Creek Watershed from Hwy 4 to West Leland Road. These improvement were identified in the July 1999, *Stormwater Management Plan* as conduits 3039 and 3041. This project includes 986' of pipe improvements.



SD-20: LAWLOR CREEK WATERSHED (Contra Costa Canal to Santa Maria Drive)

Project No.
TBD

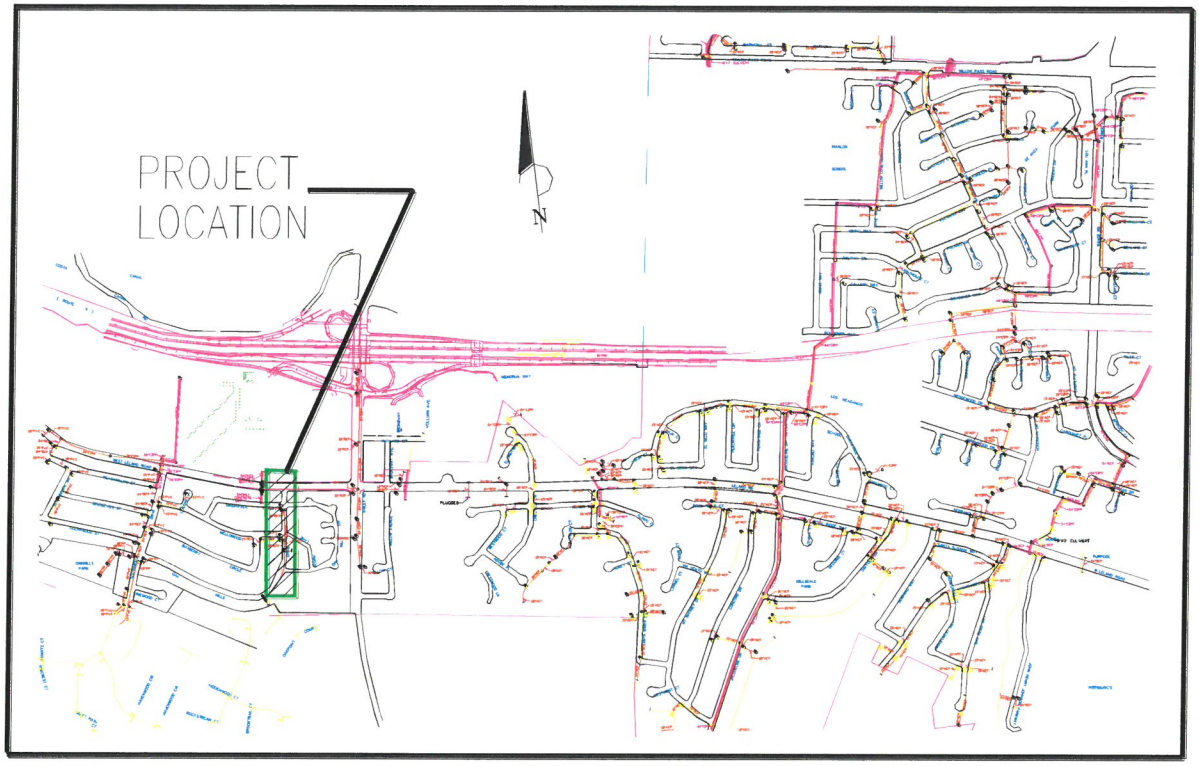
Status:
Awaiting funding/Evaluating needs.

Estimated Project Cost:
$165,000

Project Limits:
Lawlor Creek watershed from Contra Costa Canal to Santa Maria Drive

Funding Sources:
Eligible Funding Source: TBD
Identified Funding Source: None

Project Description:
This project will improve all the undersized pipes in the Lawlor Creek Watershed from Contra Costa Canal to Santa Maria Drive. These improvement were identified in the July 1999, *Stormwater Management Plan* as conduits 3083 and 3091. This project includes 363' of pipe improvements.



SD-21: LAWLOR CREEK WATERSHED (West Leland Road to Oakhills Circle)

Project No.
TBD

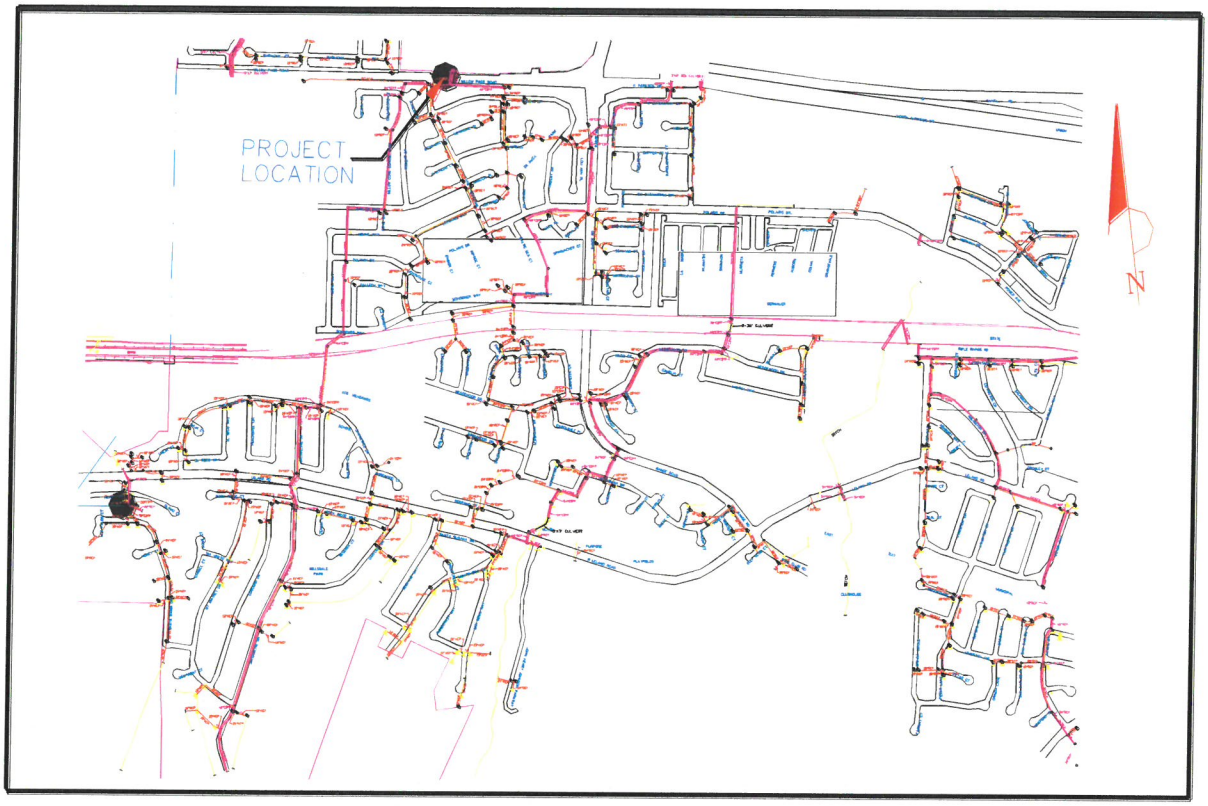
Status:
Awaiting funding/Evaluating needs.

Estimated Project Cost:
$460,000

Project Limits:
Lawlor Creek Watershed from West Leland Road
to Oakhills Circle

Funding Sources:
Eligible Funding Source:
Identified Funding Source: None

Project Description:
This project will improve all the undersized pipes in the Lawlor Creek Watershed from West Leland Road to Oakhills Circle. These improvement were identified in the July 1999, *Stormwater Management Plan* as conduits 3137 and 3138. This project includes 1058' of pipe improvements.



SD-22: WATERSHED 4 (Willow Pass Road to Contra Costa Canal)

Project No.
TBD

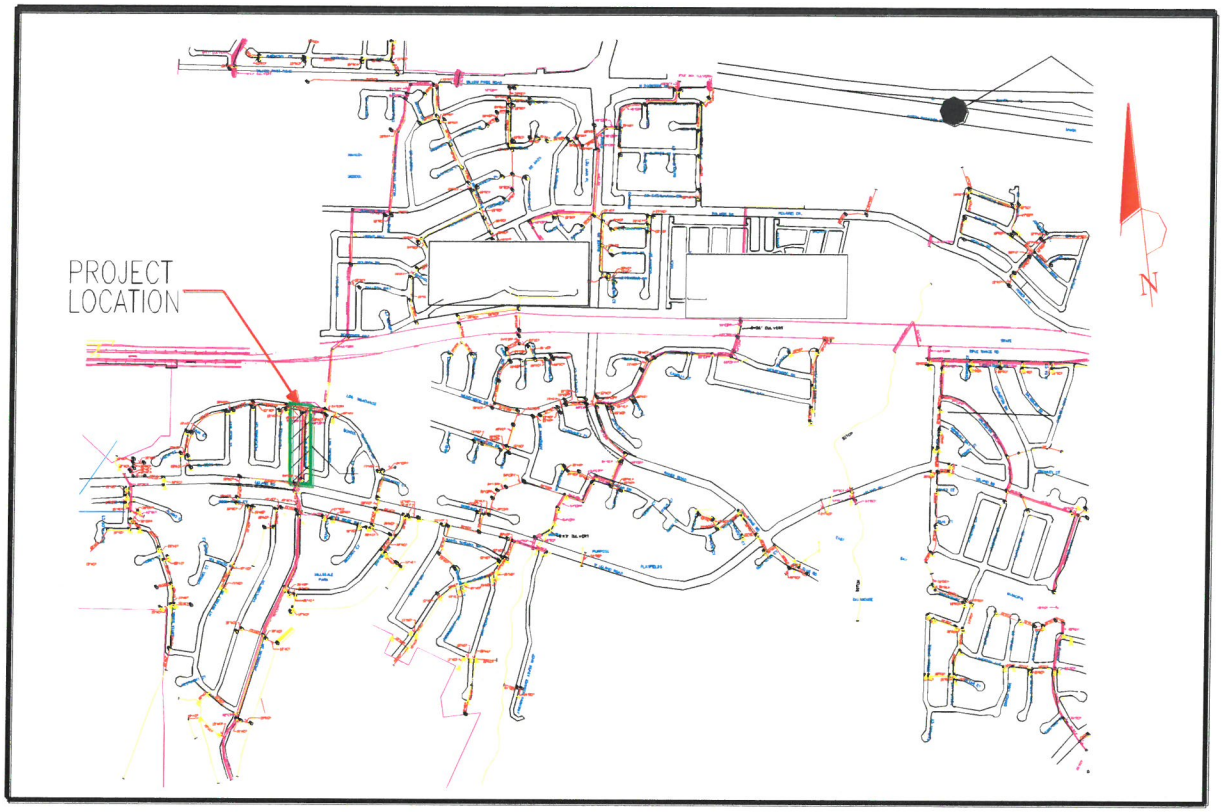
Status:
Awaiting funding/Evaluating needs.

Estimated Project Cost:
$105,000

Project Limits:
Watershed 4 from Willow Pass Road to Contra Costa Canal

Funding Sources:
Eligible Funding Source: TBD
Identified Funding Source: None

Project Description:
Watershed 4 is drained via natural swales and channels to the storm drainage system in developed areas north and south of Highway 4. This project will improve all the undersized pipes in Watershed 4 from Willow Pass Road to Contra Costa Canal. These improvement were identified in the July 1999, *Stormwater Management Plan* as conduits 4017 and 4039. This project includes 392' of pipe improvements.



SD-23: WATERSHED 4 (West Leland Road to Sugartree Drive)

Project No.
TBD

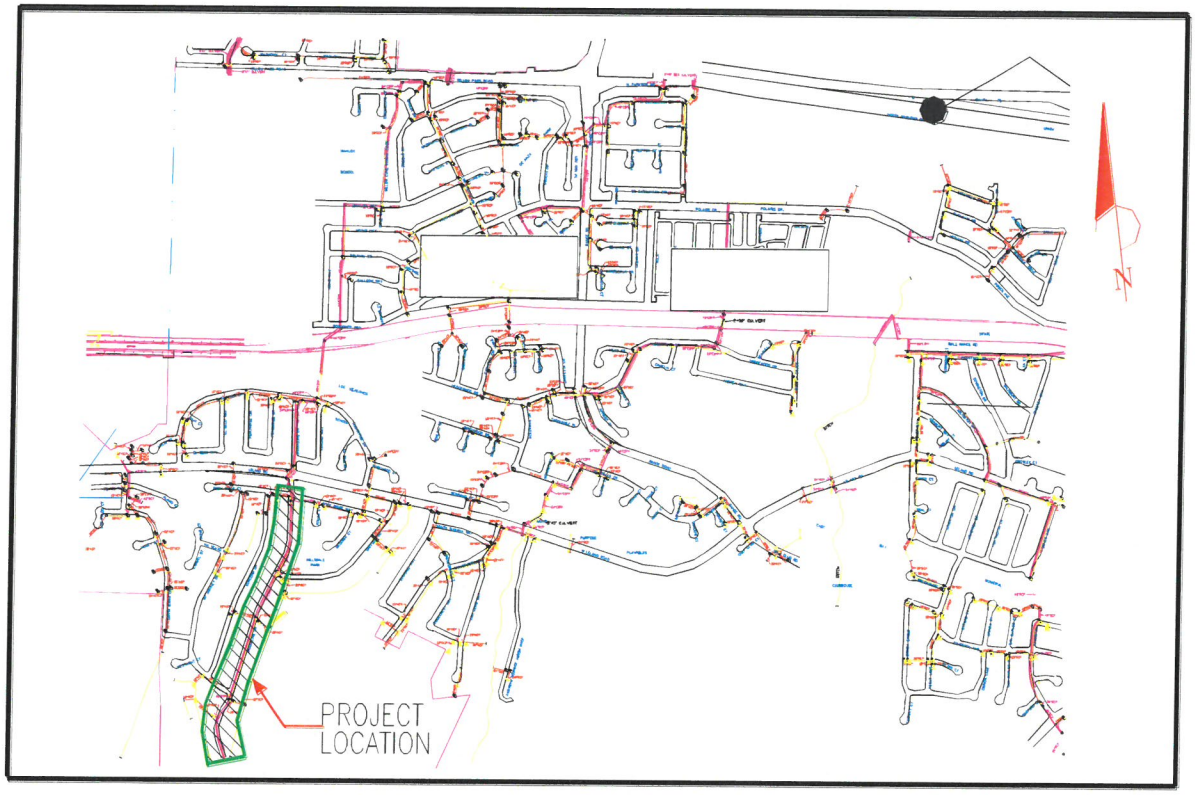
Status:
Awaiting funding/Evaluating needs.

Estimated Project Cost:
$195,000

Project Limits:
Watershed 4 from West Leland Road to Sugartree Drive

Funding Sources:
Eligible Funding Source: TBD
Identified Funding Source: None

Project Description:
Watershed 4 is drained via natural swales and channels to the storm drainage system in developed areas north and south of Highway 4. This project will improve all the undersized pipes in Watershed 4 from West Leland Road to Sugartree Drive. These improvement were identified in the July 1999, *Stormwater Management Plan* as conduit 4051. This project includes 802' of pipe improvements.



SD-24: WATERSHED 4 (Rock Ridge Way to Jacqueline Drive Terminus)

Project No.
TBD

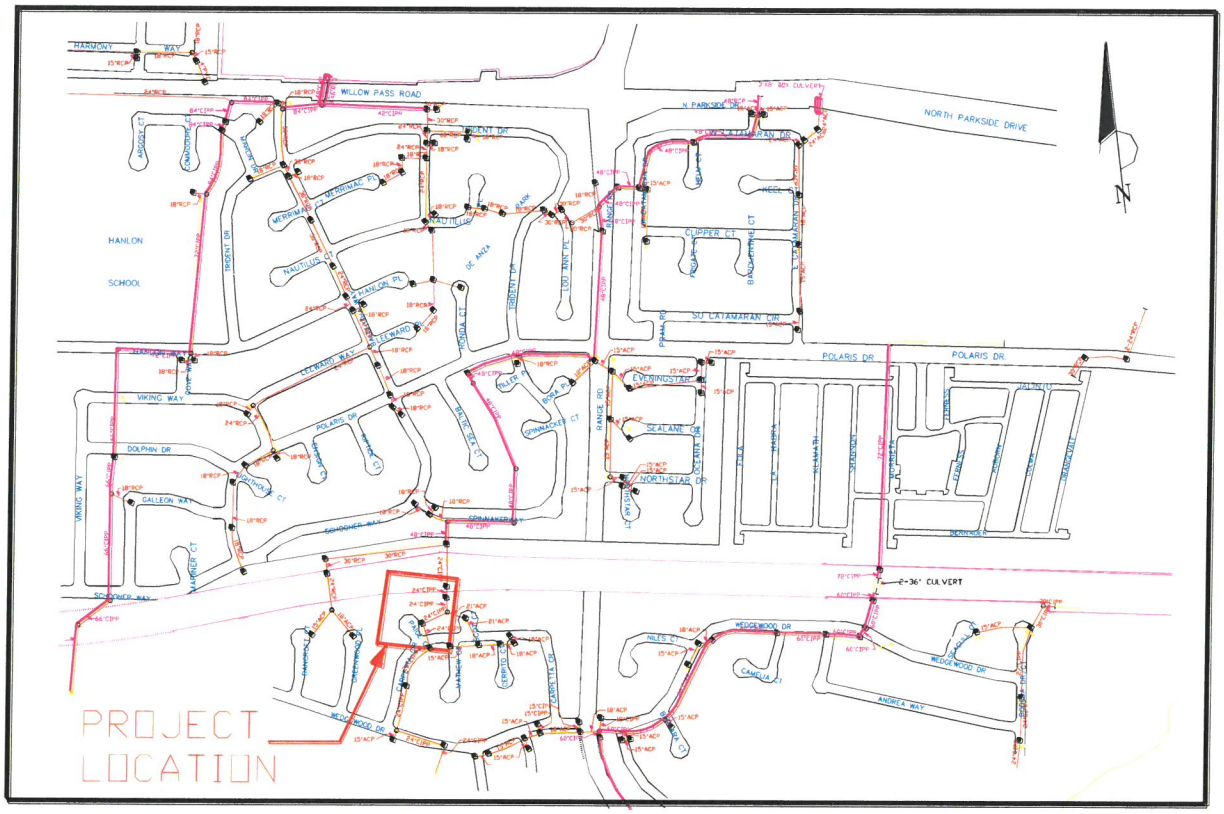
Status:
Awaiting funding/Evaluating needs.

Estimated Project Cost:
$670,000

Project Limits:
Rock Ridge Way to Jacqueline Drive

Funding Sources:
Eligible Funding Source:
Identified Funding Source: None

Project Description:
Watershed 4 is drained via natural swales and channels to the storm drainage system in developed areas north and south of Highway 4. This project will improve all the undersized pipes in Watershed 4 from Rock Ridge Way to Jacqueline Drive Terminus. These improvement were identified in the July 1999, *Stormwater Management Plan* as conduits 4071 and 4073. This project includes 2,864' of pipe improvements.



SD-25: WATERSHED 5 (Hwy. 4 to Paige Court)

Project No.
TBD

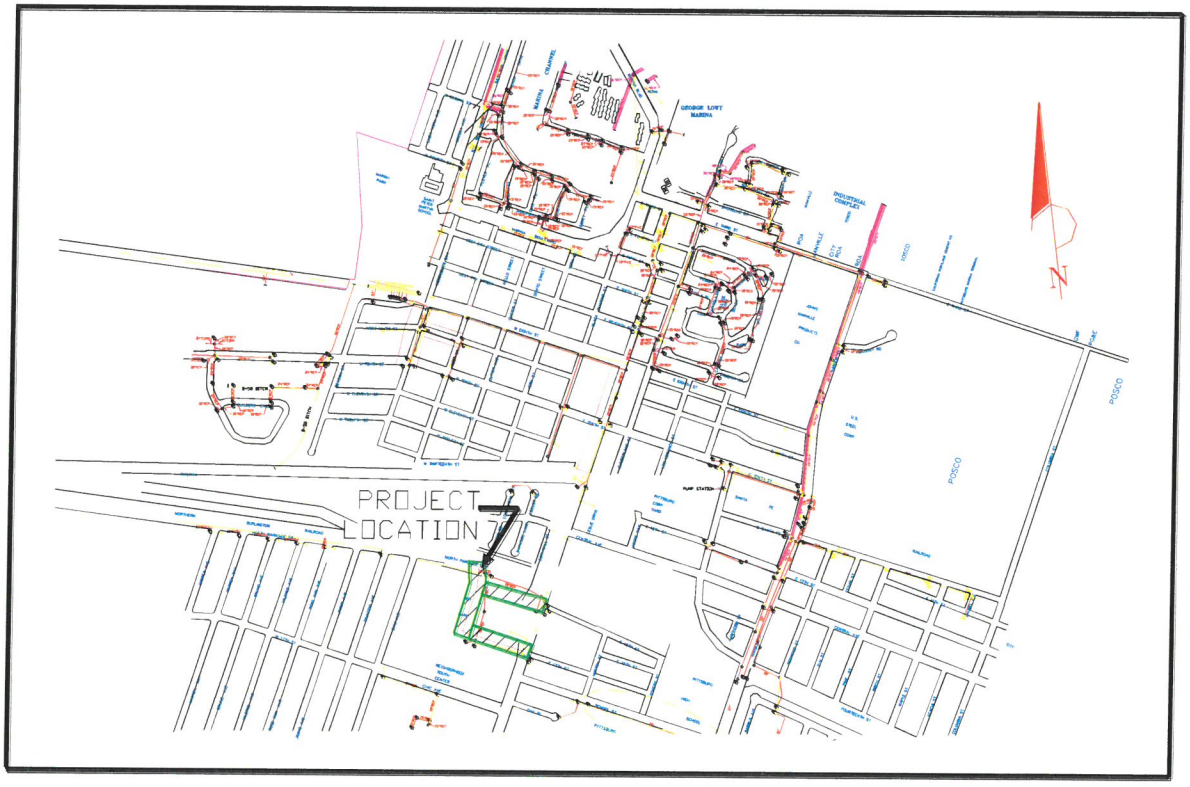
Status:
Awaiting funding/Evaluating needs.

Estimated Project Cost:
$55,000

Project Limits:
Watershed 5 from Hwy 4 to Paige Ct.

Funding Sources:
Eligible Funding Source: TBD
Identified Funding Source: None

Project Description:
Watershed 5 drains entirely residential developments north and south of Highway 4 via storm drains. This project will improve the 24" pipe in Watershed 5 from Highway 4 to Paige Court. This is the only deficiency identified in Watershed 5. These improvement were identified in the July 1999, *Stormwater Management Plan* as conduit 5053. This project includes 212' of pipe improvements.



SD-26: WATERSHED 6 (City Park Storm Drain)

Project No.
TBD

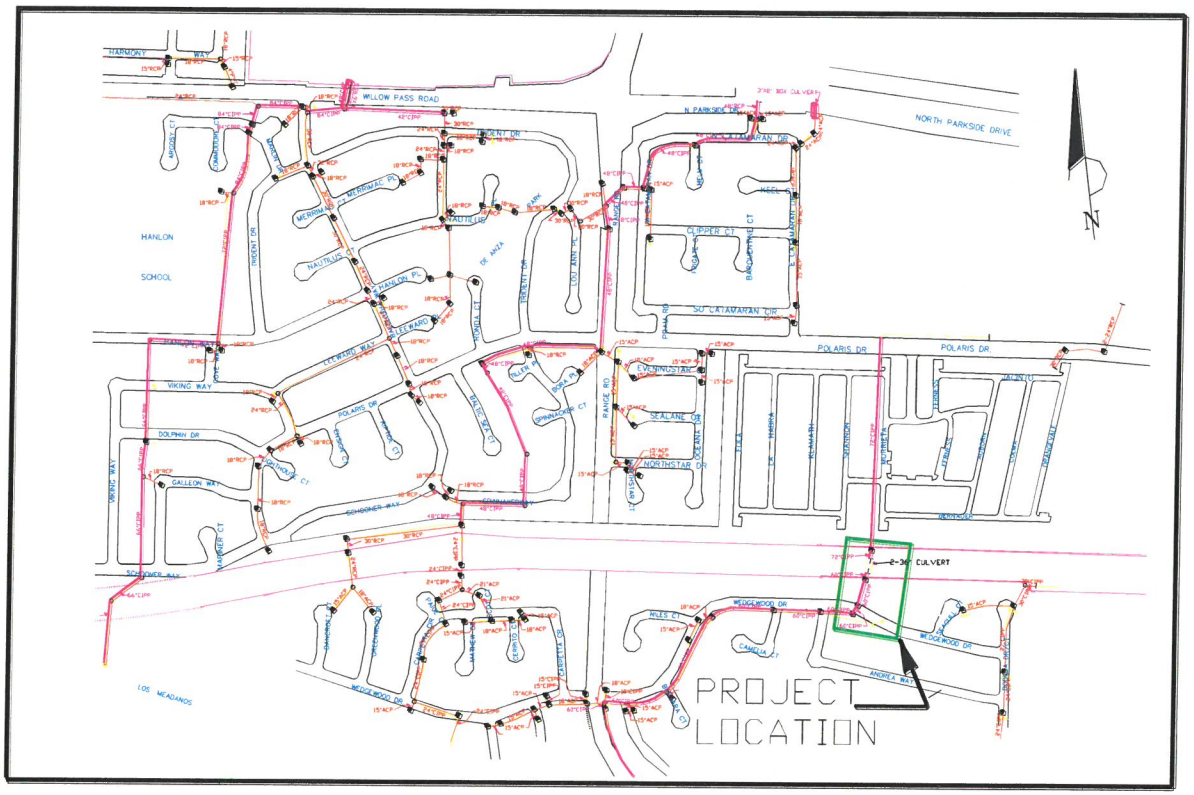
Status:
Awaiting funding/Evaluating needs.

Estimated Project Cost:
$600,000

Project Limits:
Watershed 6 in City Park

Funding Sources:
Eligible Funding Source: TBD
Identified Funding Source: None

Project Description:
Watershed 6 encompasses downtown Pittsburg and includes two areas, downtown Pittsburg and just south of Hwy 4. This project will improve undersized pipes in Watershed 6 in City Park. These improvement were identified in the July 1999, *Stormwater Management Plan* as conduits 6313, 6315, and 6317. This project includes 1,926' of pipe improvements.



SD-27: WATERSHED 6 (Hwy 4 to Andrea Way)

Project No.
TBD

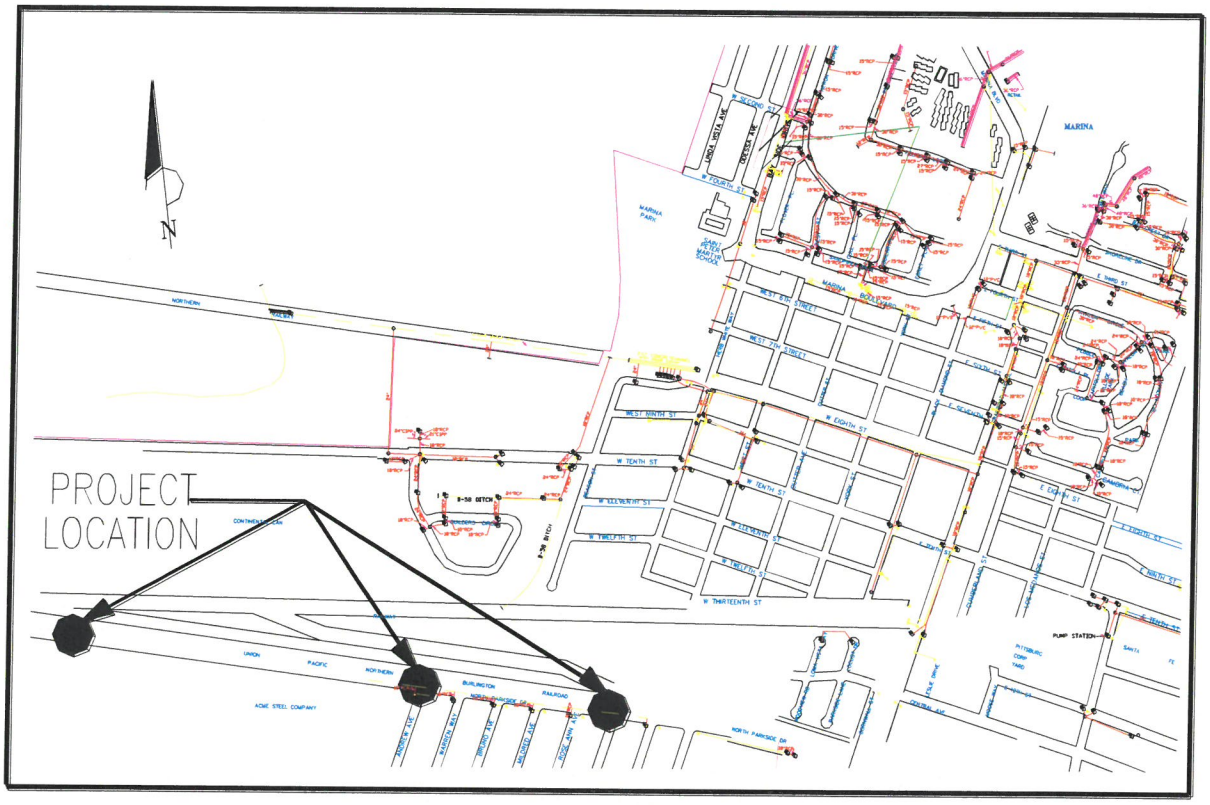
Status:
Awaiting funding

Estimated Project Cost:
$90,000

Project Limits:
Highway 4 to Andrea Way

Funding Sources:
Eligible Funding Source: TBD
Identified Funding Source: None

Project Description:
Watershed 6 encompasses downtown Pittsburg and includes two areas, downtown Pittsburg and just south of Hwy 4. This project will improve undersized pipes and channels in Watershed 6 from Hwy 4 to Andrea Way. These improvement were identified in the July 1999, *Stormwater Management Plan* as conduit 6361. This project includes 271' of pipe improvements.



SD-28: WATERSHED 6 (Parkside Drive Storm Drain)

Project No.
TBD

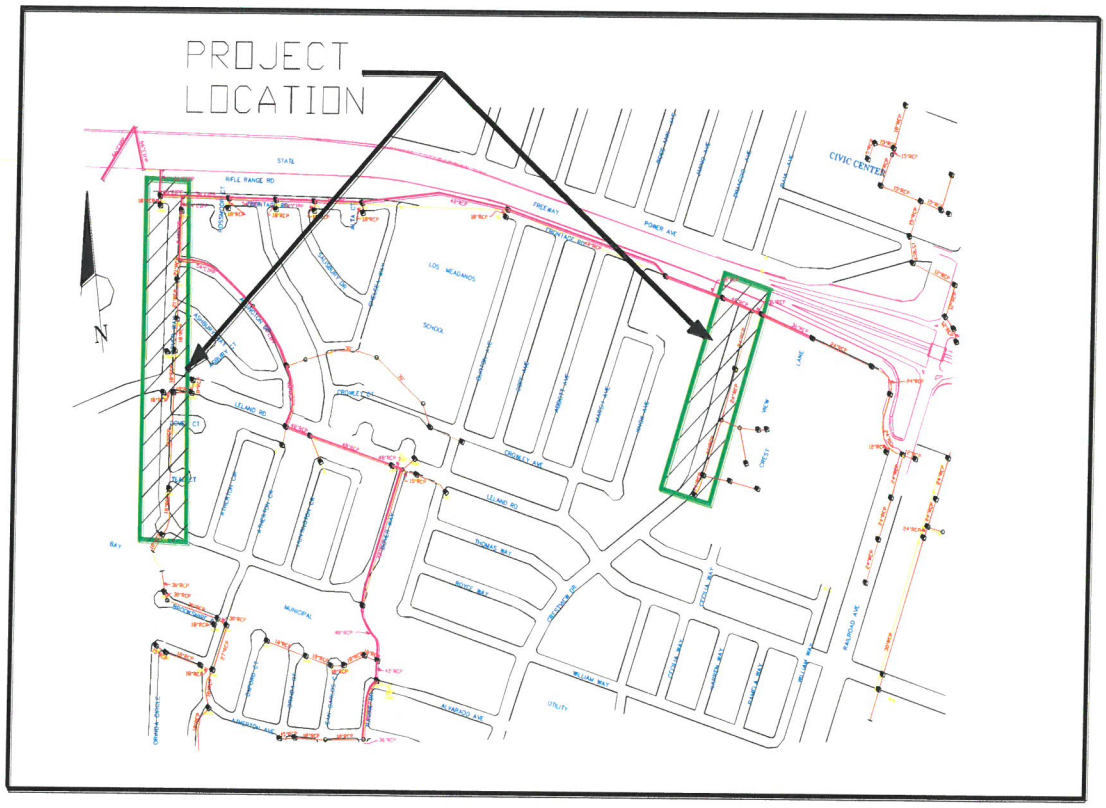
Status:
Awaiting funding/Evaluating needs.

Estimated Project Cost:
$85,000

Project Limits:
Watershed 6 from North Parkside Drive to Rose Ann Ave and east of Cannery Ave.

Funding Sources:
Eligible Funding Source: TBD
Identified Funding Source: None

Project Description:
Watershed 6 encompasses downtown Pittsburg and includes two areas, downtown Pittsburg and just south of Hwy 4. This project will improve undersized pipes in Watershed 6 along North Parkside Drive. These improvement were identified in the July 1999, *Stormwater Management Plan* as conduits 6341, 6405, 6421, and 6451. This project includes 180' of pipe improvements and 70' of channel improvements.



SD-29: WATERSHED 6 (Dover Way Storm Drain)

Project No.
TBD

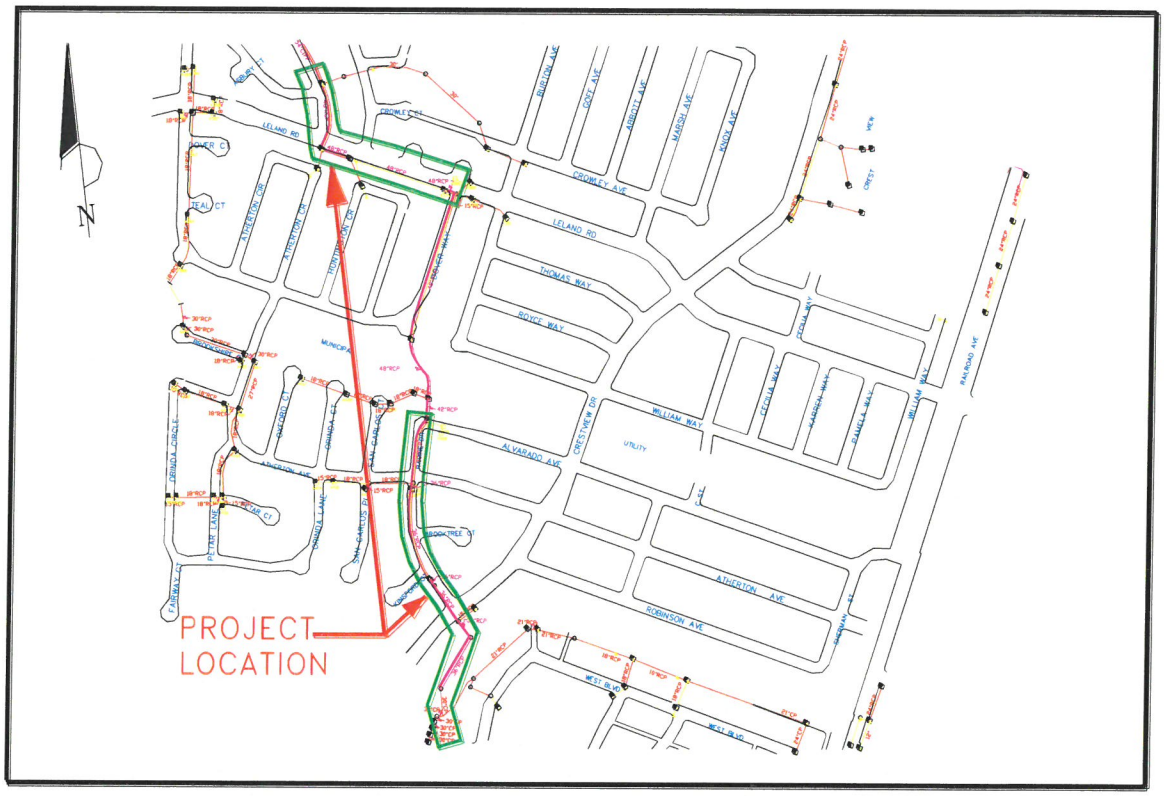
Status:
Awaiting funding/Evaluating needs.

Estimated Project Cost:
$980,000

Project Limits:
Watershed 6 Dover Way

Funding Sources:
Eligible Funding Source: TBD
Identified Funding Source: None

Project Description:
Watershed 6 encompasses areas in downtown Pittsburg and just south of Highway 4. This project will improve undersized pipes in Watershed 6 on Dover Way and Crestview. These improvement were identified in the July 1999, *Stormwater Management Plan* as conduits 6481, 6491, 6493, 6503, 6505, 6507, and 6509. This project includes 3,426' of pipe improvements.



SD-30: WATERSHED 6 (West Leland Road/Arlington Drive to Kingston Place/Crestview Drive)

Project No.
TBD

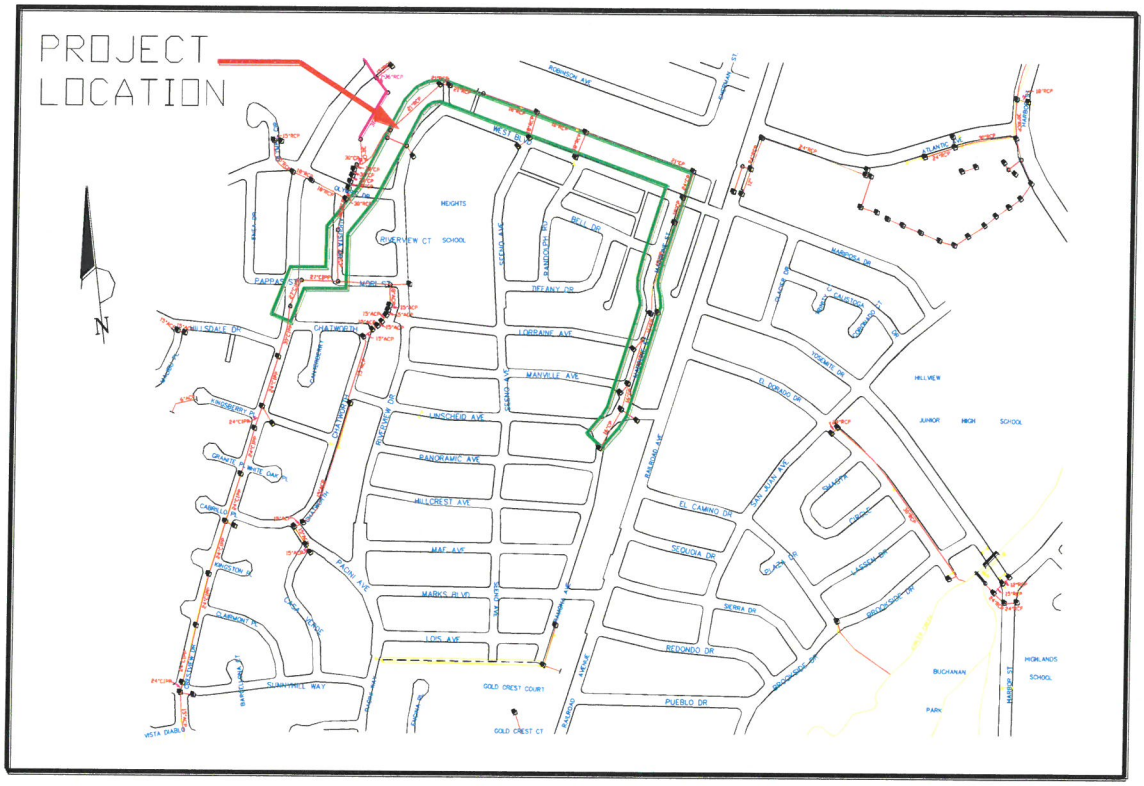
Status:
Awaiting funding/Evaluating needs.

Estimated Project Cost:
$1,250,000

Project Limits:
Watershed 6 West Leland Road/Arlington Drive to Kingston Place/Crestview Drive

Funding Sources:
Eligible Funding Source: TBD
Identified Funding Source: None

Project Description:
Watershed 6 encompasses downtown Pittsburg and an area just south of Highway 4. This project will improve undersized pipes in Watershed 6 Arlington Drive to Kingston Place. These improvement were identified in the July 1999, *Stormwater Management Plan* as conduits 6541, 6545, 6547, 6548, 6549, and 6551. This project includes 4,023' of pipe improvements.



SD-31: WATERSHED 6 (Contra Costa Canal/Crestview Drive to Ramona Drive/Linscheid Drive)

Project No.
TBD

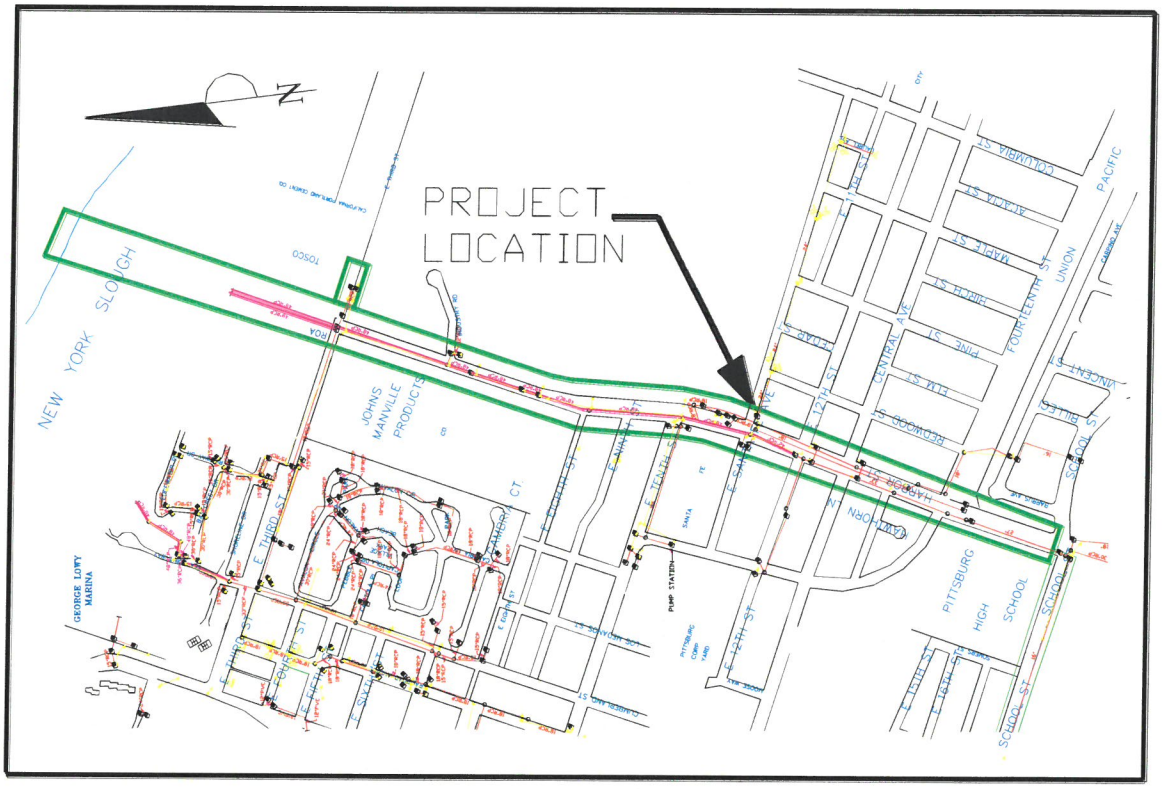
Status:
Awaiting funding/Evaluating needs

Estimated Project Cost:
$1,285,000

Project Limits:
West Boulevard to Linscheid Drive

Funding Sources:
Eligible Funding Source: TBD
Identified Funding Source: None

Project Description:
Watershed 6 encompasses downtown Pittsburg and an area just south of Highway 4. This project will improve undersized pipes in Watershed 6 along the Contra Costa Canal, north of West Blvd., to Ramona Drive/Linscheid Drive. These improvement were identified in the July 1999, *Stormwater Management Plan* as conduits 6561, 6563, 6564, 6565, and 6567. This project includes 4,139' of pipe improvements.



SD-32: WATERSHED 6 (On Harbor Street from river outfall to School Street)

Project No.
TBD

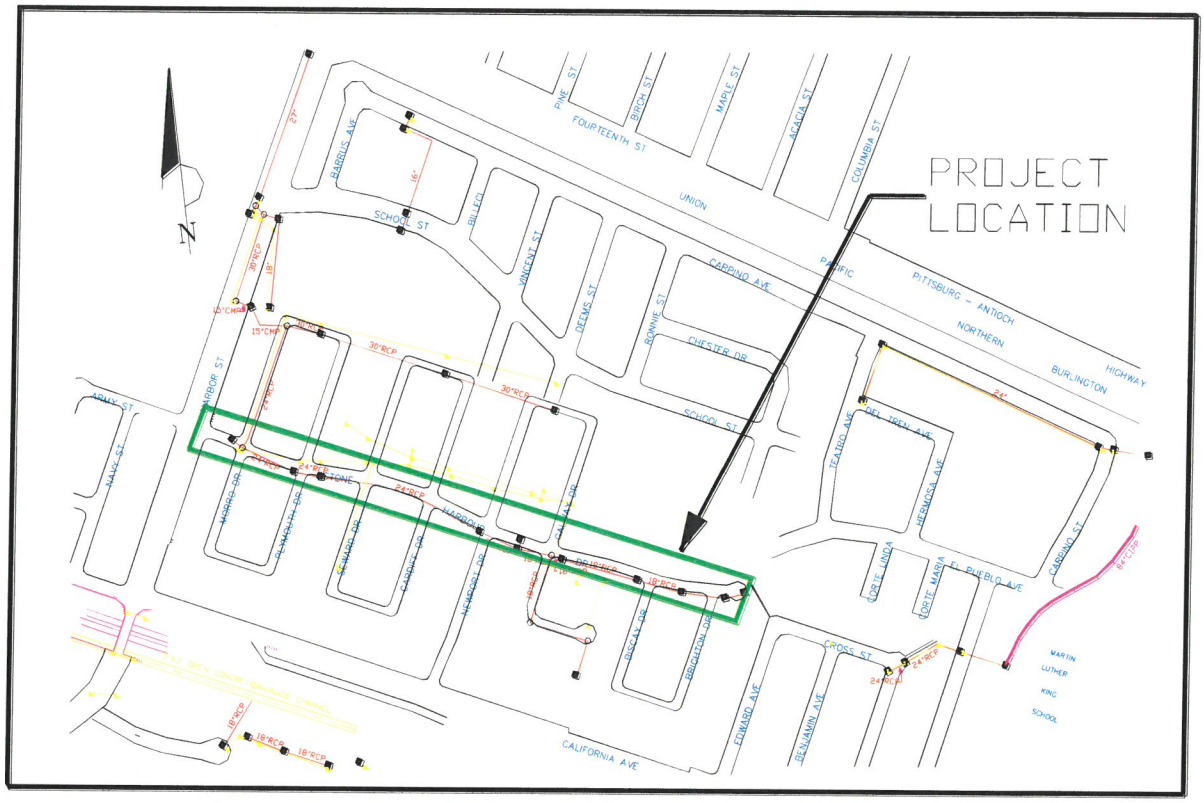
Status:
Awaiting funding/Evaluating needs

Estimated Project Cost:
$1,225,000

Project Limits:
Watershed 6 on Harbor Street from the river outfall to School Street.

Funding Sources:
Eligible Funding Source: TBD
Identified Funding Source: None

Project Description:
Watershed 6 encompasses downtown Pittsburg and an area just south of Highway 4. This project will improve undersized pipes in Watershed 6 on Harbor Street from the river outfall to School Street . These improvement were identified in the July 1999, *Stormwater Management Plan* as conduits 6003, 6005, 6007, 6011, 6013, 6015, 6019, 6023, and 6043. This project includes 4,992' of pipe improvements.



SD-33: WATERSHED 6 (Stone Harbour Drive/Morro Drive to Brighton Drive)

Project No.
TBD

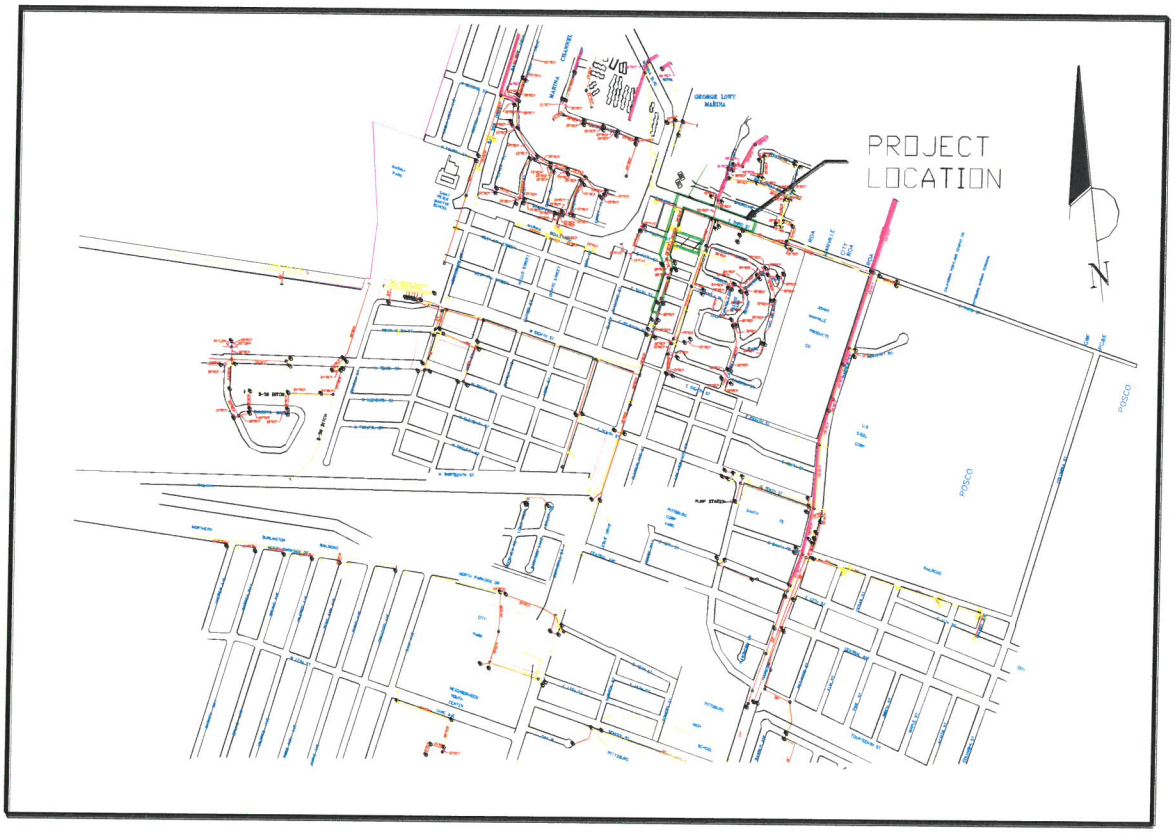
Status:
Awaiting funding/Evaluating needs.

Estimated Project Cost:
$440,000

Project Limits:
Watershed 6 on Stone Harbour Drive from Morrow Drive to Brighton Drive

Funding Sources:
Eligible Funding Source: TBD
Identified Funding Source: None

Project Description:
Watershed 6 encompasses downtown Pittsburg and an area just south of Highway 4. This project will improve undersized pipes in Watershed 6 on Stone Harbour Drive from Morro Drive to Brighton Drive. These improvement were identified in the July 1999, *Stormwater Management Plan* as conduits 6054, 6055, and 6057. This project includes 1,793' of pipe improvements.



SD-34: WATERSHED 6 (East Third Street from Railroad Avenue Cumberland Street and Railroad Ave from 7th Street to 3rd Street)

Project No.
TBD

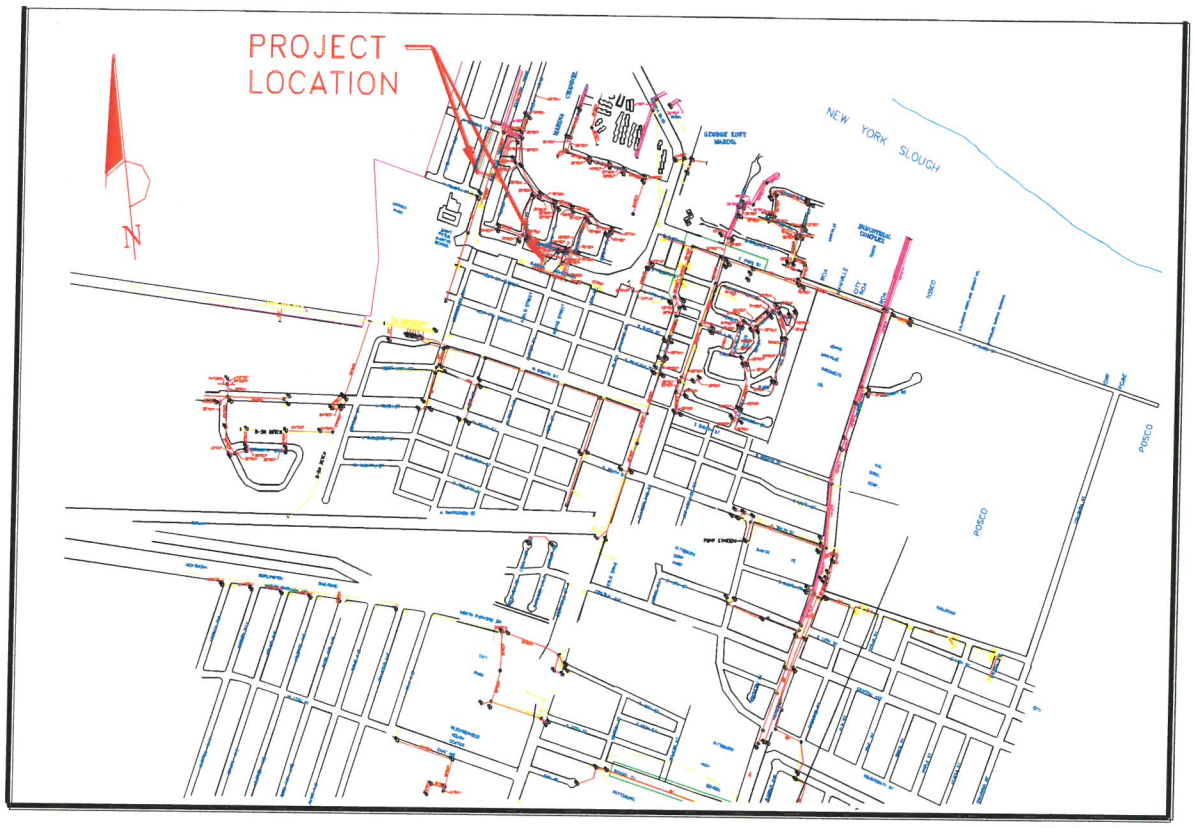
Status:
Awaiting funding/Evaluating needs.

Estimated Project Cost:
$510,000

Project Limits:
Watershed 6 Downtown Area

Funding Sources:
Eligible Funding Source: TBD
Identified Funding Source: None

Project Description:
Watershed 6 encompasses downtown Pittsburg and an area just south of Highway 4. This project will improve undersized pipes in Watershed 6 in the downtown area. These improvement were identified in the July 1999, *Stormwater Management Plan* as conduits 6109, 6111, 6113, and 6115. This project includes 2,061' of pipe improvements.



SD-35: WATERSHED 6 (Marina Blvd and Bayside Drive)

Project No.
TBD

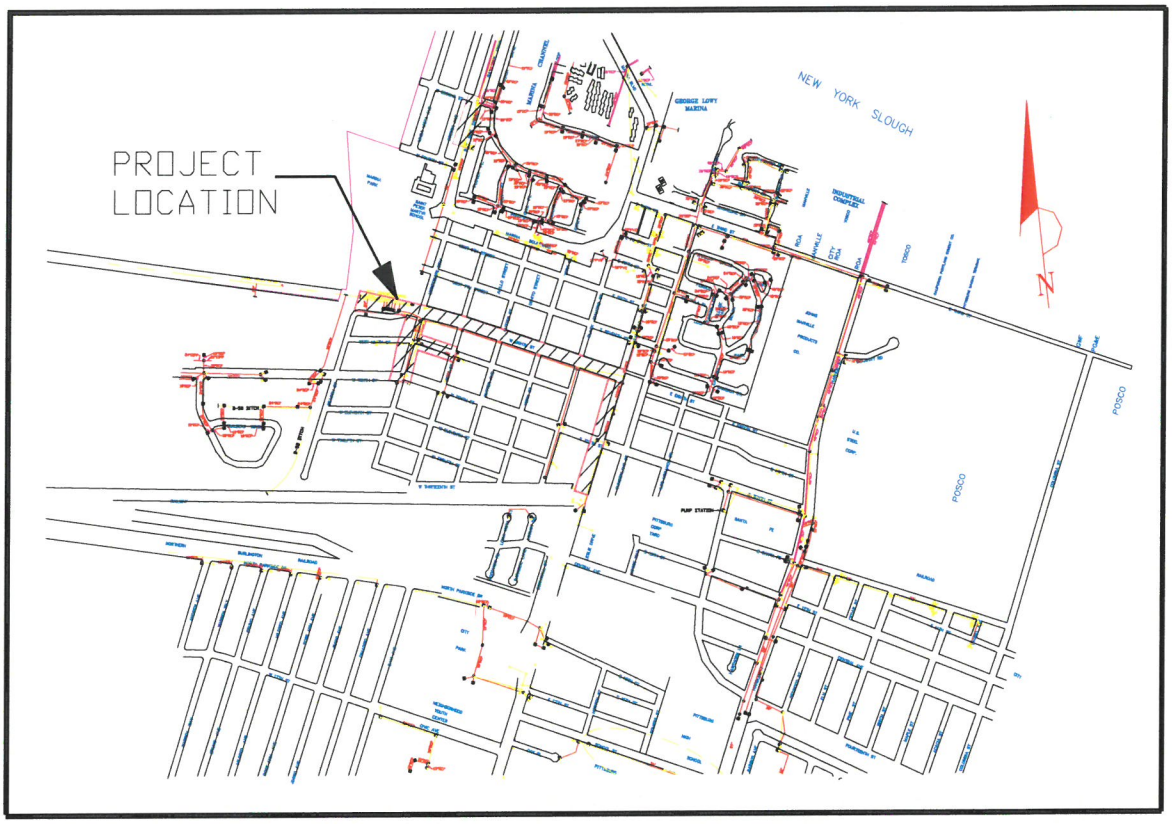
Status:
Awaiting funding/Evaluating needs.

Estimated Project Cost:
$150,000

Project Limits:
Watershed 6 on Marina Blvd and Bayside Drive

Funding Sources:
Eligible Funding Source: TBD
Identified Funding Source: None

Project Description:
Watershed 6 encompasses downtown Pittsburg and an area just south of Highway 4. This project will improve undersized pipes in Watershed 6 on Marina Blvd and Bayside Drive. These improvement were identified in the July 1999, *Stormwater Management Plan* as conduits 6165 and 6207. This project includes 593' of pipe improvements.



SD-36: WATERSHED 6 (8th Street/Railroad Avenue to 8th Street Outfall at Montezuma Slough)

Project No.
TBD

Status:
Awaiting funding/Evaluating needs.

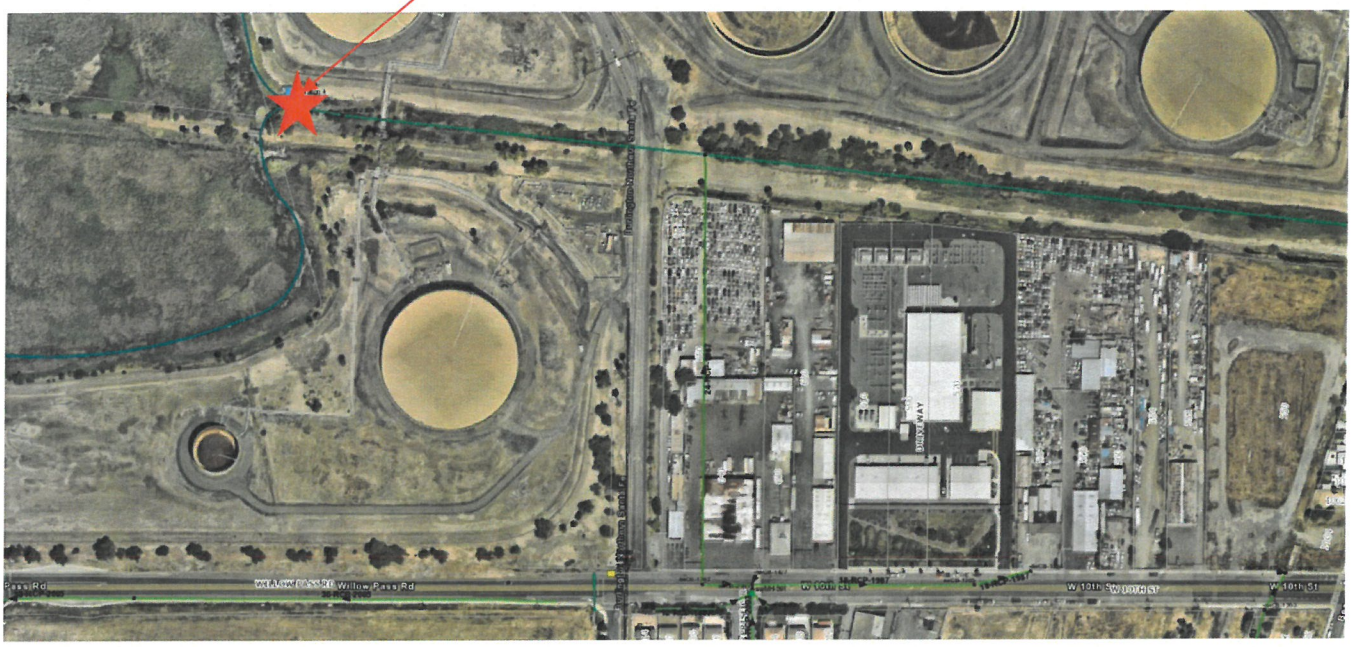
Estimated Project Cost:
$1,000,000

Project Limits:
Watershed 6 Eight Street from Herb White Way/Montezuma to Railroad Avenue

Funding Sources:
Eligible Funding Source: TBD
Identified Funding Source: None

Project Description:
Watershed 6 encompasses downtown Pittsburg and includes two areas, downtown Pittsburg and just south of Highway 4. This project will improve undersized pipes in Watershed 6 along West Eighth Street and Herb White Way. These improvement were identified in the July 1999, *Stormwater Management Plan* as conduits 6257, 6258, 6260, and 6263. This project includes 2,154' of pipe improvements. This project will also include stormwater controls to redirect surface stormwater runoff to vegetated areas to filter and manage stormwater flow.

PROJECT SITE



SD-37: MONTEZUMA PUMP STATION REPLACEMENT PROJECT

Project No.
TBD

Status:
Design & Permitting

Estimated Project Cost:
$425,000

Project Limits:
North of Willow Pass Road West of BNSF

Funding Sources
Eligible Funding Sources: SOF, KKDF (Interfund Loan)
Identified Funding: none$125,000 SOF, $300,000 KKDF Interfund Loan

Project Description:
This project will replace the Montezuma Pump Station.

SD-39 RAILROAD AND CIVIC AVENUE BIORETENTION

Project No.
TBD

Status:
Being Studied

Estimated Project Cost:
$520,000

Project Limits:
Civic Avenue from Center Drive to Railroad Avenue

Funding Sources
Eligible Funding Sources: Proposition 1 grants
Identified Funding: none

Project Description:
Construct vegetated bioretention / swales alongside the northern portion of Civic Avenue at City Park and along Railroad Avenue to receive and treat surface stormwater runoff for treatment.

SD-40 ENVIRONMENTAL CENTER PARKING AREA IMPROVEMENTS

Project No.
TBD

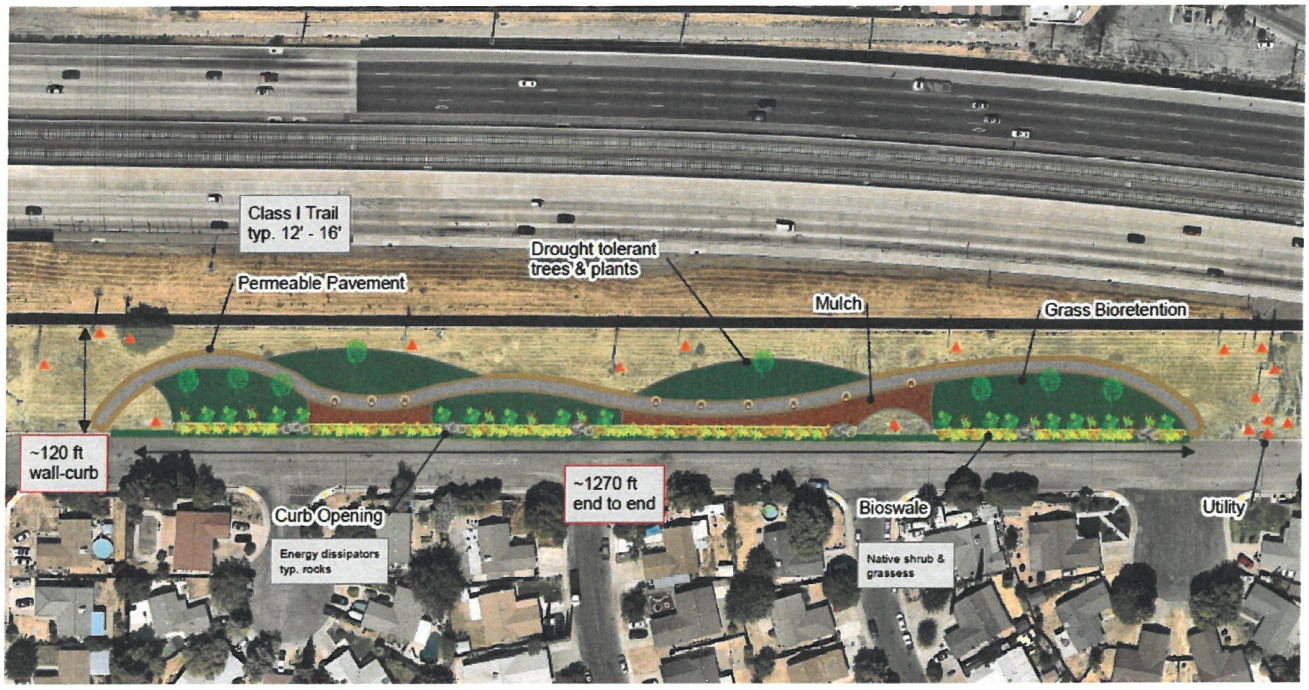
Status:
Being evaluated

Estimated Project Cost:
$780,000

Project Limits:
Environmental Center

Funding Sources
Eligible Funding Sources: Proposition 1 Grant Funds
Identified Funding: none

Project Description:
This project will construct improvements to divert surface stormwater runoff to vegetated bioretention areas.



SD-41 FRONTAGE ROAD GREEN PATH

Project No.
TBD (I will assign #)

Status:
Being Evaluated

Estimated Project Cost:
$1,300,000

Project Limits:
Frontage Road East of Dover Way

Funding Sources
Eligible Funding Sources: Proposition 1 Grant Funds
Identified Funding: none

Project Description:
Construction of a Class I trail on Frontage Road from Dover Way to the end of the existing pedestrian trail at Chelsea Way. The project will install pathway swales and bioretention features.

SD-42 MARINA PARKING LOT MODIFICATIONS

Project No.
TBD

Status:
Being Studied

Estimated Project Cost:
$650,000

Project Limits:
Parking lot at Marina

Funding Sources
Eligible Funding Sources: Proposition 1 Grants
Identified Funding: none

Project Description:
Construct improvements to parking lot landscaped areas to receive surface stormwater runoff for treatment.

SD-43 CITY PARKING LOT RETROFIT AT PITTSBURG ANTIIOCH HIGHWAY

Project No.
TBD (I will assign #)

Status:
Being Evaluated

Estimated Project Cost:
$780,000

Project Limits:
Northeastern corner of Harbor Street and Pittsburg Antioch Highway

Funding Sources
Eligible Funding Sources: Proposition 1 Grant Funds
Identified Funding: none

Project Description:
This project will retrofit the existing surrounding landscaped areas within the existing parking lot, and divert surface stormwater runoff into bioretention or vegetated areas.

SD-44: RAILROAD AVENUE BULB OUT RETROFIT

Project No.
TBD (I will assign #)

Status:
Being studied

Estimated Project Cost:
$1,000,000

Project Limits:
Railroad Avenue From 10th to 3rd Streets

Funding Sources
Eligible Funding Sources: Proposition 1 grants
Identified Funding: none

Project Description:
Retrofit of existing bulb outs at the intersections on Railroad Avenue from 10th street to 3rd street, to receive the surface stormwater runoff from the concrete valley gutters and divert through vegetated treatment areas.

SD-45: RANGE ROAD BIORETENTION

Project No.
TBD

Status:
Being evaluated

Estimated Project Cost:
$910,000

Project Limits:
End of Range Road, south of Highway 4

Funding Sources
Eligible Funding Sources: proposition 1 Grants
Identified Funding: none

Project Description:
Construct roadway bioretention improvements at the end of range Road to receive roadway stormwater runoff for treatment, and neighborhood greenway feature.

SD-46 RIVERVIEW PARK GREEN INFRASTRUCTURE IMPROVEMENTS

Project No.
TBD

Status:
Being Evaluated

Estimated Project Cost:
$780,000

Project Limits:
Riverview Park

Funding Sources
Eligible Funding Sources: Proposition 1 Grant Funding
Identified Funding: none

Project Description:
The project will incorporate vegetated swales and bioretention areas to receive surface stormwater runoff from adjacent roadway and parking areas.

SD-47 AMERICANA PARK DETENTION BASIN AND DRAINAGE RETROFITS

Project No.
TBD

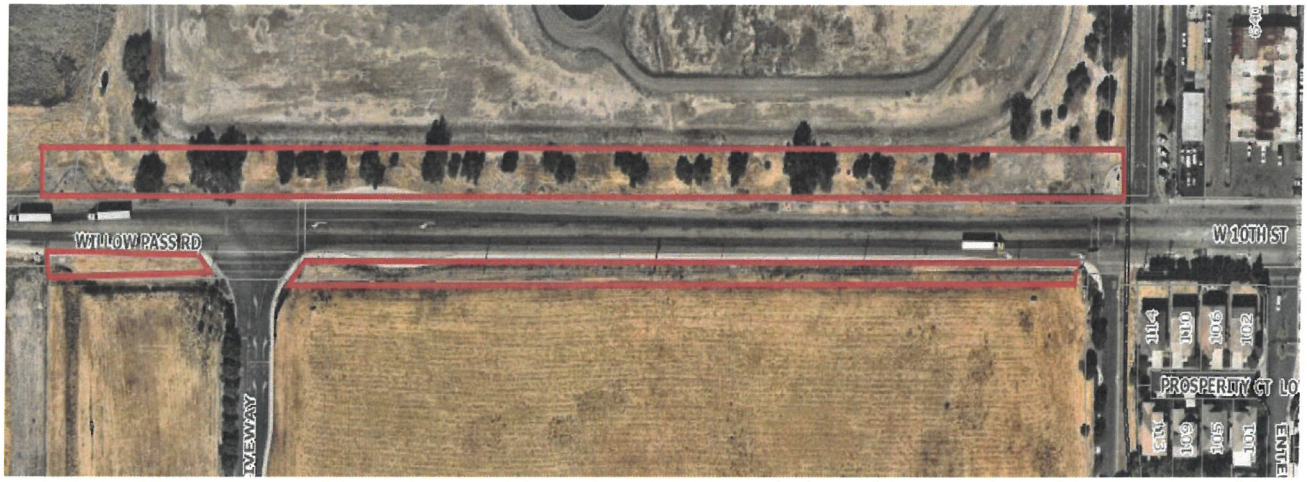
Status:
Preliminary Design

Estimated Project Cost:
$800,000

Project Limits:
Americana Park and North Parkside Drive

Funding Sources
Proposition 1 Implementation Grant, Developer Contribution

Project Description:
This project will retrofit the undersized detention basin at Americana Park, to create a bioretention basin to accommodate adjacent surface runoff flow and improving landscaped portion of the City's right of way along North Parkside Drive.



SD-48 WILLOW PASS ROAD ROADWAY BIORETENTION

Project No.
TBD (I will assign #)

Status:

Estimated Project Cost:
$550,000

Project Limits:
Willow Pass Road,

Funding Sources: Stormwater Grants
Identified Funding Sources: none

Project Description:

Construct 3,000 linear feet of bioswales on the north and south sides of Willow Pass Road to treat surface stormwater runoff from the adjacent roadway.

BUILDING PROJECTS

PROJECT DESCRIPTIONS

The CIP includes a general list of projects scheduled during each of the five years of the program, followed by detailed project sheets arranged by project category, such as Streets, Traffic Signals, Water, Sewer, etc. These sheets include information for each project as follows:

CIP Identification Number: (example: ST-5)

ST-#	Street Projects
S-#	Signal Projects
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B-#	Building Projects
G-#	General Projects
PP-#	Pittsburg Power Projects
M-#	Marina Projects

Project Title: This is the title of the proposed project.

Project Number: A CIP contract or project number will be assigned to the projects as funding is established.

Status: This will indicate the project status if available.

Estimated Project Cost: Project cost estimates are used as place holders for project funding. Cost estimates shown here vary from conceptual project estimates to detailed design estimates. A more detailed cost estimate is prepared during the design phase of each project. Actual costs are unknown until bids are opened.

Project Limits: This is a written description of the project limits if available.

Funding Sources: This section identifies project funding sources that have been approved or will be approved with adoption of this CIP.

Project Description: This is a detailed description of the project.

B-2: CORPORATION YARD FUELING SYSTEM UPGRADES

Project No.
TBD

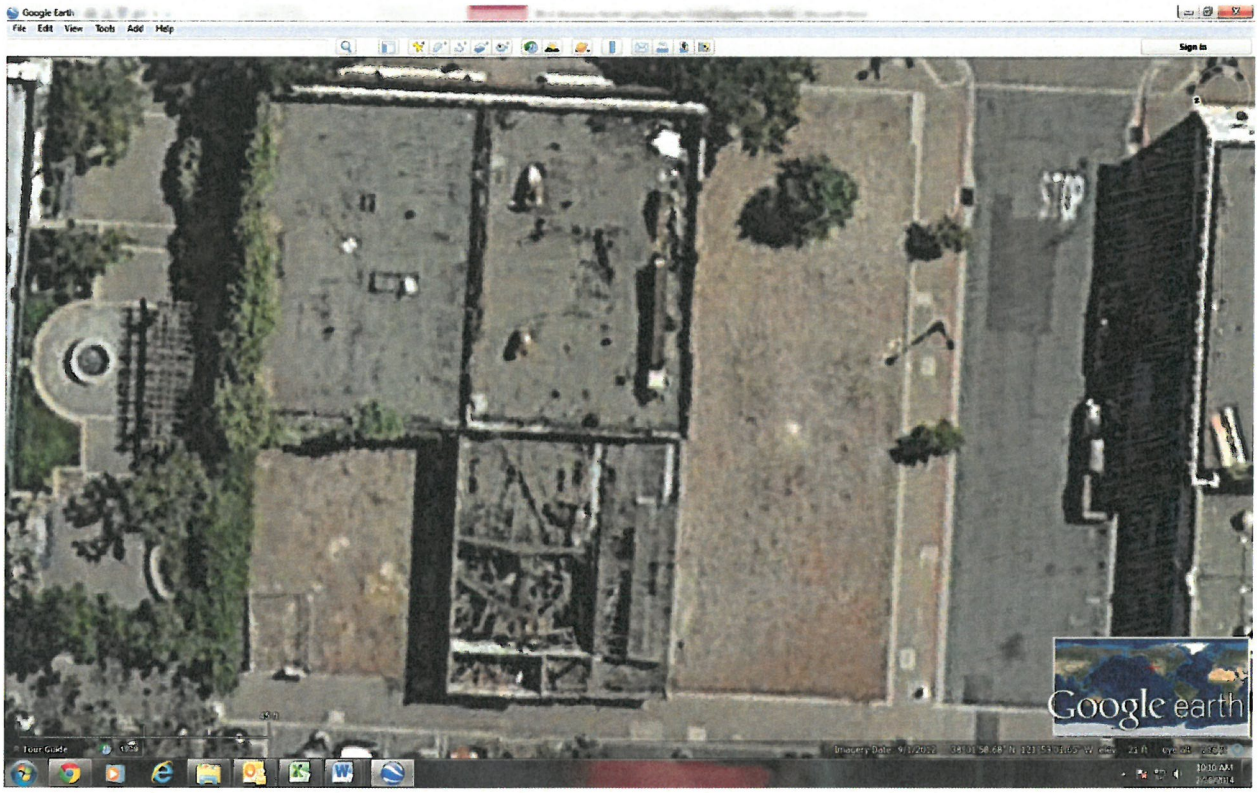
Status:
Funding for FY19/20

Estimated Project Cost:
$400,000

Project Limits:
357 East 12th Street- Corporation Yard

Funding Sources
Eligible Funding Sources: State Grants, Dept Budgets that use Vehicles and Equipment
Identified Funding: Building & Fleet Maintenance

Project Description:
The fleet fueling system at the Corporation Yard is out of compliance per State regulatory requirements and needs major upgrades including new piping, fueling island, single wall tank replacement, new dispensers, island cover and new Concrete pad.



B-3: DEMOLISH BACK OF CIGAR STORE

Project No.
TBD

Status:
Need demolition plan

Estimated Project Cost:
$40,000

Project Limits:
Corner of Railroad and 4th Street

Funding Sources:
TBD

Project Description:
This project will carefully remove the hazardous debris inside the unreinforced masonry in the back of the Cigar Store.

B-4: PITTSBURG LIBRARY ROOFTOP SOLAR SYSTEM

Project No.
TBD

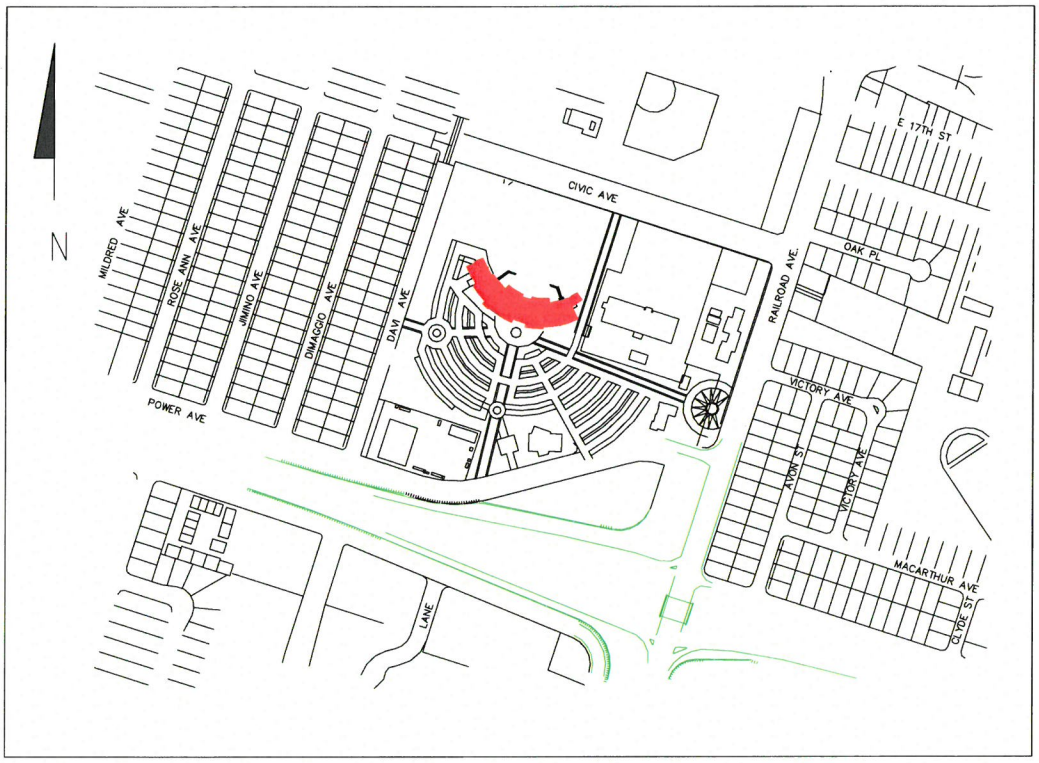
Status:
Awaiting funding

Estimated Project Cost:
$120,000

Project Limits: Roof Top of 80 Power Ave.

Funding Sources
Eligible Funding Sources: Pittsburg Power Company
Identified Funding: none

Project Description:
A collaborative effort between the Pittsburg Power Company and the Future Build Program, to install a 32.60 KWdc solar system on the rooftop of the Pittsburg –Contra Costa County Library located at 80 Power Avenue, Pittsburg. The solar production of this project is expected to cover 53% electricity usage of the library.



B-5: POLICE EVIDENCE & INTAKE ROOM IMPROVEMENT PROJECT

Project No.
TBD

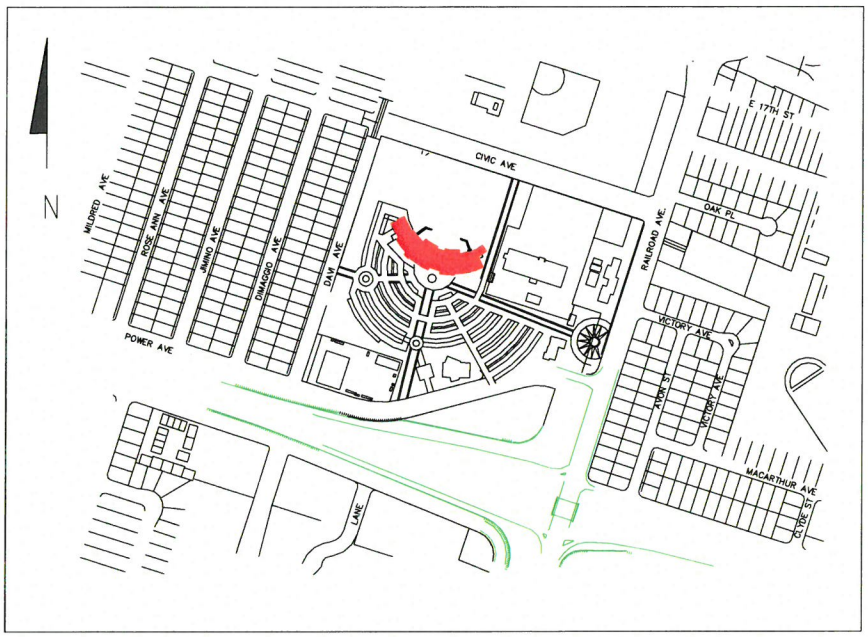
Status:
Preliminary Design

Estimated Project Cost:
$350,000

Project Limits:
Police Department, Pittsburg City Hall

Funding Sources
Eligible Funding Sources: General Fund, Grants
Identified Funding: $100,000 Building Maintenance Fund

Project Description:
Design, renovation of existing office and storage spaces, including installation of equipment and modifications to mechanical, plumbing and electrical systems to allow the more efficient use of space for evidence processing (intake room) and storage in compliance with applicable codes, regulations and best practices for law enforcement investigation and safety.



B-6: POLICE EVIDENCE STORAGE BUILDING

Project No.
TBD

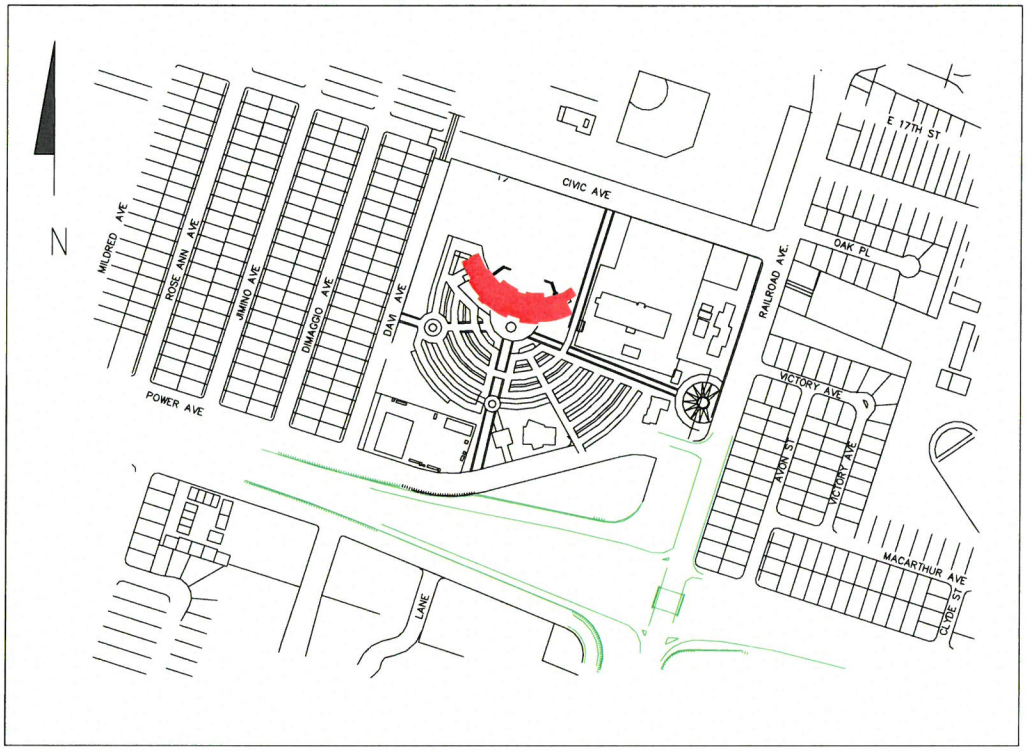
Status:
Conceptual

Estimated Project Cost:
To Be Determined (TBD)

Project Limits:
Vicinity of Pittsburg City Hall

Funding Sources
Eligible Funding Sources: General Fund, Grants
Identified Funding:

Project Description:
Design and construction of evidence storage building, including plumbing, electrical, ventilation and security components for the processing and storage of evidence for the Pittsburg Police Department. Building components must comply with various codes, regulations and best practices for law enforcement investigation and safety.



B-7: CIVIC CENTER REPAIR

Project No.

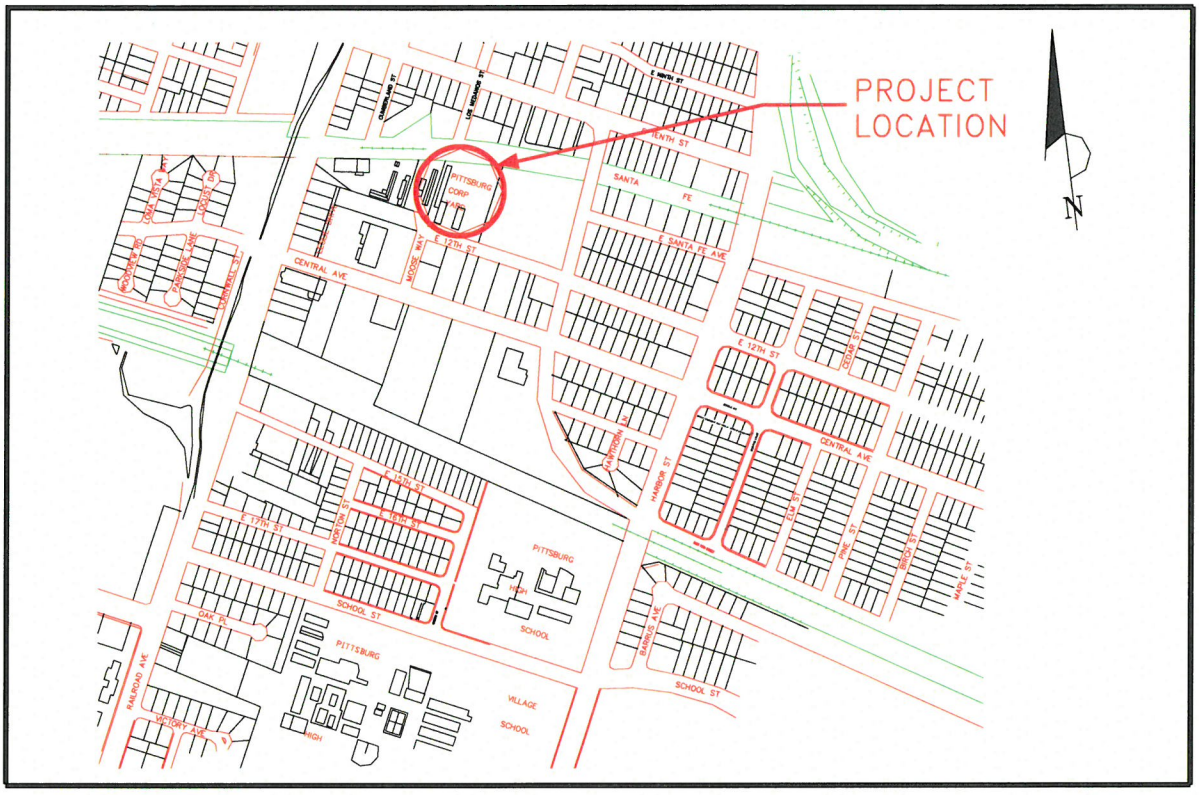
Status:

Estimated Project Cost:
$120,000

Project Limits:
Civic Center

Funding Sources:
Eligible Funding Source: General Fund Building Maintenance
Identified Funding Source: $40,000 General Fund Building Maintenance

Project Description:
This project will complete major repair projects for the Civic Center including HVAC repair, carpet and painting.



B-12: PURCHASE CORP YARD ANNEX (389 East Twelfth St.)

Project No.
To be determined

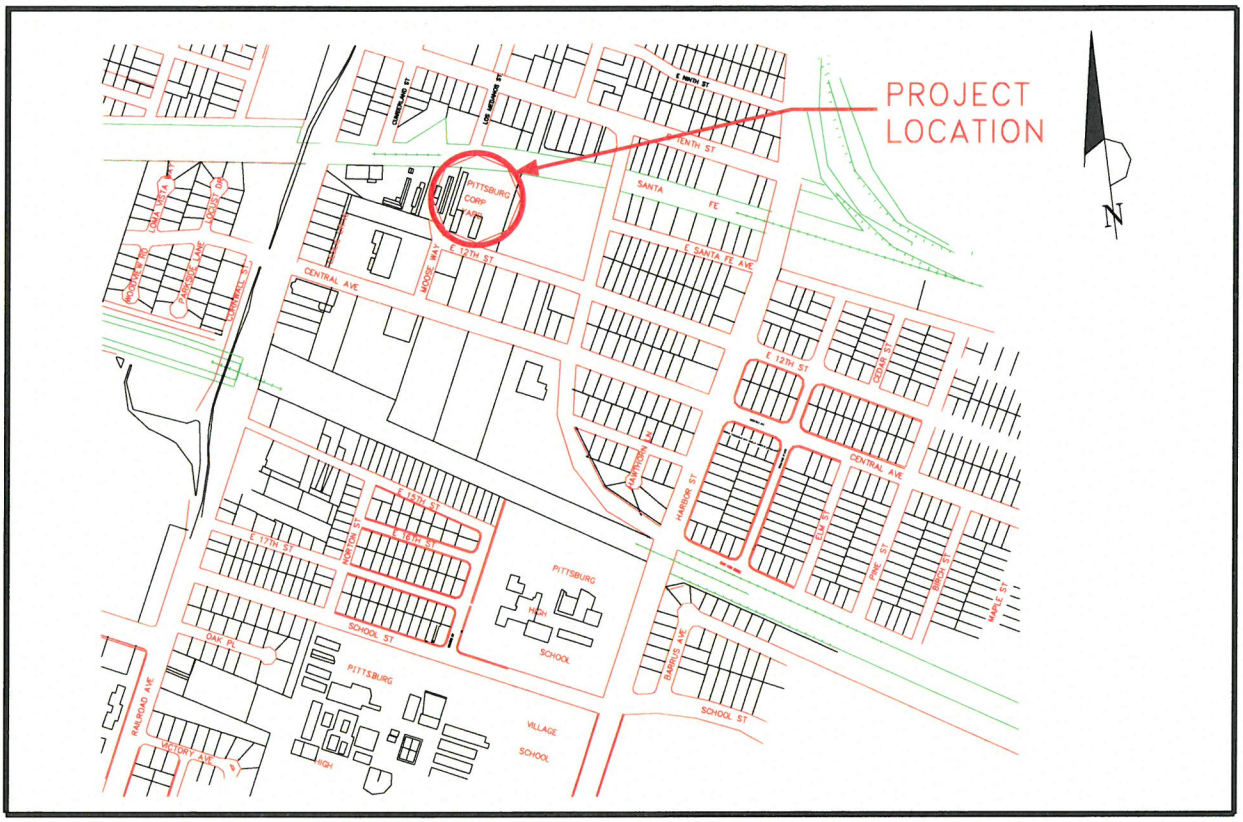
Status:
Awaiting funding.

Estimated Project Cost:
$1,650,000

Project Limits:
City Corporation Yard at 357 East 12th Street

Funding Sources:
Eligible Funding Source: TBD
Identified Funding Source: Not funded

Project Description:
This project will involve expansion and an addition of a warehouse at the City's existing corporation yard.



B-31: COVER FUEL DISPENSERS AT CORP YARD

Project No.
To be determined

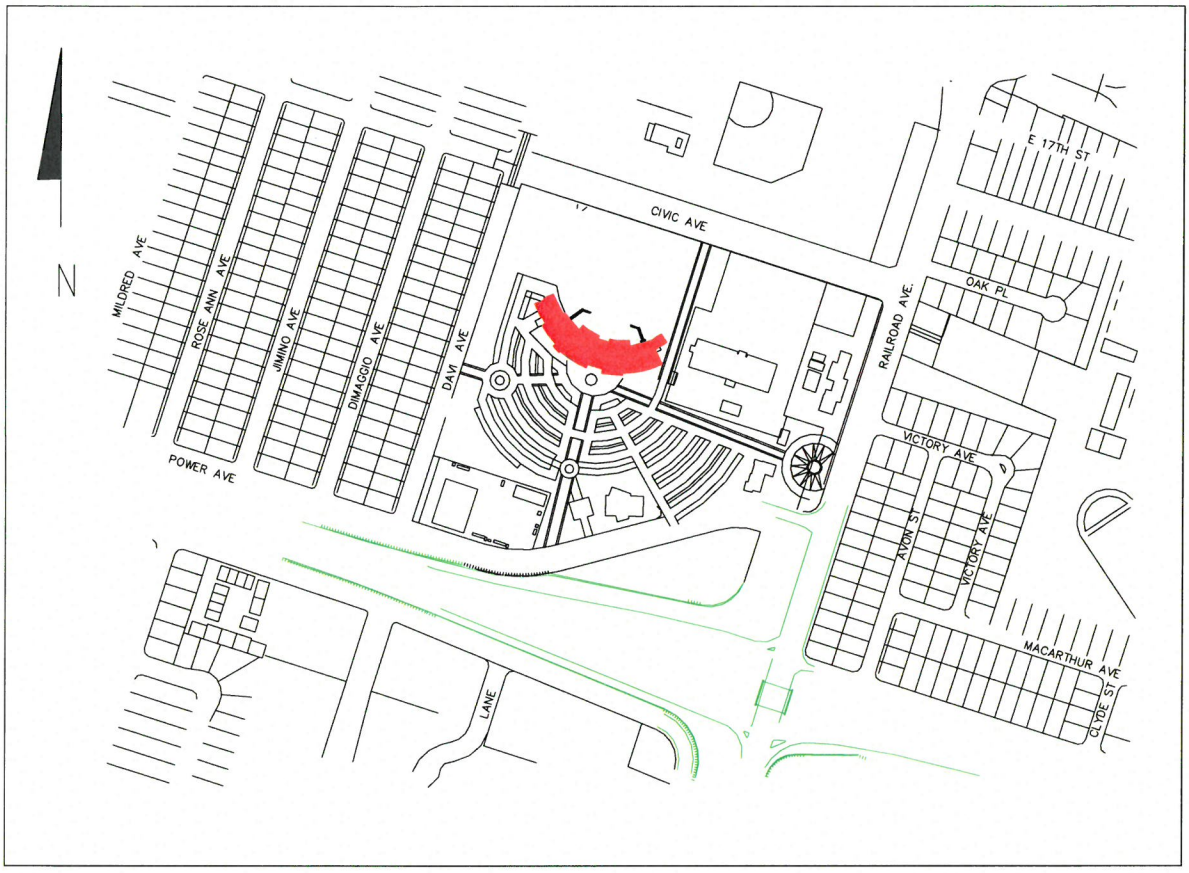
Status:
Awaiting funding

Estimated Project Cost:
$60,000

Project Limits:
All City owned public facilities.

Funding Sources:
Eligible Funding Source: TBD
Identified Funding Source: None

Project Description:
This project includes providing an overhang (cover) over the fuel dispensers at the Corporation Yard located at 357 East 12th Street. This project is necessary in order to comply with State guidelines for fuel dispensing facilities.



B-52: CIVIC CENTER PARKING STRUCTURE & COURT PARKING

Project No.
To be determined

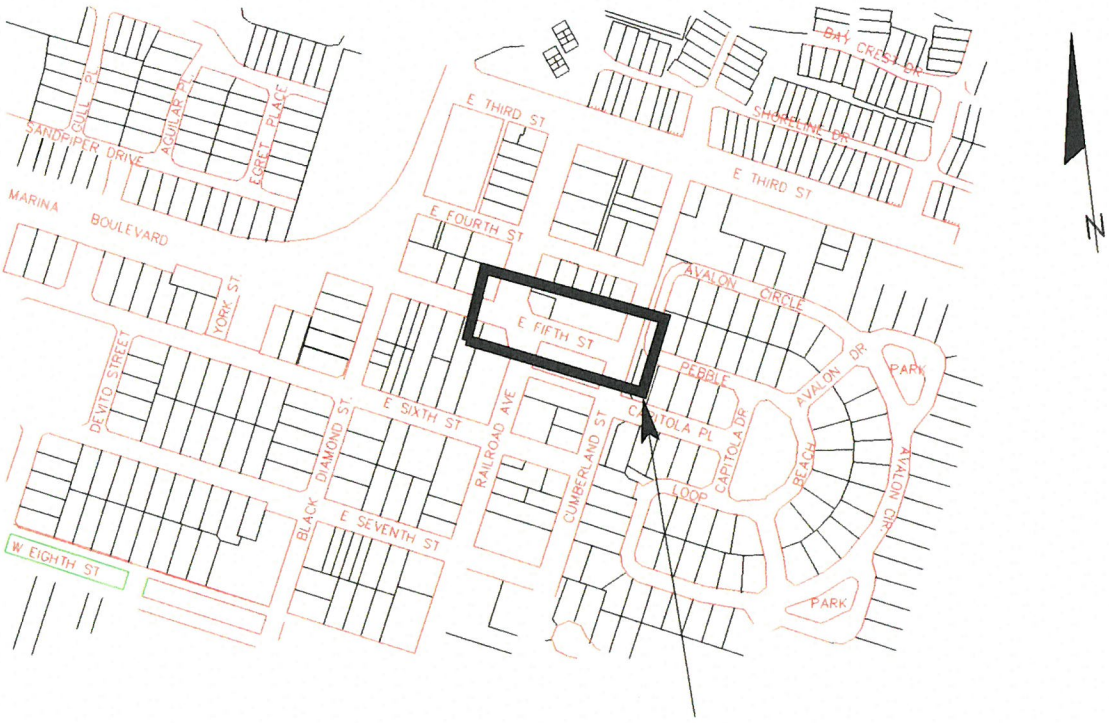
Status:
Awaiting funding.

Estimated Project Cost:
$5,000,000

Project Limits:
To Be Determined

Funding Sources:
Eligible Funding Source: To Be Determined
Identified Funding Source: None

Project Description:
This project will construct a parking structure near City Hall and the Courthouse for use by both facilities.



B-53 DOWNTOWN SURFACE PARKING LOT

Project No.
To be determined

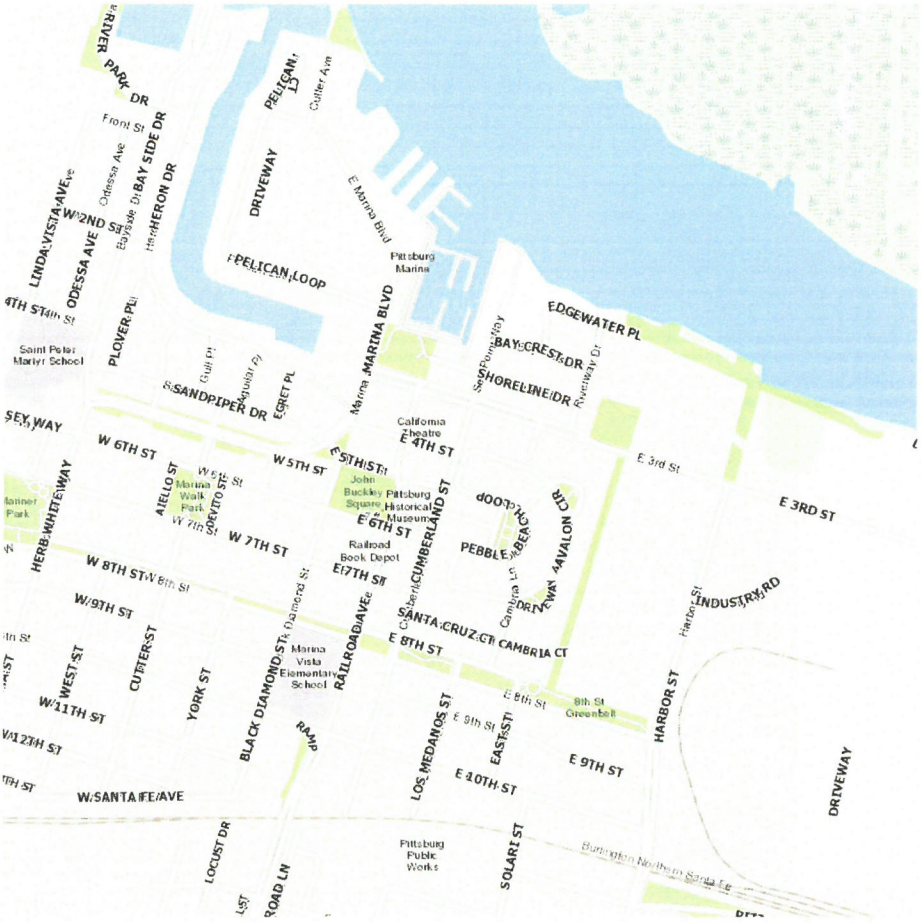
Status:
Awaiting funding

Estimated Project Cost:
$1,500,000

Project Limits:
Fifth Street, Cumberland to Railroad Avenue

Funding Sources:
Eligible Funding Source: TBD
Identified Funding Source: None

Project Description:
This project will construct a new parking lot at East 5th Street to increase available parking for the downtown area.



B-54 DOWNTOWN PARKING STRUCTURE

Project No.
To be determined

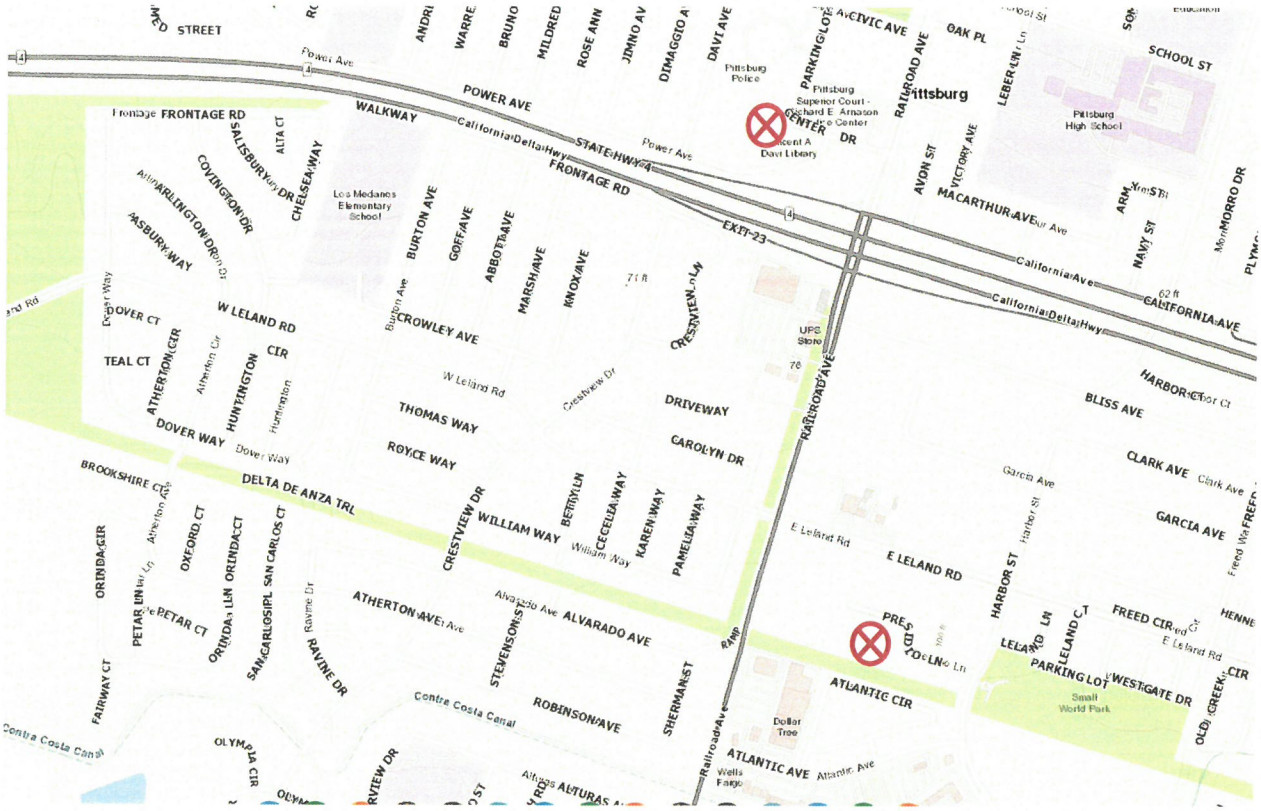
Status:
Awaiting funding

Estimated Project Cost:
$5,000,000

Project Limits:
To Be Determined

Funding Sources:
Eligible Funding Source: TBD
Identified Funding Source: None

Project Description:
This project will construct a new parking lot at East 5th Street to increase available parking for the downtown area. In addition, bioretention treatment areas will be constructed to treat surface stormwater runoff.



B-55 CIVIC CENTER/SENIOR CENTER EOC UPGRADES

Project No.

Status:

Estimated Project Cost:
$80,000

Project Limits:
Civic Center & Senior Center

Funding Sources:
Eligible Funding Source: General Fund
Identified Funding Source: $80,000 GF

Project Description:
This project will complete required upgrades needed for the City's Emergency Operations Center at both the Civic Center and the Senior Center.

PARK PROJECTS

PROJECT DESCRIPTIONS

The CIP includes a general list of projects scheduled during each of the five years of the program, followed by detailed project sheets arranged by project category, such as Streets, Traffic Signals, Water, Sewer, etc. These sheets include information for each project as follows:

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G-#	General Projects
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M-#	Marina Projects

Project Title: This is the title of the proposed project.

Project Number: A CIP contract or project number will be assigned to the projects as funding is established.

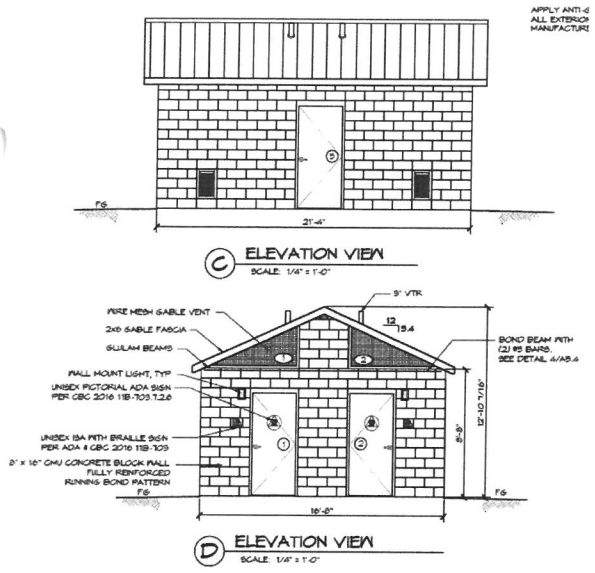
Status: This will indicate the project status if available.

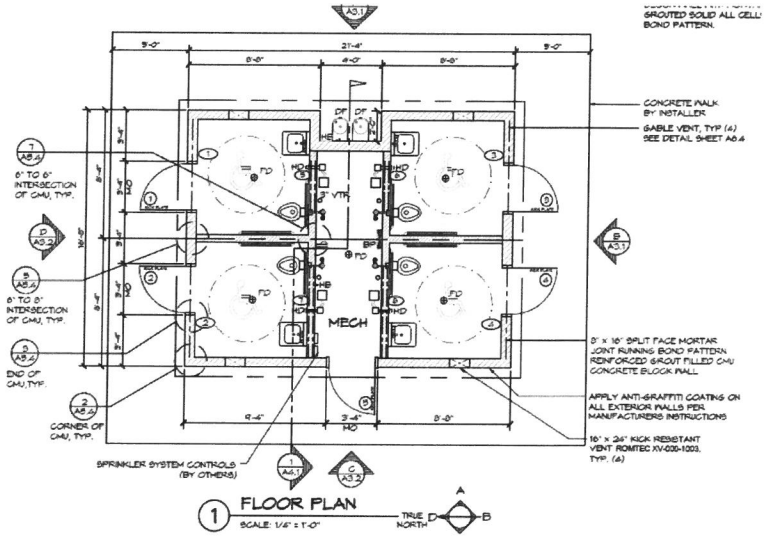
Estimated Project Cost: Project cost estimates are used as place holders for project funding. Cost estimates shown here vary from conceptual project estimates to detailed design estimates. A more detailed cost estimate is prepared during the design phase of each project. Actual costs are unknown until bids are opened.

Project Limits: This is a written description of the project limits if available.

Funding Sources: This section identifies project funding sources that have been approved or will be approved with adoption of this CIP.

Project Description: This is a detailed description of the project.





PK - 1: CENTRAL HARBOR PARK RESTROOMS

Project No.
TBD

Status:
Awaiting Funding

Estimated Project Cost:
$482,000

Project Limits:
Central Harbor Park

Funding Sources:
Eligible Funding Source: Marina Enterprise Fund
Potential Funding Source: $392,000 Department of Boating and Waterways Boating Facilities Grant (applied January, 2017)
Identified Funding Source: TBD

Project Description:
This project will demolish and reconstruct ADA accessible restroom facilities at Central Harbor Park. This work will replace two other dilapidated restrooms in order to support the proposed community center on the berm.

PK-2: OLD GROWTH TREE CARE

Project No.
TBD

Status:
None

Estimated Project Cost:
$100,000

Project Limits:
- Buchanan Park
- Railroad Avenue between Alvarado and HYW 4
- City Park

Funding Sources
Eligible Funding Sources:

Identified Funding: none

Project Description:
Funding is requested to prune old grown Eucalyptus trees. Existing stands of Eucalyptus are too tall for in-house staff and equipment to manage and their pruning needs have not been addressed in a timely manner. The lack of tree care is detrimental to the trees' health and aesthetic appearance.

PK-3: SMALL WORLD PARK IMPROVEMENTS

Project No.
TBD

Status:
2018/19 Allocation - $20,000

Estimated Project Cost:
$20,000

Project Limits:
Small World Park

Funding Sources:
Eligible Funding Sources: Park Dedication Funds (PDF)
Identified Funding: $20,000 PDF

Project Description:

This project is for the rehabilitation of structures, features, and equipment at Small World Park. The most urgent need is for the structural rehabilitation of the Iron Horse Ride. Other needs will be prioritized by staff as funding allows.

PK-4: ANNUAL PLAYGROUND REPLACEMENT PROJECT

Project No.
TBD

Status:
Locations being prioritized by Public Works/ Recreation Staff

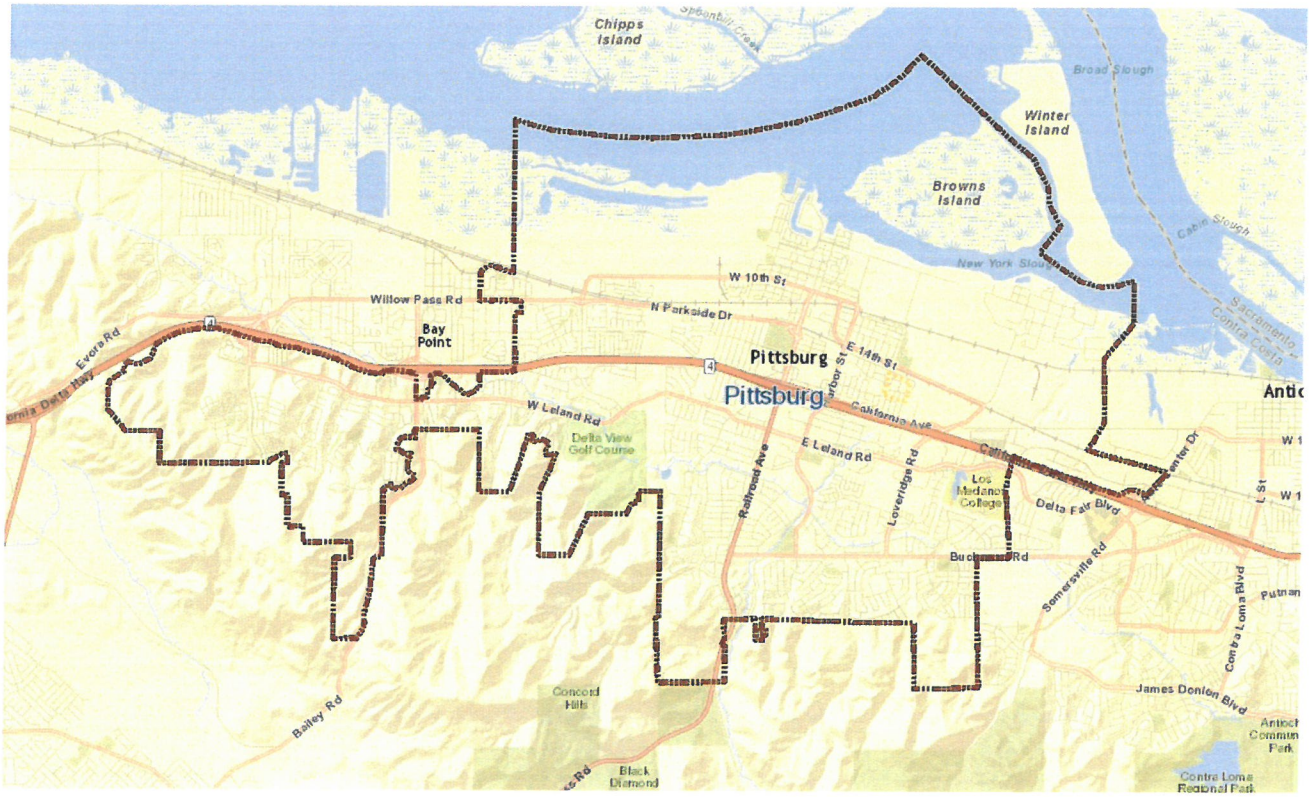
Estimated Project Cost:
$480,000

Project Limits:
Citywide Park System

Funding Sources:
Eligible Funding Source: Park Dedication Funds (PDF), Grants
Identified Funding: $160,000 PDF, $320,000 Future PDF

Project Description:

Recurring annual project for replacement of playground equipment and related amenities at public parks throughout the City. Priority for locations determined by Public Works with input from Recreation Services.



PK-5: CASP ACCESSIBILITY IMPROVEMENTS IN PARKS

Project No.
TBD

Status:
Awaiting Funds

Estimated Project Cost:
$150,000

Project Limits:
Citywide

Operation and Maintenance

Funding Sources:
Park Dedication Fees (PDF)

Project Description:
Project to install, repair, or construct improvements at City owned parks as recommended by Certified Access Specialist Program (CASP) – ADA survey of facilities and prioritized by Public Works staff.

PK-6: CITY PARK SOCCER FIELD TURF REPLACEMENT

Project No.
TBD

Status:

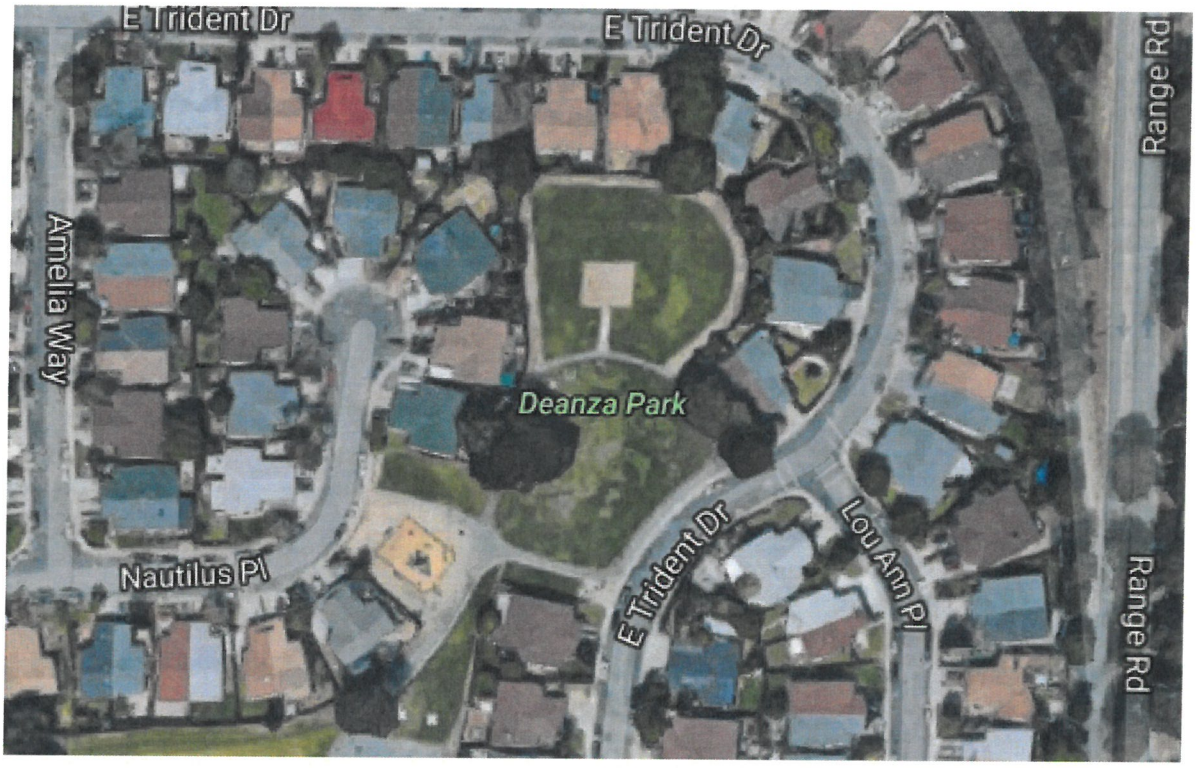
Estimated Project Cost:
$250,000

Project Limits:
City Park

Funding Sources:
Eligible Funding Source: Park Dedication Funds (PDF), Grants
Identified Funding: $250,000 PDF

Project Description:

Replacement of all, or portions, of the all-weather turf soccer field at City Park.



PK-7: DE ANZA PARK WALKWAY REHABILITATION AND BASKETBALL COURT

Project No.
TBD

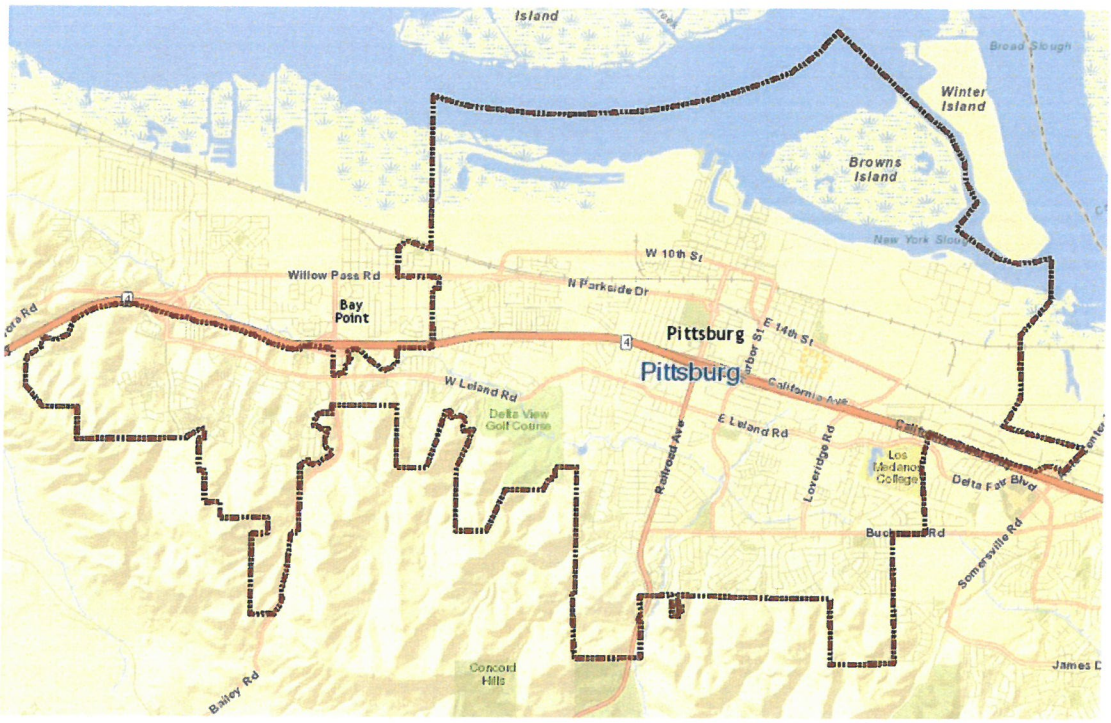
Status:
Unfunded

Estimated Project Cost:
$500,000

Project Limits:
De Anza Park

Funding Sources:
Grants & Park Dedication Fees (PDF)

Project Description:
Project to rehabilitate/repair/ reconstruct deteriorated walkways and for design and construction of basketball court at De Anza Park. Install bioretention treatment areas to treat surface stormwater runoff.



PK-8: BIENNIAL PLAYFIELD REPLACEMENT

Project No.

TBD

Status:

Funded for FY19/20 & FY21/22

Estimated Project Cost:
$500,000
($250,000 biennial starting FY19/20)

Project Limits:
City Wide

Funding Sources:
Eligible Funding Source: Grants & Park Dedication Fees (PDF)

Identified Funding Source: $250,000 PDF, $250,000 Future PDF

Project Description:
Recurring $250,000 biennial project for public parks throughout the City. Priority for locations determined by Public Works with input from Recreation Services.

PK-9: ANNUAL PARK FEATURES REPLACEMENT PROJECT

Project No.
TBD

Status:
Locations being prioritized by Public Works/ Recreation Staff

Estimated Project Cost:
$450,000

Project Limits:
Citywide Parks

Funding Sources:
Eligible Funding Source: Park Dedication Funds (PDF), Grants
Identified Funding: $150,000 PDF, $300,000 Future PDF

Project Description:

Recurring annual project for the replacement of features and amenities such as drinking fountains, picnic tables, benches, lighting, pavement, and ADA accessibility at public parks throughout the City. Priority for locations determined by Public Works with input from Recreation Services.

PK-10: BIENNIAL RESTROOM REPLACEMENT/REHABILITATION

Project No.
TBD

Status:
Locations being prioritized by Public Works Recreation Staff

Estimated Project Cost:
$750,000

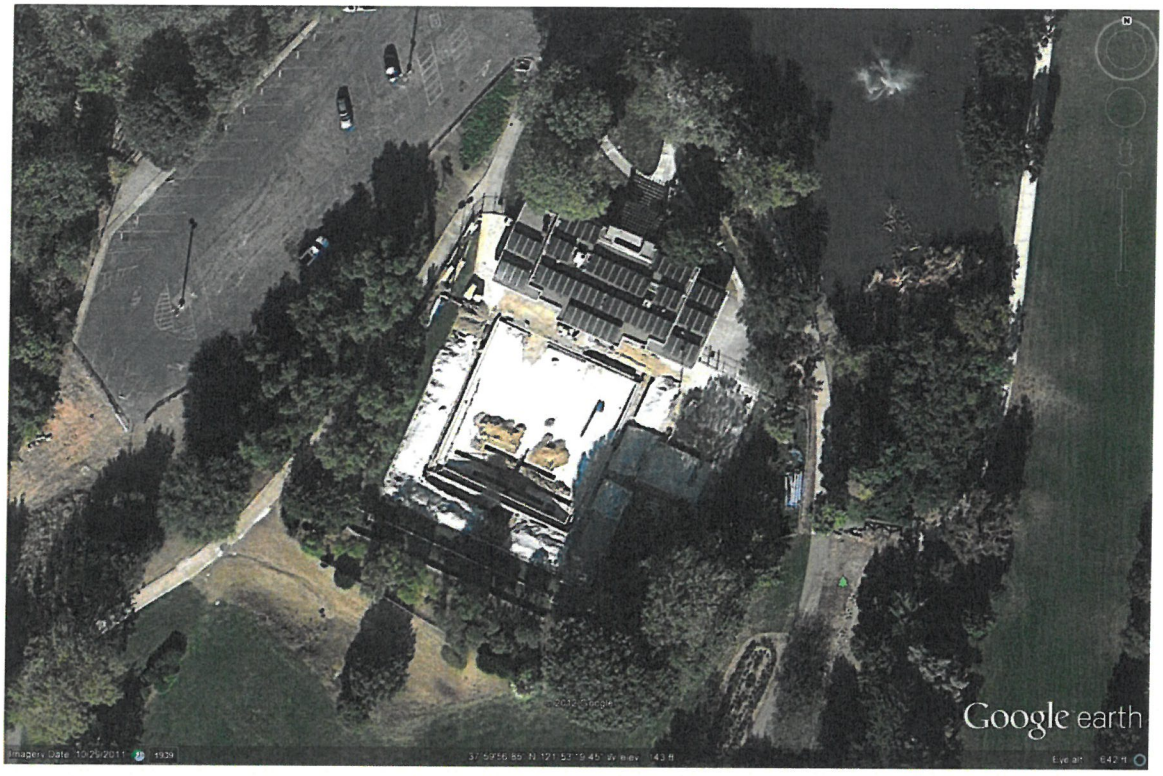
Project Limits:
Citywide Parks

Funding Sources:
Eligible Funding Source: Park Dedication Funds (PDF), Grants

Identified Funding: $250,000 PDF, $500,000 Future PDF

Project Description:

Recurring biennial project for replacement and rehabilitation of restrooms in public parks throughout the City. Priority for locations determined by Public Works with input from Recreation Services.



PK-11: BUCHANAN SWIM CENTER IMPROVEMENTS/ SOLAR HEATING

Project No.
To be determined

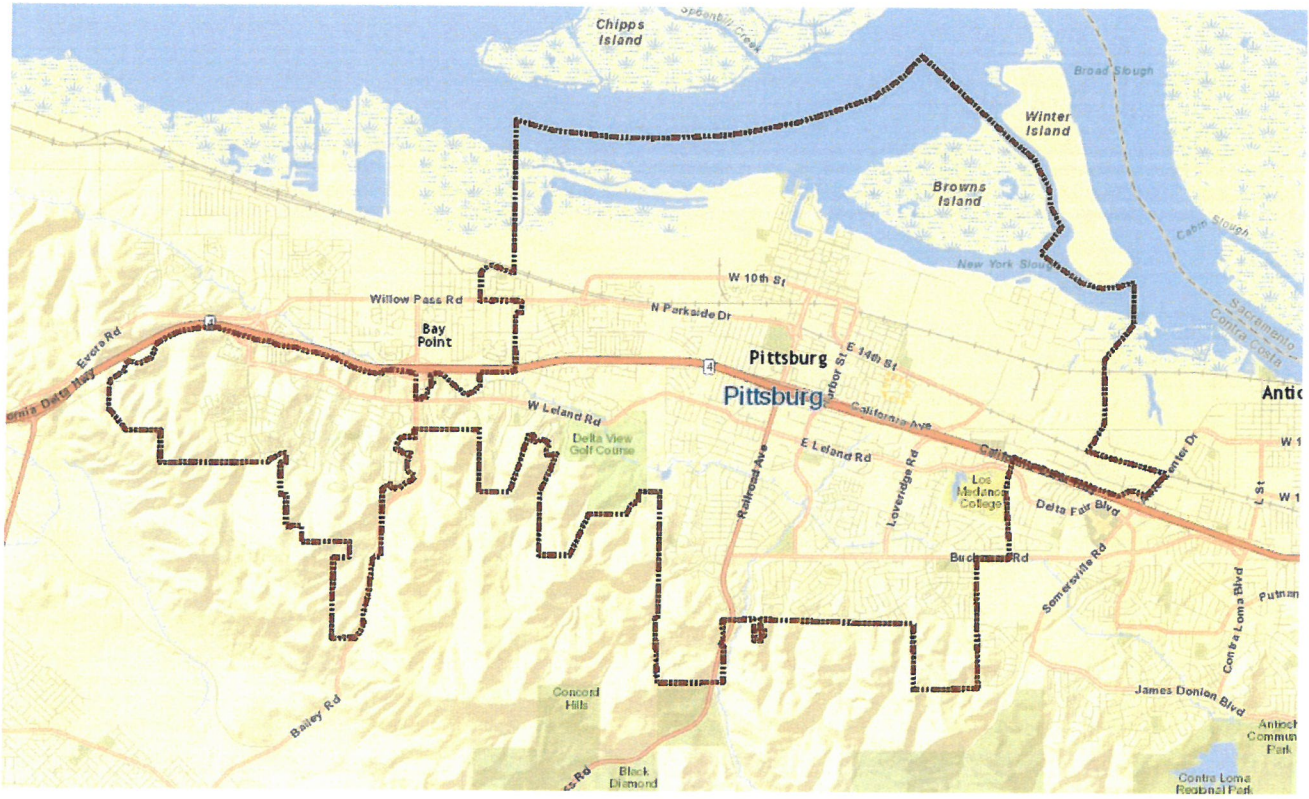
Status:
Awaiting funding

Estimated Project Cost:
$300,000

Project Limits:
Buchanan Swim Center

Funding Sources:
Eligible Funding Source: Park Dedication Fee
Identified Funding Source: None.

Project Description:
This project will install a solar system to supplement heating and resurface the exterior pool decking.



PK-12: ALL ABILITIES PLAYGROUND

Project No.

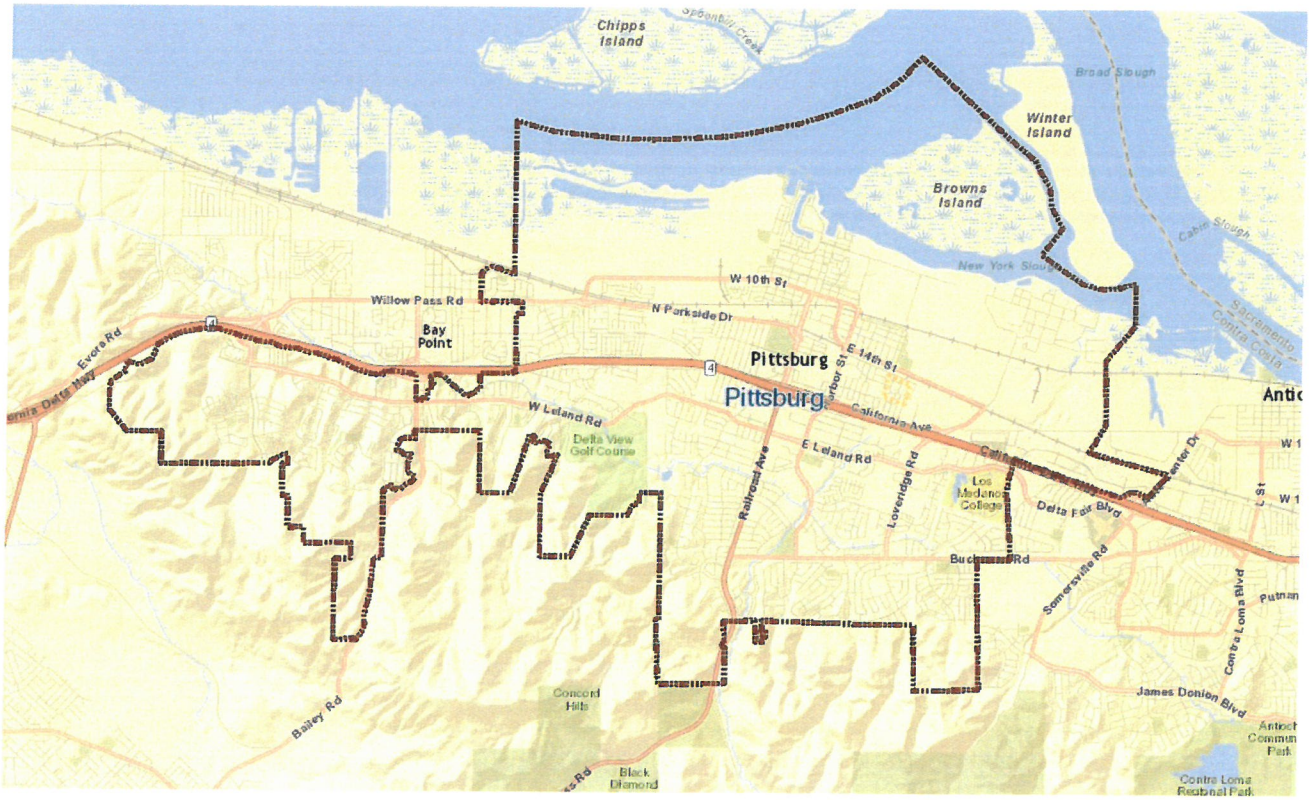
Status:
Awaiting funding

Estimated Project Cost:
$2,000,000

Project Limits:
Park facilities Citywide

Funding Sources:
Grants & Park Dedication Fees (PDF)

Project Description:
Project to design and construct an All Abilities Playground within a city park with amenities accessible and appropriate for use by children of all abilities.



PK-13: PARK AND LANDSCAPING IMPROVEMENT PROJECT

Project No.
TBD

Status:
Projected Funding for FY 19/20

Estimated Project Cost:
$200,000

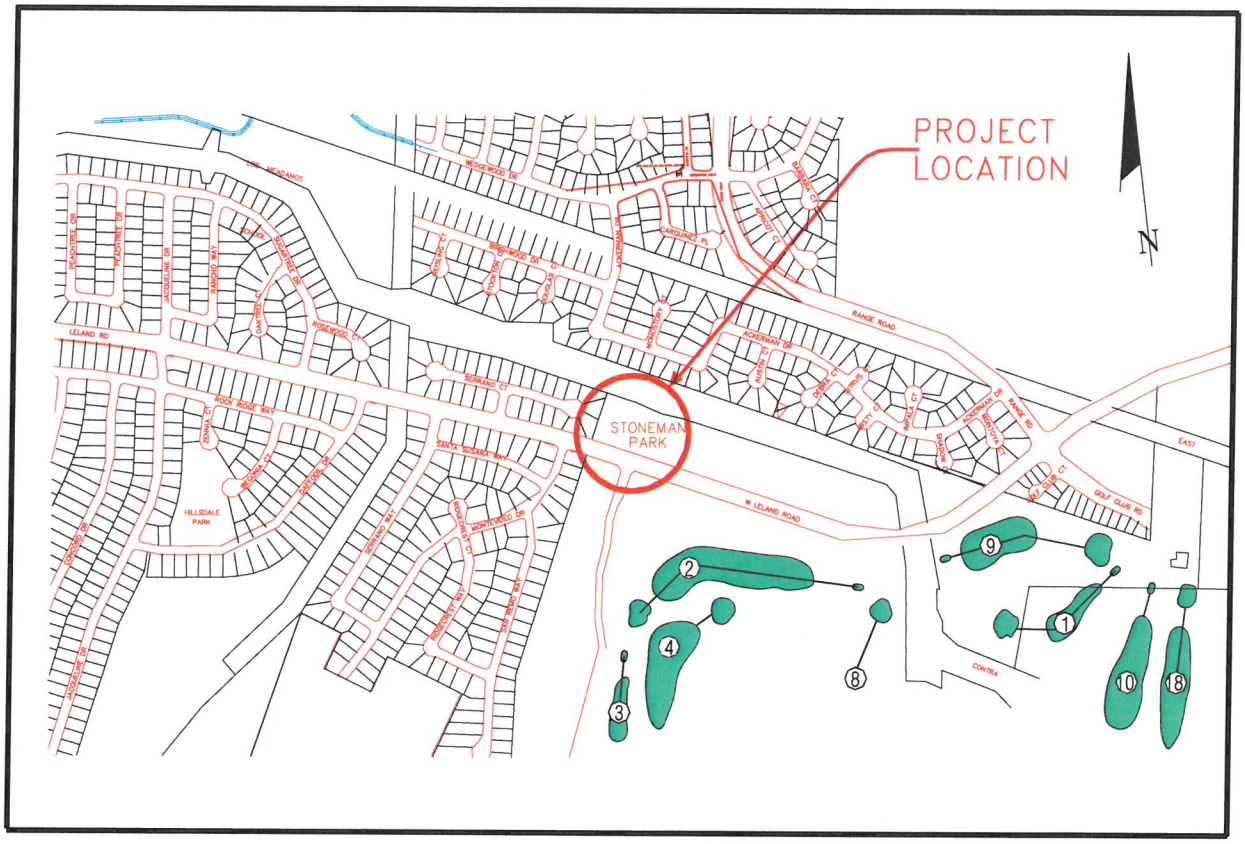
Project Limits:
TBD

Operation and Maintenance

Funding Sources:
Eligible Funding Source: Grants & Park Dedication Fees (PDF)

Identified Funding Source: $200,000 PDF

Project Description:
This project is for the replacement or removal of high maintenance amenities and landscaping at City maintained parks, medians, and landscaping features throughout the City. The intent of this project is to reduce or eliminate maintenance/staffing requirements by replacing or improving park and landscaping facilities with those that require less time to maintain resulting in an overall cost savings.



PK-14: SKATEBOARD PARK AT STONEMAN NORTH

Project No.
TBD

Status:
Awaiting funding.

Estimated Project Cost:
$480,000

Project Limits:
Located in Stoneman North Park on the southwest corner at West Leland Road and John Henry Johnson Parkway.

Funding Sources:
Eligible Funding Source: Park Dedication Fee

Identified Funding Source: TBD

Project Description:
This project will provide for an approximate 10,000 square foot Skateboard Park. The park may include prefabricated jump ramps, bleachers, fencing, lighting, and drinking fountain. This project will be close to parking, restrooms and a bus stop.

PK-15: ANNUAL CITYWIDE PARK SIGN REPLACEMENT PROJECT

Project No.
TBD

Status:
Locations being prioritized by Public Works/ Recreation Staff

Estimated Project Cost:
$250,000

Project Limits:
Citywide Park System

Funding Sources:
Eligible Funding Source: Park Dedication Funds (PDF), Grants
Identified Funding:

Project Description:

Recurring annual project for replacement of destination signs at public parks throughout the City. Priority for locations determined by Public Works with input from Recreation Services.

PK-26: Buchanan Park Pavement Rehabilitation Project

Project No.
TBD

Status:
Awaiting funding

Estimated Project Cost:
$245,000

Project Limits:
Buchanan Park

Funding Sources
Eligible funding sources: PDF
Identified funding sources: None

Project Description:
The project would reconstruct the parking lot, parking lot entrance and asphalt curb at Buchanan Park. Project includes restriping and storm drain inlet improvements. Curb Ramps will be installed per CDBG Curb Ramp Installation Project.

PK-40: DREDGE BUCHANAN PARK POND

Project No.
TBD

Status:
Awaiting funding.

Estimated Project Cost:
$200,000

Project Limits:
Buchanan Park

Funding Sources:
Eligible Funding Source: PDF
Identified Funding Source: TBD

Project Description:
This project will dredge the 1 acre Buchanan Park pond to its original design depth of four feet.

PK-41: BUCHANAN PARK SCHOOL AGE PLAYGROUND

Project No.
TBD

Status:
Awaiting funding.

Estimated Project Cost:
$250,000

Project Limits:
Buchanan Park

Funding Sources:
Eligible Funding Source: PDF
Identified Funding Source: none

Project Description:
This project will install a school age playground to the north of the Buchanan Center building to benefit those families using the facility and the group picnic area.

GENERAL PROJECTS

PROJECT DESCRIPTIONS

The CIP includes a general list of projects scheduled during each of the five years of the program, followed by detailed project sheets arranged by project category, such as Streets, Traffic Signals, Water, Sewer, etc. These sheets include information for each project as follows:

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SD-#	Storm Drainage Projects
PK-#	Park Projects
B-#	Building Projects
G-#	General Projects
PP-#	Pittsburg Power Projects
M-#	Marina Projects

Project Title: This is the title of the proposed project.

Project Number: A CIP contract or project number will be assigned to the projects as funding is established.

Status: This will indicate the project status if available.

Estimated Project Cost: Project cost estimates are used as place holders for project funding. Cost estimates shown here vary from conceptual project estimates to detailed design estimates. A more detailed cost estimate is prepared during the design phase of each project. Actual costs are unknown until bids are opened.

Project Limits: This is a written description of the project limits if available.

Funding Sources: This section identifies project funding sources that have been approved or will be approved with adoption of this CIP.

Project Description: This is a detailed description of the project.

G-2: CITY STANDARD DETAILS UPDATE

Project No.
N/A

Status:
In process.

Estimated Project Cost:
$100,000

Project Limits:
N/A

Funding Sources:
Eligible Funding Source: WOF, SOF, Measure J, Gas Tax, IRRF, PDF
Identified Funding Source: $32,000 WOF, $11,000 SOF, $26,000 Gas Tax, $31,000 PDF

Project Description:
The Pittsburg Standard Details were last updated in 2014, with a partial update. Since that time the City has undertaken an update to the Pittsburg Standard Specifications. The update to the Standard Specifications has initiated the need to update related standard details.

This project will provide for the necessary updates to the Standard Details Updating of the Standard Details, combined with the current Standard Specifications update, will help staff, developers, contractors, and consultants to ensure that the City receives materials, construction methods, and quality assurance that it needs for City owned and maintained infrastructure.

G-3: BUCHANAN ROAD READER BOARD REPLACEMENT PROJECT

Project No.
N/A

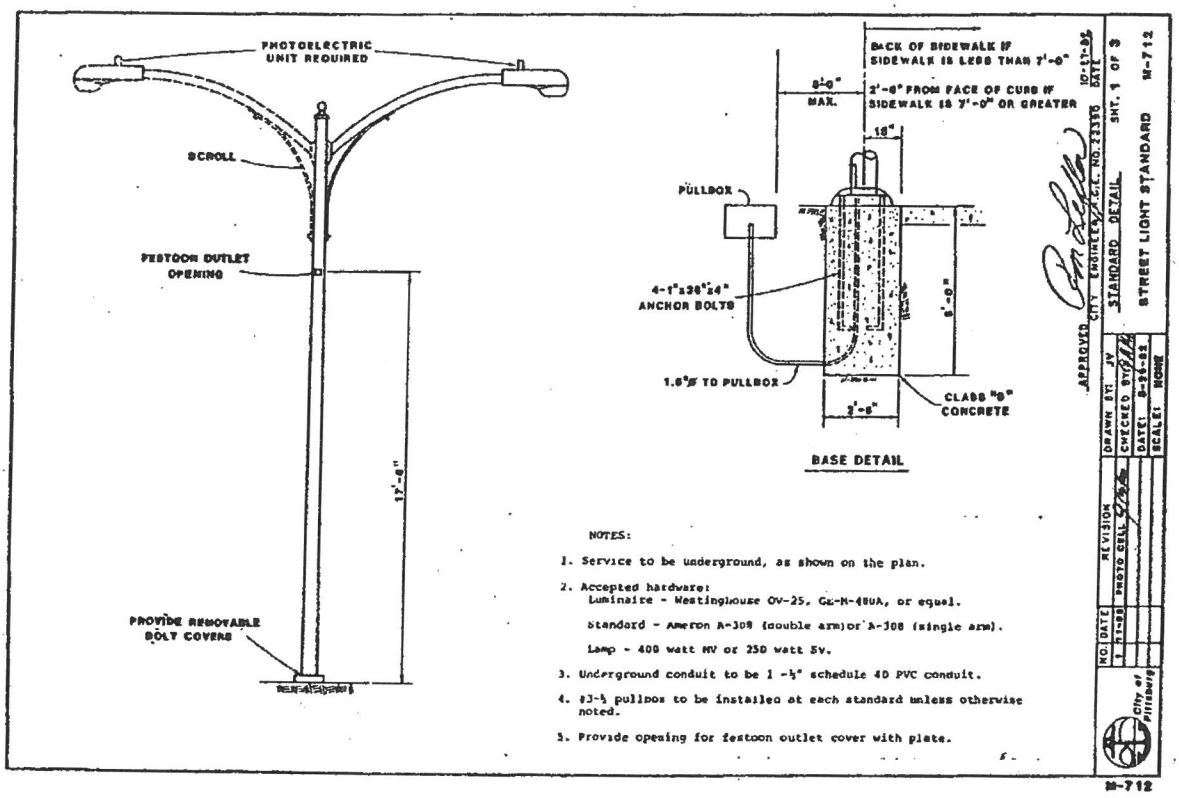
Status:
.

Estimated Project Cost:
$25,000

Project Limits:
Buchanan Road @ Highlands Ranch Park

Funding Sources:
Eligible Funding Source: Gas Tax, IRRF
Identified Funding Source: none

Project Description:
This project will replace the reader board on Buchanan Road in front of Highlands Ranch Park.



G-7: PG&E STREET LIGHT FACILITIES ACQUISITION

Project No.
TBD

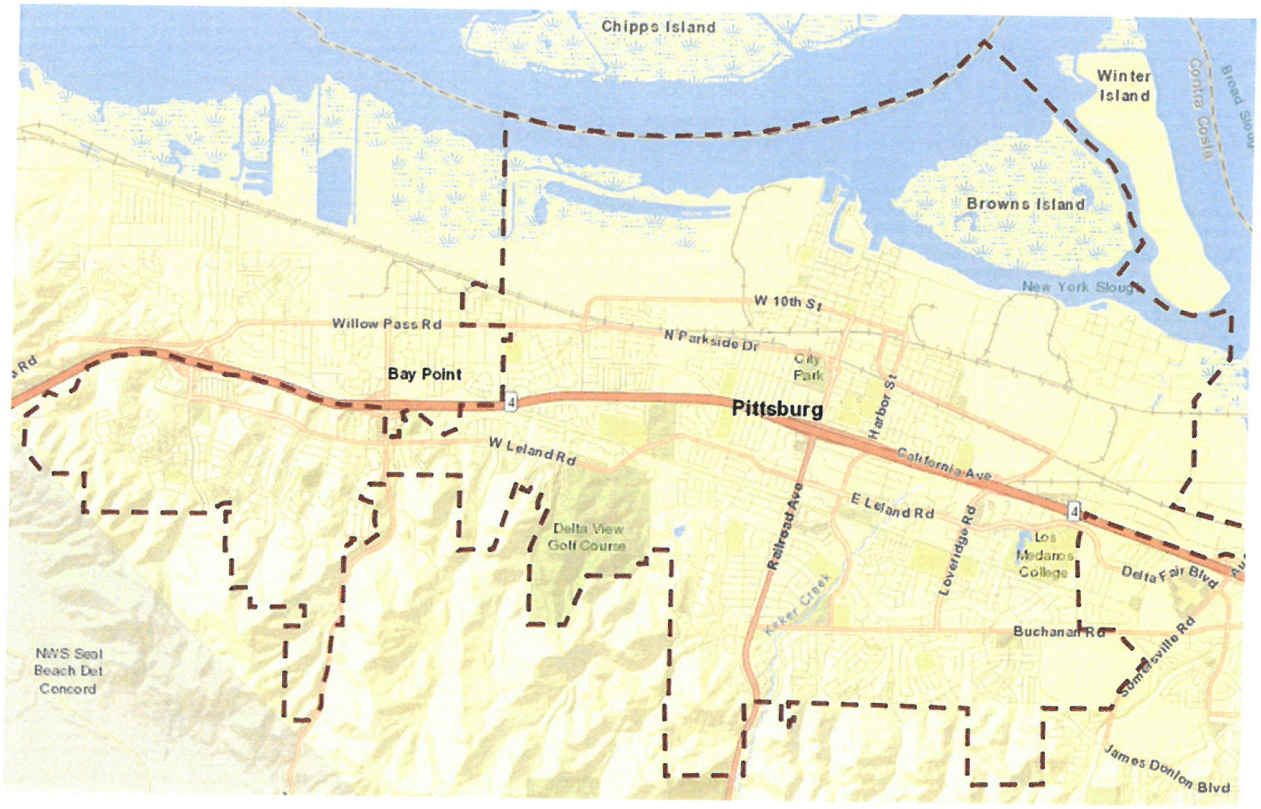
Status:
Awaiting funding

Estimated Project Cost:
$1,050,000

Project Limits:
Citywide

Funding Sources:
Eligible Funding Source:
Identified Funding Source: TBD

Project Description:
This will provide funding to buy out street lights from PG&E so they can be City owned and maintained, instead of the City paying PG&E for maintenance. There are approximately 3,671 PG&E-owned street lights in the City. The City currently owns approximately 32%, or 1,163 of the 4,834 street lights in the City. This project will not only save the City annual operating funds but will allow the Public Works Department to provide improved and more responsive service to street light complaints.



G-9: ADA TRANSITION PLAN UPDATE

Project No.
TBD

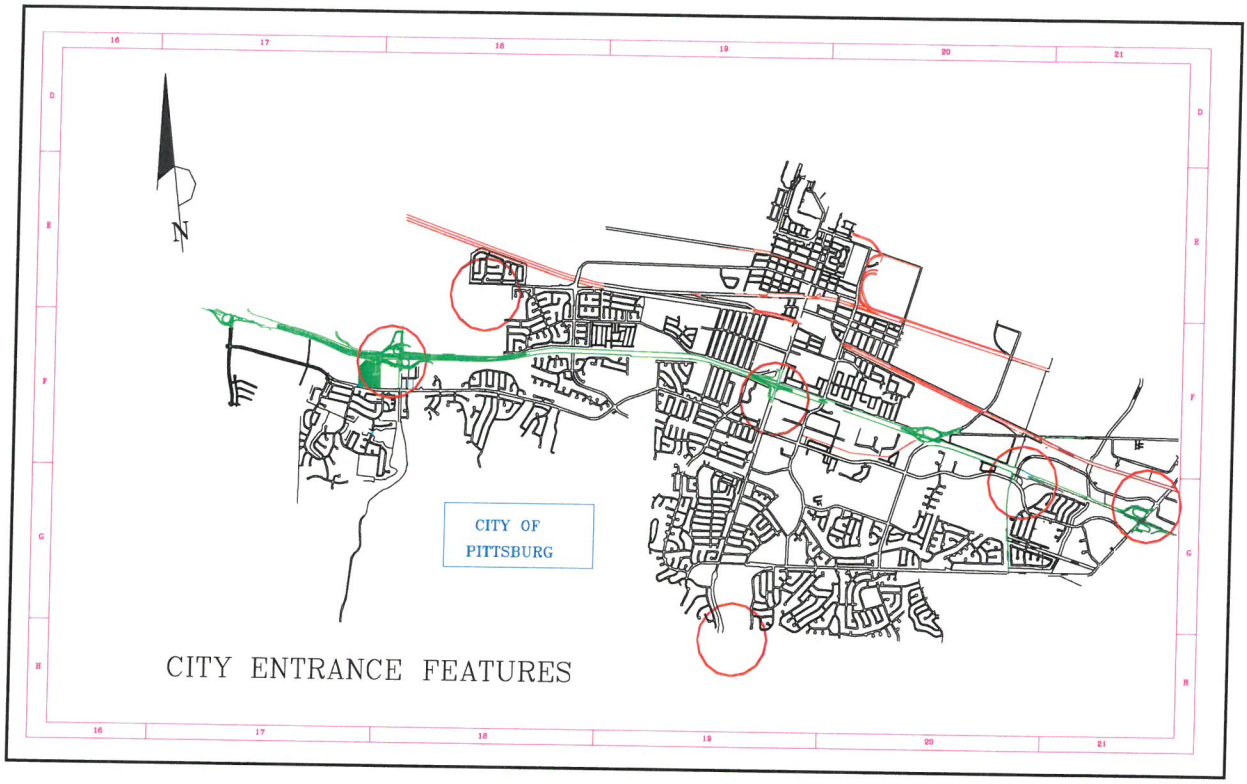
Status:
Awaiting funding.

Estimated Project Cost:
$50,000

Project Limits:
Citywide

Funding Sources:
Eligible Funding Source:
Identified Funding Source: None

Project Description:
This project will survey current City facilities, including public buildings and curb ramps at intersections, to determine whether they are compliance with the Americans with Disabilities Act (ADA). For facilities not currently in compliance, the transition plan prioritizes, identifies funding for, and may establish a broad time line for achieving compliance with current ADA requirements.



G-12: CITY LIMIT ENTRANCE FEATURES

Project No.
BD

Status:
Awaiting funding.

Estimated Project Cost:
$120,000

Project Limits:
City entrances

Funding Sources:
Eligible Funding Source:
Identified Funding Source: TBD

Project Description:
This project will construct entrance features at major entrances to the City.

G-18: WEST LELAND ROAD UNDERGROUND UTILITIES (Railroad Avenue to Crestview Drive)

Project No.
TBD

Status:
Construction Schedule Winter 2019

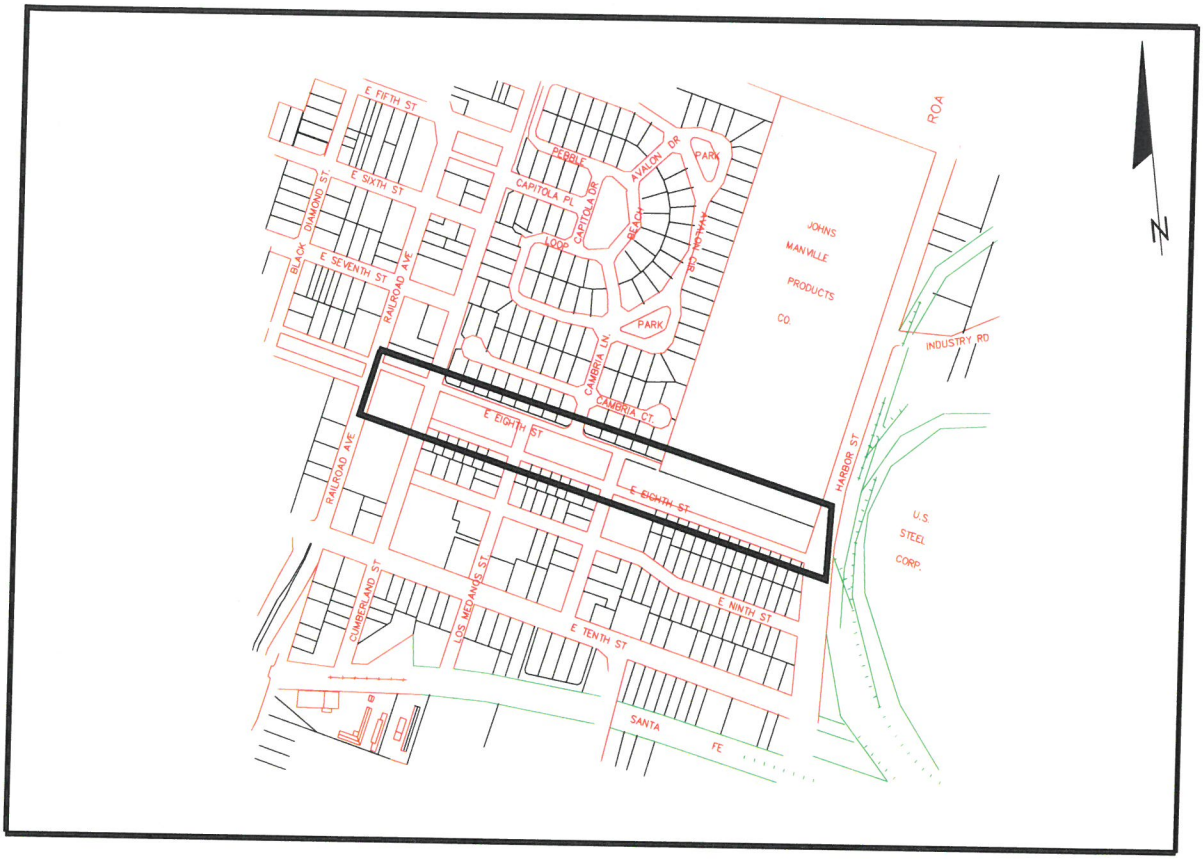
Estimated Project Cost:
$1,400,000

Project Limits:
W. Leland Road (Railroad Avenue to Burton Avenue)

Funding Sources:
Eligible Funding Source: Rule 20A
Identified Funding Source: $1,400,000 Rule 20A

Project Description:
This project will underground the existing overhead utilities along West Leland Road from Railroad Avenue to Crestview Drive.

The project requires obtaining several easements for electrical boxes.



G-25: EAST 8TH STREET UNDERGROUND UTILITIES (Railroad Avenue to Harbor Street)

Project No.
To be determined

Status:
Awaiting Funding

Estimated Project Cost:
$840,000

Project Limits:
E. Eighth Street

Funding Sources:
Eligible Funding Source: Rule 20A
Identified Funding Source: None

Project Description:
This project will remove overhead utilities and place them underground along East Eighth Street and the linear park from Railroad Avenue to Harbor Street.

PITTSBURG POWER PROJECTS

PROJECT DESCRIPTIONS

The CIP includes a general list of projects scheduled during each of the five years of the program, followed by detailed project sheets arranged by project category, such as Streets, Traffic Signals, Water, Sewer, etc. These sheets include information for each project as follows:

CIP Identification Number: (example: ST-5)

ST-#	Street Projects
S-#	Signal Projects
W-#	Water Projects
SS-#	Sewer Projects
SD-#	Storm Drainage Projects
PK-#	Park Projects
B-#	Building Projects
G-#	General Projects
PP-#	Pittsburg Power Projects
M-#	Marina Projects

Project Title: This is the title of the proposed project.

Project Number: A CIP contract or project number will be assigned to the projects as funding is established.

Status: This will indicate the project status if available.

Estimated Project Cost: Project cost estimates are used as place holders for project funding. Cost estimates shown here vary from conceptual project estimates to detailed design estimates. A more detailed cost estimate is prepared during the design phase of each project. Actual costs are unknown until bids are opened.

Project Limits: This is a written description of the project limits if available.

Funding Sources: This section identifies project funding sources that have been approved or will be approved with adoption of this CIP.

Project Description: This is a detailed description of the project.

PP- 1: FY2017-2018 CABLE REPLACEMENT

Project No.:
5814

Status:

Estimated Project Cost:
$250,000

Project Limits:
Island Energy Service Territory

Operation and Maintenance

Funding Sources
Eligible Funding Source: Island Energy Reserves

Identified Funding Source: $250,000 Island Energy Reserves

Project Description:
This project will replace approximately 6,000 feet of electrical cable. This project is expected to improve system reliability.

PP-2: DUCT BANK AND VAULT REPLACEMENTS

Project No.
TBD

Status:
Funded

Estimated Project Cost:
$550,000

Project Limits:
Island Energy

Funding Sources
Eligible Funding: Island Energy Fund (IE)

Identified Funding: $550,000 IE

Project Description:

Specific sections of the Island energy system have been identified for duct bank and vault replacement as being critical for system reliability and "backbone" expansion. The project supports the Lennar waterfront development and the Mare Island "North End" – which includes existing ALCO and EPS customers, and the anticipated City of Vallejo master development north of G Street.

PP-3: UPGRADE STATION 'M' (BLDG 577)

Project No.
TBD

Status:
Preliminary Assessment

Estimated Project Cost:
$180,000

Project Limits:
Railroad Ave. @ H St. – Mare Island

Funding Sources
Eligible Funding Source: Island Energy Capital Reserve Acct.
Identified Funding Source: None

Project Description:

Upgrade Island Energy Station "M" (Mare Island Building 577; 7400sqft) for greater crew accessibility, functionality, security, improved appearance and additional materials / tool storage.

Island Energy ("IE") controls the Station M property through a legacy grant-deed easement from the US Navy. The easement is broad in its description, and describes any easement use as necessarily supporting the operation of the electric and gas utility. Upgrade of Station M is consistent with the grant of easement.

The project scope contemplates and may include architectural assessment and treatments, siding repair/painting, roof repair/painting, window/door replacement and other facility repair or upgrade including new internal/external lighting and security.

Internal space planning will include the addition of crew facilities – changing room, showers, restroom, laundry area and potentially meeting and break area (all potentially indoor-modular applications). A structural deck, in the north-end area above existing inside switchgear and planned crew facilities, will be constructed for materials and tools storage.

PP-4: RE-PURPOSE STATION 'E' (BLDG 801)

Project No.
TBD

Status:
Preliminary Assessment

Estimated Project Cost:
$440,000

Project Limits:
Nimitz Ave. @ 7th St. – Mare Island

Funding Sources
Eligible Funding Source: Island Energy Capital Reserve Acct.
Identified Funding Source: $440,000 IE

Project Description:

Re-purpose Island Energy Station "E" (Mare Island Building 801) from that of an electrical shop, tool and materials storage facility to that of Island Energy's business offices. Materials would be relocated to other IE controlled facilities (Bldgs 516, 577) and the current "Quarter P" business office lease with Lennar would cease.

Island Energy ("IE") controls the Station E property through a legacy grant-deed easement from the US Navy. The easement is broad in its description, and describes any easement use as necessarily supporting the operation of the electric and gas utility. We interpret IE utility office use as being consistent with the easement.

Station E consists of three elements: Shop and storage building of approximately 1,344sqft, an open-air substation, and a secondary building of approximately 1,248sqft.

The project scope includes architectural assessment and treatments, space planning, permitting, addition of windows, doors, skylights and internal build-out to include offices, meeting areas, break room, indoor plumbing, HVAC and related personnel and office appurtenances. Build-out and related costs is estimated at approximately $100/sqft.

PP-5: WATERFRONT AREA RELIABILITY PROJECT

Project No.

Status:
Preliminary Assessment – Phase 1

Estimated Project Cost:
$700,000

Project Limits:
Berth 12 – 18 Mare Island

Funding Sources
Eligible Funding Source: Island Energy Reserves
Identified Funding Source: $700,000 Island Energy Reserves

Project Description:

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

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

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

Utility cost recovery is being contemplated through Customer special rate assessments and other mechanisms.

PP-6: RE-PURPOSE STATION 'N' (BLDG 777)

Project No.
TBD

Status:
Preliminary Assessment

Estimated Project Cost:
$225,000

Project Limits:
Azuar Drive @ O St. – Mare Island

Funding Sources
Eligible Funding Source: Island Energy Capital Reserve Acct.
Identified Funding Source: None

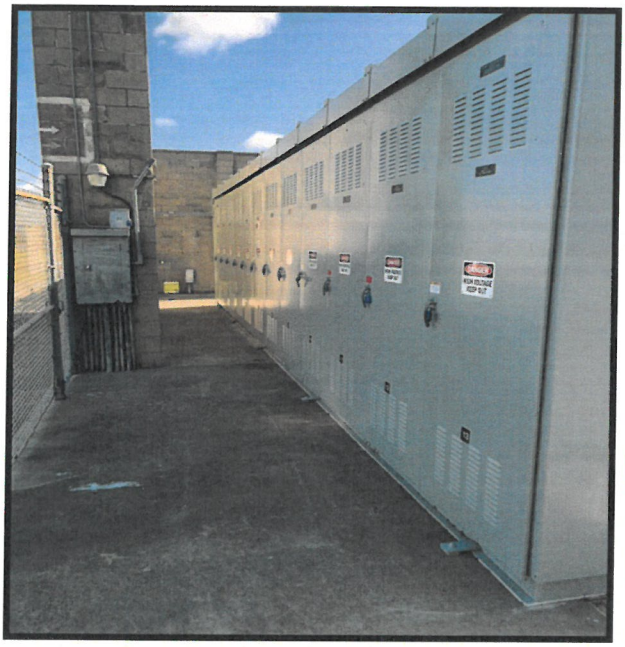
Project Description:

Re-purpose Island Energy Station "N" (Mare Island Building 777) from that of a former substation for use by Island Energy for vehicle, equipment and materials storage.

Island Energy ("IE") controls the Station N property through a legacy grant-deed easement from the US Navy. The easement is broad in its description, and describes any easement use as necessarily supporting the operation of the electric and gas utility. We interpret IE utility office use as being consistent with the easement.

The Station N easement footprint, although ill-defined, is conservatively estimated at approximately 41000sqft. The only existing site encumbrance is the switchgear building (Building 777) of approximately 400sqft.

The project scope includes permitting, site demo and civil works, fencing, yard and area lighting, site paving, foundations and slab floor, a [5000 sqft] modular structural steel building; internal build-out to include equipment/tools areas, crew room with indoor plumbing and facility security systems. Build-out and related costs is estimated at approximately $45/sqft (building footprint as base for cost).



PP-7: STATION H KWH METERING EQUIPMENT

Project No.
TBD

Status:

Estimated Project Cost:
$80,000

Project Limits:
Azuar Drive at O Street. – Mare Island

Funding Sources
Eligible Funding Source: Island Energy

Identified Funding Source: $80,000 Island Energy IE

Project Description:

Installation of new KWH per-phase circuit metering devices to better assess Island Energy system load demands and losses. This provides functionality for balancing Island Energy system loads and promote a more structured plan for addressing new loads and system expansion.

PP-8 : OUTAGE RECOVERY PROJECT

Project No.

Status:
Funded

Estimated Project Cost:
$520,000

Project Limits:
Mare Island PPC Utility Service Territory

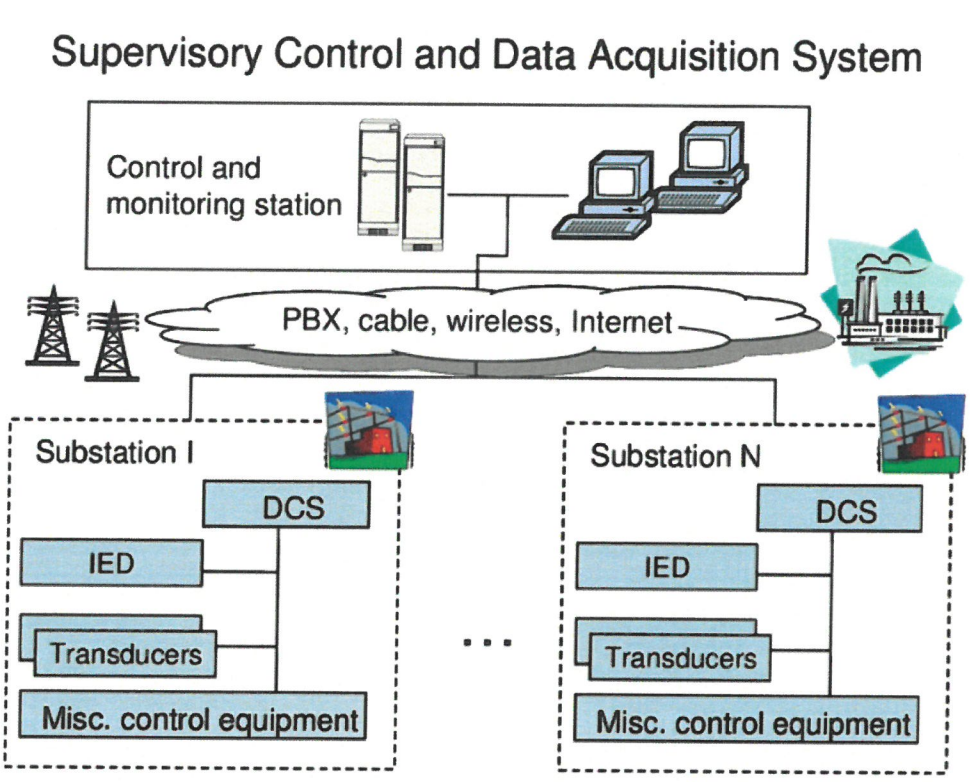
Funding Sources
Eligible Funding Source: Island Energy
Identified Funding: $520,000 IE

Project Description:

To provide ready capital resources to immediately respond to Pittsburg Power Company ("PPC") Utility electrical and natural gas outages in the interest of the timely restoration of Customer services and the assurance of Public Safety.

"Outages" are characterized as the unpredicted failure of Utility equipment, including but not limited to, underground electrical cable faults, breaker failures, transformer failures, gas main line and regulator breaches and other related Utility equipment. Outages can affect small groups of Customers, or all of the Mare Island service territory.

The project scope includes procurement of "Emergency" 3rd party resources, heavy equipment rental, general material procurement and the procurement of repair or replacement facility equipment. Each Outage is unique, and demands will vary. The CIP 'Estimated Project Cost' assumes three (3) outages at an average expense of $40,000 each – generally seen as the historical average.



PP-9: SCADA SYSTEM INSTALL

Project No.

Status:
Preliminary Assessment

Estimated Project Cost:
$600,000

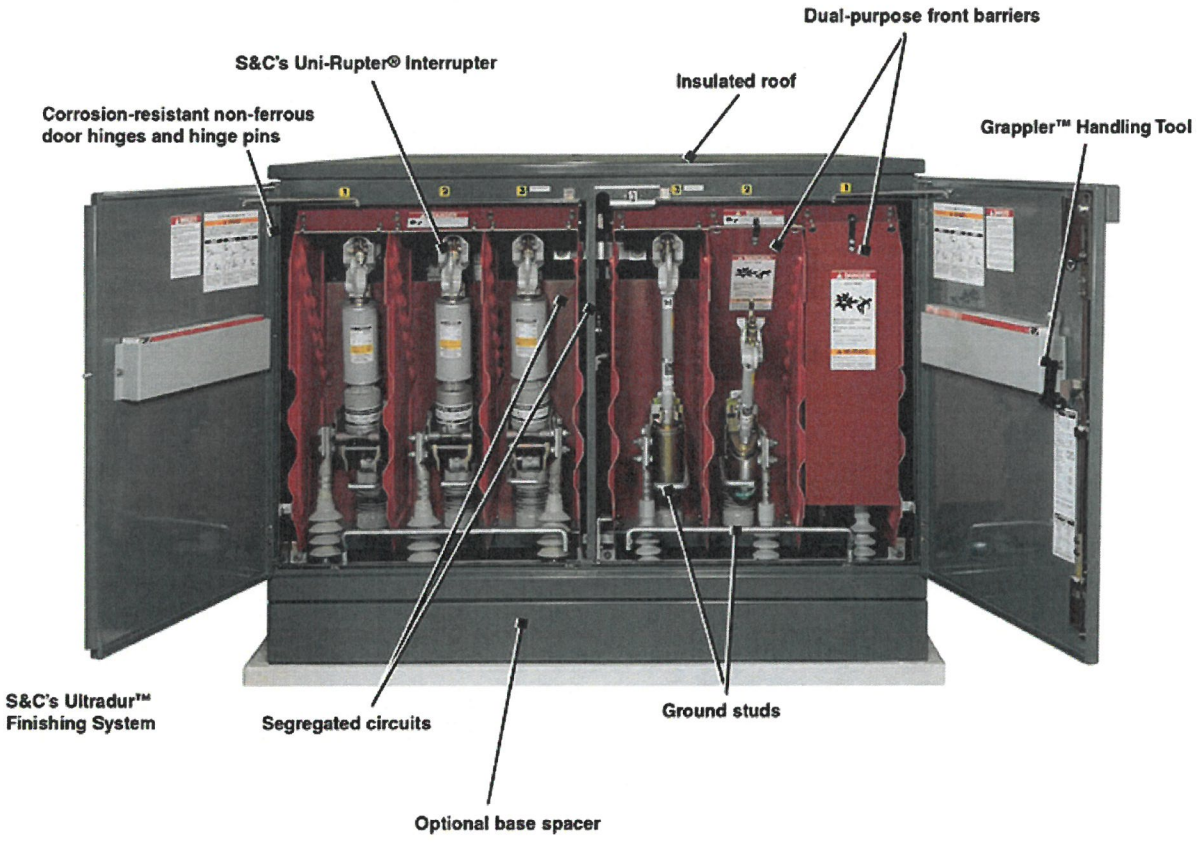
Project Limits:
Multiple Substations - Mare Island

Funding Sources
Eligible Funding Source: Island Energy Capital Reserve Acct.

Identified Funding Source: none

Project Description:

Install utility Supervisory Control and Data Acquisition System (SCADA).



PP-10: RA REPLACEMENT PROJECT

Project No.

Status:
Preliminary Assessment

Estimated Project Cost:
$320,000

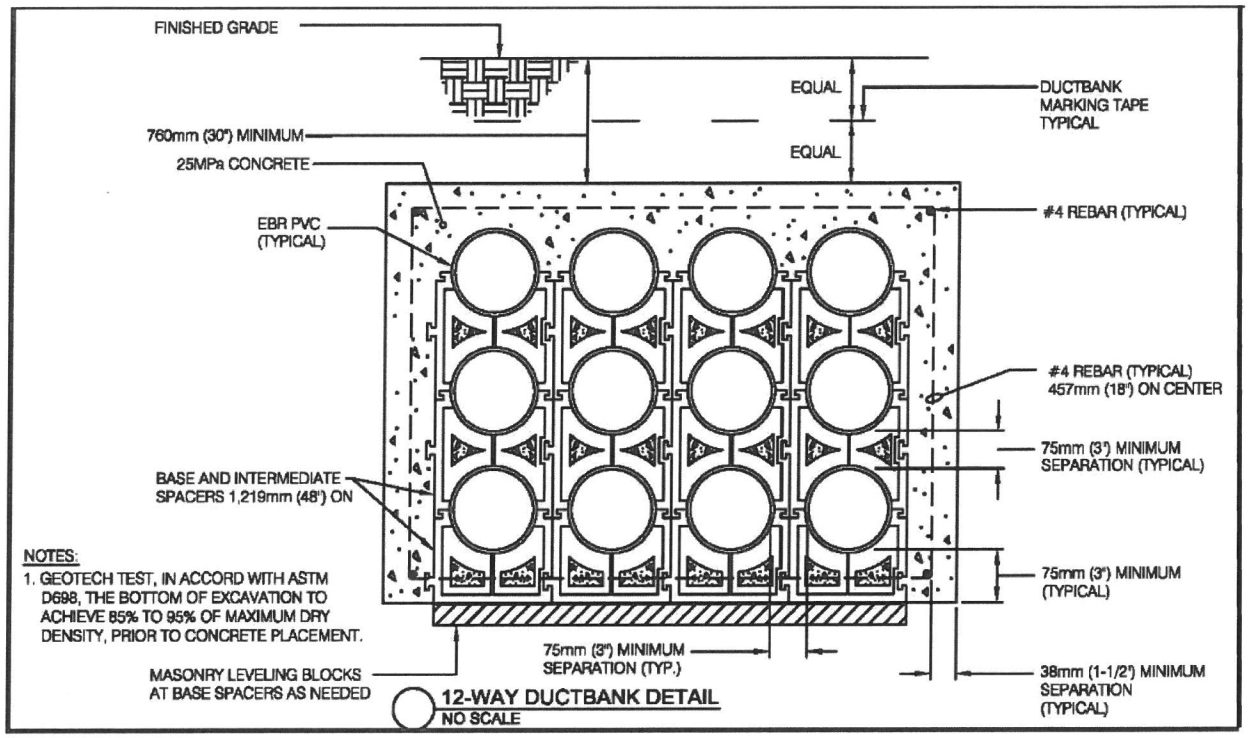
Project Limits:
Mare Island

Funding Sources
Eligible Funding Source: Island Energy Capital Reserve Acct.

Identified Funding Source: none

Project Description:

Replace up to ten (10) RA assemblies with new PME devices



PP-11: NIMITZ DUCTBANK RELOCATION

Project No.

Status:
Preliminary Assessment

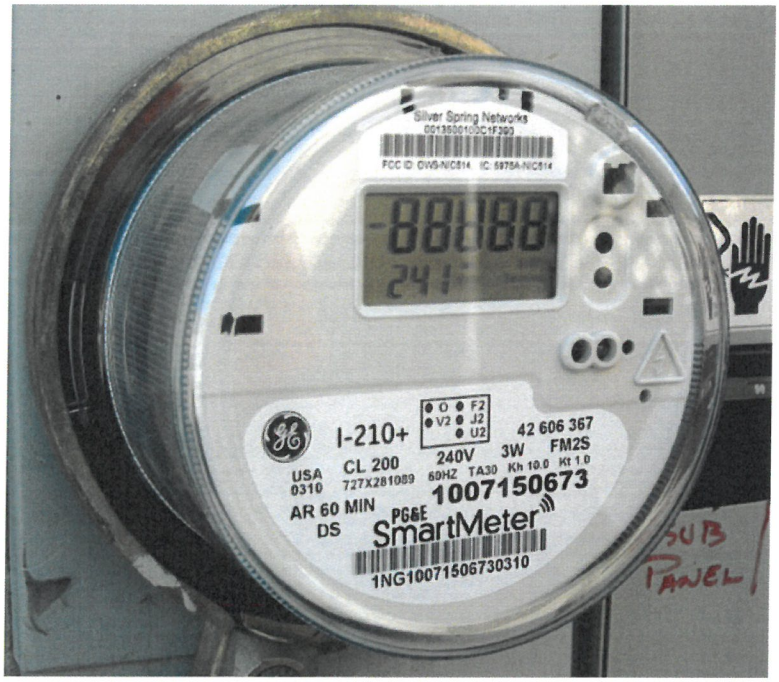
Estimated Project Cost:
$1,000,000

Project Limits:
Nimitz Ave. and Railroad Ave. – Mare Island

Funding Sources
Eligible Funding Source: Island Energy Capital Reserve Acct.
Identified Funding Source: none

Project Description:

Re-locate the Station H to Station E 12kV "Backbone" ductbank from Nimitz Ave. to Railroad Ave.



PP-12: STREET LIGHT METERING PROJECT

Project No.

Status:
Preliminary Assessment

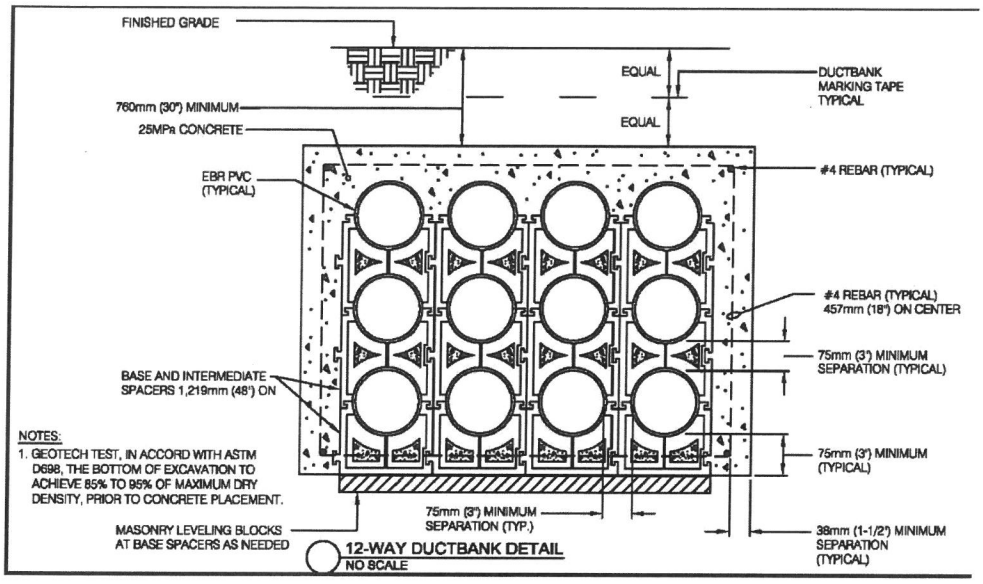
Estimated Project Cost:
$40,000

Project Limits:
Mare Island

Funding Sources
Eligible Funding Source: Island Energy Capital Reserve Acct.
Identified Funding Source: none

Project Description:

Install utility electric revenue meters on up to twelve (12) street light circuits.



PP-13: NORTH ISLAND DUCTBANK RELOCATION

Project No.

Status:
Preliminary Assessment

Estimated Project Cost:
$1,200,000

Project Limits:
Nimitz Ave. and Railroad Ave. – Mare Island

Funding Sources
Eligible Funding Source: Island Energy Capital Reserve Acct.
Identified Funding Source: none

Project Description:

Re-locate the Station M to Station N 12kV "Backbone" ductbank from Railroad Ave. to Azuar Ave.

PP-25: GAS LINE REMOVAL AND REPLACEMENT

Project No.
TBD

Status:

Estimated Project Cost:
$150,000

Project Limits:
Island Energy

Funding Sources
Eligible Funding Source: Island Energy (IE)

Identified Funding Source: $150,000 IE

Project Description:

Remove gas line adjacent to Veteran Affairs (VA) clinic and replace with a line 100 yards south, connecting to existing four-inch pipe adjacent to Murigenics building. Remove steel pipe attached to building 599 and remove above ground steel filter from VA parking area.

MARINA PROJECTS

PROJECT DESCRIPTIONS

The CIP includes a general list of projects scheduled during each of the five years of the program, followed by detailed project sheets arranged by project category, such as Streets, Traffic Signals, Water, Sewer, etc. These sheets include information for each project as follows:

CIP Identification Number: (example: ST-5)

ST-#	Street Projects
S-#	Signal Projects
W-#	Water Projects
SS-#	Sewer Projects
SD-#	Storm Drainage Projects
PK-#	Park Projects
B-#	Building Projects
G-#	General Projects
PP-#	Pittsburg Power Projects
M-#	Marina Projects

Project Title: This is the title of the proposed project.

Project Number: A CIP contract or project number will be assigned to the projects as funding is established.

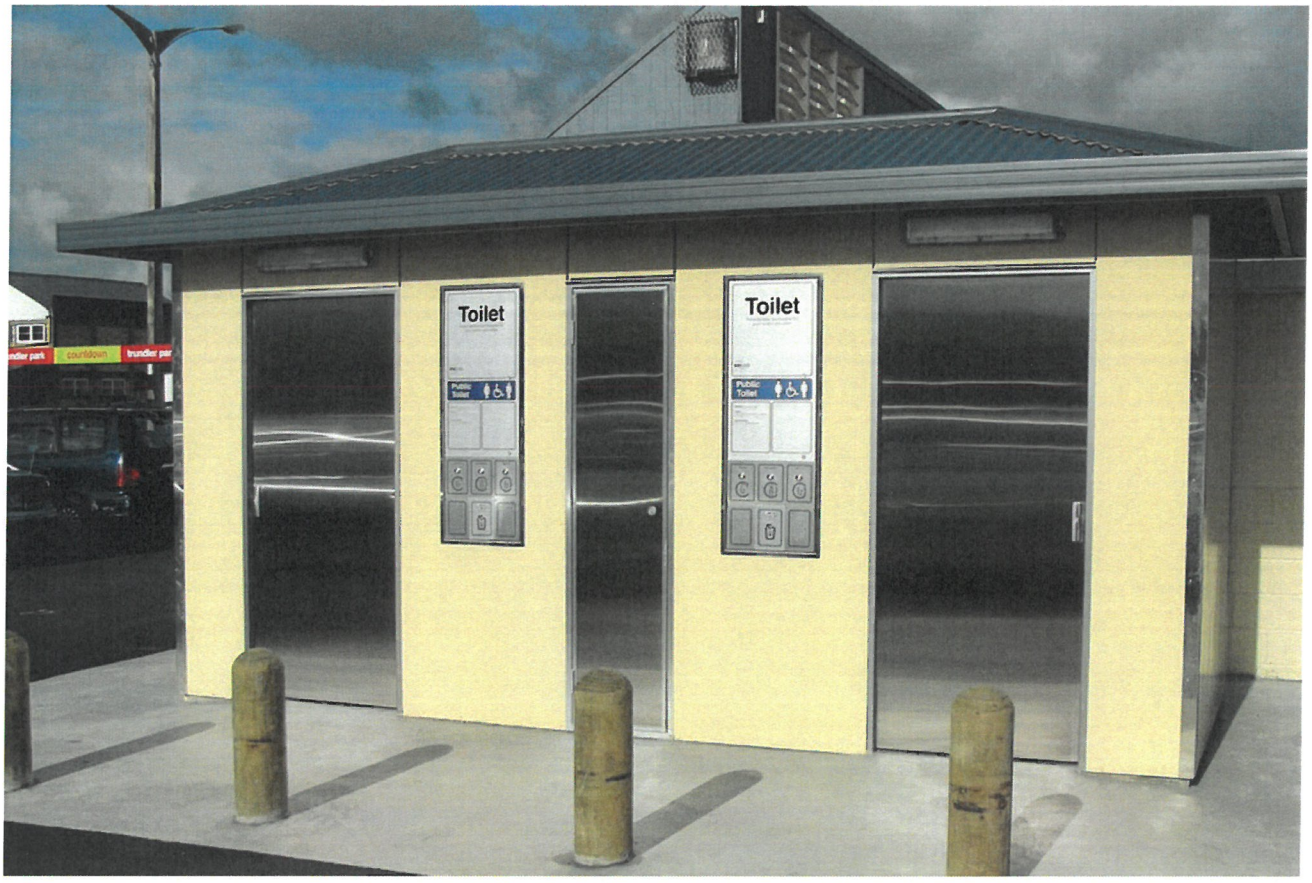
Status: This will indicate the project status if available.

Estimated Project Cost: Project cost estimates are used as place holders for project funding. Cost estimates shown here vary from conceptual project estimates to detailed design estimates. A more detailed cost estimate is prepared during the design phase of each project. Actual costs are unknown until bids are opened.

Project Limits: This is a written description of the project limits if available.

Funding Sources: This section identifies project funding sources that have been approved or will be approved with adoption of this CIP.

Project Description: This is a detailed description of the project.



M-1: PUBLIC BOAT LAUNCH RESTROOM REPLACEMENT

Project No.

Status:
Selected to receive grant funds. Council to accept/decline award on 4/2/19.

Estimated Project Cost:
$564,000

Project Limits:
Just east of the public boat launch ramps.

Funding Sources
Department of Parks and Recreation
Division of Boating and Waterways Recreational Boating Facilities Grants

Project Description:
Demolish and replace the existing public boat launch restrooms with a prefabricated, vandal resistant, twin ADA-accessible restroom. Constrcut a concrete ADA-accessible path of travel from the new restrooms to all three public boat launches. Includes landscaping, minor parking lot fixes, striping and signage.

M-3: 2017-2027 MARINA MAINTENANCE DREDGING (FORMERLY RIVERVIEW BASIN DREDGE PROJECT)

Project No.
5400

Status:

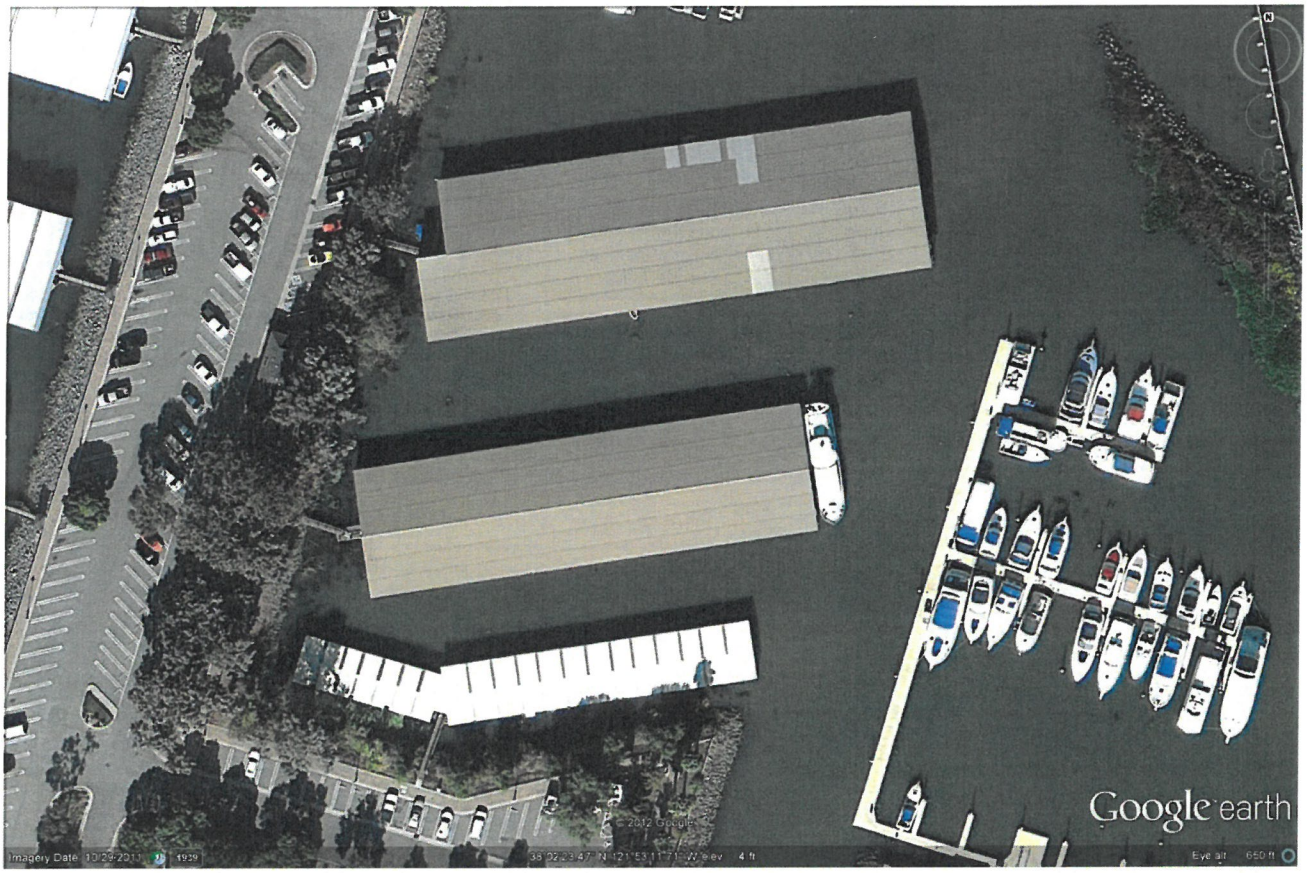
Estimated Project Cost:
$10,500,000

Project Limits:
Pittsburg Marina

Funding Sources
Eligible Funding Source: Marina Enterprise (ME), Waterfront Operations (WO), Grants

Identified Funding: $250,000 ME, $70,000 WO (new funding) and $65,000 WO, $41,208 ME (previously funded)

Project Description:
This general dredge project consists of six areas that will be completed in phases as funding is available and as a need for dredging arises. These areas are Lowy Basin, Riverview Basin, Central Harbor, the public launch ramps, outfalls stemming from the Pittsburg Waterfront, and the New York Landing HOA Residential Channel.



M-4: REPLACE COVERED BERTHS IN CENTRAL HARBOR (SHEDS 1, 2, & 3)

Project No.

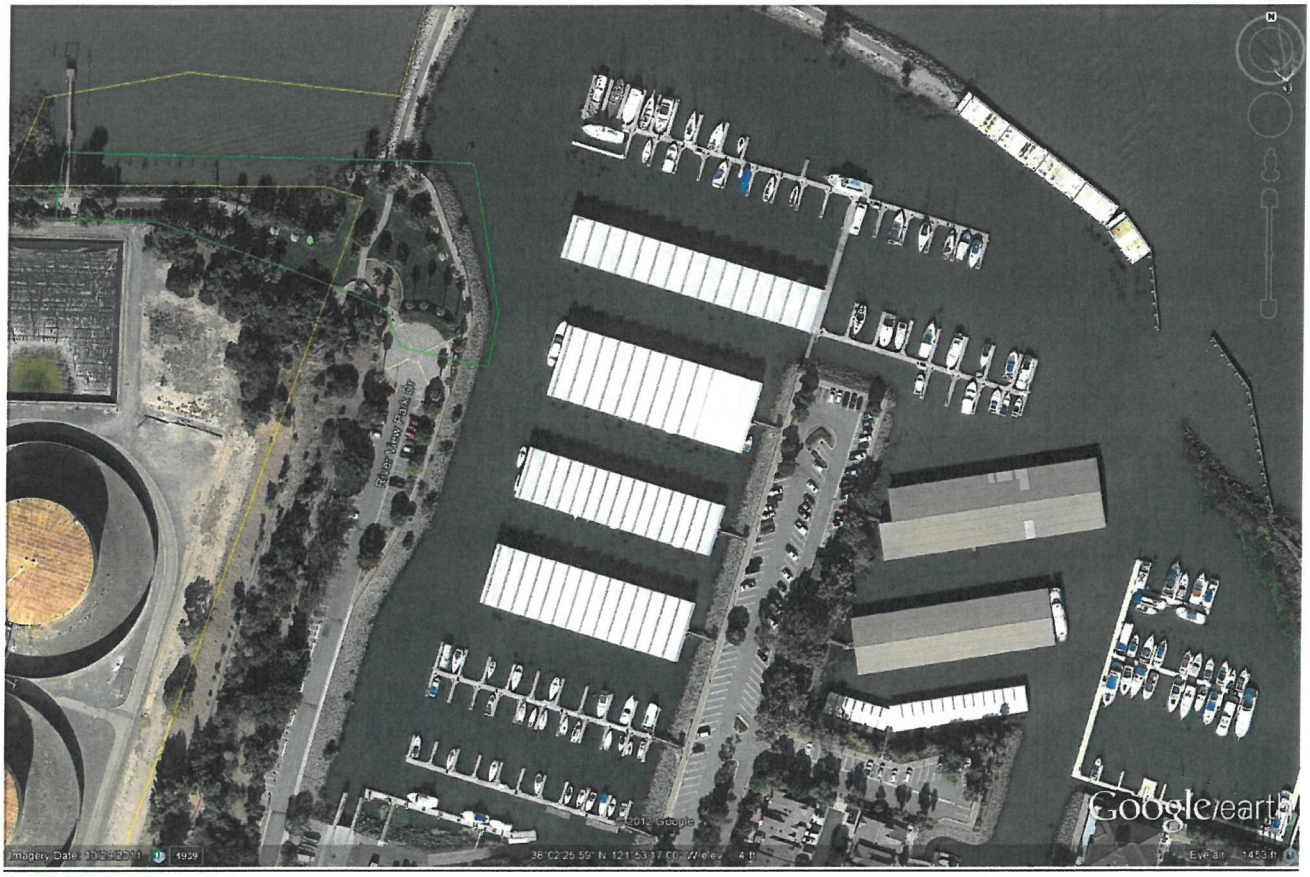
Status:
Awaiting Funding

Estimated Project Cost:
$425,000

Project Limits:
Central Harbor of the Marina

Funding Sources:
Eligible Funding Source:
Identified Funding Source:

Project Description:
Sheds 1, 2, & 3, are the oldest structures in the Marina. They are estimated to be well over 50 years old. In addition to their age, the shed heights create a problem for modern boats with taller fly bridges. The Marina has a waiting list for the newer covered berths, while these older sheds do not fill up. This project will replace deteriorating covered berths in the Central Harbor.



M-5: REMODEL RESTROOMS AND SHOWERS IN RIVERVIEW BASIN

Project No.
TBD

Status:
Awaiting Funding

Estimated Project Cost:
$225,000

Project Limits:
Rivierview Marina

Funding Sources:
Eligible Funding Source:
Identified Funding Source:

Project Description:
As there has been an increase in the live-aboard population at the Marina, the use of facilities has expanded beyond the original design. The number of toilets, sinks, and showers need to be re-assessed. This project will remodel and rehabilitate the showers and restrooms at the Riverview Marina.

M-6: REPLACE RESTROOMS AT THE LAUNCH RAMP

Project No.

Status:
Awaiting Funding

Estimated Project Cost:
$225,000

Project Limits:
Public Launch Ramp

Funding Sources:
Eligible Funding Source:
Identified Funding Source:

Project Description:
The launch ramp public restrooms are in bad condition. This project will replace the restrooms at the public launch ramp off of Marina Boulevard with an approximately 200 square foot restroom facility.

M-7: RESTROOM/SHOWER FACILITY FOR CENTRAL HARBOR

Project No.

Status:
Awaiting Funding

Estimated Project Cost:
$250,000

Project Limits:
Central Harbor of the Marina

Funding Sources:
Eligible Funding Source: Marina Enterprise Fund
Identified Funding Source: TBD

Project Description:
This project will construct restroom and shower facilities for the Central Harbor. This work was originally included with the dock replacement project, but was removed due to funding shortfall.

M-8: MARINA SOUTH PARKING LOT IMPROVEMENTS

Project No.
TBD

Status:
Concept Plan only

Estimated Project Cost:
$50,000

Project Limits:
City Marina's Southern Parking Lot on Marina Boulevard

Funding Sources
Eligible Funding Sources: Gas Tax, Measure J, IRRF, IE, PP, Grants
Identified Funding: none

Project Description:
Repave or seal parking lot A.C. pavement and repair failed areas. Install signage, pavement markers and markings to accommodate vehicles with boat trailers. Project may include removal of trees and construction of concrete curbs.

M-9: LAUNCH RAMP MAINTENANCE DREDGING

Project No.

Status:
unfunded

Estimated Project Cost:
$65,000

Project Limits:
Launch Ramp area

Funding Sources:
Eligible Funding Source: ME
Identified Funding Source:

Project Description:
This project will perform maintenance dredging at the Pittsburg Launch Ramp. This will remove accumulated silt and help prevent boats from touching the bottom of the area with the hull or propeller.

M-10: RIVERVIEW PARK DOCK REPAIRS

Project No.

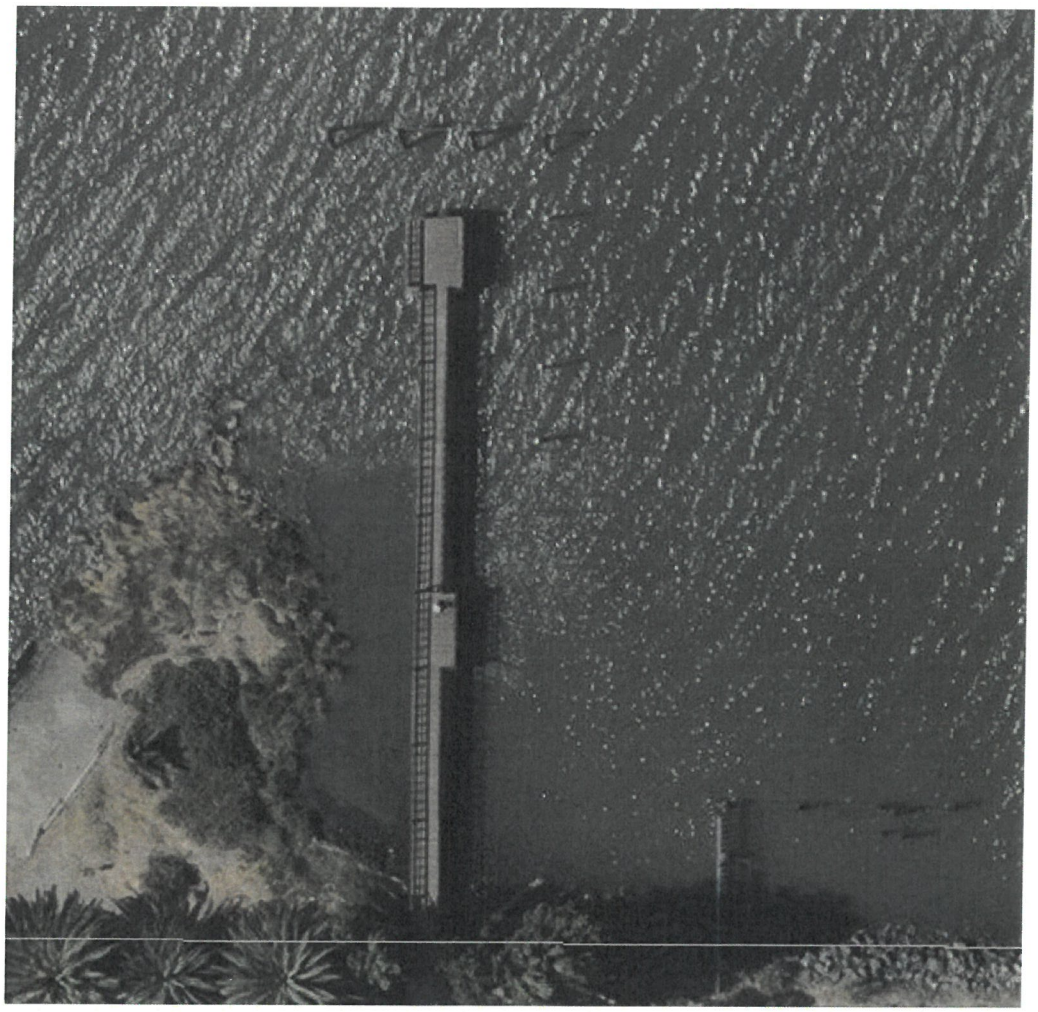
Status:
Awaiting Funding

Estimated Project Cost:
$75,000

Project Limits:
Riverview Park

Funding Sources:
Eligible Funding Source: Marina Enterprise Fund
Identified Funding Source: TBD

Project Description:
This project will increase ease of use for fishermen, enhance amenities like fishing pole holders, wind blockers, and benches, and address damages at the Riverview Park dock.



M-10: RIVERVIEW PARK DOCK REPAIRS

Project No.

Status:
Awaiting Funding

Estimated Project Cost:
$75,000

Project Limits:
Riverview Park

Funding Sources:
Eligible Funding Source: Marina Enterprise Fund
Identified Funding Source: TBD

Project Description:
This project will increase ease of use for fishermen, enhance amenities like fishing pole holders, wind blockers, and benches, and address damages at the Riverview Park dock.

M-11: MARINA INFRASTRUCTURE REPAIR AND REPLACEMENT

Project No.
TBD

Status:
Planning

Estimated Project Cost:
$500,000

Project Limits:
City maintained launch ramps and marinas, Lowy Basin, Central Harbor, and Riverview Basin

Funding Sources
Eligible Funding Sources: Grants, Waterfront Funds, Marina Funds
Identified Funding: $20,000 Marina Enterprise Fund

Project Description:
The establishment of this project is in anticipation for replacement and repair needs of Marina infrastructure above and beyond normal maintenance. Aging infrastructure includes wooden docks 1-3, electrical panels on guest docks, electrical meters, restrooms at Riverview Basin, and more.

CITY OF PITTSBURG
PLANNING COMMISSION
STAFF REPORT
September 24, 2019

ITEM: **Matador Fitness, AP-19-1447 (UP)**

ORIGINATED BY: David Denglere, 2089 Galway Drive, Pittsburg, CA, 94565

SUBJECT: This is a public hearing on a request for approval of a use permit to relocate an existing fitness training gym to a 2,912 square foot unit within an existing 21,952 square foot multi-tenant building located at 2159 Harbor Street, within the Industrial Park (IP) District. APN: 088-391-001.

RECOMMENDATION:

Staff recommends that the Commission adopt Resolution No. 10133 approving Use Permit Application No. 19-1447, subject to conditions.

BACKGROUND:

The applicant currently operates a fitness training gym within an existing industrial building at 510 Garcia Avenue, which would be relocated to 2159 Harbor Street if approved. Matador Fitness was originally established as a home-based business known formerly as Crossfit 777 in early 2013.

PROJECT DESCRIPTION:

Existing Conditions: The industrial park center consists of a one-story building built in 1981 on a 55,321 square foot (1.27 acre) site located at the corner of Harbor Street and Garcia Avenue. The site is bordered by a variety of industrial park centers to the north, east and south, and Faith Worship Center Ministries to the west (Attachment 4).

Proposed Project: The applicant proposes to relocate an existing fitness training gym business from 510 Garcia Avenue into the existing vacant 2,912 square foot tenant space at 2159 Harbor Street. Matador Fitness would provide a mixture of training classes which incorporate Olympic weightlifting, gymnastics, and endurance training principles. Classes would be held in the morning and evening with a mid-day closure in the afternoon. From Monday through Friday, morning classes are proposed to begin at 5:00 a.m. and end at 9:00 a.m. and evening classes would begin at 5:00 p.m. and end at 8:00 p.m. On weekends classes would be held from 8:00 a.m. to 10 a.m. Class attendance is proposed to have a capacity of 5 to 10 people per class with one employee on site.

The floor plan indicates that within the 2,912 square foot tenant space, approximately 519 square feet would be utilized for the reception area, a kids' play room, office and restroom. The rest of the unit would consist of an open workout area where classes

would be conducted and would have minimal equipment on site, including multiple weight areas, wall-mounted pull up structures, and other light fitness equipment for participants use. The existing conditions of the industrial park complex is outlined in Attachment 5. No exterior modifications are proposed or required to the existing building with this application.

GENERAL PLAN/CODE COMPLIANCE:

General Plan/Zoning: The General Plan designation for the site is *Business Commercial,* and the zoning is IP (Industrial Park) District. The project site is also located within the 'Los Medanos Industrial Center' sub area of the Railroad Avenue Specific Plan (RASP); however, the RASP policies are only advisory for this site since it lies outside of the RASP PD (Planned Development) zoning.

The proposed use of a health/fitness club and/or gym falls under the use classification of "Commercial Recreation and Entertainment, within a building," as defined by section 18.08.080(9)(a) of Pittsburg Municipal Code (PMC). In accordance with PMC section 18.52.010, commercial recreation uses within a building and within the IP District are allowed subject to the approval of a use permit.

Parking and Circulation: 2159 Harbor Street site has a total of 47 existing parking stalls in the shared parking lot, which has a reciprocal access agreement with the easterly property owner. PMC section 18.78.040 outlines off-street (on site) parking requirements for gym/health club uses, stating that there be at least one space per 250 square feet of building. Since the tenant space is 2,914 square feet, 12 spaces are required for Matador Fitness. The surrounding tenants and the neighboring building (which share the parking lot) contain a mix of custom industrial and wholesaling and storage uses, which are parked at a low impact calculation of one per 1,000 square feet, requiring a total of 31 stalls, leaving ample spaces between the two buildings for the 12 parking spots required for Matador Fitness. Additionally, it is expected since Matador Fitness would be closed during the mid-morning to late afternoon hours, the site would not be negatively impacted during the primary operational hours of the surrounding industrial businesses.

Required Findings: In accordance with the Pittsburg Municipal Code (PMC) section 18.16.040, a use permit may be granted only if the Planning Commission can make findings that the project:

A. is in accord with the objective of PMC Title 18 (Zoning), 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 identified in the General Plan and any 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 the light of taxation and spending constraints 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 Friday, September 13, 2019, notice of the September 24, 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, to existing tenants in the building, to local service agencies expected to provide services to the business, 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 "Mosaic Apartment" Nextdoor neighborhood.

ANALYSIS:

Staff believes the Commission can make the findings required to grant approval for the proposed fitness training gym as proposed. A health/fitness club is a use that generally promotes and encourages healthy living within the community. The use is appropriate for the proposed location in that it would occupy a currently vacant tenant space within an existing industrial park located in the 'Los Medanos Industrial Center' sub area of the

Railroad Avenue Specific Plan. The use would consistently have class participants entering and exiting the business to maintain consistent pedestrian traffic to what is envisioned as a high-density transit area within a one-quarter mile of the Pittsburg Center eBART station located at Railroad Avenue and State Route 4, and it would also create additional 'eyes on the street,' which is a principle designed to discourage undesirable activity in the area. All these factors show that the use should ultimately result in positive benefits that are consistent with development goals for the immediate area.

ACTION REQUIRED:

Move to adopt Resolution No.10133, approving Use Permit Application No. 19-447, subject to conditions.

ATTACHMENTS:

1. Proposed Resolution No. 10133
2. Proposed Plans, date stamped August 19, 2019
3. Business Plan & Site Photos
4. Surrounding Uses
5. Development Standards
6. Public Hearing Notice and Vicinity Map

Prepared by: Trishia Caguiat, Associate Planner

Attachment 1

PROPOSED
BEFORE THE PLANNING COMMISSION OF THE CITY OF PITTSBURG

In the Matter of:

Resolution Granting a Use Permit to Relocate an Existing Fitness Training Gym to 2159 Harbor Street, for "Matador Fitness, AP-19-1447." APN 088-391-001.	))))	Resolution No. 10133

The Planning Commission DOES RESOLVE as follows:

Section 1. Background

A. On July 23, 2019, David Deglere filed Use Permit Application No. 19-1447, requesting approval of a use permit to relocate a fitness training gym to a 2,912 square foot unit within an existing 21,952 square foot multi-tenant building located at 2159 Harbor Street, within the Industrial Park (IP) District. APN: 088-391-001.

B. The proposed project conforms with the applicable General Plan land use designation of "Business Commercial" and the applicable goals and policies of the Pittsburg General Plan, the Pittsburg Municipal Code (PMC), and the Railroad Avenue Specific Plan (RASP).

D. 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.

E. On or prior to Friday, September 13, 2019, notice of the September 24, 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, to existing tenants in the building, to local service agencies expected to provide services to the business, 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 "Mosaic Apartment" Nextdoor neighborhood.

F. PMC Section 18.16.040 specifies that the following findings must be made before approval of a use permit. The Commission may grant approval of a use permit if 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;

5. is consistent with the general plan and applicable specific plan;

6. will not create a nuisance or enforcement problem;

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; and,

9. is consistent with the City's approved funding priorities.

G. On September 24, 2019, the Planning Commission held a public hearing on Use Permit Application No. 19-1447, at which time oral and/or written testimony was considered.

Section 2. Findings

A. Based on the Planning Commission Staff Report entitled "Matador Fitness, AP-19-1447" 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 of a fitness training gym:

a. Is in accord with the objective of PMC Title 18, the purposes of the land use district in which it is located and is appropriate to the specific location, in that the site is located with the IP zoning district, and health clubs/gyms (classified by PMC 18.08.080.9.a, as 'Commercial

Recreation and Entertainment within a Building') are conditionally permitted uses within this land use designation.

b. Is not detrimental to the health, safety and general welfare of the City, in that the use of a health/fitness club generally promotes and encourages healthy living within the community, and the addition of new pedestrian traffic in the area will add additional 'eyes on the street,' which is a principle designed to discourage undesirable activity in the area, and will ultimately result in a benefit for the immediate neighborhood.

c. Will not adversely affect the orderly development of property within the City, in that the business will occupy a currently vacant space located within an existing industrial park in the Los Medanos Industrial Center sub area of the Railroad Avenue Specific Plan.

d. Will not adversely affect the preservation of property values, in that the new use will likely draw new customers to the existing industrial park building, thereby increasing pedestrian traffic on Harbor Street, and not only on site, but for surrounding sites and businesses.

e. Is consistent with the General Plan, where high density development and a broad mix of uses are encouraged. The facility will occupy a currently vacant space located within an existing industrial park and will bring more pedestrian traffic to what is envisioned as a high-density transit area within a one-quarter mile of the eBART station at the Railroad Avenue and State Route 4 intersection.

f. Will not create a nuisance or enforcement problem within the neighborhood, if a condition is added requiring that a minimum of two bicycle parking spaces are provided on site;

g. Will not encourage marginal development within the neighborhood, in that the business will occupy a currently vacant space located within an existing industrial park in the Los Medanos Industrial Center area of the Railroad Avenue Specific Plan. The addition of this use will add new pedestrian traffic in the area and create additional 'eyes on the street,' which is a principle designed to discourage undesirable activity in the area and will ultimately result in a benefit for the immediate neighborhood.

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 imposed by law, 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 are no City funds involved in the project, and approval of the use permit will facilitate expansion of the business to the benefit of the City's tax and job base.

Section 3. Decision

A. Based on the findings set forth above, the Commission hereby approves Use Permit Application No.19-1447, 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 may be modified by the conditions below. Operation of the approved business in a manner inconsistent with this use permit shall be grounds for revocation of the use permit.

2. Bicycle Parking. A bicycle parking area shall be installed on site to accommodate a minimum of two bicycles at any given time. Final design and location of the new bicycle rack shall be subject to review and approval by Planning staff prior to the rack's installation, and the rack shall be installed prior to the issuance of a new certificate of occupancy for the tenant space.

3. Landscape Maintenance. The existing landscaped area in front of the tenant space (fronting Harbor Street) shall be maintained so that the plantings remain healthy and free of weeds.

4. Site Maintenance. The site shall be kept clean and free of all litter, debris and refuse.

5. Signage. This resolution does not approve on-site signage. No permanent wall signs, or temporary, promotional, or event signs and banners may be placed on the site prior to approval by the Planning Division.

6. 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 Planning Commission Resolution No. 8931 and the conditions identified herein, the specific conditions of this resolution shall apply.

7. Other Agency Requirements. The applicant shall comply with all of the requirements of the City's Community Development Department, Contra Costa County Fire Protection District, Contra Costa Department of Environmental Health, and all applicable local, state, and federal agencies. It is the responsibility of the applicant to contact each local, state, or federal agency for requirements that may pertain to this project.

8. Indemnification. 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.

9. Expiration. This approval will expire on September 24, 2020, unless 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 24th day of September, 2019, by the Planning Commission of the City of Pittsburg, California by the following vote:

AYES:

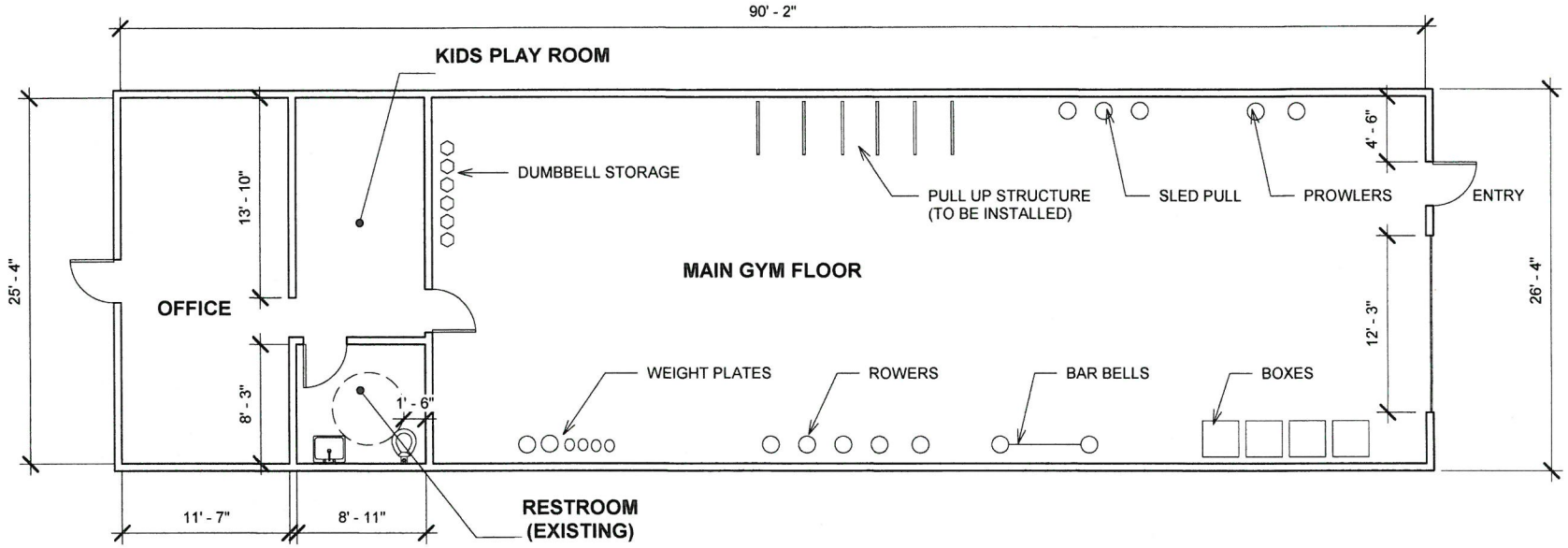
NAYES:

ABSTAIN:

ABSENT:

I hereby certify that the above Resolution No. 10133 was adopted by the Planning Commission of the City of Pittsburg on September 24, 2019.

_____
KRISTIN POLLOT, AICP, SECRETARY
PITTSBURG PLANNING COMMISSION



MATADOR FITNESS

2159 HARBOR ST. PITTSBURG CA 94565

No.	Description	Date

FLOOR PLAN- USE PERMIT

Project number	1
Date	08-11-19
Drawn by	SE
Checked by	Checker

A101

Scale 1/8" = 1'-0"

8/18/2019 4:02:10 PM

Matador Fitness

Executive Summary

Matador Fitness currently operates at 510 Garcia Ave Suite A since 2013. The services offered are personal training and group fitness. Matador Fitness targets an extremely wide range demographic which spans from young children and teens to rehabilitation clients and elite athletes.

Company Information

Matador Fitness is a group of experienced trainers who have been in the fitness industry for over 30 years. Our new clients quickly find out that we are very different from other gyms. First, we don't use machines, we use our bodies to train and move in more ways which it was build for. This approach is far from the industry standard, we know; that is fine for us. Most of our clients will train any where from 3 to 5 days a week. The measured results are based on the number of days clients train in order for them to obtain their goals in being over all fit.

Services

Matador Fitness will be Pittsburg's provide of high-level fitness training facility. Our philosophy is to teach people to move better through practice; to use a novelty and intensity to create a fun environment of constant progress; to maintain education as our primary goal for both coaches and clients.

Operation

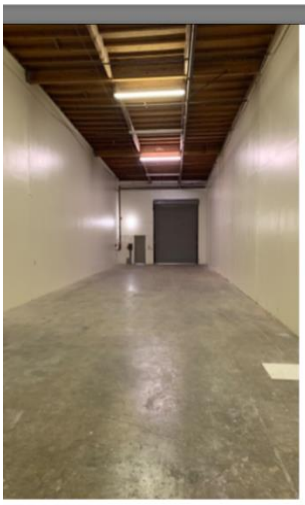
Class Times are
Monday through Friday 5 AM, 8 AM, and 5 PM, 6 PM, and 7 PM
Saturday and Sunday 8 AM to 10 AM

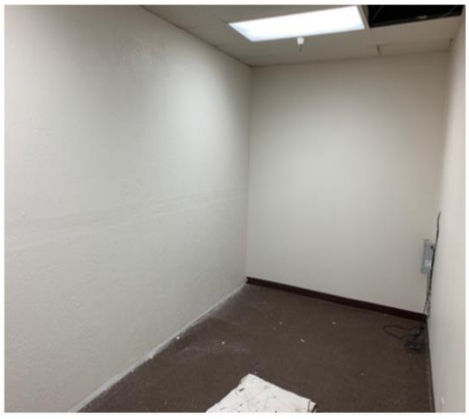
Number of classes
25 classes Monday through Friday, Saturday and Sunday 1 class each day

Maximum Number of People Attending
The maximum number of people attending ranges between 5-10 people

Coaching Staff
Only 1 person will be coaching all the classes

Types of Classes
Olympic Lifting, Gymnastics, and Endurance Classes

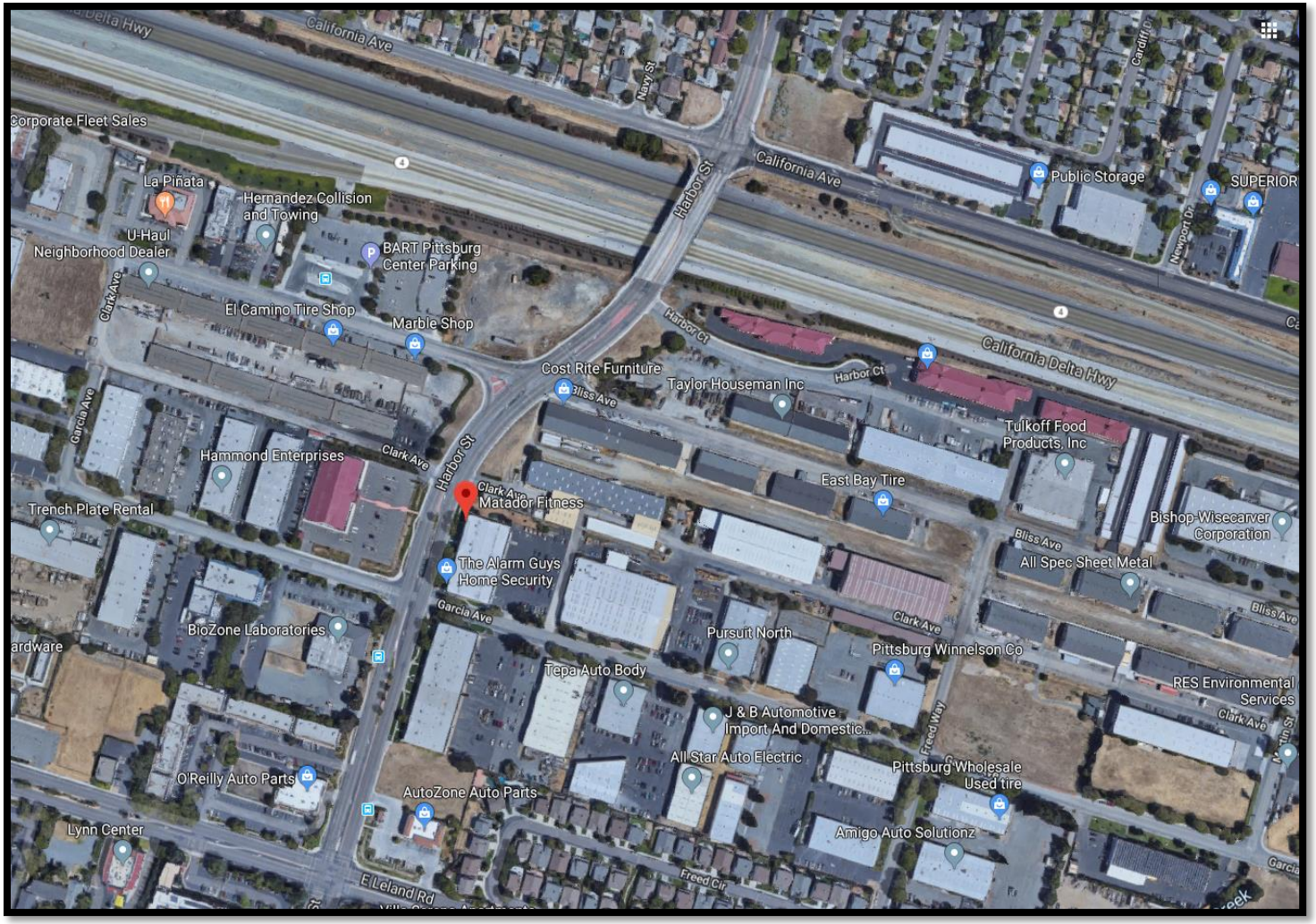




Project Location and Surrounding Land Uses Map

Matador Fitness, AP-19-1447 (UP)

2159 Harbor Street



Property Development Regulations
Matador Fitness, AP-19-1447 (UP)
2159 Harbor Street

Development Regulations: *IP District*	**Requirement:**	**Proposed Project:**
Minimum Lot Area:	15,000 sq. ft.	55,321 sq. ft.
Minimum Lot Width:	80 ft.	190 ft.
Minimum Yards:	-	-
Front:	25 ft.	No Change*
Side	10 ft.	No Change*
Rear:	10 ft.	No Change*
Maximum Height of Structures*:	35 ft.	No Change*
Maximum Lot Coverage:	50%	39%
Maximum Floor-Area Ratio (FAR):	0.8	0.4
Minimum Site Landscaping:	15%	15%
Off Street Parking Requirement:	31 spaces	12 spaces
Bicycle Parking and Storage:	1	2 (conditionally)

*No new buildings or structures are proposed for the site.

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: **September 24, 2019**
TIME: **7:00 p.m.**
PLACE: **City Council Chamber at City Hall**
65 Civic Avenue, Pittsburg, California

Concerning the following matter:

Matador Fitness, AP 19-1447 (UP)

This is a public hearing on an application by David Denglere requesting approval of a use permit to establish a fitness training gym in a 2,912 square foot unit within an existing 21,952 square foot multi-tenant building located at 2159 Harbor Street, within the Industrial Park (IP) District. APN: 088-391-001.

PROJECT PLANNER: Trishia Caguiat, (925) 252-4855 or tcaguiat@ci.pittsburg.ca.us

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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.

Pursuant to Section 65009 of the California Government Code, if you challenge this matter in court, you may be limited to those issues you or someone else raised at the public hearing described in this notice, or in written correspondence on the matter delivered to this agency at, or prior to the public hearing. Any written correspondence delivered to the Planning Division before the hearing body's action on the matter will become a part of the administrative record.

KRISTIN POLLOT, AICP, SECRETARY
PITTSBURG PLANNING COMMISSION

Project Title: Matador Fitness, AP 19-1447 (UP)
Location: 2159 Harbor Street, APN: 088-391-001

CITY OF PITTSBURG
PLANNING COMMISSION
STAFF REPORT
September 24, 2019

ITEM: **680 Garcia Warehouse, AP-19-1421 (UP).**

ORIGINATED BY: Albert Marcu, 1500 Contra Costa Boulevard, Pleasant Hill, CA 94523.

SUBJECT: This is a public hearing on a request for approval of a use permit to legalize a limited warehousing and storage use within an approximately 9,000 square-foot existing building, located at 680 Garcia Avenue, in the IP (Industrial Park) District. APNs: 088-590-001, 002, 003, 004, 005, 006, and 007.

RECOMMENDATION:

Staff recommends the Planning Commission adopt Resolution No. 10132, approving Planning Application No. 19-1421, subject to conditions.

BACKGROUND:

The 9,000 square foot building includes six suites (A through F) and the site has previously been used for auto oriented uses. Suite A is currently housing “Diablo Valley Motors”, an auto sales use. Suite B has previously housed “Divine’s Custom Interiors”, an auto upholstery use. There have been no business licenses on file for the other suites.

During the 2019 City of Pittsburg Business License Department’s annual discovery/recovery of unlicensed businesses, the department discovered that the property owner of 680 Garcia was renting out the suites in the building for customers to store personal items. The Business License Department sent notice to the property owner and customers of the suites stating that a business license is required for this type of use of the building.

On April 23, 2019, Albert Marcu, the property owner, filed Planning Application No. 19-1421, requesting a use permit to legalize the limited warehouse and storage use on site.

PROJECT DESCRIPTION:

Existing Conditions: The project site is located within the City of Pittsburg, north of Freed Circle, east of Harbor Street, west of Freed Way, and south of Garcia Avenue. The project site is located on an approximately 30,000 square-foot parcel developed with a 9,000 square-foot industrial building, which has been divided into six tenant spaces. The building on site shares a parking lot with 4 other industrial buildings.

Surrounding uses, which share the parking lot with the proposed project, include "Uniworld, LLC", "Uniworld Machinery & Supply Inc.", "Auto Inn" a limited auto repair use, "Sustainable Water Solution LLC", "Green Tech Finishing", "Castle Auto Body and Paint" an auto repair major use, "Roman Trailers & Ironworks" a wholesaling and storage use, "Julf Auto" a limited auto repair use, "M M Ice Cream", and "Fun Day Ice Cream".

The project site is accessed via a shared driveway located off Garcia Avenue.

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 a warehousing and storage use. The property owner, Albert Marcu, has rented out the suites in the building for individuals to store their personal goods. The site plan shows the existing building divided into six suites, A through F, with each suite approximately 1,500 square feet. The parking lot on site has 57 parking spaces available.

GENERAL PLAN/CODE COMPLIANCE:

General Plan: The project site is located in the 'East Leland Subarea' of the General Plan. The project is consistent with the goals of the Loveridge subarea, specifically 2-G-21, in that the proposed project would maintain existing land use patterns. 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 IP (Industrial Park) District. The proposed use falls under the use classification of 'Warehousing and Storage, Limited,' as defined by the Pittsburg Municipal Code (PMC) section 18.08.080(30). Per the schedule in PMC section 18.54.010, this use classification is permitted in the IP District, subject to a use permit.

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

Parking and Circulation: The 680 Garcia site has a total of 57 existing parking stalls located on the parcel. The parking lot has reciprocal access agreement with the northern property owner. Pittsburg Municipal Code (PMC) section 18.78.040 outlines off-street (on site) parking requirements for limited warehousing and storage uses, stating that there be at least one space per 2,000 square feet of building. The building on site is 9,000 square feet, therefore 5 spaces are required for the proposed use.

Landscaping: The project site has landscaping areas located along the south and west property lines, with planting areas for two additional trees within the parking lot, encompassing approximately 10% of the site.

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. Although the proposed project does not meet the minimum required landscaping percentage, it would be conditioned to enhance the existing landscaping onsite to improve site aesthetics.

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.

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 September 14, 2019, notice of the September 24, 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 "Mosaic Apartment" Nextdoor neighborhood.

ANALYSIS:

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

1. Hours of operation shall be limited between the hours of 6:00 a.m. and 10:00 p.m. (Condition No. 3).
2. The business owner shall ensure that no hazardous materials be stored on site. (Condition No. 4).
3. The business owner 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 (Condition No. 7).
4. The business owner shall provide a landscaping plan for existing landscaped areas to enhance the existing landscaped areas, subject to Planning Division approval (Condition No. 9).
5. The business owner shall ensure that the site is maintained in a neat and clean manner at all times (Condition No. 10).
6. There shall be no outdoor storage of any kind on site (Condition No. 11).

With the incorporation of the conditions identified above, the use would not be detrimental to the health, safety, and general welfare of the City. The project would help promote the public health of residents by occupying a site that would otherwise be vacant. The proposed project would provide a new commercial business within the city that would have a positive impact on the City's tax base.

ACTION REQUIRED:

Move to adopt Resolution No. 10132, approving Planning Application No. 19-1421, subject to conditions.

ATTACHMENTS:

1. Proposed Resolution No. 10132

2. Project Plans, dated April 23, 2019
3. Project Location & Surrounding Land Uses Map
4. Property Development Regulations Table
5. Public Hearing Notice/Vicinity Map

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 Allow a Warehousing and Storage Use, located at 680 Garcia Avenue for, "680 Garcia Warehouse, AP-19-1421 (UP)"	))))	Resolution No. 10132

The Planning Commission DOES RESOLVE as follows:

Section 1. Background

A. On April 23, 2019, Albert Marcu filed Planning Application No. 19-1421, requesting a use permit to legalize a limited warehousing and storage use (as defined by PMC section 18.08.080(30)(b)), within an approximately 9,000 square-foot existing building, which is divided into six suites, A through F, at 680 Garcia Avenue, in the IP (Industrial Park) District. APNs: 088-590-001, 002, 003, 004, 005, 006, and 007.

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. 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;

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.

D. 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.

E. On or prior to September 14, 2019, notice of the September 24, 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 "Mosaic Apartment" Nextdoor neighborhood.

F. On September 24, 2019, the Planning Commission held a public hearing on Use Permit Application No. 19-1421, at which time oral and/or written testimony was considered.

Section 2. Findings

A. Based on the Planning Commission Staff Report entitled, "680 Garcia Warehouse, AP-19-1421 (UP)," dated September 24, 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 limited warehousing and storage 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, in that the proposed limited warehousing and storage use is a conditionally permitted use in the IP 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 affecting recycling centers, and conditions are added to require that no hazardous materials be stored on site.

c. Will not adversely affect the orderly development of property within the City, if a condition of approval is added to require there be no outside storage of goods or materials. Further, 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, if a condition of approval is added to there be no outside storage of goods or materials.

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.

Section 3. Decision

A. Based on the findings set forth above, the Commission hereby approves Use Permit Application No. 19-1421, 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. Business License. The business operator shall obtain and maintain a valid business license for the business at all times.

3. Hours of Operation. Business hours shall be limited to the hours of 6:00 a.m. and 10:00 p.m. No access shall be allowed to the individual storage suites outside the normal business hours.

4. Hazardous Materials. The business owner shall ensure that no hazardous materials be stored on site.

5. Idling. The business owner shall ensure that no cars or trucks idle engines while on site.

6. Business Operation Disclosures. The applicant shall provide customers with information identifying the hours of operation for the site, outlining information on prohibited items, and stating that idling of car engines is prohibited. The information may be provided in a handout upon execution of a contract for a storage space or included in a lease agreement.

7. Bicycle Parking. The developer shall maintain permanent, fixed bicycle racks or lockers for a minimum of 1 bicycle. The final design and location of any new bicycle rack(s) shall be subject to review and approval by the Planning Division.

8. Trash Enclosure. The business owner shall construct a trash enclosure on site, sized to a minimum dimension of 14 feet by 17 feet consistent with Appendix 2 of the City of Pittsburg Development Review Design Guidelines (Planning Commission Resolution No. 9864). The enclosure shall be constructed of a masonry material consistent with the main structure and painted to match the main building color. Final design shall be subject to review and approval by the Planning Division prior to the issuance of a Building Permit. The business owner shall maintain regular trash service for the site.

9. Landscaping. Pursuant to PMC section 18.76.060, the applicant shall provide a landscaping plan to enhance the existing landscaped areas to improve site aesthetics. Landscaping plan shall be submitted to the Planning Division for approval.

10. Site Maintenance. The entire 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.

11. Outdoor Storage Limitations. There shall be no outdoor display or storage of any kind.

12. Shipping Containers. The existing shipping containers on site shall only be allowed for storage use in conjunction with this use permit if they are legalized through the design review process, consistent with PMC section 18.36.200, within 60 days of this use permit approval. If design review for the shipping containers is not approved, then they shall be removed.

13. Restriping. The business owner shall restripe the parking lot in accordance with PMC section 18.78 within 60 days of this use permit approval, and striping shall be maintained at all times.

14. Clean Up Methods. The business owner shall practice dry clean-up methods for outdoor sidewalk and parking surface areas, in accordance with the guidelines established by the Bay Area Stormwater Management Agencies Association (BASMAA).

Standard Conditions:

15. 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.

16. 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.

17. 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.

18. Expiration. This use permit will expire on September 24, 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 24th day of September 2019, by the Planning Commission of the City of Pittsburg, California by the following vote:

AYES:

NAYES:

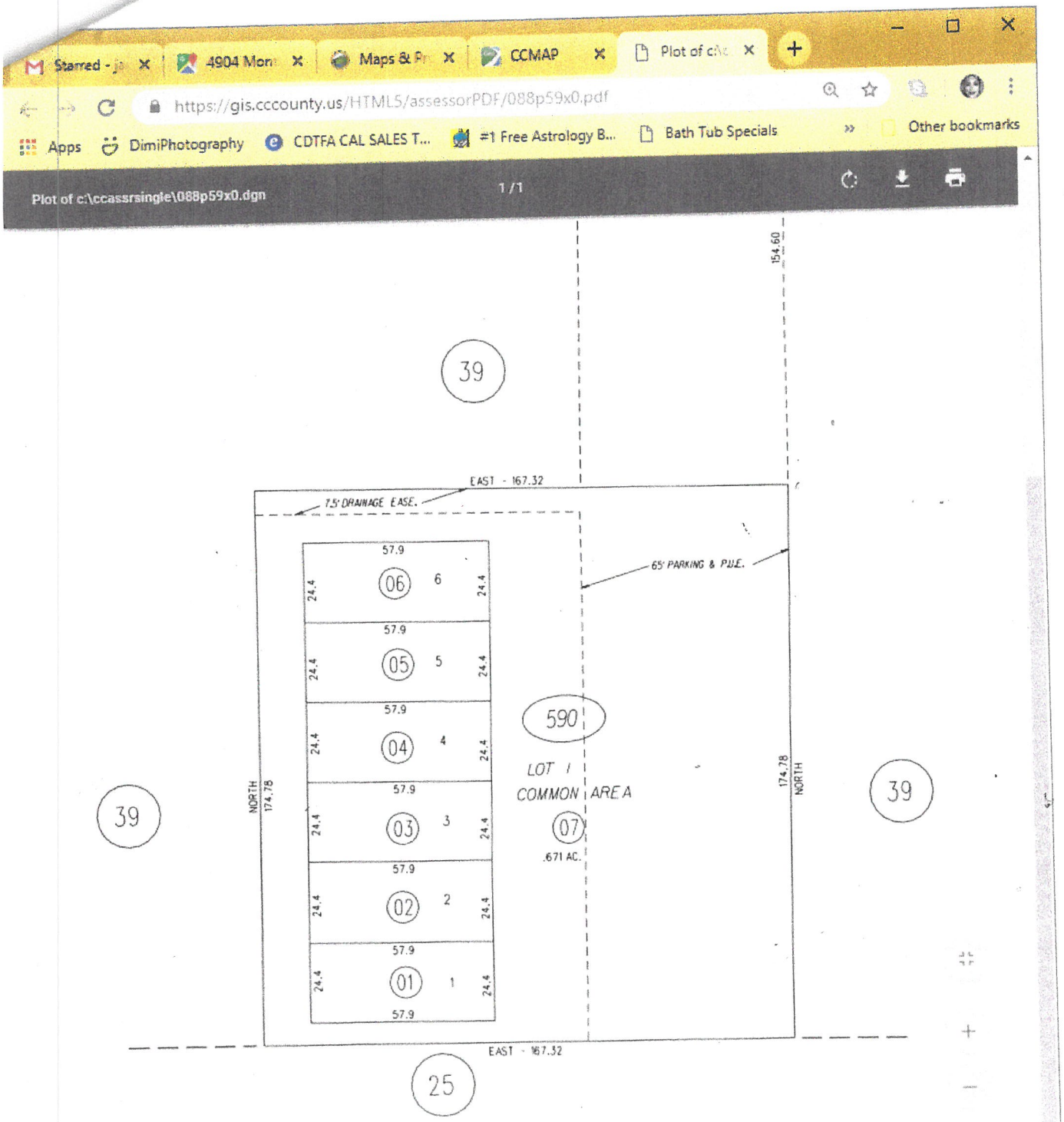
ABSTAIN:

ABSENT:

I hereby certify that the above Resolution No. 10132 was adopted by the Planning Commission of the City of Pittsburg on September 24, 2019.

_____
KRISTIN POLLOT, AICP, SECRETARY
PITTSBURG PLANNING COMMISSION

±176.31'
146'-0"
±176.91'
57'-11"
680 GARCIA AVE
#A
#B
#C
#D
#E
#F
690 GARCIA AVE
±169.64'
0.66 ACRE
PARKING
57 SPACES
8x40
#1 STORAGE
#2 CONTAINERS
PARKING
±174.91'
PARKING
PARKING
FENCE
FENCE
GARCIA AVE
ALBERT MARCH
680 GARCIA AVE
PITTSBURG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39
154.60
EAST - 167.32
7.5' DRAINAGE EASE.
65' PARKING & P.U.E.
57.9
24.4
06
6
05
5
04
4
03
3
02
2
01
1
590
LOT 1
COMMON AREA
07
.671 AC.
NORTH
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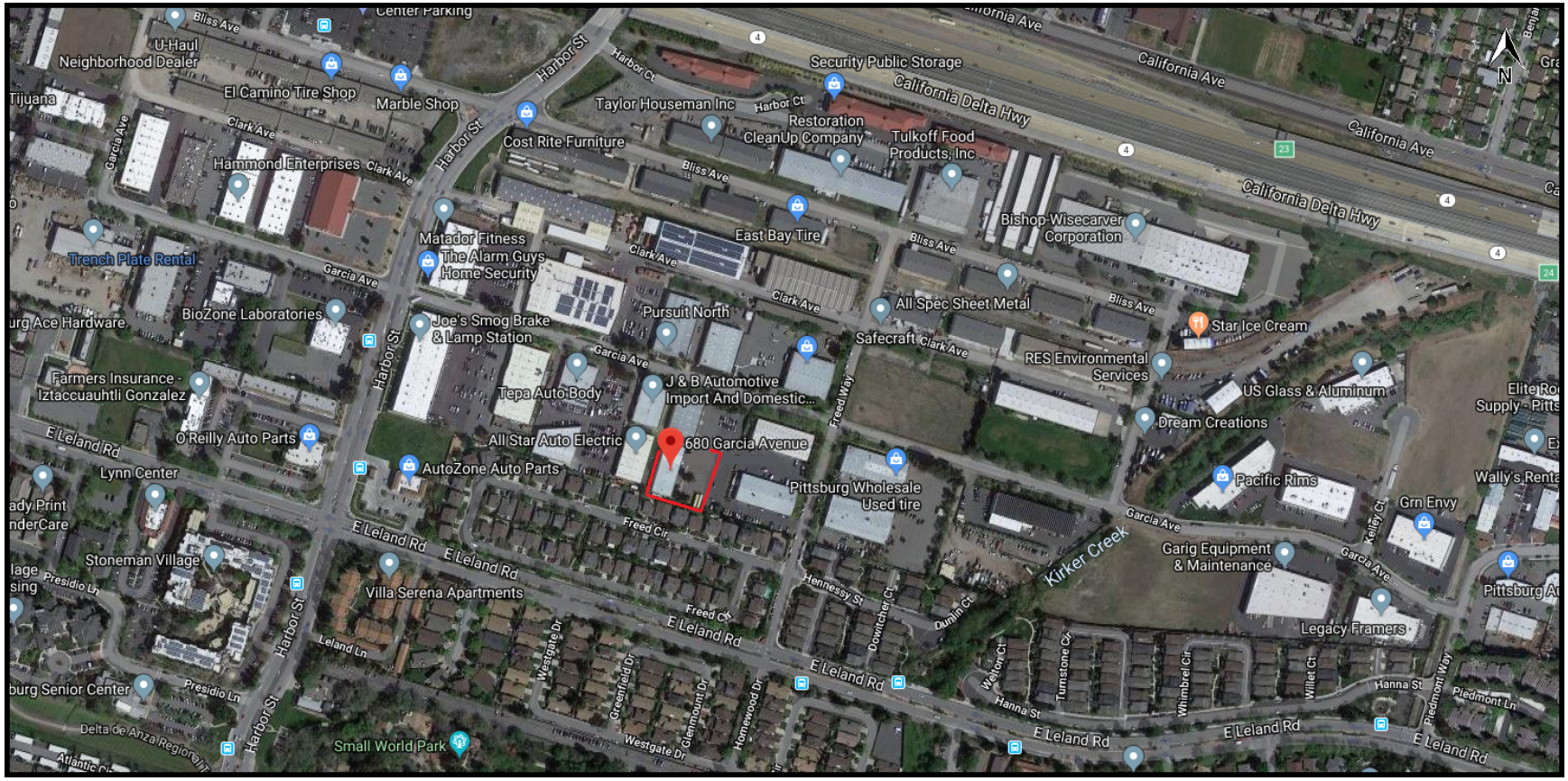
39
39
25
EAST - 167.32

Project Location and Surrounding Land Uses Map

680 Garcia Warehouse

AP-19-1421 (UP)



Property Development Regulations
680 Garcia Warehouse
AP-19-1421 (UP)

Development Regulations: *IG District*	**Requirement:**	**Proposed Project:**
Minimum Lot Area:	15,000 s.f.	Approx. 30,000 s.f.
Minimum Lot Width:	800 ft.	n/a
Minimum Yards:	-	-
Front:	25 ft.	No Change*
Side	10 ft.	No Change*
Rear:	10 ft.	No Change*
Maximum Height of Structures*:	35 ft.	No Change*
Maximum Lot Coverage:	50%	30%
Maximum Floor-Area Ratio (FAR):	0.8	0.44
Minimum Site Landscaping:	15%	10% *(See Compliance section in Staff Report for further discussion)*
Off Street Parking Requirement:	5 spaces	57 spaces
Bicycle Parking and Storage:	1	1 (conditionally)

*No modifications to the existing building are proposed on the site.

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: **September 24, 2019**
TIME: **7:00 p.m.**
PLACE: **City Council Chamber at City Hall**
65 Civic Avenue, Pittsburg, California

Concerning the following matter:

---

680 Garcia Warehouse, AP-19-1421 (UP).

This is a public hearing on a request for a use permit to legalize a limited warehouse and storage use within an existing approximately 9,000-square-foot building, which is divided into six suites (A-F), on an approximately 30,000-square-foot parcel, located at 680 Garcia Avenue, in the IP (Industrial Park) District. APNs: 088-590-001, 002, 003, 004, 005, 006, and 007.

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

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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.

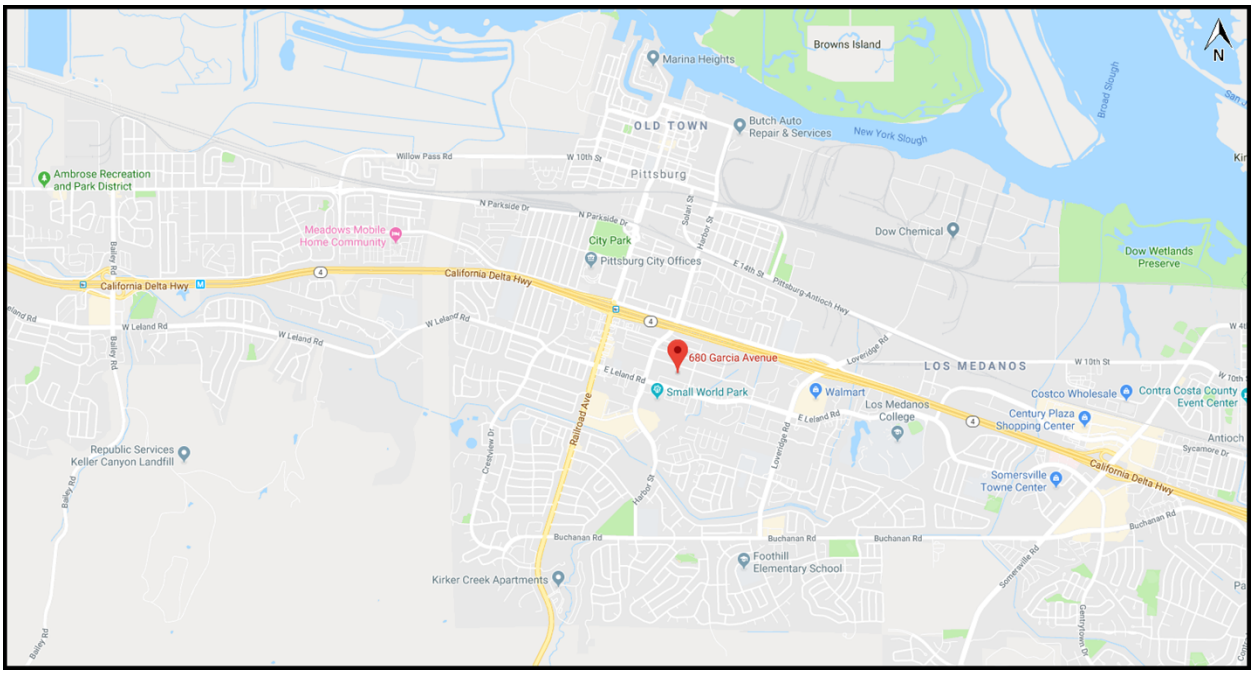
What can I do if I have comments on the project?
Comments or objections to the project can be made by writing or through oral testimony during the public hearing. Written comments citing the project name may be emailed to the project planner listed above, or may be mailed or delivered to: Pittsburg Planning 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.

Pursuant to Section 65009 of the California Government Code, if you challenge this matter in court, you may be limited to those issues you or someone else raised at the public hearing described in this notice, or in written correspondence on the matter delivered to this agency at, or prior to the public hearing. Any written correspondence delivered to the Planning Division before the hearing body's action on the matter will become a part of the administrative record.

HECTOR ROJAS, AICP, SENIOR PLANNER

FOR
KRISTIN POLLOT, AICP, SECRETARY
PITTSBURG PLANNING COMMISSION

Project Title: 680 Garcia Warehouse, AP-19-1421 (UP)
Location: 680 Garcia Avenue, APNs: 088-590-001, 002, 003, 004, 005, 006, and 007



CITY OF PITTSBURG
PLANNING COMMISSION
STAFF REPORT
September 24, 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 continued 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 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.

The public meeting for this item was originally scheduled for August 13, 2019. The meeting was continued to September 10, 2019, and then again to September 24, 2019, upon the applicant's request in order to allow more time to work through the recommended conditions of approval.

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 5 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 6 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 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: The project site is also located within the 'Los Medanos Industrial Center' sub area of the Railroad Avenue Specific Plan (RASP); however, the RASP policies are only advisory for this site since it lies outside of the RASP PD (Planned Development) zoning.

The project conforms with the RASP Goals and Policies, 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.

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.

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.j., IV.m., IV.D.1., and IV.D.2. which encourage, a) all roof mounted equipment be screened completely from view from all public rights-of-way; b) downspouts be designed into the façade of the building; c) roofs to integrate renewable energy generation systems and provide a cool environment; d) roofs to host a renewable energy generation system appropriate to its natural resources; and e) roof be covered with a cool roof underneath any generation structures.

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 7). 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 7)

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 an attachment to this report, and is 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. The August 13, 2019, meeting was continued to September 10, 2019, and then again to September 24, 2019.

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)

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.); b) install downspouts behind building walls (DRDG IV.m.); and c) incorporate a cool roof on the building (DRDGs IV.D.1., and IV.D.2.).

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 September 13, 2019
3. Property Development Regulations Table
4. Development Review Design Guidelines Table
5. Site Photos
6. Map of Surrounding Uses
7. Los Medanos Industrial Park Initial Study
8. 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 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)."	)	Resolution No. 10128

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 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. On August 13, 2019, the Planning Commission held a public meeting for this item; however, the item was continued to September 10, 2019, and then again to September 24, 2019, in order to allow the applicant additional time to work through the recommended conditions of approval.

G. 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. The August 13, 2019, meeting was continued to September 10, 2019, and then again to September 24, 2019.

H. 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.

I. On September 24, 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) submit roof plans to ensure all utility box transformers, backflow preventers, meters, and junction boxes are adequately screened from public view; b) install downspouts behind building walls; and c) 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. 18-1353, 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 September 13, 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 "undeveloped landscape" area located north of Building D and along the southern boundary of the creek, shall remain as-is with existing natural landscape features (i.e. no future pavement extensions shall be permitted in this area). A row of trees (4-5 total, depending on species and spacing) shall be added along the northernmost project boundary along the perimeter of the proposed pavement and future fence alignment. No site development extensions to the north (between the proposed pavement area and the freeway right-of-way) shall be permitted unless it can be demonstrated that the minimum required site landscaping (required by the PMC 18.54.115) can be preserved. A final site layout with proposed additional tree locations and species demarked, shall be submitted for review and approval by the Planning Division prior to the issuance of a building permit.

3. 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 Pittsburg 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.

4. 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 Pittsburg 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.

5. 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 Pittsburg Development Review Design Guidelines (Planning Commission Resolution No. 9864).

6. 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 unless specifically allowed through the issuance of a use permit.

7. 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:

8. 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.

9. 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 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.

10. 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.

11. 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.

12. Biology MM IV-4 (ECCCHCP/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.

13. 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).

14. 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.

15. 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.

16. 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.

17. Geology & Soils MM VII-3. Implement Mitigation Measure VII-1.

18. Geology & Soils MM VII-4. Implement Mitigation Measure V-I.

19. 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.

20. 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.

21. 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.

22. 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.

23. 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.

24. Tribal Cultural Resources MM XVIII-1. Implement Mitigation Measures V-1 and V-2.

Engineering Fees:

25. 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.

26. 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.

27. 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.

28. 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 Pittsburg Local Transportation Mitigation Fee Program Update, copies of which are available from the City.

29. 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.

30. 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.

31. 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:

32. 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.

33. 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:

34. 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.

35. 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:

36. 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.

37. 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.

38. 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.

39. 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.

40. 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.

41. 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.

42. Access Easements. The applicant shall grant the City a blanket easement for maintenance and access of the concrete drainage channel to the east of lots 12 and 13, also known as 2143 Kelly Court (Site for Building "C") and 2103 Kelly Court (Site for Building "D"). This easement shall be dedicated to the City prior to the issuance of any certificates of occupancy for Buildings "C" or "D." This easement shall also provide necessary access and maintenance that may be required for relocation of the sewer line (in accordance with Condition 44 below).

43. Building B Trash Enclosure. The applicant shall record a reciprocal access agreement for the proposed trash enclosure (to be utilized by Building B) to ensure ongoing access to the enclosure is maintained. The agreement shall be recorded prior to the issuance of a building permit for Building B.

44. Sanitary Sewer Easements. The applicant acknowledges that the sidewalk along the southern portion of Building D and portion of Building C is proposed to be constructed within the City's existing sanitary sewer easements. Applicant also acknowledges the existing sewer pipes are aged and close to the end of its useful life. When repairs and or replacement of the sanitary sewer pipe become necessary, the City shall bear the cost of the repairs to the sanitary sewer service line. Any and all restoration work to the building and sidewalk shall solely be the responsibility of the applicant. Applicant shall execute a Revocable Encroachment Permit acknowledging the conditions associated with constructing private improvements within the City's easement, prior to the certificate of occupancy for each building.

Engineering Exactions (CFD inclusion):

45. 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.

46. 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.

47. 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:

48. 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.

49. 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.

50. 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.

51. 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 24th day of September, 2019, by the Planning Commission of the City of Pittsburg, California by the following vote:

AYES:

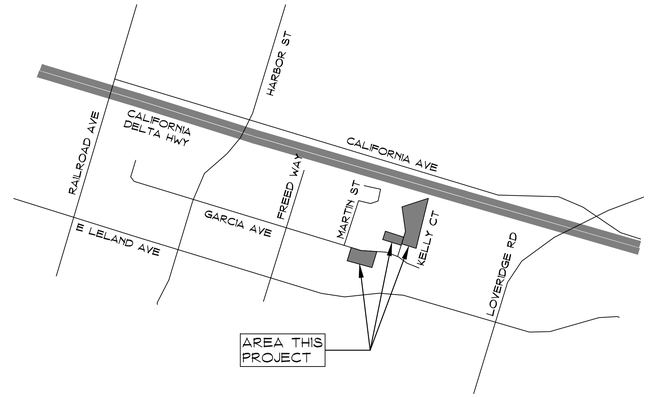
NAYES:

ABSTAIN:

ABSENT:

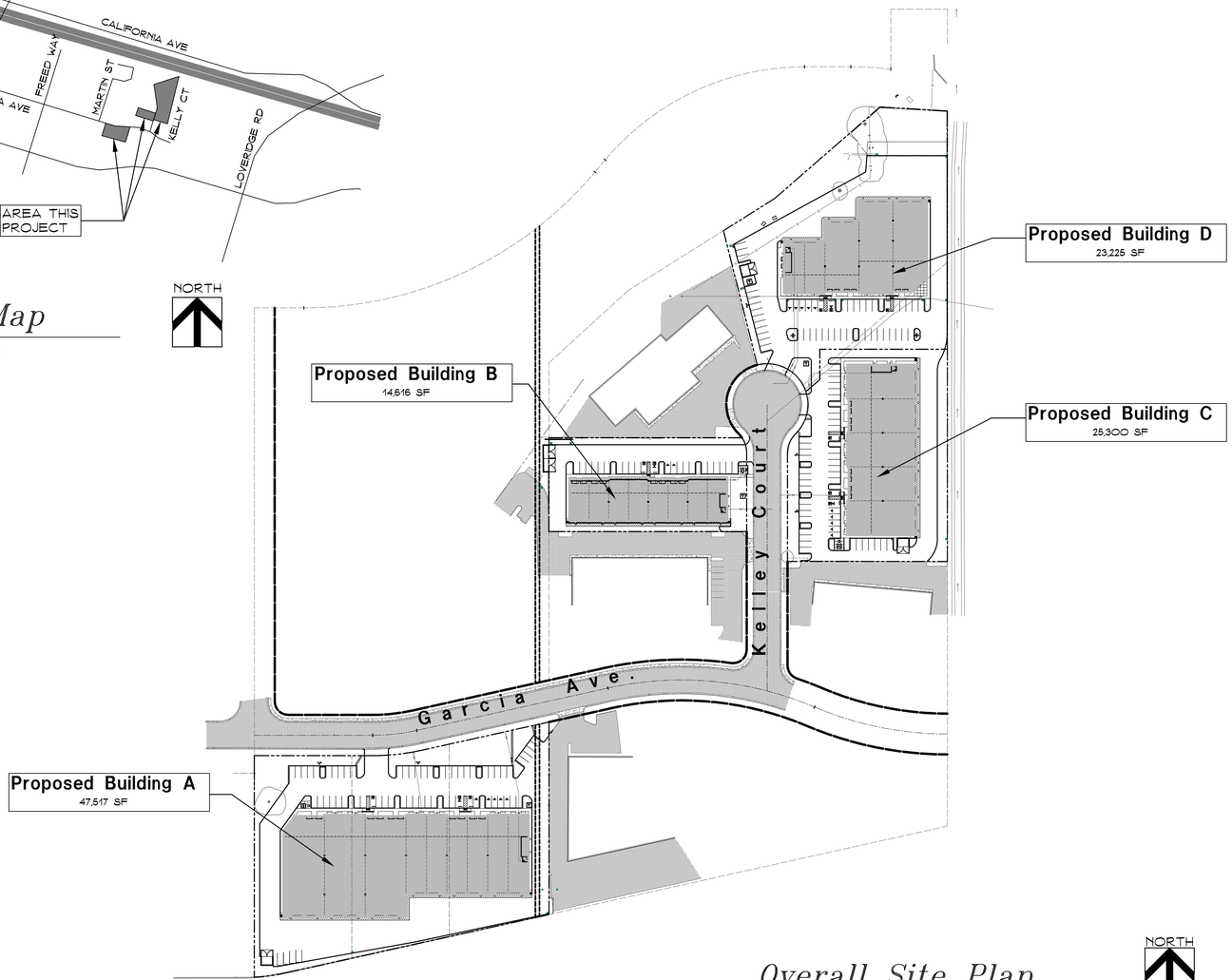
I hereby certify that the above Resolution No. 10128 was adopted by the Planning Commission of the city of Pittsburg on September 24, 2019.

_____
KRISTIN POLLOT, AICP, SECRETARY
PITTSBURG PLANNING COMMISSION



Vicinity Map

NOT TO SCALE



Overall Site Plan

1" = 100'

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:	6
PROVIDED BICYCLE PARKING:	6

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	6286 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:	1.66 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

SHEET INDEX

ARCHITECTURAL

A0.1	OVERALL SITE PLAN / COVER
A0.2	SITE PLAN BLDG A
A0.3	SITE PLAN BLDG B, C & D
A0.4	SITE DETAILS
A1.1	BLDG A FLOOR PLAN
A1.2	BLDG A ELEVATIONS
A2.1	BLDG B FLOOR PLAN
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

CIVIL

1	TITLE SHEET
2	NOTES AND DETAILS
3	SECTIONS
4	PRELIMINARY GRADING, DRAINAGE, AND UTILITY PLAN BUILDING "A"
5	PRELIMINARY GRADING, DRAINAGE, AND UTILITY PLAN BUILDING "B"
6	PRELIMINARY GRADING, DRAINAGE, AND UTILITY PLAN BUILDING "C"
7	PRELIMINARY GRADING, DRAINAGE, AND UTILITY PLAN BUILDING "D"

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

PROJECT CONSULTANTS:

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916-851-1400 FAX:916-851-1408
pwcarch@pwcarchitects.com

Site Plan

Plans REVISED 9-13-19

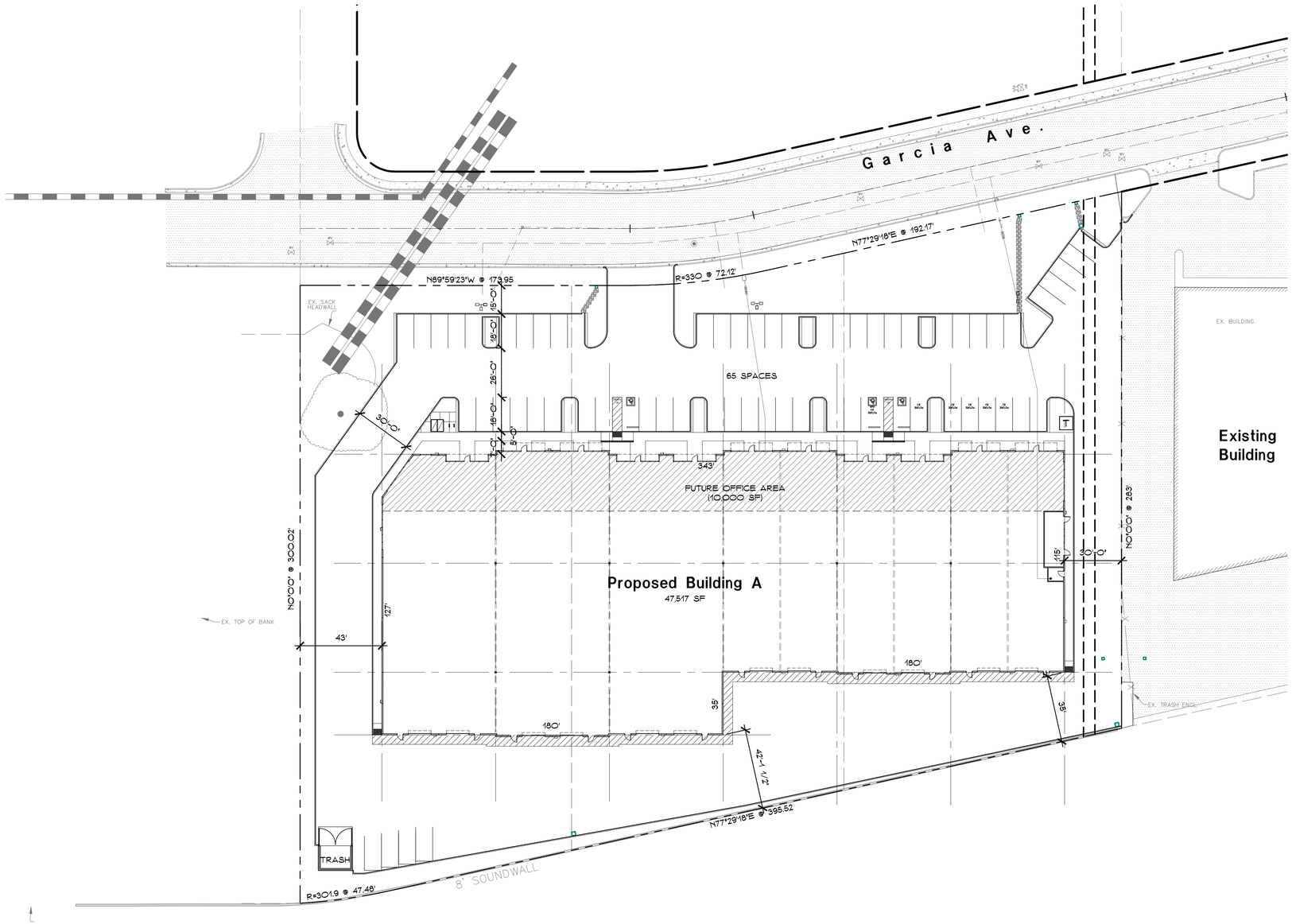
Project: LOS MEDANOS

Job No. 17712 ***Date:*** 04-17-19

Scale: 1" = 100'

1 PLANNING UPDATE #1 1-9-19
2 PLANNING UPDATE #2 04-17-19

A0.1



Site Plan – Building A

1" = 30'

NORTH

Los Medanos Industrial Park

Pittsburg, California

PERKINS, WILLIAMS & COTTERILL
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Site Plan

Project:	LOS MEDANOS		
Job No.	17712	***Date:***	9-13-19
Scale:	1" = 100'		

A0.2

Los Medanos Industrial Park

Pittsburg, California

Site Plan – Building B–C–D

1" = 30'

PERKINS, WILLIAMS & COTTERILL
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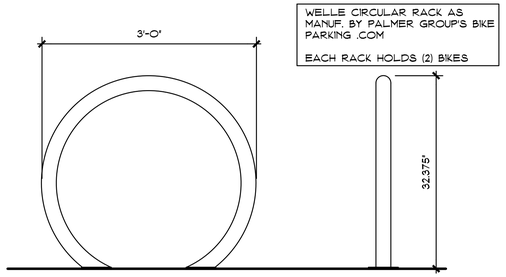
pwcarch@pwcarchitects.com

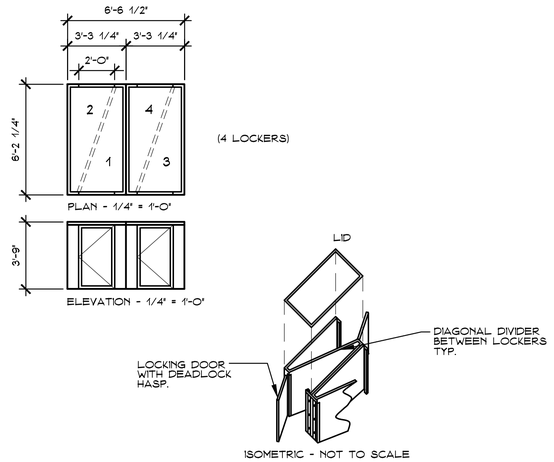
Site Plan

Project:	LOS MEDANOS		
Job No.	17712	***Date:***	6-3-19
Scale:	1" = 30'		

A0.3

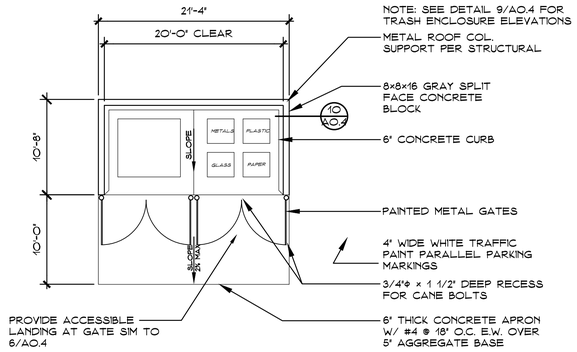


4 AO.4 BICYCLE PARKING
1" = 1'-0"

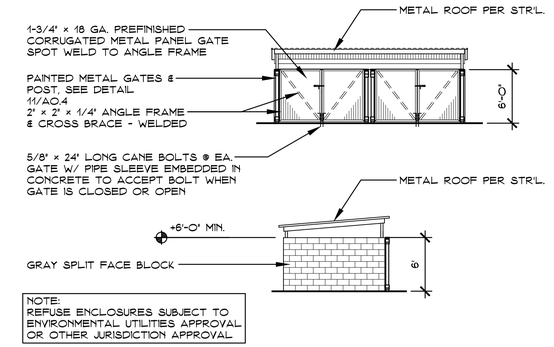


SUBMIT PRODUCT DATA FOR APPROVAL

5 AO.4 LONG TERM BICYCLE LOCKERS
AS NOTED

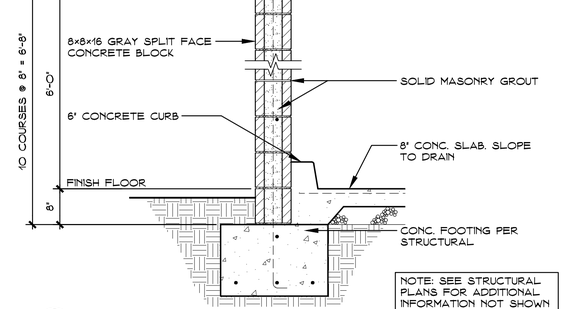


1 AO.4 TRASH ENCLOSURE PLAN
1/8" = 1'-0"



NOTE:
REFUSE ENCLOSURES SUBJECT TO ENVIRONMENTAL UTILITIES APPROVAL OR OTHER JURISDICTION APPROVAL

2 AO.4 TRASH ENCLOSURE ELEVATION
SCALE = 1/8" = 1'-0"



NOTE: SEE STRUCTURAL PLANS FOR ADDITIONAL INFORMATION NOT SHOWN ON THIS DRAWING

3 AO.4 TRASH ENCLOSURE SECTION
SCALE = 3/4" = 1'-0"

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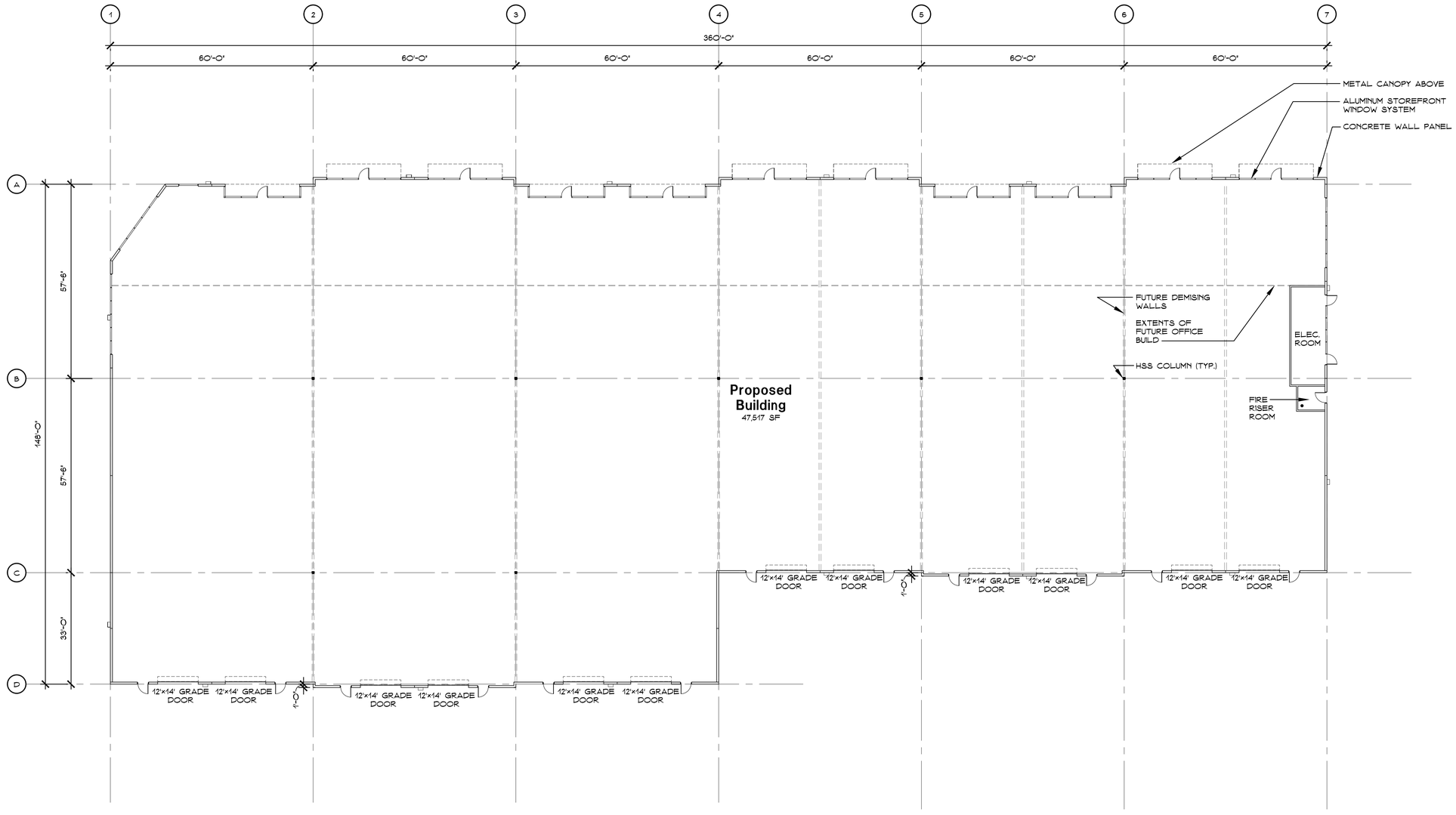
916-851-1400 FAX: 916-851-1408
pwcarch@pwcarchitects.com

Los Medanos Industrial Park
Pittsburg, California

Site Plan

Project:	LOS MEDANOS		
Job No.	17712	***Date:***	04-17-19
Scale:	1" = 100'		

A0.4



Floor Plan – Bldg A

1/16" = 1'-0"

NORTH

0 4 20 40 60 80 100

Los Medanos Industrial Buildings

Pittsburg, California

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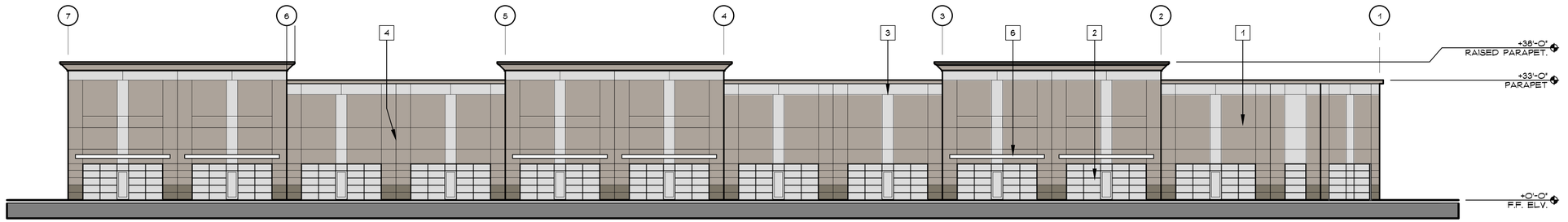
pwcarch@pwcarchitects.com

Floor Plan – Bldg A

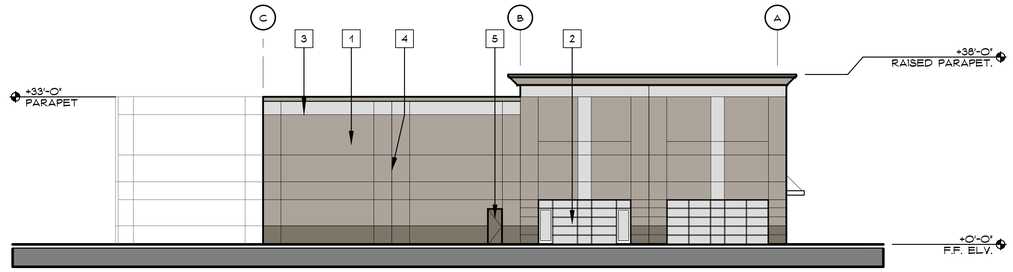
Project:	LOS MEDANOS		
Job No.	17712	***Date:***	9-13-19
Scale:	1/16" = 1'-0"		

A1.1



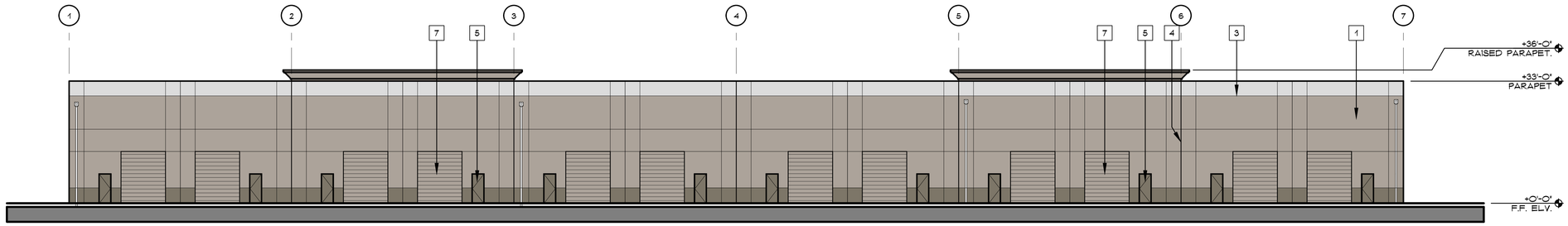
North Elevation

SCALE: 1/16" = 1'-0"



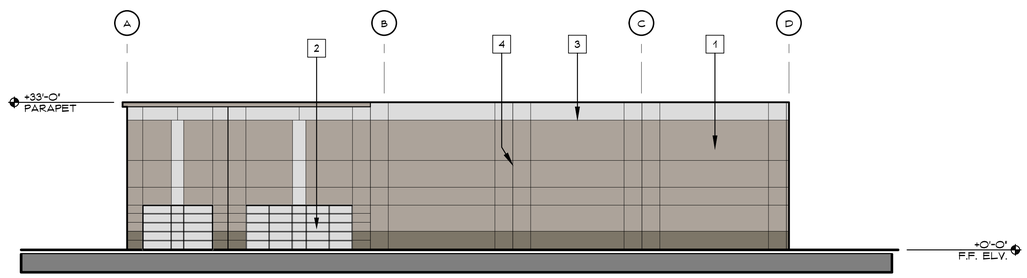
East Elevation

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 258 LF = 593.4 S.F.
593.4 S.F. / ROOF AREA 47,518 S.F. = (0.0125) 1.25%
1.25% IS LESS THAN 10% = OK

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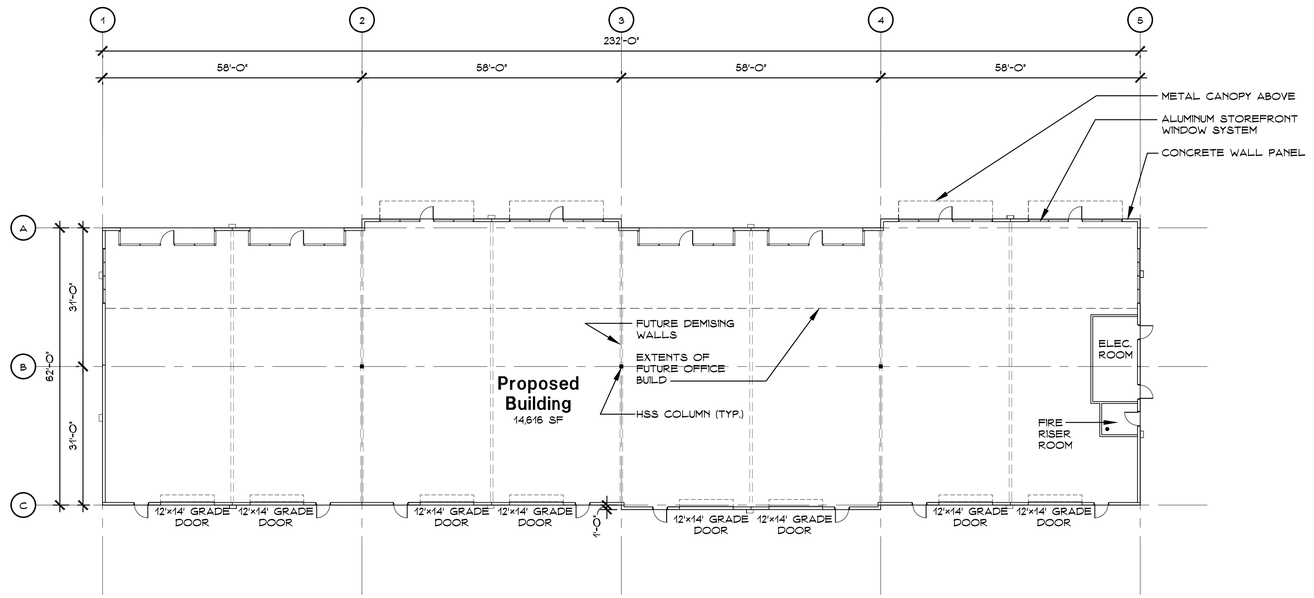
Elevations – Bldg A

Project:	LOS MEDANOS		
Job No.	17712	*Date:*	9-13-19
Scale:	1/16" = 1'-0"		

A1.2



Floor Plan – Bldg B

1/16" = 1'-0"

NORTH

0 4 20 40 60 80 100

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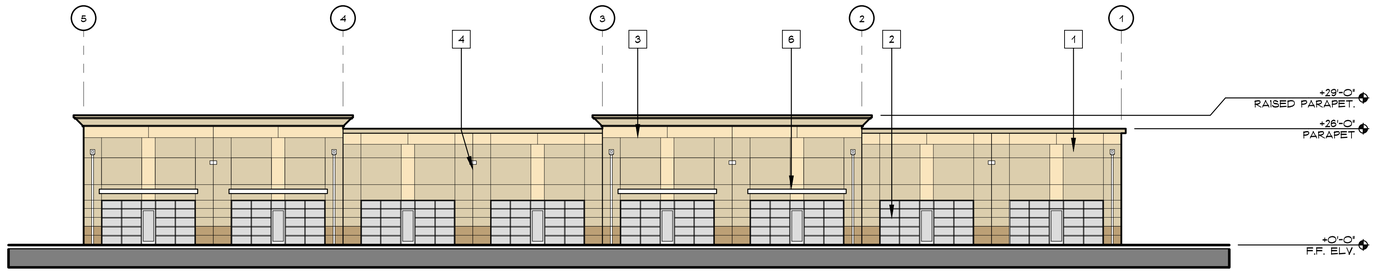
Floor Plan – Bldg B

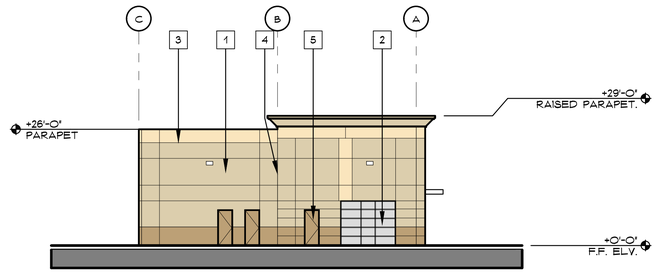
Project:	LOS MEDANOS		
Job No.	17712	***Date:***	9-13-19
Scale:	1/16" = 1'-0"		

A2.1



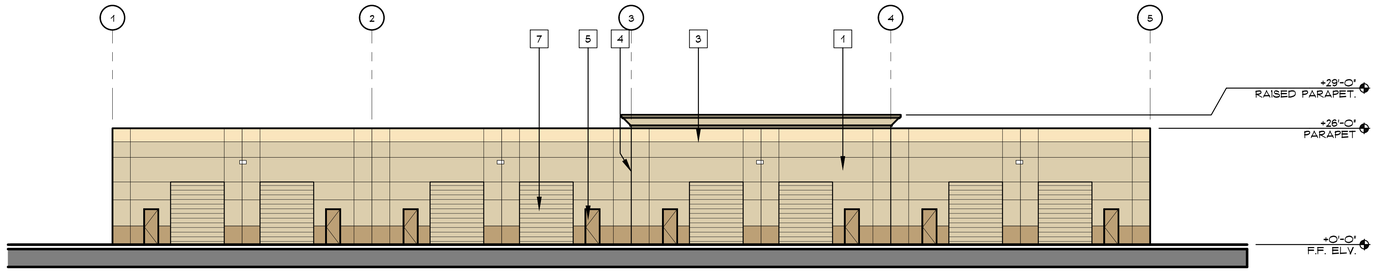
North Elevation

SCALE: 1/16" = 1'-0"



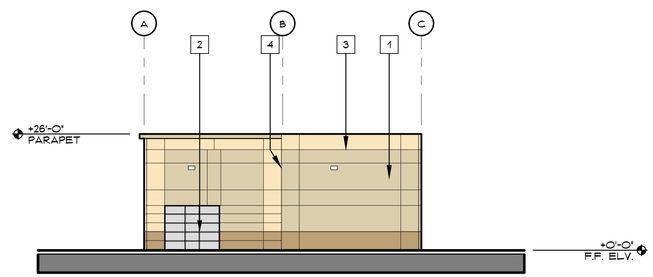
East Elevation

SCALE: 1/16" = 1'-0"



South Elevation

SCALE: 1/16" = 1'-0"



West Elevation

SCALE: 1/16" = 1'-0"

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 14,616 S.F. = (0.025) 2.5%
2.5% IS LESS THAN 10% - OK

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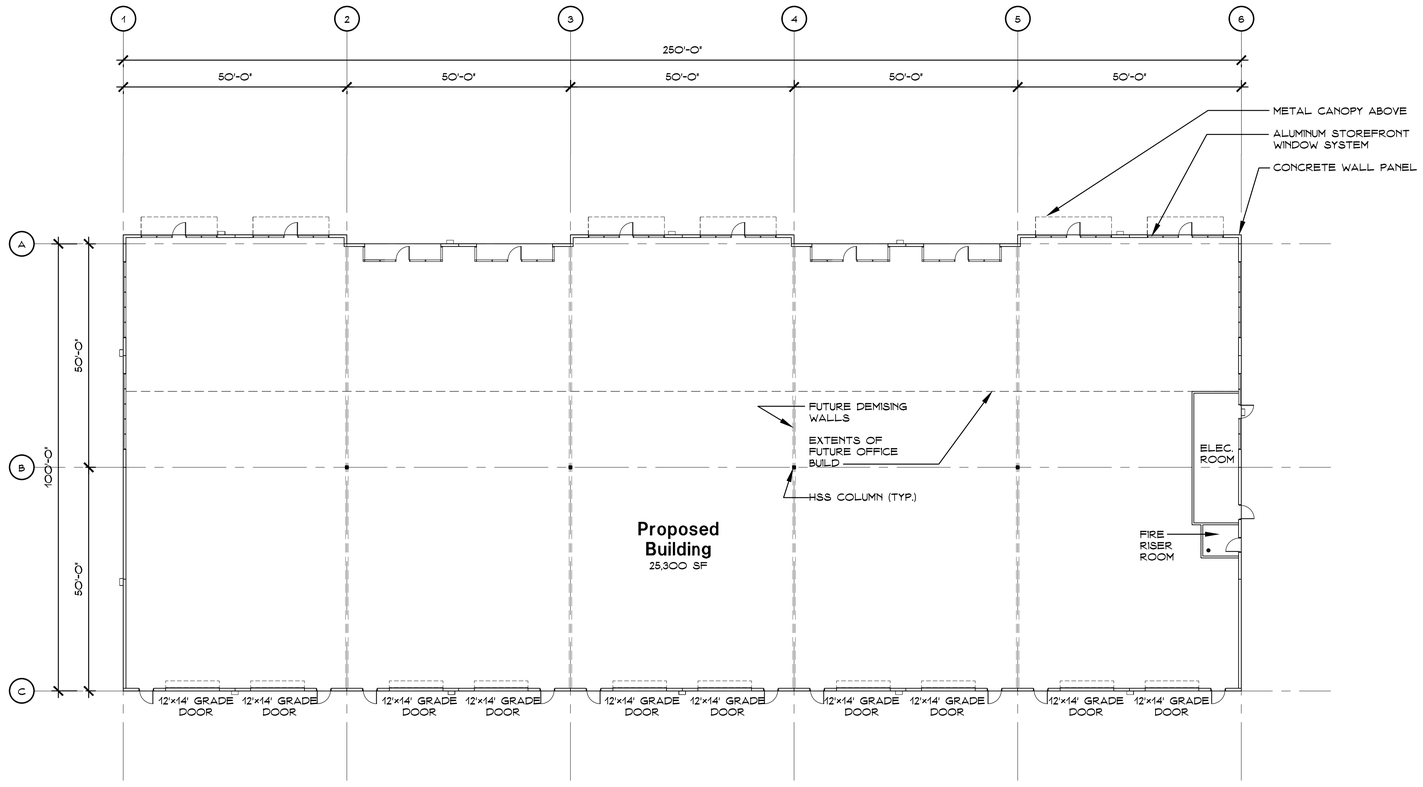
Los Medanos Industrial Buildings

Pittsburg, California

Elevations – Bldg B

Project:	LOS MEDANOS		
Job No.	17712	***Date:***	9-13-19
Scale:	1/16" = 1'-0"		

A2.2



Floor Plan – Bldg C

1/16" = 1'-0"

NORTH

0 4 20 40 60 80 100

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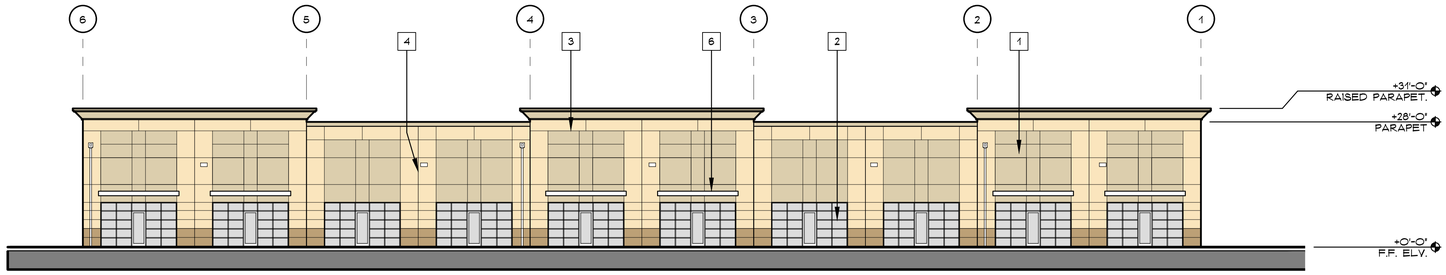
Floor Plan – Bldg C

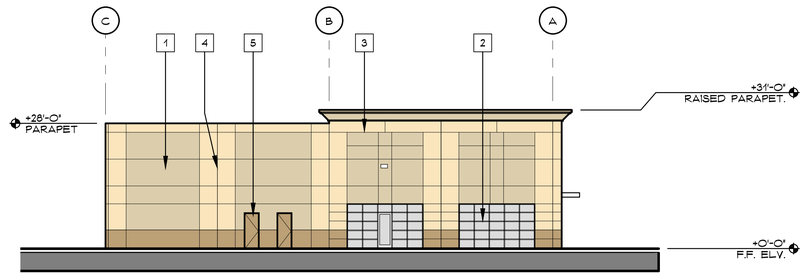
Project:	LOS MEDANOS		
Job No.	17712	***Date:***	04-17-19
Scale:	1/16" = 1'-0"		

A3.1



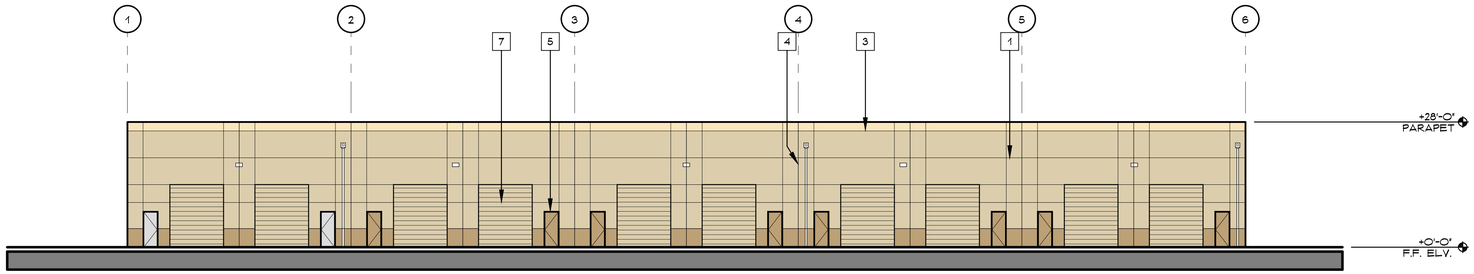
West Elevation

SCALE: 1/16" = 1'-0"



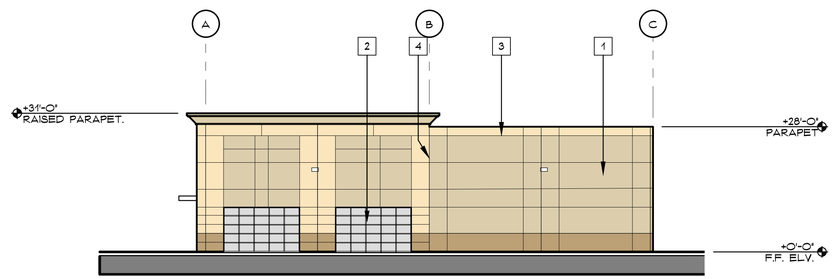
North Elevation

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 25,300 S.F. = (0.025) 2.5%
2.5% IS LESS THAN 10% = OK

Los Medanos Industrial Buildings

Pittsburg, California

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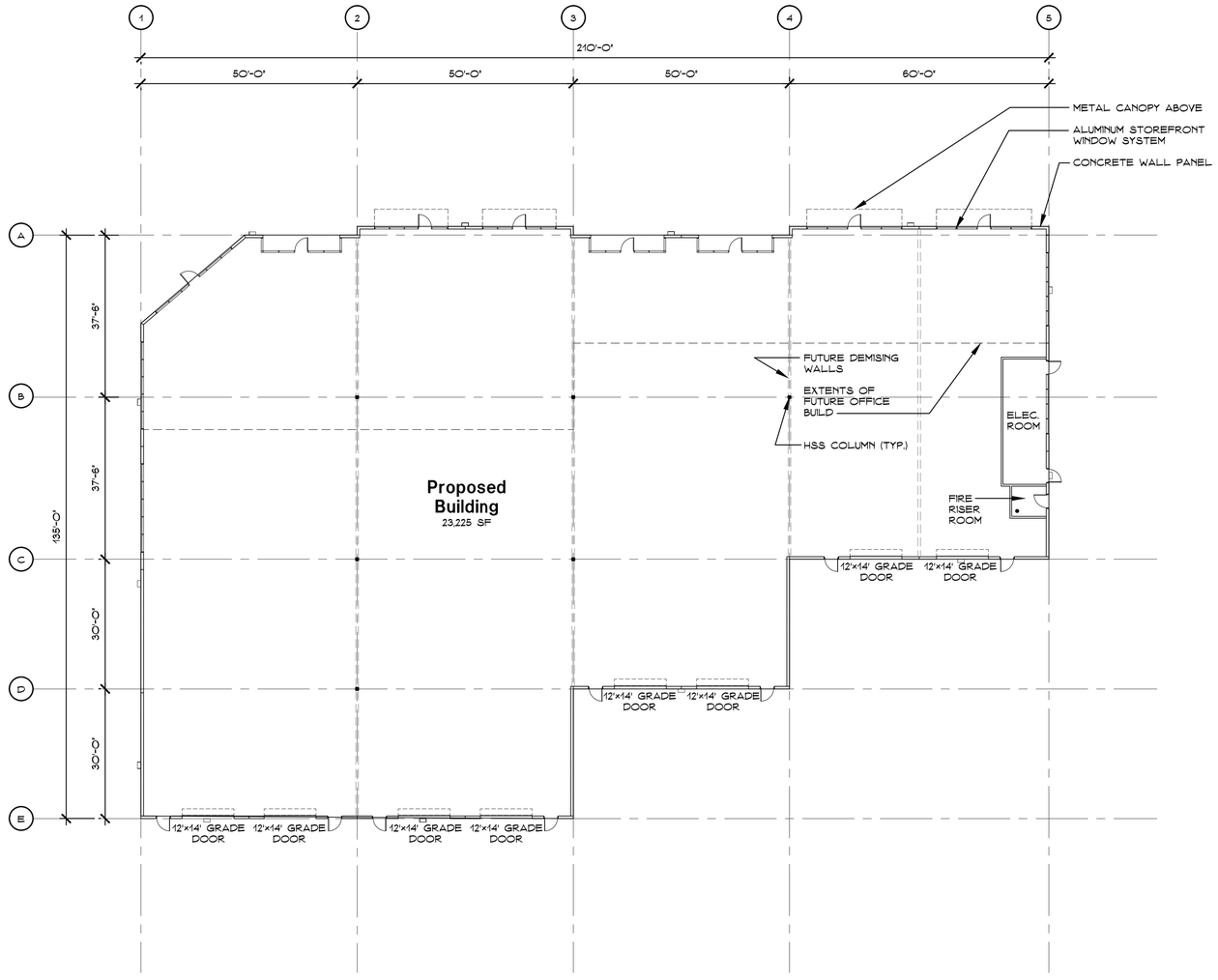
pwcarch@pwcarchitects.com

Elevations – Bldg C

Project:	LOS MEDANOS		
Job No.	17712	***Date:***	04-17-19
Scale:	1/16" = 1'-0"		

A3.2



Floor Plan – Bldg D

1/16" = 1'-0"

NORTH

0 4 20 40 60 80 100

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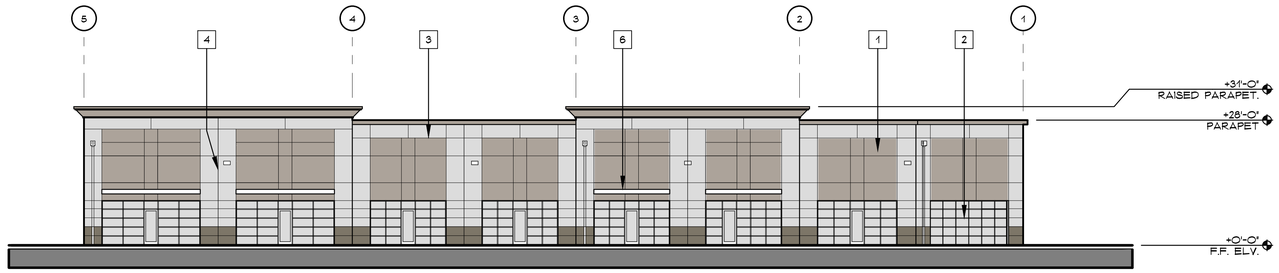
pwcarch@pwcarchitects.com

Floor Plan – Bldg D

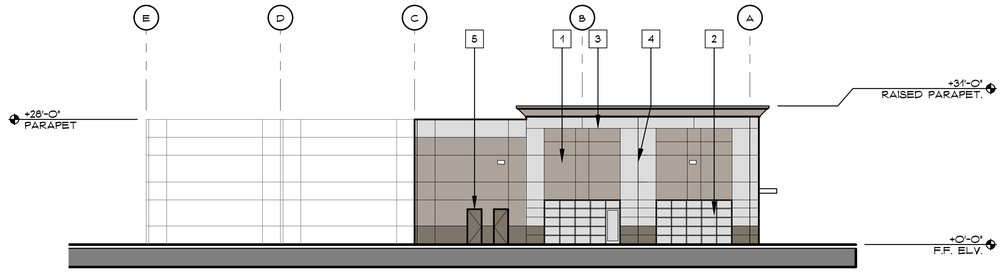
Project:	LOS MEDANOS		
Job No.	17712	***Date:***	04-17-19
Scale:	1/16" = 1'-0"		

A4.1



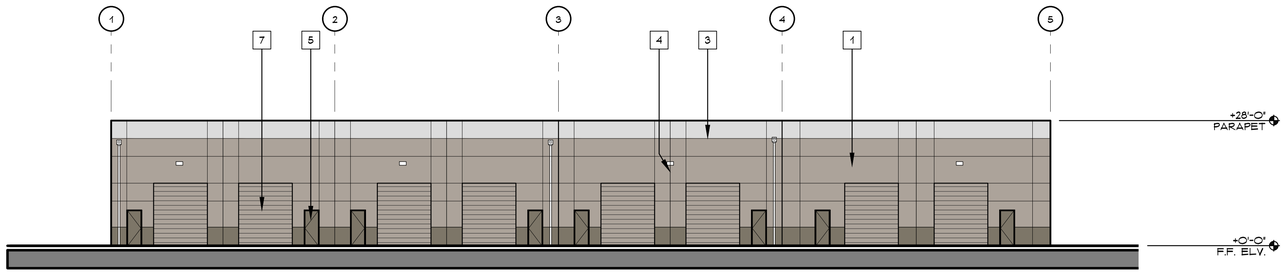
South Elevation

SCALE: 1/16" = 1'-0"



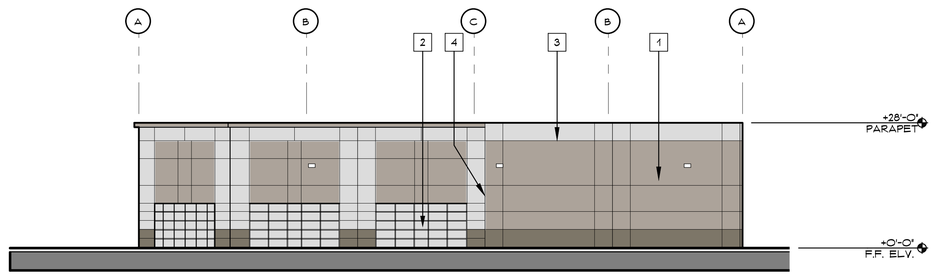
West Elevation

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:
2.3 FEET WIDE PARAPET X 175.5 LF = 403.65 S.F.
403.65 S.F. / ROOF AREA 23,225 S.F. = (0.0174) 1.74%
1.74% IS LESS THAN 10% = OK

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Los Medanos Industrial Buildings

Pittsburg, California

Elevations – Bldg D

Project:	LOS MEDANOS		
Job No.	17712	***Date:***	04-17-19
Scale:	1/16" = 1'-0"		

A4.2

8

9

1

2

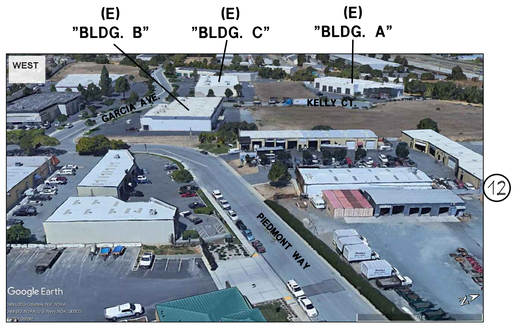
7

3

Overall Site Plan

1" = 100'

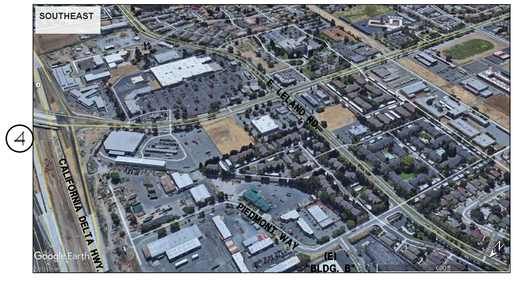
NORTH



12

10

6



4

5

11

Los Medanos Industrial Park

Pittsburg, California

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pwcarch@pwcarchitects.com

Aerial CONTEXTURAL PHOTOS

Project:	LOS MEDANOS		
Job No.	17712	***Date:***	4-17-19
Scale:	1" = 100'		

A5.1

10

9

8

7

6

Overall Site Plan

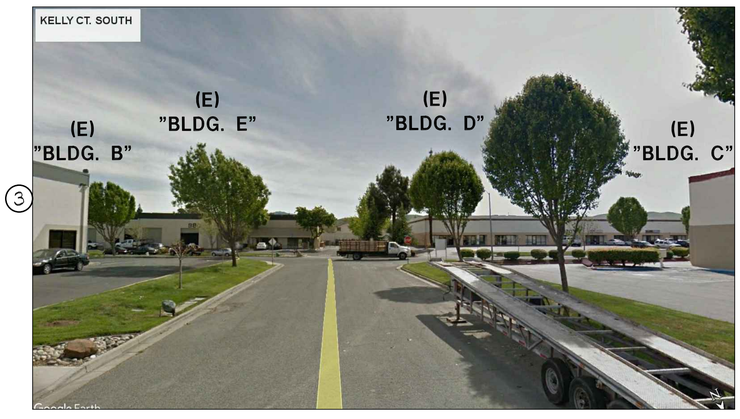
1" = 100'

NORTH

5

1

2



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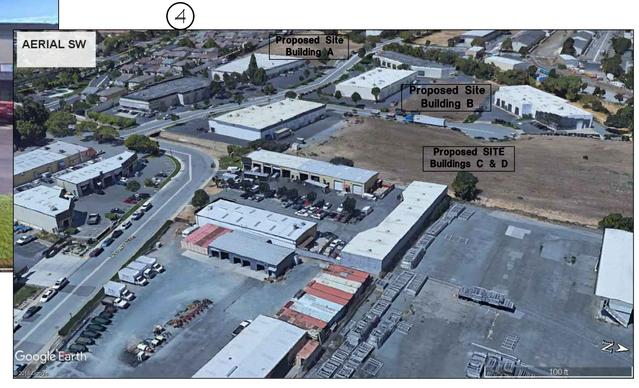

4

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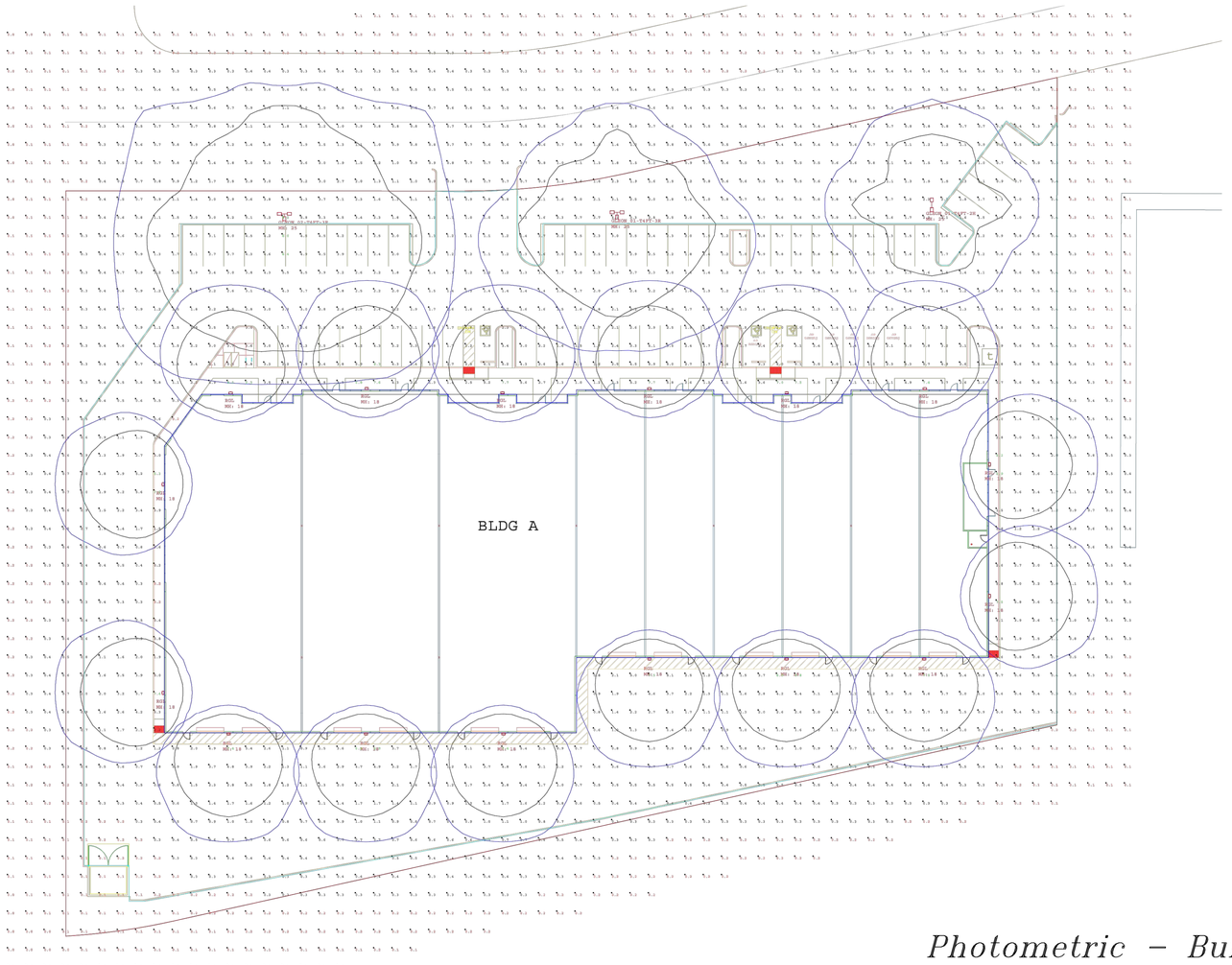
Site Level CONTEXTURAL PHOTOS

Project:	LOS MEDANOS		
Job No.	17712	*Date:*	04-17-19
Scale:	1" = 100'		

A5.2

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'

NORTH

Los Medanos Industrial Park

Pittsburg, California

PERKINS, WILLIAMS & COTTERILL
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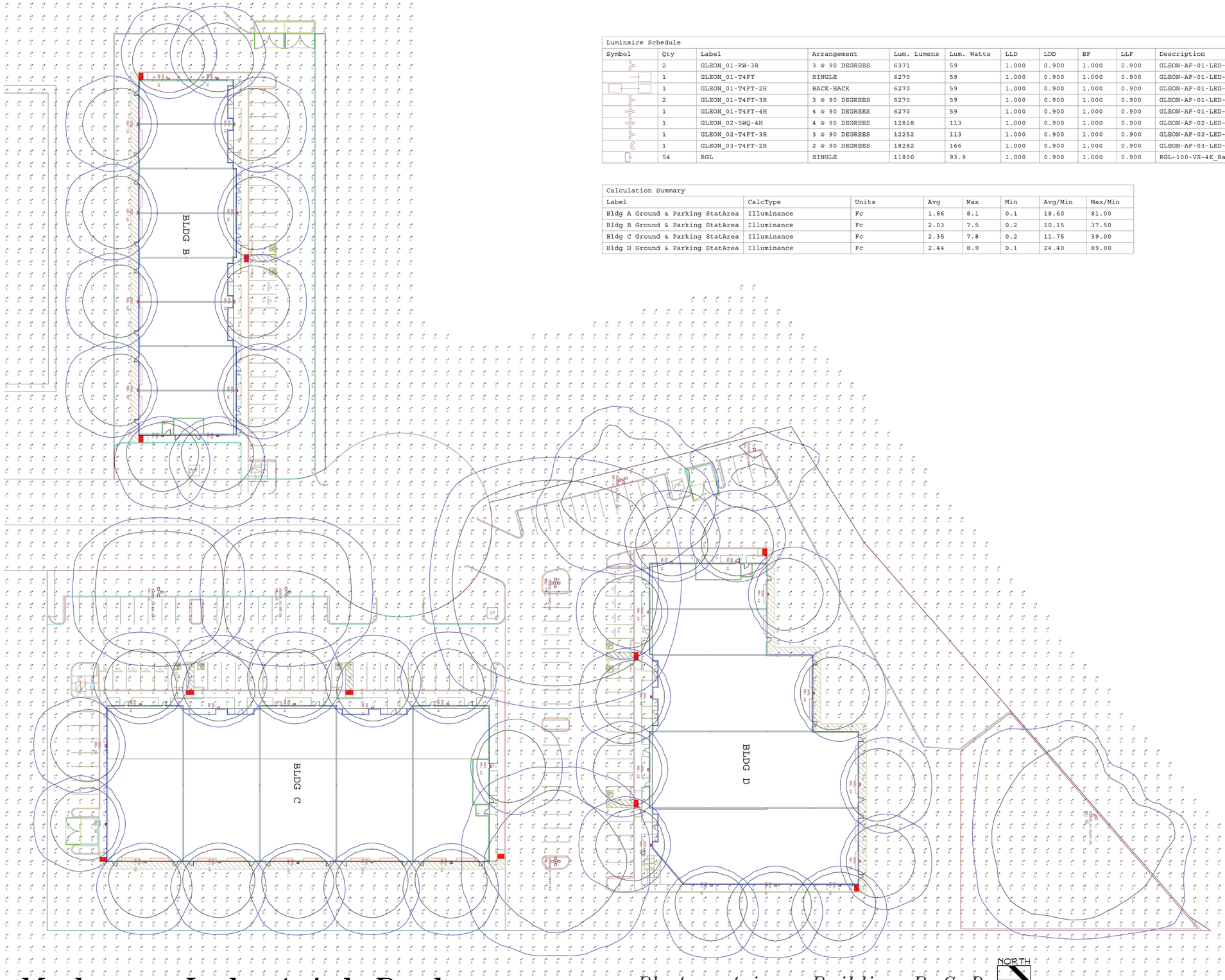
3320 DATA DRIVE, SUITE 200, RANCHO CORDOVA, CA 95670
916-851-1400 FAX: 916-851-1408
pwcarch@pwcarchitects.com

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

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

Los Medanos Industrial Park

Pittsburg, California

Photometric – Building B–C–D

1" = 30'

PERKINS, WILLIAMS & COTTERILL
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Photometric

Project:	LOS MEDANOS		
Job No.	17712	***Date:***	04-17-19
Scale:	1" = 100'		

E1.2

PRELIMINARY GRADING, DRAINGE & 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.

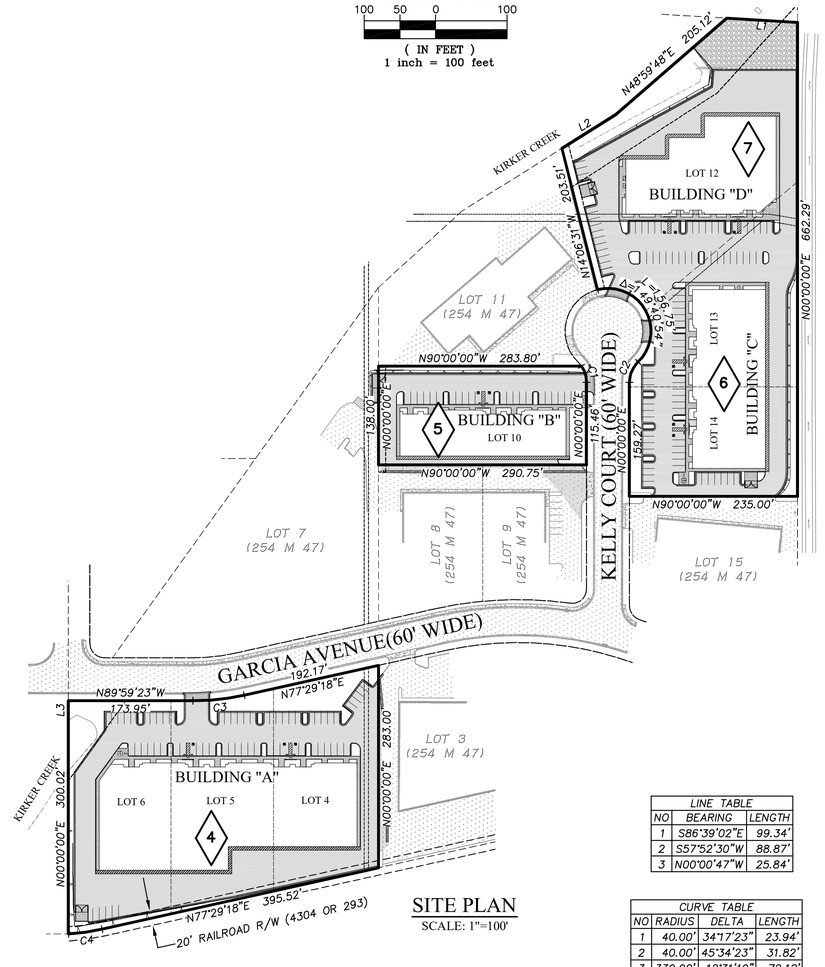
811 DIAL TOLL FREE 811 AT LEAST TWO DAYS BEFORE YOU DIG
UNDERGROUND SERVICE ALERT OF NORTHERN CALIFORNIA

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

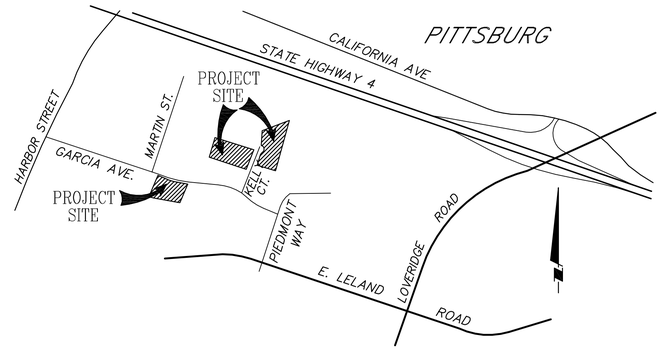
GRAPHIC SCALE
100 50 0 100
(IN FEET)
1 inch = 100 feet



SITE PLAN
SCALE: 1"=100'

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'



VICINITY MAP
NOT TO SCALE

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
71	75	CONTOURS
		DIRECTION OF DRAINAGE FLOW
	6	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
APEX
CIVIL ENGINEERING & LAND SURVEYING

NO.	REVISIONS	BY	APP	DATE

PRELIMINARY GRADING, DRAINAGE AND UTILITY PLAN
TITLE SHEET
LOS MEDANOS INDUSTRIAL PARK
PITTSBURG, CA

SHEET
1

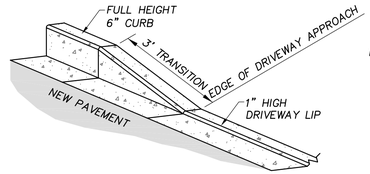
DATE
06-14-2019

PROJECT #: 17116

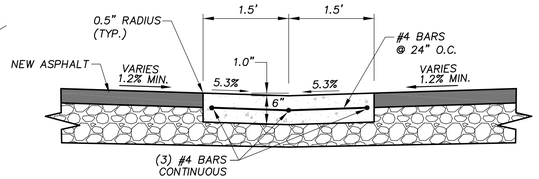
LOS MENDANOS INDUSTRIAL PARK ~ PRELIMINARY GRADING, DRAINAGE & UTILITY PLAN ~ 06-14-2019

GENERAL NOTES

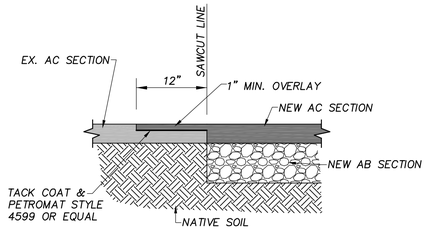
1. ALL IMPROVEMENTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH CITY OF PITTSBURG STANDARD SPECIFICATIONS AND DETAILS SUBJECT TO THE INSPECTION AND APPROVAL OF THE ENGINEERING DIVISION OF THE PUBLIC WORKS DEPARTMENT. ALL REVISIONS MUST BE APPROVED BY THE CITY PRIOR TO CONSTRUCTION.
2. PRIOR TO COMMENCEMENT 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 SWEPT 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 GRADING 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.
26. CONTRACTOR AGREES THAT HE SHALL ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THIS PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY, THAT THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS, AND THAT THE CONTRACTOR SHALL DEFEND, INDEMNIFY AND HOLD THE OWNER AND THE ENGINEER HARMLESS FROM ANY & ALL LIABILITY, REAL OR ALLEGED IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPTING FOR LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE OWNER OR THE ENGINEER, OR THE CITY OF PITTSBURG PUBLIC WORKS.
27. CONTRACTOR SHALL POST EMERGENCY PHONE NUMBERS FOR PUBLIC WORKS, AMBULANCE, POLICE AND FIRE DEPARTMENTS.
28. CONTRACTOR SHALL PROVIDE ALL LIGHTS, SIGNS, BARRICADES, FLAGMEN, OR OTHER DEVICES NECESSARY TO PROVIDE FOR PUBLIC SAFETY.
29. DURING ROUGH GRADING OF THIS PROJECT, CONTRACTOR SHALL COMPENSATE FOR ANY FUTURE UNDERGROUND UTILITY TRENCH SPOILS BY SELECTIVELY UNDERCUTTING THE STREETS. CONTRACTOR IS RESPONSIBLE FOR HIS OWN GRADING CALCULATIONS. CONTRACTOR SHALL NOTIFY APEX CIVIL ENGINEERING & LAND SURVEYING, INC., AND THE SOIL ENGINEER IMMEDIATELY IF IN THE CONTRACTOR'S ESTIMATION A ROUGH DIRT BALANCE CAN NOT BE ACHIEVED AS PER THE DESIGN. APEX CIVIL ENGINEERING & LAND SURVEYING, INC. AND THE SOIL ENGINEER WILL PROVIDE RECOMMENDATIONS BASED ON THE CONTRACTOR'S ESTIMATE OF EXCESS OR SHORTAGE. ADDITIONAL IMPORT EXPORT, UNLESS DETAILED ON THE PLANS, WILL BE AT CONTRACTOR'S EXPENSE.
30. DURING GRADING OPERATIONS, CONTRACTOR SHALL IMPLEMENT DUST CONTROL MEASURES & INTERIM SEDIMENTATION & EROSION CONTROL MEASURES ON SITE AND ON HAUL ROUTES.
31. ALL STORM WATER RUNOFF SHALL BE CONTAINED WITHIN A SEDIMENTATION BASIN OR SEDIMENTATION TRAP PRIOR TO LEAVING THE PROJECT SITE OR ENTERING A PERMANENT STORM DRAIN SYSTEM. SEDIMENTATION BASINS AND TRAPS SHALL BE COMPLETED BY OCTOBER 15 AND MAINTAINED FROM OCTOBER 15 TO APRIL 15 EACH YEAR UNTIL ALL STREETS AND STORM DRAINAGE FACILITIES ARE COMPLETED WITHIN ITS DRAINAGE.
32. ALL DEBRIS SHALL BE HAULED AND DISPOSED OF OFF-SITE BY CONTRACTOR AS RECOMMENDED BY THE SOILS ENGINEER.
33. ALL GRADING, SITE PREPARATION AND PLACING & COMPACTING OF FILL SHALL BE DONE UNDER THE OBSERVATION OF THE SOILS ENGINEER. RECOMMENDATIONS OF THE SOILS REPORT SHALL BE STRICTLY ADHERED TO.
34. IT IS THE CONTRACTOR'S RESPONSIBILITY TO CONTACT UNDERGROUND SERVICE ALERT (811) 48 HOURS PRIOR TO ANY EXCAVATION AND TO VERIFY LOCATION AND ELEVATION OF ALL EXISTING UTILITIES PRIOR TO THE START OF CONSTRUCTION. OBSTRUCTIONS INDICATED ARE FOR INFORMATION ONLY. IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATION AND DEPTH WITH THE APPROPRIATE AGENCIES. NEITHER THE OWNER, CITY OF PITTSBURG NOR THE ENGINEER ASSUMES RESPONSIBILITY THAT THE OBSTRUCTIONS INDICATED WILL BE THE ONLY OBSTRUCTIONS ENCOUNTERED.
35. THE OFFICE OF APEX CIVIL ENGINEERING & LAND SURVEYING, INC., SHALL BE NOTIFIED AT (925) 476-8499 48 HOURS PRIOR TO THE REQUIRING OF ANY GRADE STAKES.
36. ANY EXTRA CONSTRUCTION STAKING NECESSITATED SOLELY BY THE CONTRACTOR'S NEGLIGENCE WILL BE CHARGED TO THE OWNER/DEVELOPER ON A TIME AND MATERIALS BASIS. THE CONTRACTOR WILL THEN BE BACK-CHARGED FOR SAID EXTRA WORK.
37. CONTRACTOR SHALL VERIFY ALL EXISTING CONDITIONS SHOWN PRIOR TO BEGINNING CONSTRUCTION. ANY DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER IMMEDIATELY.
38. SHOULD IT APPEAR THAT THE WORK TO BE DONE, OR ANY MATTER RELATIVE THERETO, IS NOT SUFFICIENTLY DETAILED OR EXPLAINED ON THESE PLANS, THE CONTRACTOR SHALL CONTACT APEX CIVIL ENGINEERING & LAND SURVEYING, INC. AT (925) 476-8499 FOR SUCH FURTHER EXPLANATIONS AS MAY BE NECESSARY.
39. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING THE SOILS ENGINEER 48 HOURS PRIOR TO STARTING EARTHWORK OPERATIONS.
40. EXISTING GROUND TOPOGRAPHY IS FROM SURVEY DATA DATED JANUARY 2018 PREPARED BY APEX CIVIL ENGINEERING & LAND SURVEYING, INC.
41. NO WORK SHALL COMMENCE UNTIL A GRADING PERMIT IS OBTAINED FROM THE CITY OF PITTSBURG.
42. ENCROACHMENT PERMITS REQUIRED FOR WORK WITHIN EXISTING PUBLIC RIGHT-OF WAY SHALL BE OBTAINED BY THE CONTRACTOR.
43. PRIOR TO ANY WORK ON ADJACENT PROPERTIES THE CONTRACTOR SHALL OBTAIN A COPY OF THE RIGHT OF ENTRY TO PERFORM THE WORK AND NOTIFY THE AFFECTED PROPERTY OWNER OR OCCUPANT 48 HOURS PRIOR TO START OF SAID WORK.
44. FOR DETAILS NOT SHOWN ON THESE PLANS, REFER TO CITY OF PITTSBURG STANDARD DRAWINGS & SPECIFICATIONS ARE AVAILABLE FROM THE PUBLIC WORKS DEPARTMENT BY CALLING (925) 252-4930.
45. THE CONTRACTOR SHALL BE HELD RESPONSIBLE FOR ANY FIELD CHANGES MADE WITHOUT WRITTEN AUTHORIZATION FROM THE CITY ENGINEER OR APEX CIVIL ENGINEERING & LAND SURVEYING, INC.
46. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFICATION OF EARTHWORK GRADING QUANTITIES PRIOR TO THE START OF THE GRADING OPERATION.
47. NO WORK SHALL BEGIN ON THIS PROJECT PRIOR TO A PRECONSTRUCTION CONFERENCE WITH CITY STAFF. CALL FRITZ McKINLEY, CITY ENGINEER (925) 252-4930 TO ARRANGE FOR THIS CONFERENCE.



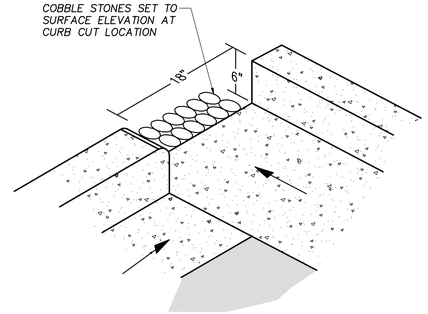
DRIVEWAY APPROACH TRANSITION
NOT TO SCALE



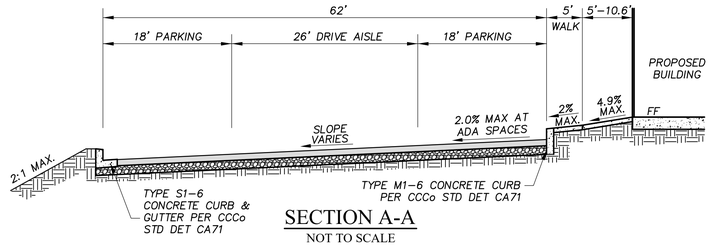
3' CONCRETE VALLEY GUTTER
NOT TO SCALE



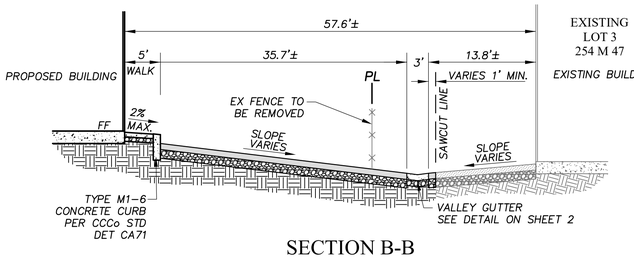
TRANSITION NEW ASPHALT
TO EX. PAVEMENT
NOT TO SCALE



18" CURB CUT
NOT TO SCALE



SECTION A-A
NOT TO SCALE



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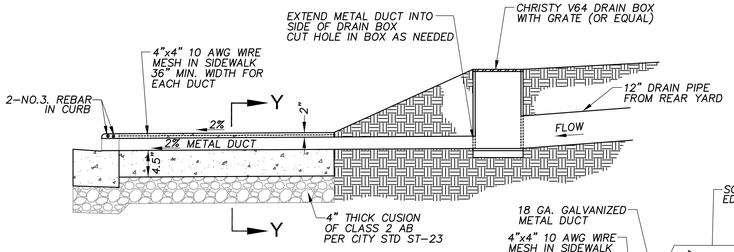
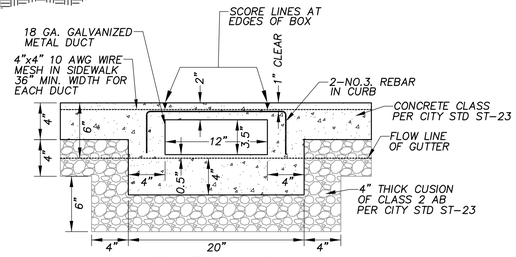
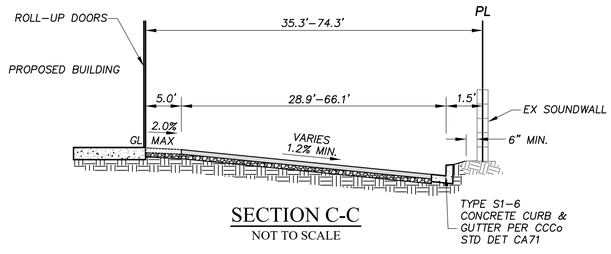
NOT TO SCALE



SIDEWALK CROSS DRAIN
NOT TO SCALE



SECTION Y-Y



SECTION C-C
NOT TO SCALE

817 Arnold Drive, Ste. 50
Martinez, CA 94553
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www.apexce.net

APEX
CIVIL ENGINEERING & LAND SURVEYING

PROFESSIONAL ENGINEER * KIMBERLY A. CAY * NO. 78203 * CIVIL * STATE OF CALIFORNIA

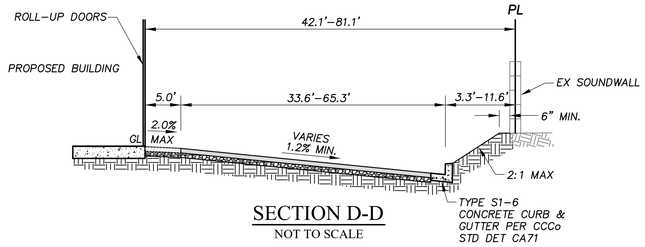
NO.	REVISIONS	BY	APP	DATE

PRELIMINARY GRADING, DRAINAGE AND UTILITY PLAN
NOTES AND DETAILS
LOS MEDANOS INDUSTRIAL PARK
PITTSBURG, CA

SHEET
2

DATE
06-14-2019

PROJECT #: 17116



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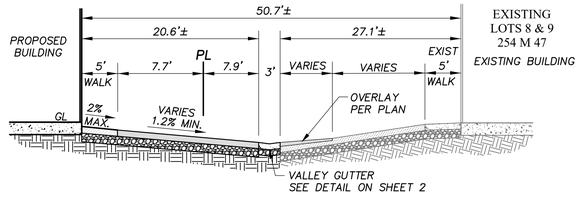
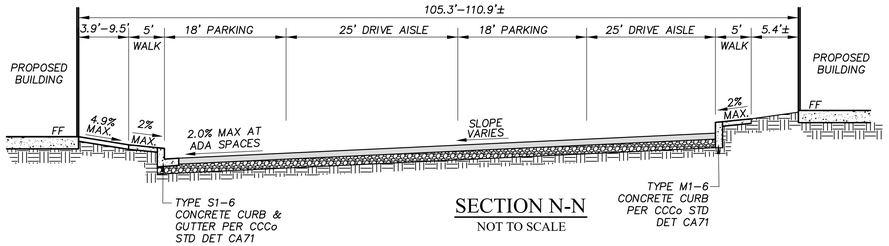
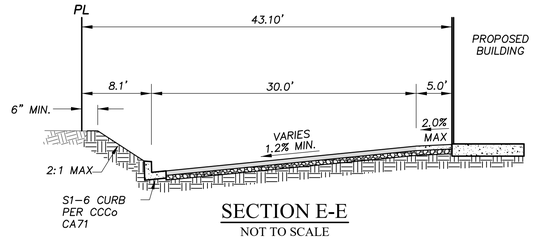
NOT TO SCALE



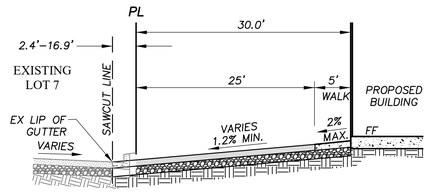
SECTION I-I
NOT TO SCALE



SECTION N-N
NOT TO SCALE



SECTION E-E
NOT TO SCALE



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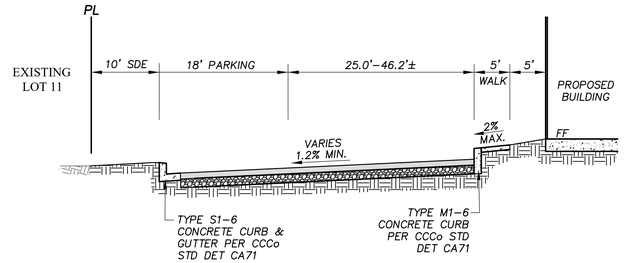
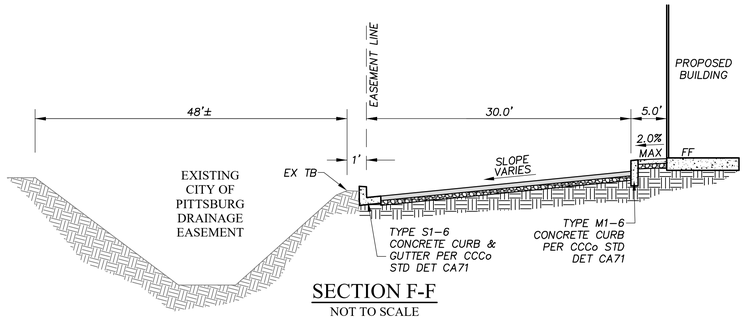


SECTION O-O
NOT TO SCALE



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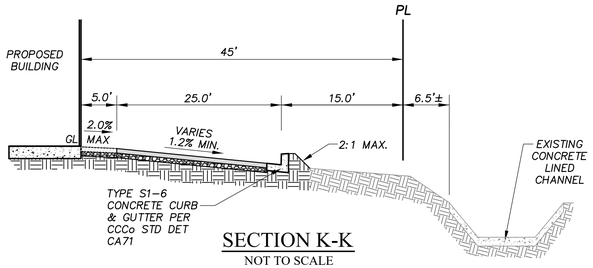
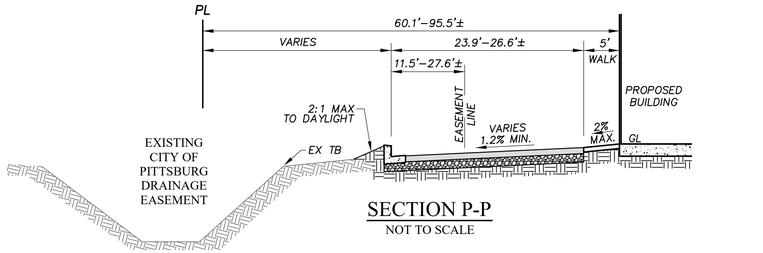
NOT TO SCALE



SECTION K-K
NOT TO SCALE



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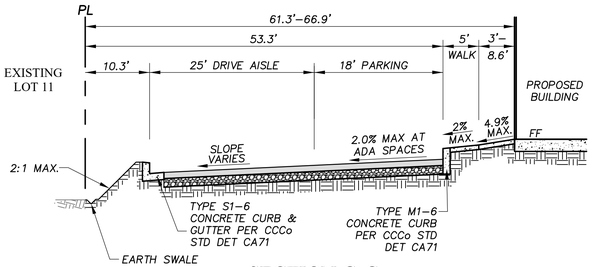
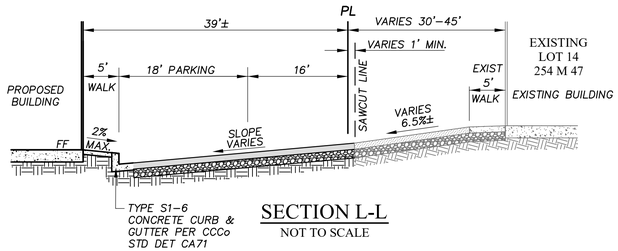


SECTION G-G
NOT TO SCALE



SECTION L-L
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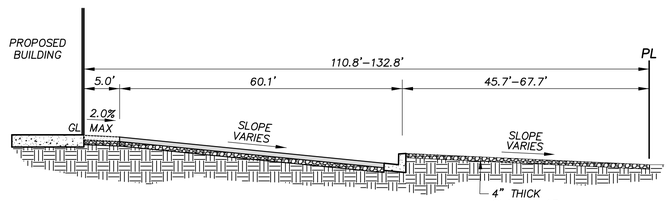

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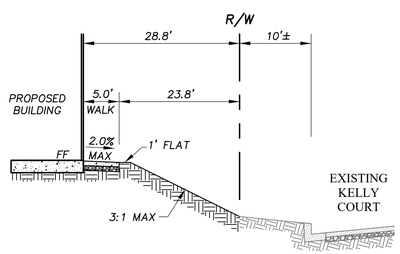

SECTION H-H
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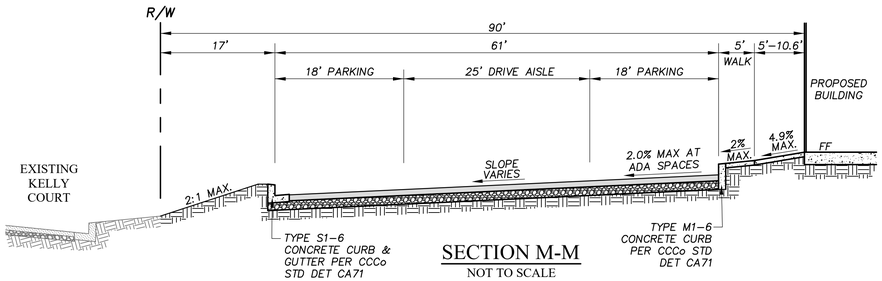

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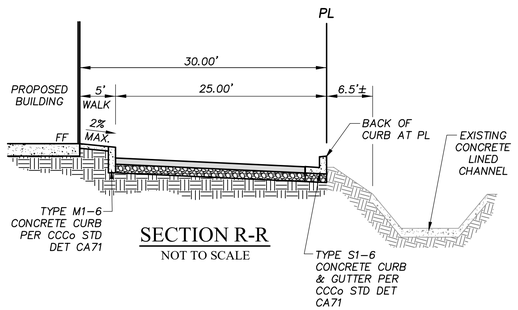


SECTION R-R
NOT TO SCALE

PROFESSIONAL ENGINEER
KINGSLEY VIZCAY
No. 78203
CIVIL
STATE OF CALIFORNIA

817 Arnold Drive, Ste. 50
Martinez, CA 94553
Ph: (925) 476-8499
www.apexce.net

APEX
CIVIL ENGINEERING & LAND SURVEYING

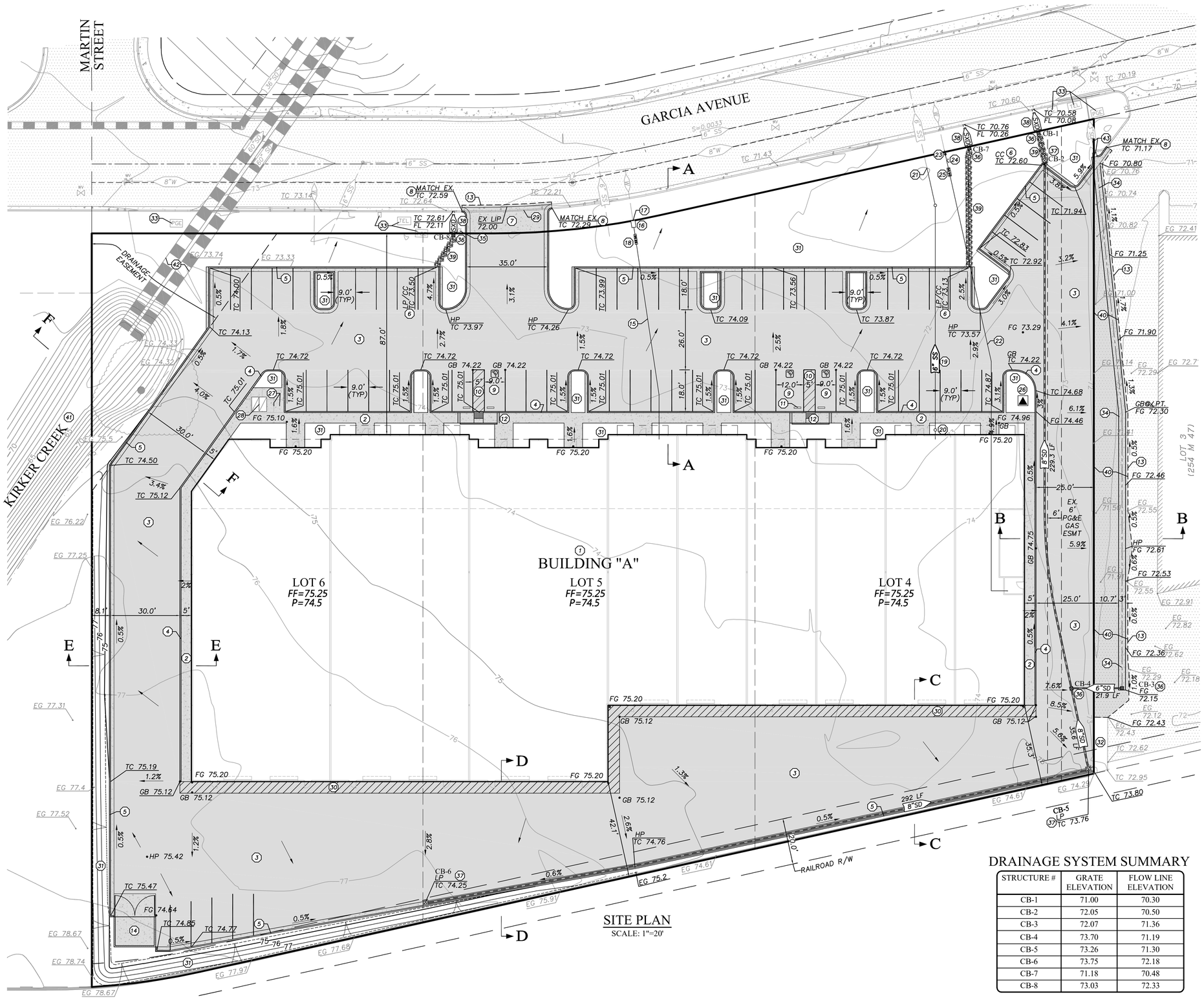
NO.	REVISIONS	BY	APP	DATE

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'

GRAPHIC SCALE
20 10 0 20
(IN FEET)
1 inch = 20 feet

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

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

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.

APEX
CIVIL ENGINEERING & LAND SURVEYING
817 Arnold Drive, Ste. 50
Martinez, CA 94553
Ph: (925) 476-8499
www.apexce.net

REVISIONS

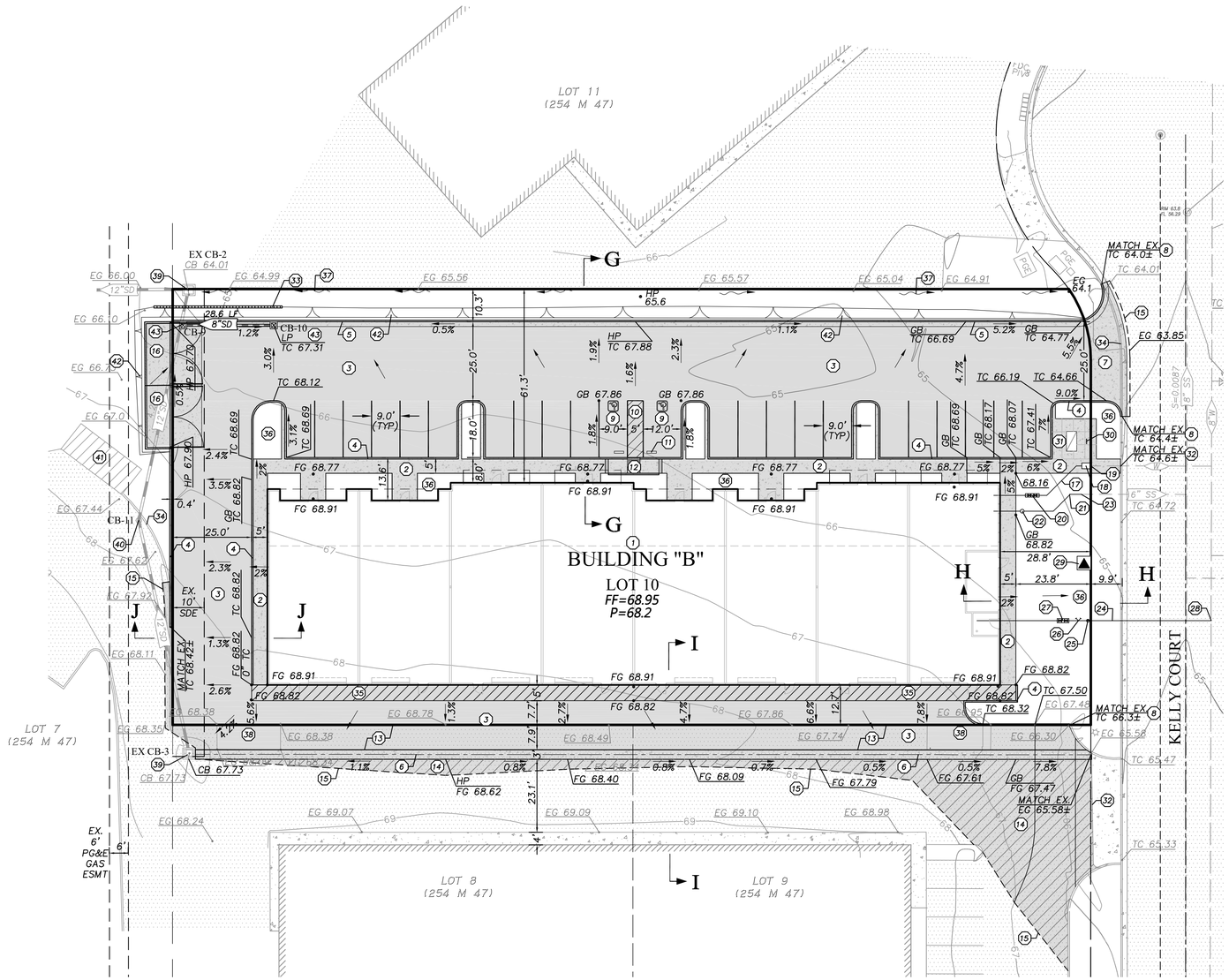
NO.	BY	APP	DATE

PRELIMINARY GRADING, DRAINAGE AND UTILITY PLAN
BUILDING "A"
LOS MEDANOS INDUSTRIAL PARK
PITTSBURG, CA

SHEET
4

DATE
06-14-2019

PROJECT #: 17116



GRAPHIC SCALE

20 10 0 20

(IN FEET)
1 inch = 20 feet

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

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. 3' WIDE CONCRETE VALLEY GUTTER 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. EX. PAVEMENT TO BE REMOVED
14. PAVEMENT OVERLAY (2" MIN.)
15. SAWCUT LINE/PAVEMENT MATCH LINE. SEE TRANSITION DETAIL ON SHEET 2
16. TRASH ENCLOSURE
17. 2" WATER LATERAL
18. WATER METER
19. CONNECT TO EXISTING WATER LATERAL. CONTRACTOR TO VERIFY
20. 4" REDUCED PRESSURE PRINCIPAL ASSEMBLY
21. 6" SANITARY SEWER LATERAL AT 2% MIN.
22. 6" SANITARY SEWER CLEANOUT
23. CONNECT TO EXISTING SANITARY LATERAL. CONTRACTOR TO VERIFY
24. 6" FIRE SERVICE LATERAL
25. POST INDICATOR VALVE
26. FIRE DEPARTMENT CONNECTION
27. 6" DOUBLE CHECK DETECTOR ASSEMBLY
28. CONNECT TO EXISTING WATER MAIN
29. TRANSFORMER
30. BIKE RACK (TYP). SEE ARCHITECTURAL PLANS
31. LOCKER. SEE ARCHITECTURAL PLANS
32. MATCH EX. CONCRETE
33. 2' HIGH (MAX.) KEYSTONE RETAINING WALL OR EQUAL
34. EX. CURB & GUTTER TO REMAIN
35. 5' WIDE STRIPED ACCESS WAY @ 2% MAX. CROSS SLOPE
36. LANDSCAPE AREA (TYP)
37. EARTH SWALE AT 1% MIN.
38. EXISTING TRASH ENCLOSURE TO BE REMOVED
39. EXISTING CATCH BASIN TO REMAIN
40. REPLACE EXISTING MANHOLE WITH NEW CHRISTY V64 CATCH BASIN OR EQUAL
41. EXISTING TRASH ENCLOSURE TO REMAIN
42. 2:1 FILL SLOPE (TYP)
43. CHRISTY V64 CATCH BASIN OR EQUAL

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.
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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.

REGISTERED PROFESSIONAL ENGINEER · KIMBERLY VIZCAY · No. 78203 · CIVIL · STATE OF CALIFORNIA

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Martinez, CA 94553
Ph: (925) 476-8499
www.apexce.net

APEX
CIVIL ENGINEERING & LAND SURVEYING

NO.	REVISIONS	BY	APP	DATE

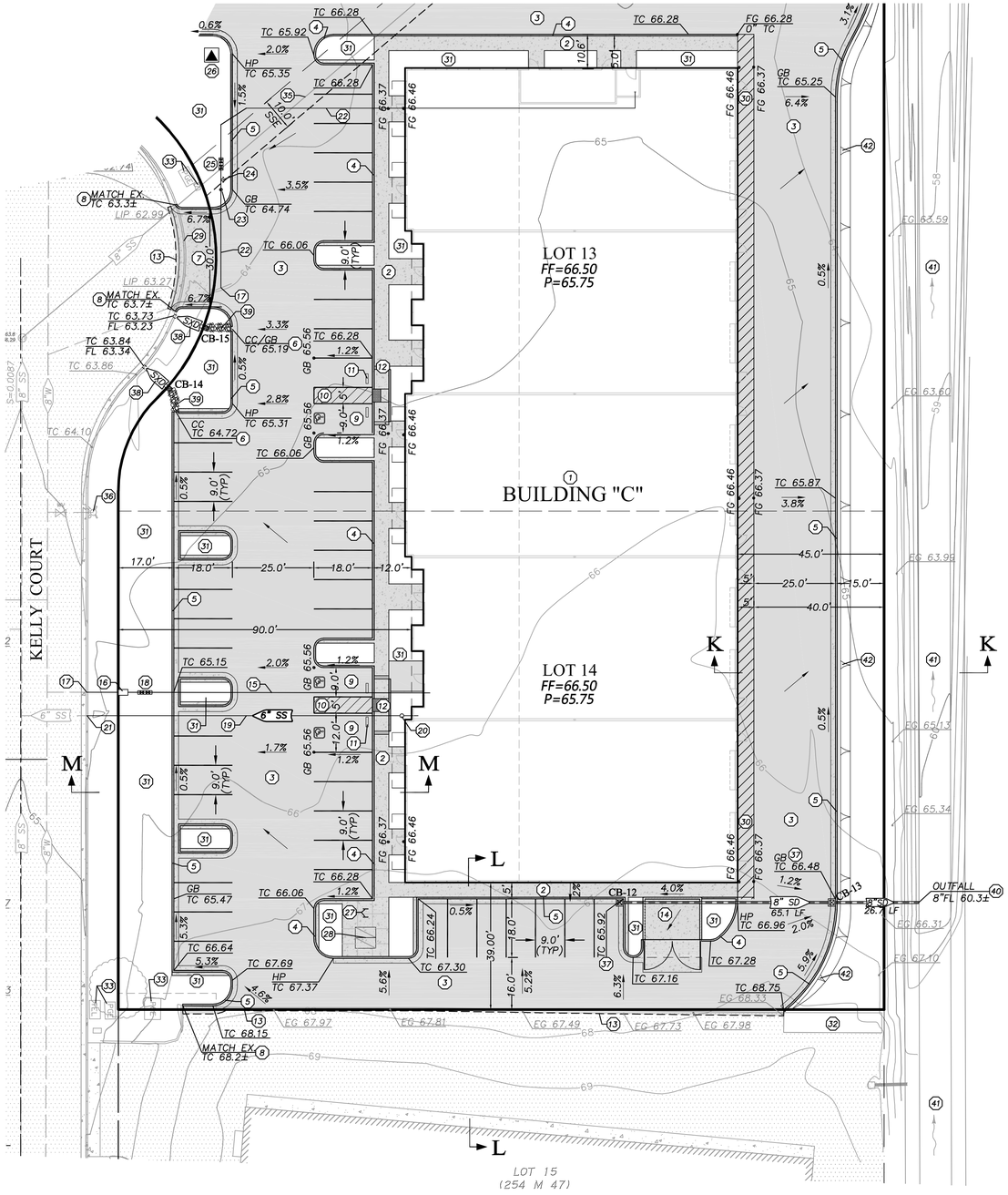
PRELIMINARY GRADING, DRAINAGE AND UTILITY PLAN
BUILDING "B"
LOS MEDANOS INDUSTRIAL PARK
PITTSBURG, CA

SHEET
5

DATE
06-14-2019

PROJECT #: 17116

SEE SHEET 7
LOT 12



GRAPHIC SCALE
20 10 0 20
(IN FEET)
1 inch = 20 feet

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

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

REGISTERED PROFESSIONAL ENGINEER
KIMBERLY A. CAY
NO. 78203
CIVIL
STATE OF CALIFORNIA

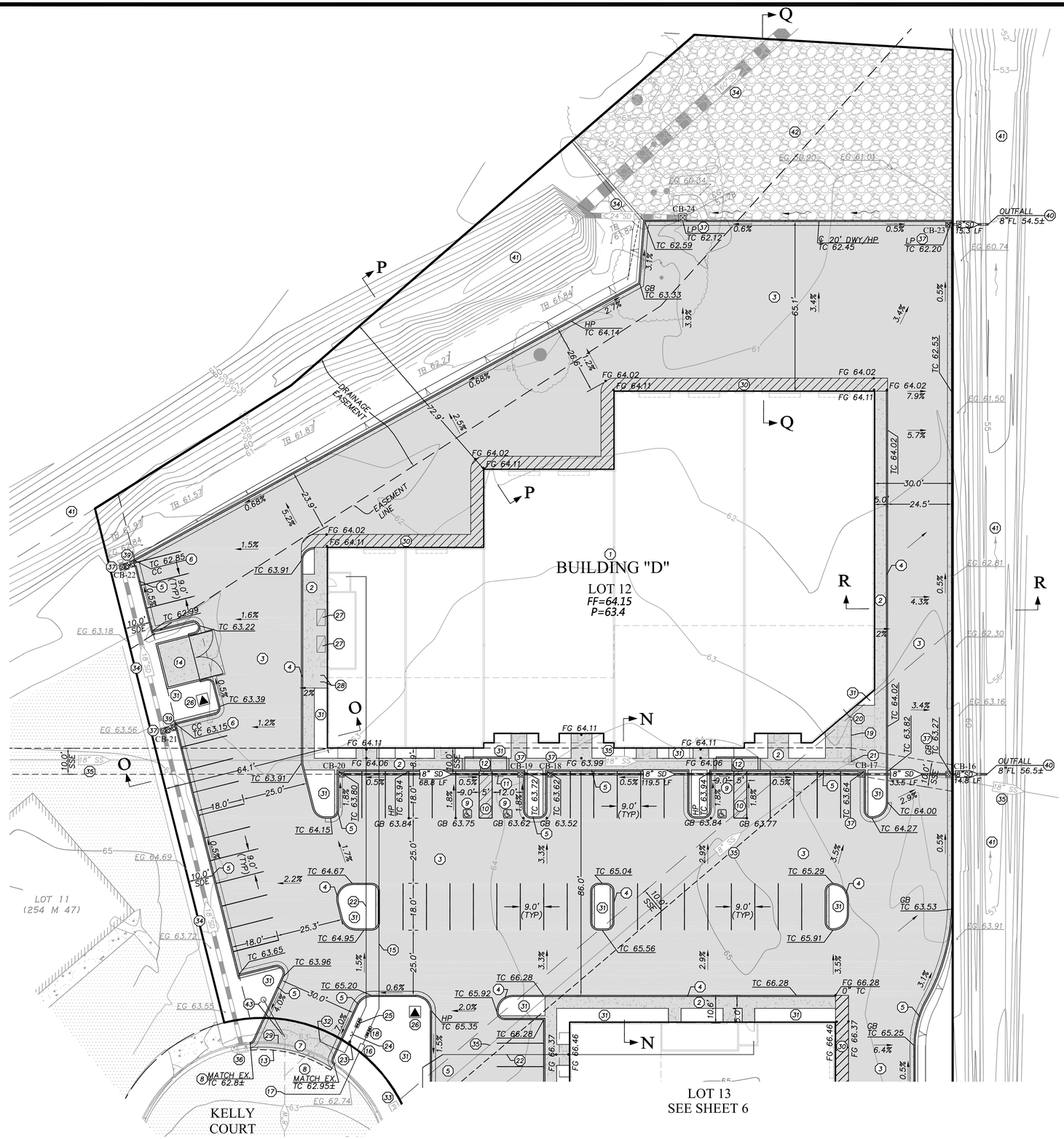
NO.	REVISIONS	BY	APP	DATE

PRELIMINARY GRADING, DRAINAGE AND UTILITY PLAN
BUILDING "C"
LOS MEDANOS INDUSTRIAL PARK
PITTSBURG, CA

SHEET
6

DATE
06-14-2019

PROJECT #: 17116



GRAPHIC SCALE

20 10 0 20

(IN FEET)

1 inch = 20 feet

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.
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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.

REGISTERED PROFESSIONAL ENGINEER
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STATE OF CALIFORNIA

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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

WATER BUDGET CALCULATION

MAXIMUM APPLIED WATER ALLOWANCE (MAWA) = 169048 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 (ETWU) = 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.

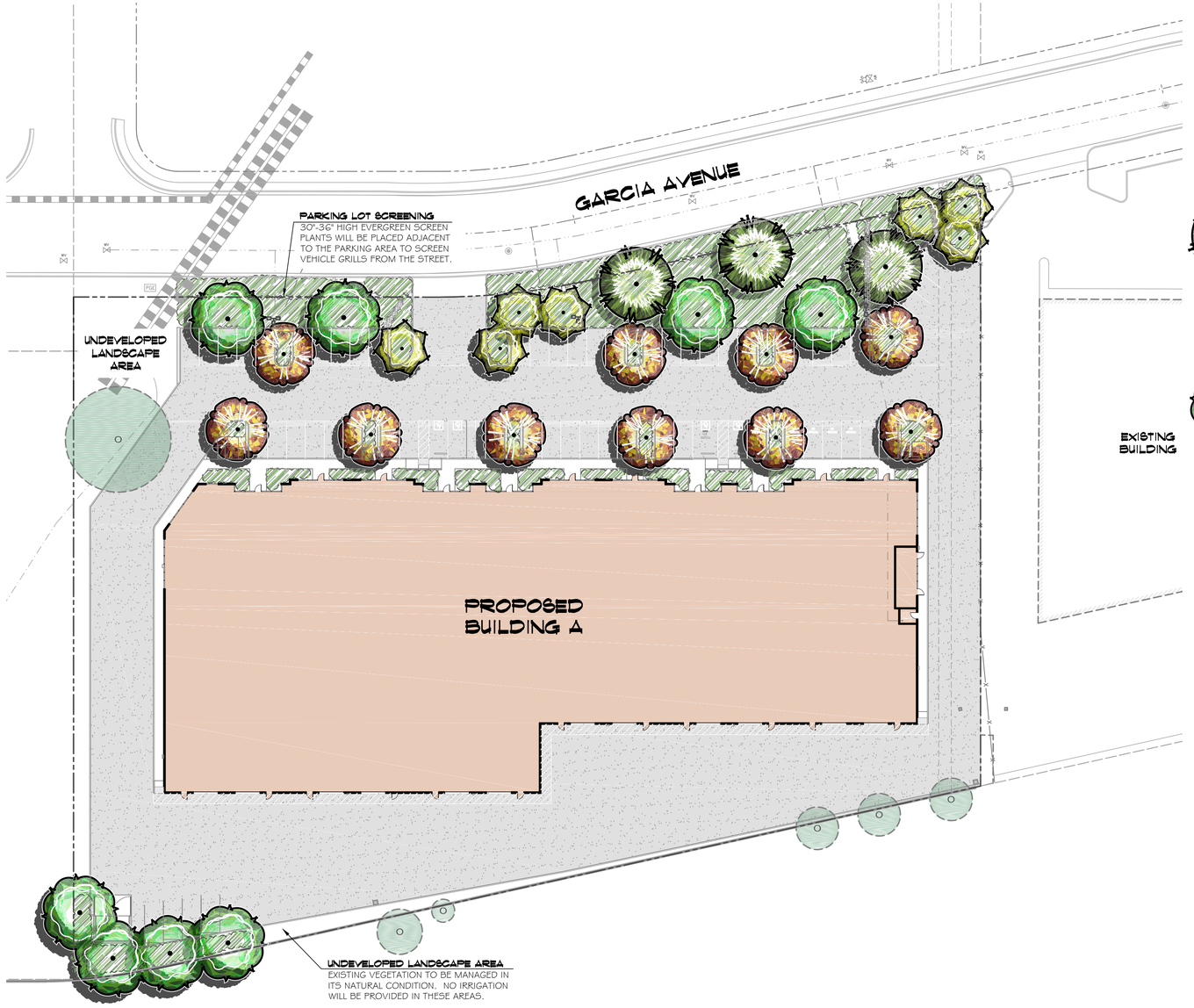
TOTAL ANNUAL ESTIMATED WATER USE: 92757 GAL.

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:	49%	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 (4.9%):	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
	PISTACIA 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
	CHONDROPETALUM 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 ARBUTIFOLIA/TOYON	5 GALLON
	KNIPHOFIA UVARIA 'FLAMENCO'/RED HOT POKER	1 GALLON
	LIMONIUM PEREZII/SEA LAVENDER	1 GALLON
	LANTANA MONTEVIDENSIS/LANTANA	5 GALLON
	MACFADYENA UNGUIS-CATI/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

NORTH

1" = 30'

Los Medanos Industrial Park

Pittsburg, California

Gr R rd Ar
4120 Douglas Blvd., Suite 306, #301, Roseville, CA 95746-5936
GarthRuffner.com California R.L.A. #2808

PERKINS, WILLIAMS & COTTERILL
ARCHITECTS
3320 DATA DRIVE, SUITE 200, RANCHO CORDOVA, CA 95670
916-851-1400 FAX: 916-851-1408
pwcarch@pwcarchitects.com

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 FULL	3/4	1/2	1/4	SUBTOTAL	TOTAL
25' DIA. TREES							
PARKINSONIA X.	490 S.F.	0	1	1	0	613 S.F.	
						25' TOTAL:	613 S.F.
30' DIA. TREES							
PISTACHIA CHINENSIS	706 S.F.	3	0	0	0	2118 S.F.	
						30' TOTAL:	2118 S.F.
35' DIA. TREES							
QUERCUS ILEX	962 S.F.	0	0	8	0	3848 S.F.	
						35' TOTAL:	3848 S.F.
						PARKING AREA:	10372 S.F.
						SHADE REQUIRED: 35%	3630 S.F.
						SHADE PROVIDED: 63%	6578 S.F.

BUILDING B WATER BUDGET CALCULATION

MAXIMUM APPLIED WATER ALLOWANCE (MAWA) = 78457 GALLONS PER YEAR

MAWA = 45.4 ETO x 0.62 GAL./S.F. x 0.45 (ET ADJ. FACTOR) x 6194 S.F. LANDSCAPE AREA

ESTIMATED TOTAL WATER USE (ETWU) = 43048 GALLONS PER YEAR

HYDROZONE (STATION #)	PLANT WATER USE TYPE	PLANT FACTOR	AREA IRRIG. (S.F.)	EFF.	CALCULATION	ESTIMATED 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:	40,074 S.F.
LANDSCAPE AREA REQUIRED (15%):	6,011 S.F.
ON-SITE LANDSCAPE AREA (15.4%):	6,194 S.F.

BUILDING C 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.	0	2	2	0	1225 S.F.	
						25' TOTAL:	1225 S.F.
30' DIA. TREES							
PISTACHIA CHINENSIS	706 S.F.	2	0	0	0	1412 S.F.	
						30' TOTAL:	1412 S.F.
35' DIA. TREES							
PINU-PIN	962 S.F.	0	0	1	0	481 S.F.	
QUERCUS ILEX	962 S.F.	0	0	0	2	481 S.F.	
ULMUS PARVIFOLIA	962 S.F.	6	0	0	0	5772 S.F.	
						35' TOTAL:	6734 S.F.
						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./S.F. x 0.45 (ET ADJ. FACTOR) x 10558 S.F. LANDSCAPE AREA

ESTIMATED TOTAL WATER USE (ETWU) = 73378 GALLONS PER YEAR

HYDROZONE (STATION #)	PLANT WATER USE TYPE	PLANT FACTOR	AREA IRRIG. (S.F.)	EFF.	CALCULATION	ESTIMATED 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:	68,810 S.F.
LANDSCAPE AREA REQUIRED (15%):	10,322 S.F.
TOTAL LANDSCAPE AREA PROVIDED (15.3%):	10,558 S.F.

BUILDINGS D 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.	0	0	1	0	245 S.F.	
						25' TOTAL:	245 S.F.
30' DIA. TREES							
PISTACHIA CHINENSIS	706 S.F.	1	0	0	0	706 S.F.	
						30' TOTAL:	706 S.F.
35' DIA. TREES							
PINU-PIN	962 S.F.	0	0	1	0	481 S.F.	
QUERCUS ILEX	962 S.F.	0	0	1	1	722 S.F.	
ULMUS PARVIFOLIA	962 S.F.	5	1	0	0	5532 S.F.	
						35' TOTAL:	6734 S.F.
						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./S.F. x 0.45 (ET ADJ. FACTOR) x 5057 S.F. LANDSCAPE AREA

ESTIMATED TOTAL WATER USE (ETWU) = 34851 GALLONS PER YEAR

HYDROZONE (STATION #)	PLANT WATER USE TYPE	PLANT FACTOR	AREA IRRIG. (S.F.)	EFF.	CALCULATION	ESTIMATED 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:	94,166 S.F.
LANDSCAPE AREA REQUIRED (15%):	14,125 S.F.
DEVELOPED LANDSCAPE AREA (5.3%):	5,014 S.F.
UNDEVELOPED LANDSCAPE AREA (9.7%):	9,128 S.F.
TOTAL LANDSCAPE AREA PROVIDED (15%):	14,142 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
	PISTACIA CHINENSIS/CHINESE PISTACHE	15 GALLON
	QUERCUS ILEX/HOLLY OAK	15 GALLON
	ULMUS PARVIFOLIA 'DRAKE'/CHINESE ELM	15 GALLON
	SHRUB & GROUNDCOVER AREA: SEE SHEET L2.1	

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GarrettRuther.com California R.L.A. #2808

PERKINS, WILLIAMS & COTTERILL
ARCHITECTS
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916-851-1400 FAX 916-851-1408
pwcarch@pwcarchitects.com

North Landscape Plan

Project:	LOS MEDANOS
Job No.	17712 (37034) *Date:* 6-14-2019
Scale:	1" = 30'

LA-2

Los Medanos Industrial Park

Pittsburg, California

Preliminary Landscape Plan – Buildings B, C & D

NORTH

1" = 30'

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: *Industrial Park (IP) District*	**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 required parking spaces • 8 rack/lockers for 51-100 required 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

* The calculated landscape percentage includes the undeveloped portion of the lot to the north of the building.

Design Review Guideline	Meets Guideline?
Section IV. Commercial/Industrial	
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.	Building A-D **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.
b. Provisions should be made for permanent shopping cart corrals in retail shopping centers.	**Not applicable.** The proposed structure would not house a use which would utilize shopping carts.
c. Existing trees on site should be incorporated into the project side design, unless waived by the City Planner or Planning Commission.	Building A **Yes.** The proposed project incorporates the existing on-site trees located on the site perimeter into the landscaping plan for Building A. Buildings B - D **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.
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.	Buildings A - D **Yes.** The proposed project utilizes the “Dense Landscaping Screen” scheme to screen all utility box transformers.

e. Projects with many buildings (greater than three) should have a variety of building sizes and masses.	Buildings A - D **Yes.** The proposed project consists of four buildings on separate parcels with varying heights, sizes, and lot coverage: *Building A* Max Height: 33 ft., 38 ft. Building Size: 47,517 sq. ft. Min Lot Area: 127,457 sq. ft. Max Lot Coverage: 37.2% *Building B* Max Height: 26 ft., 29 ft. Building Size: 14,616 sq. ft. Min Lot Area: 40,073 sq. ft. Max Lot Coverage: 36.4% *Building C* Max Height: 28 ft., 31 ft. Building Size: 25,300 sq. ft. Min Lot Area: 68,810 sq. ft. Max Lot Coverage: 36.7% *Building D* Max Height: 28 ft., 31 ft. Building Size: 23,225 sq. ft. Min Lot Area: 94,166 sq. ft. Max Lot Coverage: 24.6%
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.	Buildings A - D **Yes.** The proposed structure contains elements which would serve to break up long, horizontal roof lines.

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.	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.

h. Building elevations (example: rear of shopping centers) visible from public right-of- ways should be addressed in design review and treated appropriately.	<u>Building A</u> **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. The southern elevation would also be enhanced with two additional raised parapets to ensure visual interest from the nearby public right-of-way to the south. <u>Building B</u> **Yes.** 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. The south elevation would also be enhanced with a raised parapet near the eastern side of the elevation to ensure visual interest from the nearby public right-of-way. <u>Buildings C</u> **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. <u>Buildings D</u> **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.

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.	Building A **Yes.** The proposed project is architecturally-compatible with the existing structure to the north and east. Building B **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. Building C **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. Building D **Yes.** The proposed project is architecturally-compatible with the existing structure to the west and the proposed Building C to the south.
j. 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.	Buildings A - D **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.

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).	Buildings A - D **Yes.** Each of the proposed buildings includes structural reliefs intended to help articulate the entry points of the buildings.
l. Exterior fire escapes, stairs and other appurtenances should be designed or treated as integral parts of the building façade.	**Not applicable.**
m. Downspouts should be designed into the façade of the building unless architecturally treated.	Buildings A - D **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.
n. Add murals, lattice or some other spaceframe type treatment to blank walls visible from public view.	Building A-D **Yes.** All visible elevations would utilize significant amounts of glass and windows which would allow the interior of these buildings to be visible from the pedestrian walkways. Further, periodic raised parapets have been incorporated in to the building elevations to ensure visual interest from points of public view.
o. Prototype or “theme” architecture is discouraged.	Buildings A - D **Yes.** The proposed building design does not include what could be considered “theme” architecture.

p. 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.
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).	<u>Buildings A - 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.

r. Trash enclosures should include area for collection of recyclables.	Buildings A - D **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.
Green Building Design Guideline	**Meets Guideline?**
Section VI.D: Commercial / Industrial	
1. Roofs should be designed to integrate renewable energy generation systems and provide a cool urban environment.	Buildings A - D **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.
1a. 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.	Buildings A - D **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.
1c. 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.	Buildings A - D **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.

1d. 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.	**Not applicable.** Due to the located of the project, staff has determined that a recreational rooftop is not warranted.
2a. 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	Buildings A - D **Yes.** The project proposal includes numerous trees which will help to reduce the heat island effect.
2b. 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.	**Not applicable.** The proposed project, do not include any carport structures.
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).	Buildings A – D **Yes.** Impermeable surfaces are more appropriate for industrial developments where heavy trucks and regularly traveling in and out. The proposal would comply with all appropriate stormwater control requirements.

4b. 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.	Building A **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. Building B **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. Building C **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. Buildings D **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.

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.**
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.**
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.**

8. 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.	Buildings A, C, D **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. Buildings B **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.
9. Secure bicycle parking facilities should be provided for at least 10% of expected peak hour trips. Bicycle parking structures should 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.

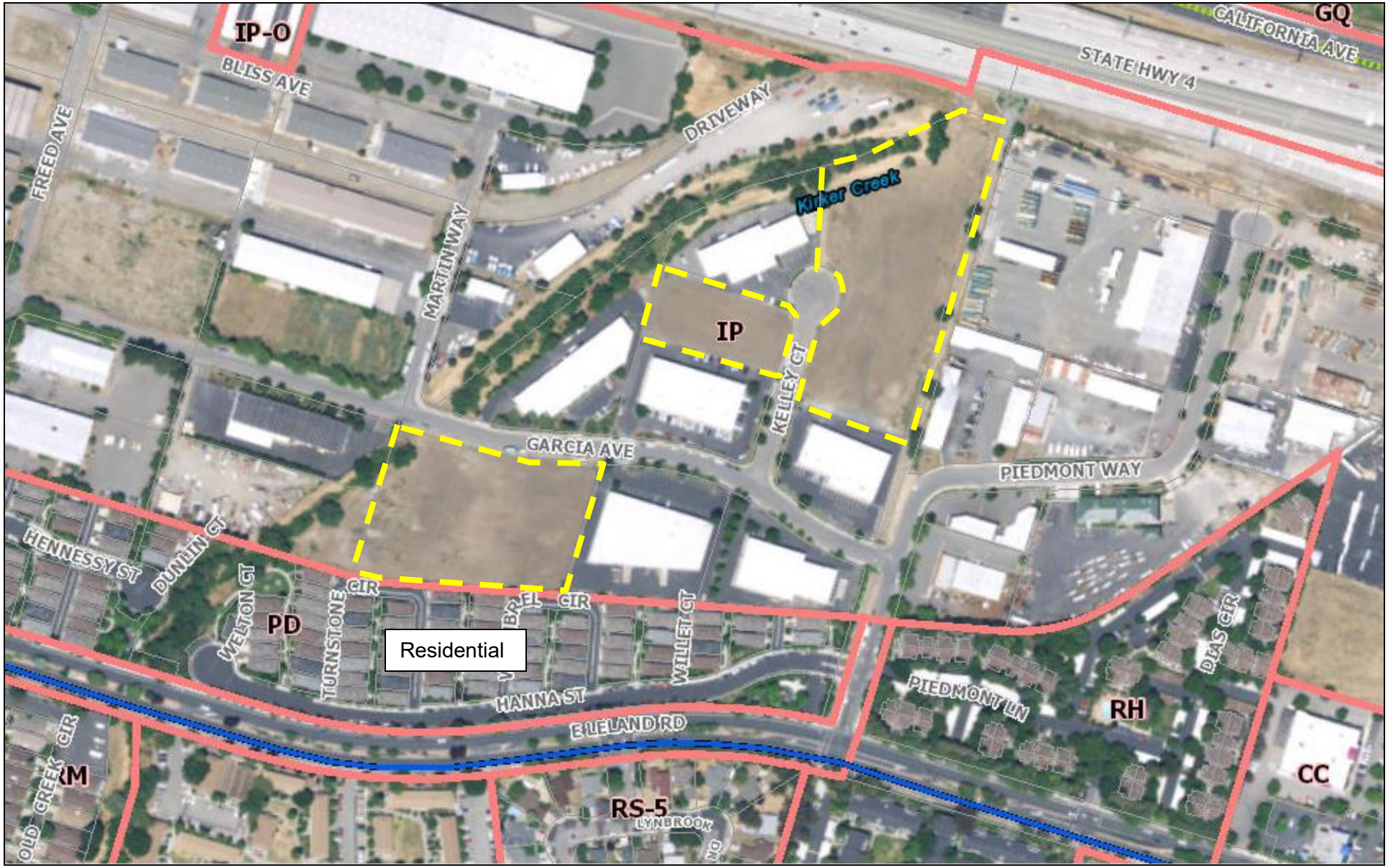
1: Facing Southeast (area of proposed Bldg. A)

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

1:4,368

0 0.035 0.07 0.14 mi
0 0.05 0.1 0.2 km

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City of Pittsburg
Community Development Department

Los Medanos Industrial Park

Initial Study

June 2019

RANEY
PLANNING & MANAGEMENT, INC.

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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.
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13. City of Pittsburg. *Pittsburg Municipal Code.* December 3, 2018.
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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.

6/14/19

Signature | Date

Kristin Pollot, AICP, Planning Manager | City of Pittsburg
Printed Name | 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 1
Regional Project Map

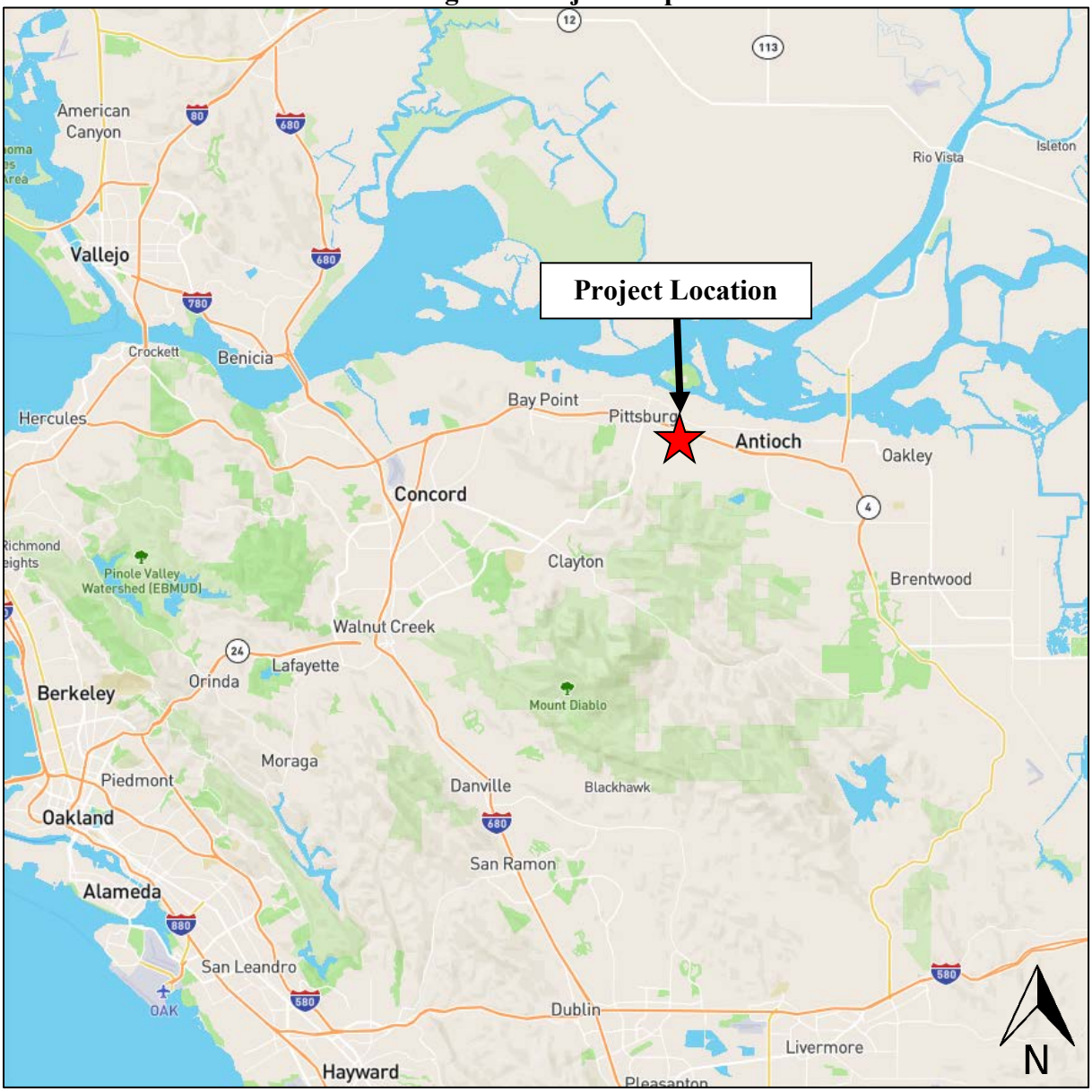


Figure 2
Project Boundaries Map

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

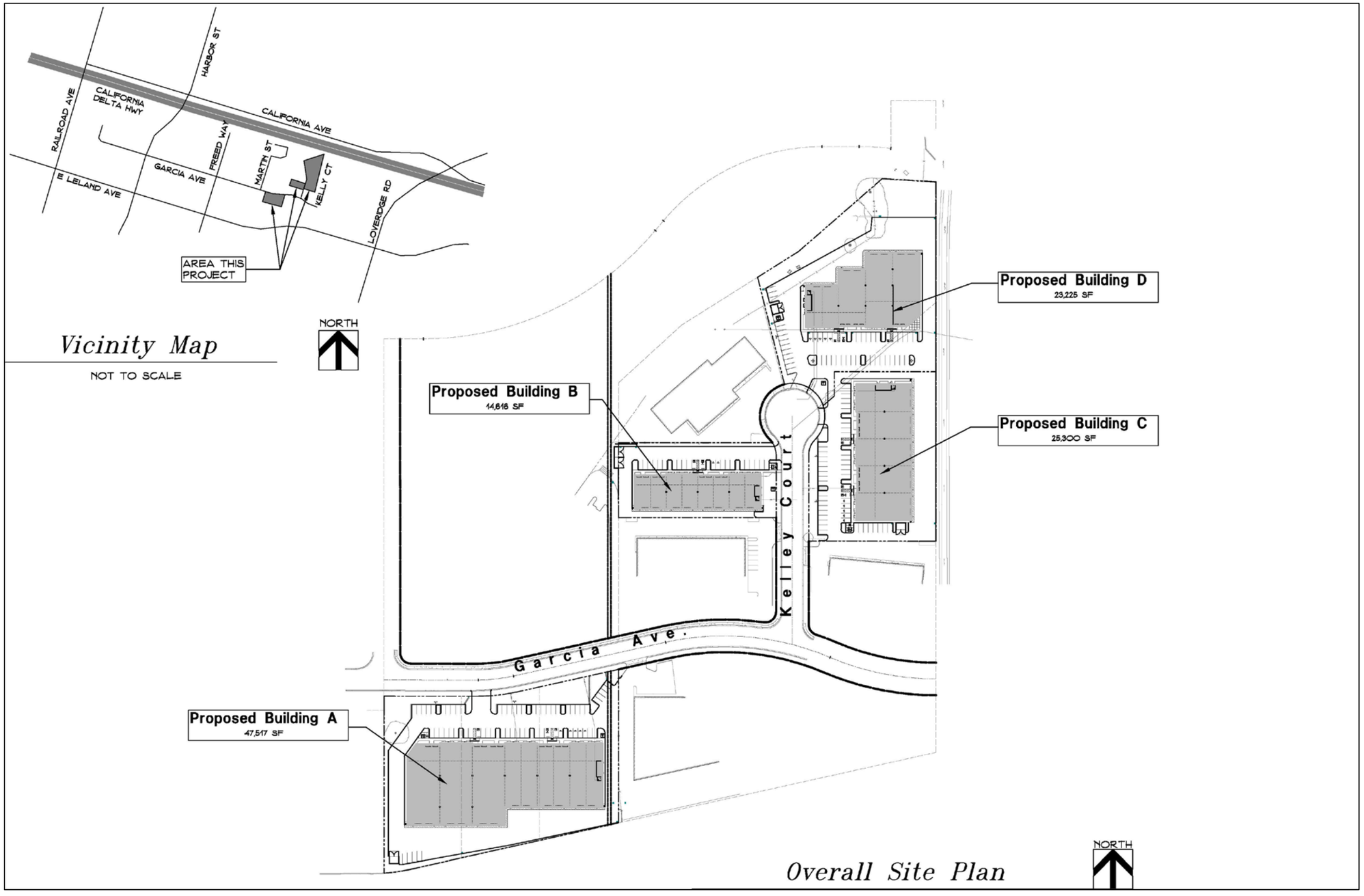


Figure 4
Building A

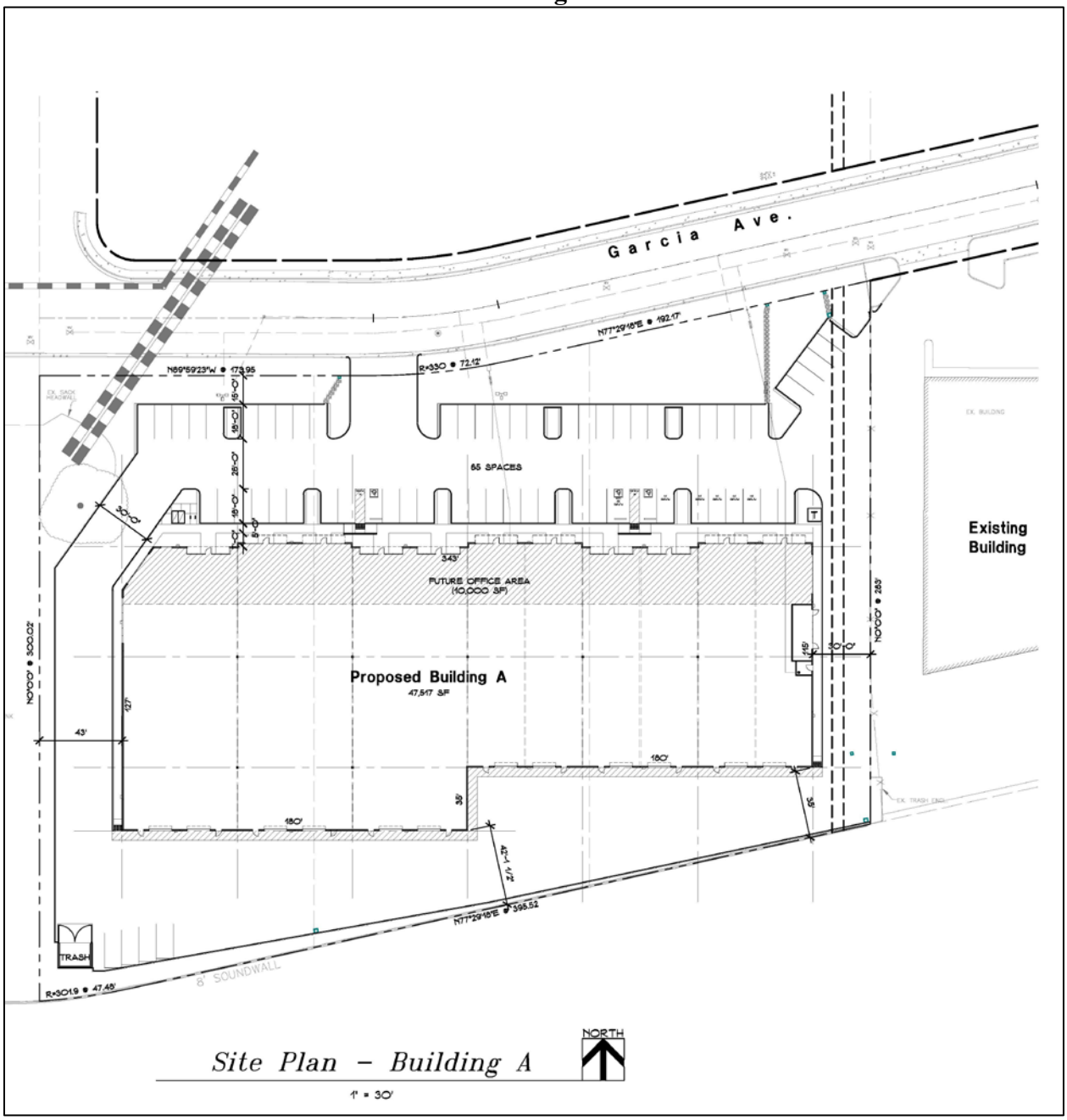
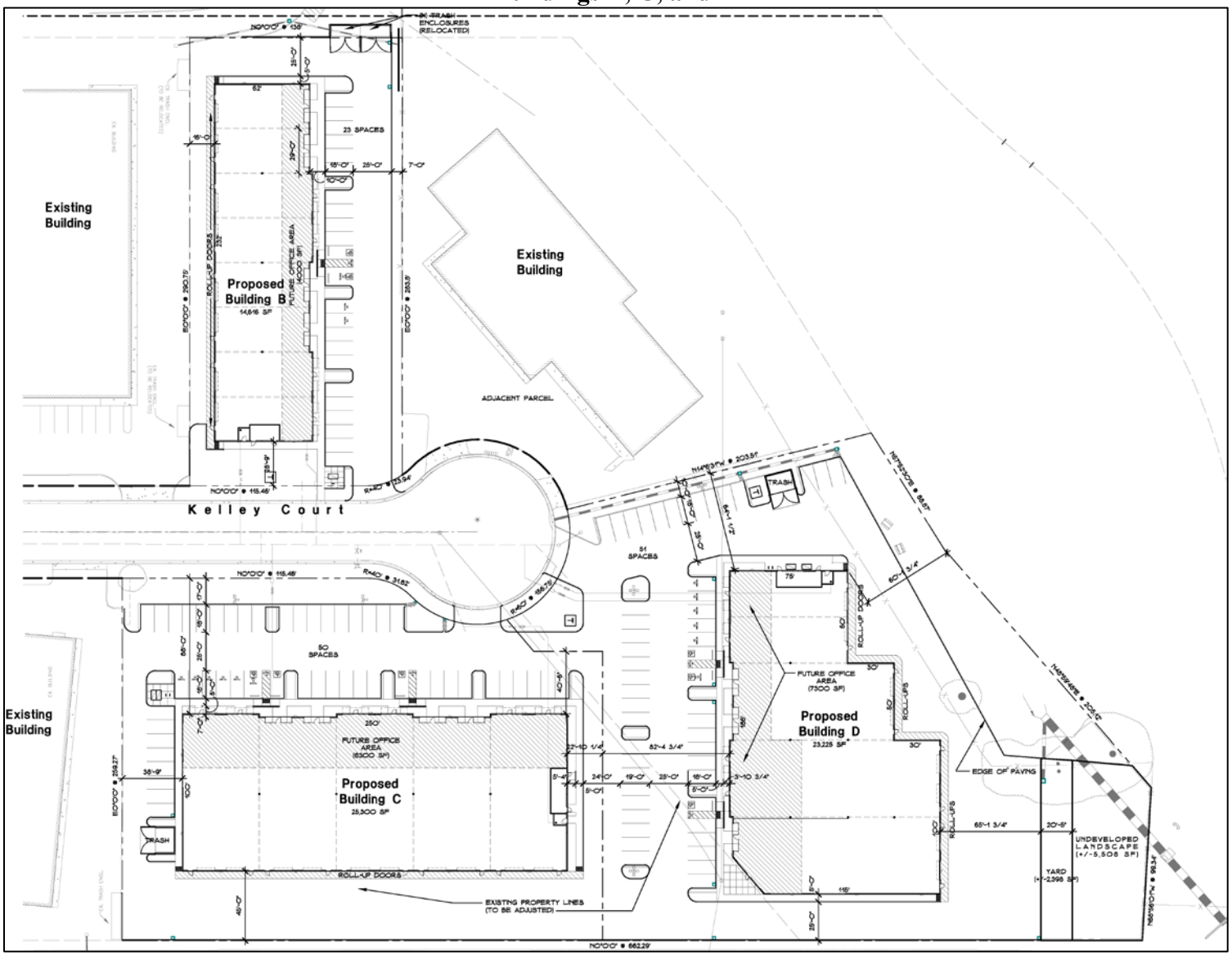


Figure 5
Buildings B, C, and D



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 Pittsburg:

- 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. *Would the project:*	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. *Would the project:*	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 (PM_{10}) 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 PM_{10} 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 PM_{10}, 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, PM_{10}, 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

Source: BAAQMD, CEQA Guidelines, May 2017.

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 CO_2 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, PM_{10}, 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**

Source: CalEEMod, February 2019 (see Appendix A).

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**

Source: CalEEMod, February 2019 (see Appendix A).

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 (CNDDB) 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 CNDDB 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 CNDDB 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 (CO_2) and, to a lesser extent, other GHG pollutants, such as methane (CH_4) and nitrous oxide (N_2O) 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 CO_2 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. *Would the project:*	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 faculties 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.

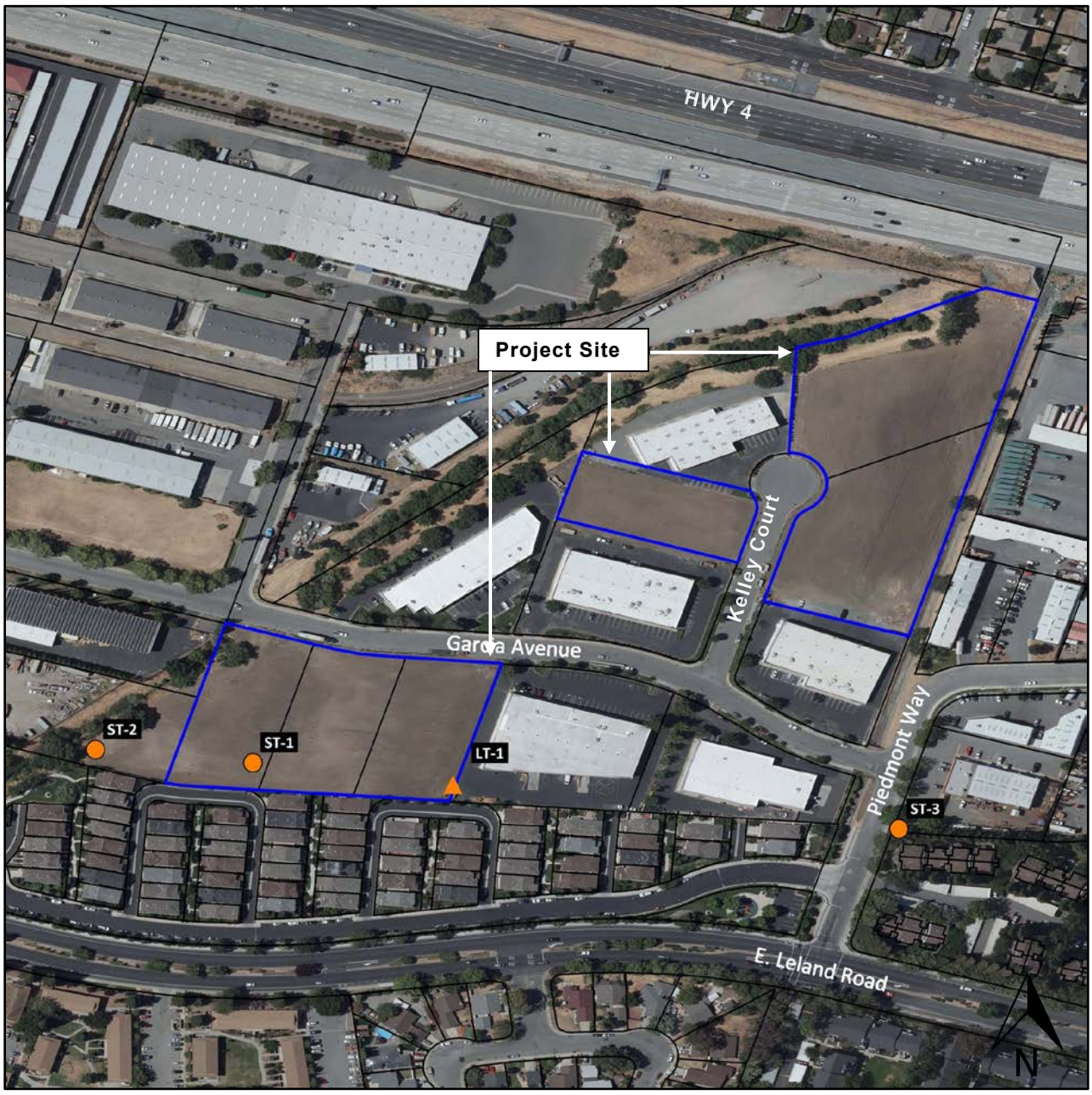
Sensitive Noise Receptors

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		Increase in L_{dn}, dBA
	Existing	With Project	
Ambient	55	55	
Project Generated Noise	--	51	
Total	55	56	1

Source: Saxelby Acoustics, 2019.

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

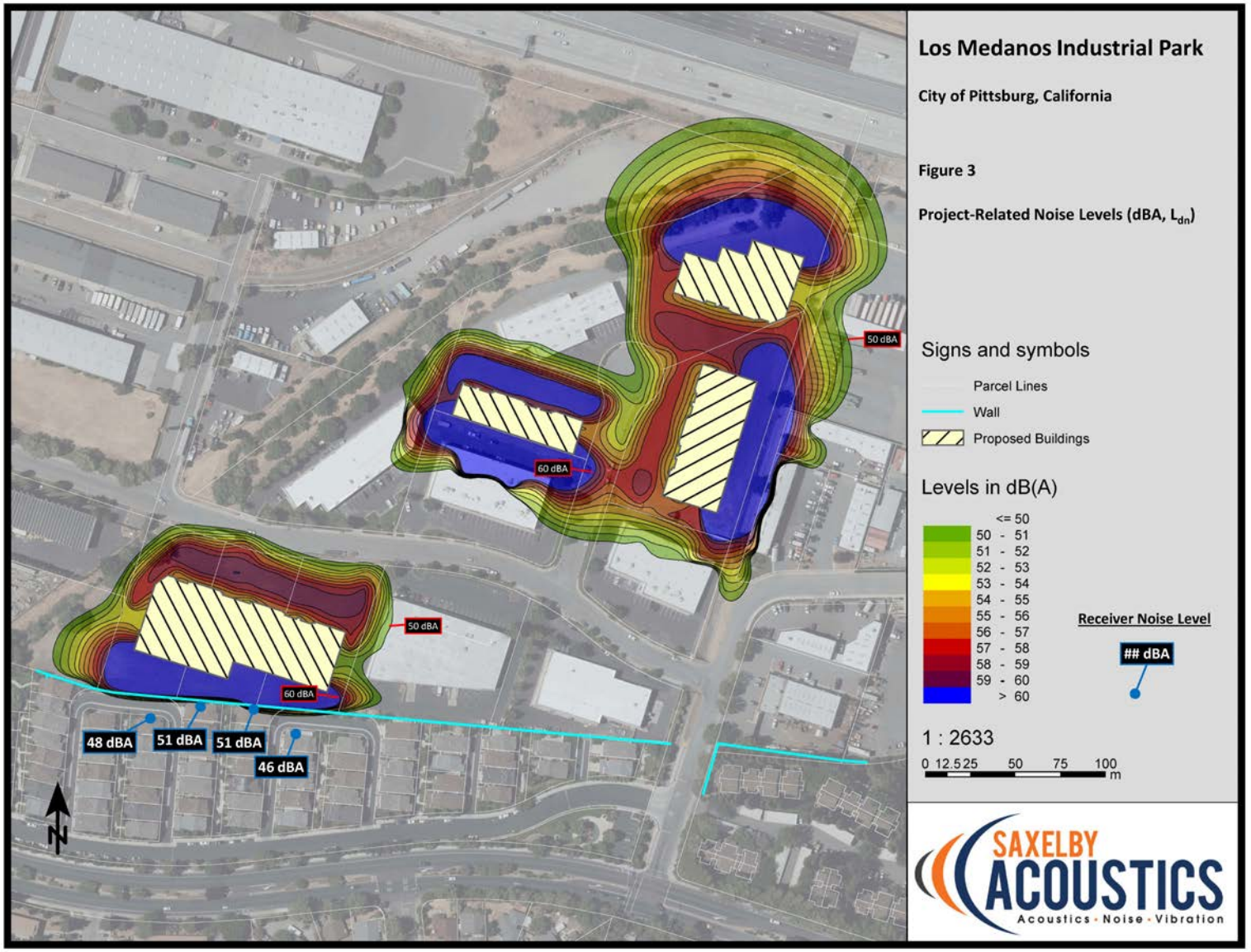
The combination of noise sources discussed above would result in operational noise levels of L_{dn} 51 dBA at the residences to the south. A L_{dn} of 51 dBA does not exceed the City's threshold for normally acceptable noise levels at low density residential developments. Considering the above, and based 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

Source: Caltrans. Transportation Related Earthborne Vibrations. TAV-02-01-R9601. February 20, 2002.

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
Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment Guidelines, May 2006.		

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 Incorporated	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. *Would the project:*	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.

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[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

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/MWhr)	293.13	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	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
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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
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

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	N20	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**

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**

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	N20	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

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

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**

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**

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**

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**

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**

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**

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**

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**

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**

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**

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**

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**

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

	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

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	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

	Miles			Trip %			Trip Purpose %		
Land Use	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

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

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**

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

	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**

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

	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**

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

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

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/MWhr)	293.13	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	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
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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

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

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	6,309.5031	6,309.5031	1.9472	0.0000	6,358.1816
Maximum	**20.7295**	**54.5678**	**33.9731**	**0.0637**	**6.5437**	**4.1871**	**8.9275**	**3.3924**	**3.8705**	**5.5854**	**0.0000**	**6,309.5031**	**6,309.5031**	**1.9472**	**0.0000**	**6,358.1816**

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	6,309.5031	6,309.5031	1.9472	0.0000	6,358.1816
Maximum	**19.2967**	**51.2863**	**37.3190**	**0.0637**	**6.5437**	**1.8615**	**7.8781**	**3.3924**	**1.8614**	**4.7267**	**0.0000**	**6,309.5031**	**6,309.5031**	**1.9472**	**0.0000**	**6,358.1816**

	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	N20	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**

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**

	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	N20	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

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

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**

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**

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**

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**

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**

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**

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**

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**

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**

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**

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**

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**

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

	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

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	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

	Miles			Trip %			Trip Purpose %		
Land Use	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

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

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

	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**

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

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/MWhr)	293.13	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	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
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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

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	6,296.1459	6,296.1459	1.9469	0.0000	6,344.8178
Maximum	**20.7571**	**54.5791**	**33.9399**	**0.0636**	**6.5437**	**4.1871**	**8.9275**	**3.3924**	**3.8705**	**5.5854**	**0.0000**	**6,296.1459**	**6,296.1459**	**1.9469**	**0.0000**	**6,344.8178**

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	6,296.1459	6,296.1459	1.9469	0.0000	6,344.8178
Maximum	**19.3243**	**51.2975**	**37.2857**	**0.0636**	**6.5437**	**1.8615**	**7.8781**	**3.3924**	**1.8614**	**4.7267**	**0.0000**	**6,296.1459**	**6,296.1459**	**1.9469**	**0.0000**	**6,344.8178**

	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	N20	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**

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**

	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	N20	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

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

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**

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**

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**

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**

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**

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**

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**

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**

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**

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**

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**

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**

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

	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

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	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

	Miles			Trip %			Trip Purpose %		
Land Use	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

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

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

	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**

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

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/Backhoes	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/Backhoes	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	0.00		
No	Replace Ground Cover of Area Disturbed	PM10 Reduction	0.00	PM2.5 Reduction	0.00		
No	Water Exposed Area	PM10 Reduction	0.00	PM2.5 Reduction	0.00	Frequency (per day)	

No	Unpaved Road Mitigation	Moisture Content %	0.00	Vehicle Speed (mph)	0.00		
No	Clean Paved Road	% PM Reduction	0.00				

		Unmitigated		Mitigated		Percent Reduction	
Phase	Source	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

Institute Recycling and Composting Services Percent Reduction in Waste Disposed	

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:** lparsons@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 Map**[2]
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).

Table 1: Land Cover Types and Impacts

Land Cover Type	Permanent Impacts	Temporary Impacts	*Stream Setback*	*Preserve System Dedication*
			Proposed for HCP/NCCP Dedication on the Parcel (Requires Conservancy Approval)	
Grassland				
Annual Grassland				
Alkali Grassland				
Ruderal	7.40 acres			
Shrubland				
Chaparral and Scrub				
Woodland				
Oak Savannah				
Oak Woodland				
Riparian				
Riparian Woodland/Scrub	0.213 acres			
Wetland				
Permanent Wetland				
Seasonal Wetland				
Alkali Wetland				
Aquatic				
Aquatic (Reservoir/Open Water)				
Slough/Channel				
Pond				
Stream (in linear feet)				
Irrigated Agriculture				
Pasture				
Cropland				
Orchard				
Vineyard				
Other				
Nonnative woodland				
Wind turbines				
Developed (not counted toward Fees)				
Urban				
Aqueduct				
Turf				
Landfill				
TOTAL IMPACTS	7.613 acres			

Identify any uncommon vegetation and uncommon landscape features[3]:

Supplemental to Table 1: Uncommon Vegetation and Landscape Features

	Permanent Impacts	Temporary Impacts
Uncommon Grassland Alliances		
Purple Needlegrass Grassland		
Blue Wildrye Grassland		
Creeping Ryegrass Grassland		
Wildflower Fields		
Squirreltail Grassland		
One-sided Bluegrass Grassland		
Serpentine Bunchgrass Grassland		
Saltgrass Grassland		
Alkali Sacaton Bunchgrass Grassland		
☐ Other		
Uncommon Landscape Features		
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 Detail[5]

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 ECCHCP/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 (*Carduss* 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 ECCC HCP/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 ECCC HCP/NCCP covered activities. The RGP is designed to streamline wetland permitting in the entire ECCC HCP/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 hypugaea*)

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 (CNDDB 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 (CNDDB 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 (*Navarretia nigelliformis* ssp. *radians*) [a]	C	Annual Grassland	Generally found on clay barrens in Annual Grassland [b]	Apr–Jun	☐ Yes ☒ No
Alkali milkvetch (*Astragalus tener* ssp. *tener*)	N	Alkali grassland Alkali wetland Annual grassland Seasonal wetland	Generally found in vernally moist habitat in soils with a slight to strongly elevated pH	Mar–Jun	☐ Yes ☒ No
Big tarplant (*Blepharizonia plumosa*)	C	Annual grassland	Elevation below 1500 feet [d] most often on Altamont Series or Complex soils	Jul–Oct	☐ Yes ☒ No
Brewer's dwarf flax (*Hesperolinon breweri*)	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 (*Atriplex depressa*)	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 (*Tropidocarpum capparideum)*	N	Alkali grassland		Mar–Apr	☐ Yes ☒ No
Contra Costa goldfields (*Lasthenia conjugens*)	N	Alkali grassland Alkali wetland Annual grassland Seasonal wetland	Generally found in vernal pools	Mar–Jun	☐ Yes ☒ No
Diablo Helianthella (*Helianthella castanea*)	C	Chaparral and scrub Oak savanna Oak woodland	Elevations generally above 650 feet [d]	Mar–Jun	☐ Yes ☒ No
Diamond-petaled poppy (*Eschscholzia rhombipetala*)	N	Annual grassland		Mar–Apr	☐ Yes ☒ No
Large-flowered fiddleneck (*Amsinckia grandiflora*)	N	Annual grassland	Generally on clay soil	Apr–May	☐ Yes ☒ No
Mount Diablo buckwheat (*Eriogonum truncatum*)	N	Annual grassland Chaparral and scrub	Ecotone of grassland and chaparral/scrub	Apr–Sep	☐ Yes ☒ No
Mount Diablo fairy-lantern (*Calochortus pulchellus*)	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 (*Arctostaphylos auriculata*)	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 (*Delphinium recurvatum*)	C	Alkali grassland Alkali wetland		Mar–Jun	☐ Yes ☒ No
Round-leaved filaree (*California macrophylla*) [c]	C	Annual grassland		Mar–May	☐ Yes ☒ No
San Joaquin spearscale (*Extriplex joaquiniana*) [e]	C	Alkali grassland Alkali wetland		Apr–Oct	☐ Yes ☒ No
Showy madia (*Madia radiata*)	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 is 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 joaquinana* 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 CNDDB 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.

Jones & Stokes. 2007. Final East Contra Costa County Habitat Conservation Plan and Natural Community Conservation Plan. Retrieved December 2018, from http://www.co.contra-costa.ca.us/depart/cd/water/hcp/archive/final-hcp- rev/final_hcp_nccp.html

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 Requirements[10]

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.

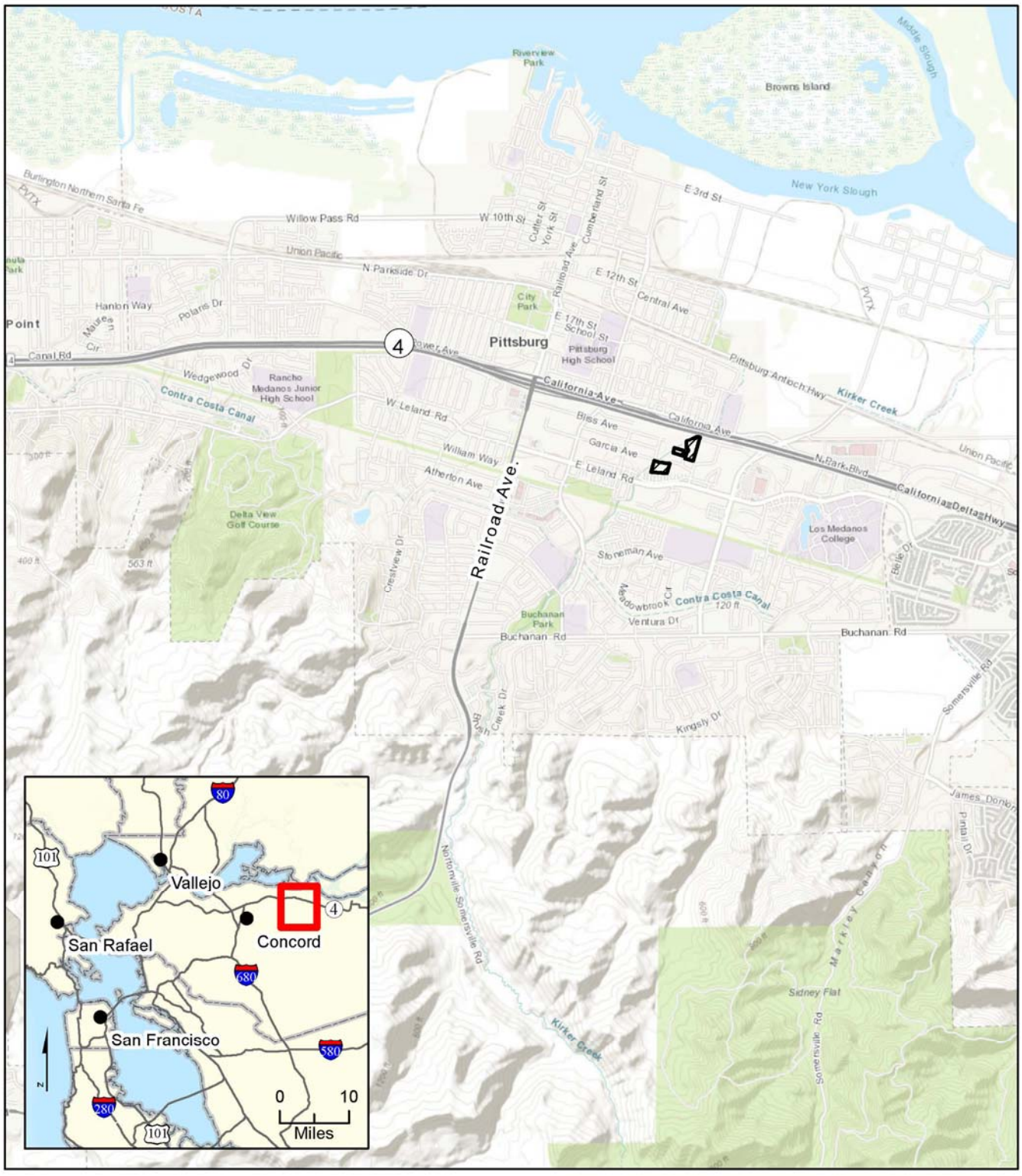
General Best Management Practices and Avoidance and Minimization Measures

- 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

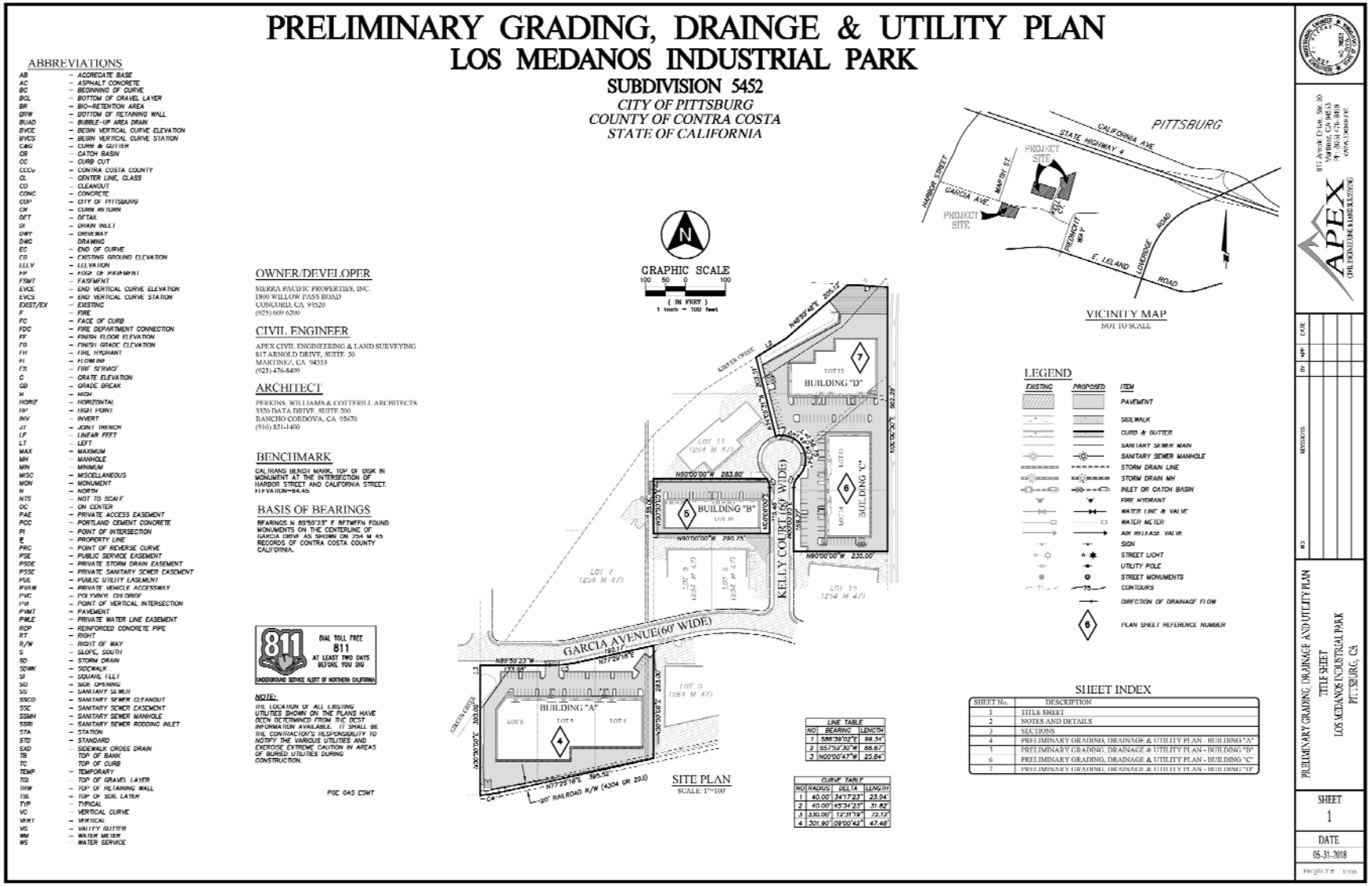
N

SBI 1/21/2019

Los Medanos Industrial Park
Figure 1. Regional Location

SBI Swaim Biological Inc.

Figure 2. Site Plans



Kirker Creek
Garcia Avenue
Kelly Court
Concrete Channel
Aquatic
Ruderal (7.40 ac)
Riparian Woodland (0.213 ac)
Los Medanos Project Site
Los Medanos Parcel Boundary
N
0
0.0175
0.035
0.07 Miles
West Pittsburg
Pittsburg
Martinez
Concord
Antioch
Pleasant Hill
Lafayette
Alamo
Los Medanos Industrial Park
Figure - 3 Field Verified Land Cover Map
Map 1 of 2
SBI
Swaim Biological Inc.

Kirker Creek
Garcia Avenue
Kelly Court
Concrete Channel
Top of Bank
Los Medanos Project Site
Stream Setback
Stream Setback Exception
Riparian Woodland
Ruderal
N
0
0.02
0.04
0.08 Miles
West Pittsburg
Pittsburg
Martinez
Antioch
Concord
Pleasant Hill
Lafayette
Alamo
Los Medanos Industrial Park
Figure - 3 Stream Setback Exception Map
Map 2 of 2
SBI
Swaim Biological Inc.

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).

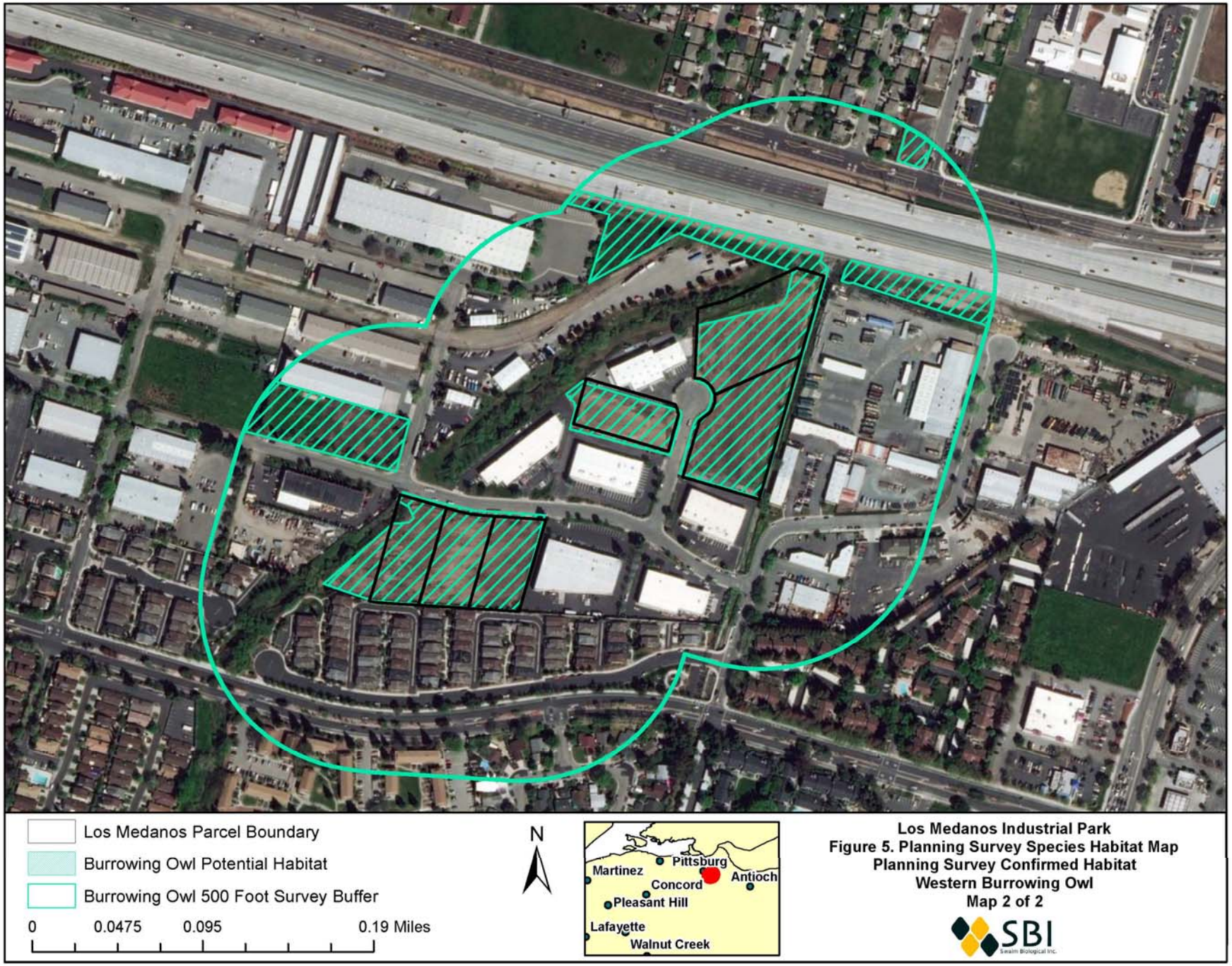
Photo 2. Project Site, looking west and showing ruderal land cover on parcel 088-540-007-7 (Building B).

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


Los Medanos Parcel Boundary
Burrowing Owl Potential Habitat
Burrowing Owl 500 Foot Survey Buffer
0
0.0475
0.095
0.19 Miles
N
Pittsburg
Martinez
Antioch
Concord
Pleasant Hill
Lafayette
Walnut Creek
Los Medanos Industrial Park
Figure 5. Planning Survey Species Habitat Map
Planning Survey Confirmed Habitat
Western Burrowing Owl
Map 2 of 2
SBI

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 of 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

ECCC HCP/NCCP 2018 Fee Calculator Worksheet
Permanent Impacts

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

DEVELOPMENT FEE		ACREAGE PERMANENTLY IMPACTED (TABLE 1)[1]		2018 FEE PER ACRE (SUBJECT TO CHANGE)[2]		
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**

WETLAND MITIGATION FEE		ACREAGE PERMANENTLY IMPACTED (TABLE 1)[1]		2018 FEE PER ACRE (SUBJECT TO CHANGE)[2]		
	Riparian woodland / scrub	0.034	x	$78,682.52	=	$2,675.21
	Stream Setback Exception	0.530	x	1/2 x ($78,682.52)	=	$20,850.87
	Perennial Wetland		x	$107,670.82	=	$0.00
	Seasonal Wetland		x	$233,286.78	=	$0.00
	Alkali Wetland		x	$220,863.22	=	$0.00
	Ponds		x	$117,333.59	=	$0.00
	Aquatic (open water)		x	$59,356.99	=	$0.00
	Slough / Channel		x	$133,898.33	=	$0.00
	STREAMS	**LINEAR FEET PERMANENTLY IMPACTED (TABLE 1)**		**2018 FEE PER LINEAR FT (SUBJECT TO CHANGE)[2]**		
	Streams 25 feet wide or less	0.00	x	$641.48	=	$0.00
	Streams greater than 25 feet wide	0.00	x	$966.28	=	$0.00
				Wetland Mitigation Fee Total	=	**$23,526.07**

FEE REDUCTION[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**

[1] City/County planning staff will consult the land cover map in the Final HCP/NCCP and will reduce the acreage subject to the Development Fee by the acreage of the subject property that was identified in the Final HCP/NCCP as urban, turf, landfill or aqueduct land cover.

[2] Development Fees are adjusted annually according to a formula that includes both a Home Price Index (HPI) and a Consumer Price Index (CPI). The Wetland Mitigation Fees are adjusted according to a CPI. The Conservancy conducted the 2013 periodic fee audit required by the HCP/NCCP. Action by the County and participating cities is pending, which could result in adjustments to some or all fees in 2018.

[3] Fee reductions must be reviewed and approved by the Conservancy.

Template date: March 7, 2018

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

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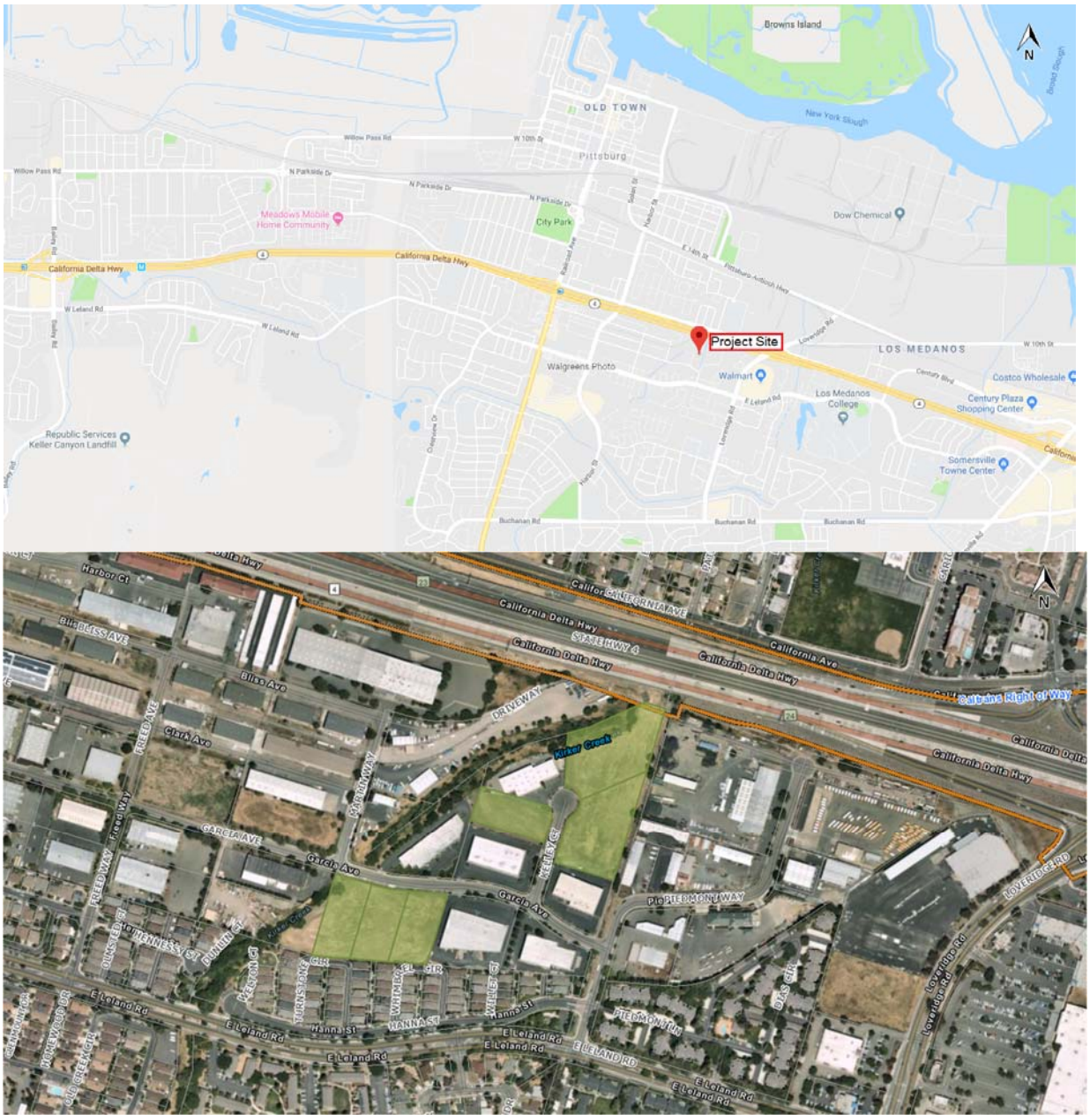
Why am I receiving this notice? You are receiving this notice because you have either previously requested notifications from the Planning Division, or a project has been proposed in your neighborhood and all property owners within a minimum 300-foot radius of the project site are required to be notified 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
September 24, 2019

ITEM: **Dow Chemical Company Water Recovery System Equipment Replacement – Extension of Approval of AP-16-1169 (DR).**

ORIGINATED BY: Andy Laiho, Dow Chemical Company, 901 Loveridge Road, Pittsburg, CA 94565

SUBJECT: This is a request for a one-year extension of design review approval of plans to construct a 95-foot tall water recovery system on an approximately 1.34-acre portion of the existing Dow Chemical plant, now Corteva Agriscience, located at 901 Loveridge Road, in the IG (General Industrial) District. Assessor's Parcel Number: 073-220-041.

RECOMMENDATION:

Staff recommends the Planning Commission adopt Resolution No. 10134, extending approval of Design Review Application No. 16-1169 for one year.

BACKGROUND:

On June 21, 2016, Andy Laiho of the Dow Chemical Company filed Design Review Application No. AP-16-1169, requesting design review approval to construct a 95-foot tall water recovery system on an approximately 1.34-acre portion of the existing Dow Chemical Plant in Pittsburg. The proposed water recovery system would replace an existing system with more efficient modern equipment. No changes in the volume processed or feed water sources are proposed as part of the project.

On September 27, 2016, the Planning Commission held a public meeting to consider Design Review Application No. 16-1169; however, the item was continued to October 11, 2016, due to lack of a quorum.

On October 11, 2016, the Planning Commission resumed the public meeting on the proposed item and adopted Resolution No. 10046 (Attachment 2), granting approval of Design Review for the construction of a replacement water recovery system at the DOW Chemical Plant, now named Corteva Agriscience, located at 901 Loveridge Road. According to Condition No. 17 of the resolution, the applicant was given three years (until September 27, 2019) to obtain a building permit for the project or file a written request for an extension.

On August 5, 2019, the applicant submitted a request for a one-year extension of the design review approvals entitled with the adopted Resolution No. 10046.

PROJECT DESCRIPTION:

The applicant is requesting one additional year to obtain building permits to complete the approved project. Please refer to the attached staff report entitled, “Dow Chemical Water Recovery System Equipment Replacement, AP-16-1169 (DR),” dated September 27, 2016, (Attachment 3) for a detailed description of the project.

GENERAL PLAN/CODE COMPLIANCE:

Pittsburg Municipal Code (PMC) section 18.36.240 gives the Commission authority to extend the period to obtain a building permit in relation to a design review approval, if a written request is submitted within the effective period of approval. The entitlements authorized with adoption of Resolution No. 10046 were conditioned to expire on September 27, 2019 (Condition No. 17). The applicant submitted a timely request for extension of the approvals on August 5, 2019.

Please refer to the attached staff report entitled, “Dow Chemical Water Recovery System Equipment Replacement, AP-16-1169 (DR),” dated September 27, 2016, for a detailed description of the project’s compliance with the General Plan and Zoning Ordinance.

ANALYSIS:

The General Plan land use designation and zoning classification for the site have not changed since the initial project approval in 2016. Further, staff does not anticipate significant changes to the development and architectural design standards contained within the City’s Design Review and Development Guidelines (DRDGs) applicable to this project within the next year.

The applicant has been diligent moving forward with the project and has had a change in design contractor in order to ensure quality work. Further, during the evolution of the project, The Dow Chemical Company and E.I. du Pont de Nemours and Company merged to form DowDuPont, which was then split into separate companies. This project site is now a part of Corteva Agriscience. Although these unforeseen changes have altered the timeline of the project, the scope of work has not changed.

Staff believes that there is good cause for an extension of the approval at this time and is recommending that the Commission allow the extension of the approval for one additional year.

ACTION REQUIRED:

Move to adopt Resolution No. 10134, approving a one-year extension of the term of approval of Design Review Application No. 16-1169.

ATTACHMENTS:

1. Proposed Resolution No. 10134
2. Adopted Resolution No. 10046
3. Planning Commission Staff Report, dated September 27, 2016
4. Approved project plans
5. Letter of Request for Extension of Approval, dated August 5, 2019
6. Vicinity Map

Prepared by: Celina Palmer, Assistant Planner

PROPOSED

BEFORE THE PLANNING COMMISSION OF THE CITY OF PITTSBURG

In the Matter of:

Resolution Extending the Term of Design Review Approval of a Replacement Water Recovery System at the Dow Chemical Plant, Located at 901 Loveridge Road, for "Dow Chemical Company Water Recovery System Equipment Replacement, AP-16-1169 (DR)."	)))))))	Resolution No. 10134

The Planning Commission DOES RESOLVE as follows:

Section 1. Background

A. On June 21, 2016, Andy Laiho of the Dow Chemical Company filed Design Review Application No. AP-16-1169, requesting design review approval to construct a 95-foot tall water recovery system on an approximately 1.34-acre portion of the existing Dow Chemical Plant in Pittsburg. The proposed water recovery system would replace an existing system with more efficient modern equipment. No changes in the volume processed or feed water sources are proposed as part of the project. The project site is located at 901 Loveridge Road, in the IG (General Industrial) District. Assessor's Parcel Number: 073-220-041.

B. On September 27, 2016, the Planning Commission held a public meeting to consider Design Review Application No. 16-1169; however, the item was continued to October 11, 2016, due to lack of a quorum

C. On October 11, 2016, the Planning Commission resumed the public meeting on the proposed item and the Planning Commission adopted Resolution No. 10046, granting approval of Design Review for the construction of a replacement water recovery system at the DOW Chemical plant, now named Corteva Agriscience, located at 901 Loveridge Road. The entitlements authorized with the adoption of Resolution No. 10046 were conditioned to expire on September 27, 2019 (Condition No. 17).

D. Pittsburg Municipal Code (PMC) section 18.36.240 gives the Commission authority to extend the period to obtain a building or grading permit in relation to a design review approval, if a written request is submitted within the effective period of approval.

E. On August 5, 2019, the applicant submitted a request for a one-year extension of the design review approvals entitled with the adopted Resolution No. 10046.

F. Since the Planning Commission approval of this project, there have been no General Plan or zoning ordinance amendments related to this property.

G. On September 24, 2019, the Planning Commission held a public meeting and considered the request for the extension of the term of approval of Design Review Application No. 16-1169.

Section 2. Findings

A. Based on the Planning Commission Staff Report entitled, "Dow Chemical Company Water Recovery System Equipment Replacement – Extension of Approval of AP-16-1169 (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 to the Planning Commission on September 24, 2019, the Planning Commission finds that:

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

2. The request for extension of the project review approval was filed within the effective period of approval, in compliance with the requirements of PMC section 18.36.240.

3. There is good cause to support the extension of design review approval for this project, in that the developer has been diligent moving forward with the project and has had a change in design contractor in order to ensure quality work. Further, during the evolution of the project, The Dow Chemical Company and E.I. du Pont de Nemours and Company merged to form DowDuPont, which was then split into separate companies. This project site is now a part of Corteva Agriscience. Although these unforeseen changes have altered the timeline of the project, the scope of work has not changed.

Section 3. Decision

A. Based on the findings set forth above, the Planning Commission hereby extends approval of Design Review Application No. 16-1169, subject to all of the conditions of Resolution No. 10046, with the exception of Condition No. 17, which is replaced by the following:

1. This approval will expire on September 25, 2020, 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 is subsequently approved by the Planning Commission. The approval shall be valid for no more than six months from the date of permit issuance, unless work is

commenced and diligently pursued prior to the expiration of the 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 24th day of September, 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. 10134 was adopted by the Planning Commission of the City of Pittsburg on September 24, 2019.

_____
KRISTIN POLLOT, AICP, SECRETARY
PITTSBURG PLANNING COMMISSION

BEFORE THE PLANNING COMMISSION OF THE CITY OF PITTSBURG

In the Matter of:

Resolution Granting Design Review Approval of Plans to Construct a Replacement Water Recovery System at the Dow Chemical Plant, Located at 901 Loveridge Road, for "Dow Chemical Company Water Recovery System Equipment Replacement, AP-16-1169 (DR)."	))))))))	Resolution No. 10046

The Planning Commission DOES RESOLVE as follows:

Section 1. Background

A. On June 21, 2016, Andy Laiho of the Dow Chemical Company filed Design Review Application No. AP-16-1169, requesting design review approval to construct a 95-foot tall water recovery system on an approximately 1.34-acre portion of the existing Dow Chemical Plant in Pittsburg. The proposed water recovery system would replace an existing system with more efficient modern equipment. No changes in the volume processed or feed water sources are proposed as part of the project. The project site is located at 901 Loveridge Road, in the IG (General Industrial) District. Assessor's Parcel Number: 073-220-041.

B. The Dow Pittsburg Facility occupies over 300 acres along Suisun Bay adjacent to New York Slough. The first industrial use on the project site was established by the Great Western Electrochemical Company in 1919. On January 1, 1939, the Dow Chemical Company purchased the Great Western Electrochemical Company, and the site became Dow's first major manufacturing expansion outside of its Michigan headquarters. The facility has been in continuous operation as a chemical manufacturing plant for 98 years, with the past 77 years of continuous operations by Dow.

C. In 1990, the City of Pittsburg annexed an approximately 1,170-acre area from Contra Costa County and, as a result, the Dow Facility is now within the City of Pittsburg.

D. As a small component of their larger operations, Dow currently maintains a water recovery system which collects various water streams from on site and purifies them for reuse through softening and evaporation. The existing system was constructed in the early 1950s, and has reached the end of its useful life, necessitating replacement in favor of a system utilizing industry standard technology.

E. The location of the proposed water recovery system has been previously developed, and has historically been used as a staging and storage area for ancillary equipment and nonhazardous materials.

F. The proposed project is governed by the applicable goals and policies of the Pittsburg General Plan, the Pittsburg Municipal Code (PMC), and the City's Design Review and Development Guidelines adopted by Planning Commission through Resolution No. 9864.

G. The project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) under Class 2, "Replacement or Reconstruction," of the CEQA Guidelines, section 15302, as the proposed project would replace an existing system with no expansion of capacity.

H. Although not required by the PMC, on or prior to September 16, 2016, notice of the September 27, 2016, public meeting to consider design review of the proposed water recovery system was posted at City Hall, the Pittsburg Library, near the proposed project site, and on the "Public Notices" section of the City's website.

G. On September 27, 2016, the Planning Commission held a public meeting to consider Design Review Application No. 16-1169; however, the item was continued to October 11, 2016, due to a lack of quorum.

H. On October 11, 2016, the Planning Commission resumed the public meeting on the proposed item, at which time oral and/or written testimony was considered.

Section 2. Findings

A. Based on the Planning Commission Staff Report entitled, "Dow Chemical Company Water Recovery System Equipment Replacement, AP-16-1169 (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 public hearing, the Planning Commission finds that:

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

2. The structures comprising the new water recovery system will conform with good taste, good design and in general contribute to the character and image of the city as a place of beauty, spaciousness, balance, taste, fitness, broad vistas, and high quality, if conditions are added to require: 1) new structures be finished in materials and colors to match existing structures on site; and 2) structures be finished with a nonreflective surface. The newly proposed

structures will not be highly visible from the public right-of-way, as the proposed project will be located within a highly developed heavy industrial zone, surrounded by industrial development on all sides, and will be setback more than 750 feet from the public right-of-way and 240 feet from the property western-most property line of the Dow Facility. Additionally, the design of the proposed structures will be industrial in nature, and will therefore blend with existing industrial development in the area.

3. The newly built structures will be protected against exterior and interior noise, vibrations and other factors that may tend to make the environment less desirable, in that the proposed structures will be professionally designed and constructed to all current building and engineering standards. Additionally, the replacement system will be located within a highly industrialized area, where construction and operational noise is common and expected.

4. The exterior design and appearance of the structure will not be of inferior quality as to cause the nature of the neighborhood to materially depreciate in appearance and value, if conditions are added to require: 1) new structures be finished in materials and colors to match existing structures on site; and 2) structures be finished with a nonreflective surface. The newly proposed structures will not be highly visible from the public right-of-way, as the proposed project will be located within a highly developed heavy industrial zone, surrounded by industrial development on all sides, and will be setback more than 750 feet from the public right-of-way and 240 feet from the property western-most property line of the Dow Facility. Additionally, the design of the proposed structures will be industrial in nature, and will therefore blend with existing industrial development in the area.

5. The structure is in harmony with proposed developments on land in the general area, including the separate Dow Modernization Project, in that the proposed structures will be industrial in nature, and will be located within a highly developed heavy industrial zone, surrounded by industrial development on all sides.

6. The application conforms with the criteria set forth in the City of Pittsburg Development Review Design Guidelines, specifically those that call for: 1) free-standing structures within an existing industrial center to be architecturally compatible with the center, including but not limited to materials, colors and architectural elements; 2) equipment to be screened completely from view from all public right-of-ways; and 3) new buildings to be compatible in design, color and materials with adjacent development. The proposed project would also be in conformance with DRDG section VI, "Green Building Design Guidelines," which calls for use of reclaimed water to be used for as much non-potable water uses as feasible, in that the proposed project would replace an existing water recovery facility, and would enhance water recovery by approximately 10%.

Section 3. Decision

A. Based on the findings set forth above, the Commission hereby approves Design Review Application No. 16-1169, subject to the following conditions:

1. The project shall be constructed and operated in substantial conformity with the project plans dated June 10, 2016, except as hereinafter modified.

2. The applicant shall obtain a permit from the Contra Costa Environmental Health Department (CCEHD) for any well or soil boring, prior to commencing drilling activities, including those associated with water supply, environmental investigation and cleanup, or geotechnical investigation.

3. Any abandoned wells (water, environmental, or geotechnical) and septic tanks must be destroyed under permit from CCEHD. If the existence of such wells or septic tanks are known in advance or discovered during construction or other activities, these must be clearly marked, kept secure, and destroyed pursuant to CCEHD requirements.

4. The applicant shall obtain a permit from the Contra Costa County Fire Protection District (CCCFPD) prior to placement of any flammable or combustible liquid storage tanks on the site.

5. All paved surfaces on site shall be maintained in good condition and cleaned at least once a year, between July 15 and October 15 (just prior to the rainy season). Cleaning of paved surfaces shall incorporate Best Management Practices that capture and clean the dirty water prior to discharging into the storm drain.

6. Employees shall be trained on how to implement and use current Best Management Practices related to potential for storm water and ground pollution, and how to minimize those potentials.

7. The building roofs shall be finished with a white or similar light color in order to create a reflective surface.

8. The site shall be cleared of surface and subsurface deleterious matter including debris designated for removal. These materials shall be removed from the site and shall not be used as fill or backfill. Common fill placed at the site shall be a soil or soil/rock mixture free of deleterious matter and contain no rocks or hard fragments larger than 4-inches in maximum dimension with less than 15 percent larger than 1-inch in maximum dimension.

9. Ground surfaces in the vicinity of structures shall be designed to slope away from the structures. No ponding of surface water shall be allowed adjacent to structures. The site shall be sheet-graded to drain toward swales and/or into a

storm drain system. Roofs shall be designed with gutters and downspouts that discharge into a closed storm drain system or to areas that drain away from the structures.

10. The applicant shall comply with the State Industrial Discharge Permit issued by the Regional Water Quality Control Board.

11. The age and construction type of the existing buildings proposed to be replaced and possibly demolished/remodeled as part of this project, are indicators that the structure(s) may have been built with products containing Polychlorinated Biphenyls (PCBs) and Mercury. These substances are accumulate in fish and may cause serious adverse health effects to people and wildlife that eat fish. During the demolition process, these substances can mobilize and get washed into our waterways and drainage system. The City has an obligation to reduce the discharge, and control all potential sources of PCBs and Mercury in the environment as mandated in the City's NPDES Stormwater permit Order No. R2-2015-0049. Prior to issuance of a demolition permit from the Pittsburg Community Development Department, the applicant shall have the structures evaluated for PCB and Mercury containing materials. Potential Mercury containing items include thermostats/switches. Potential PCB-containing items include: caulk in concrete joints, doors, and windows, (light ballasts, transformers, etc.), fluorescent light tubes, exit signs, air conditioning units, and Freon-containing refrigeration systems. Light fixtures should be visually inspected, prior to disposal, to determine if they contain PCBs (checked for "No PCBs" or "PCB free" stickers). If PCB and /or Mercury containing materials are found to be present, the applicant shall have these items removed and properly disposed of by a licensed contractor. Written documentation of the appropriate removal and disposal of PCB and/or mercury containing items shall be submitted to the Engineering Division prior to issuance of any site improvement or building permits. Applicant further understands that removal of PCB and/or mercury containing materials shall be performed according to federal or California law and regulations, including but not limited to the Toxic Substances Control Act or the PCBs regulation at 40 CFD Part 761, and EPA regulations, 40 CFD 761.

12. 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 and the specific conditions identified herein, the specific conditions of this resolution shall govern.

13. The applicant shall comply with all the requirements of the Planning Division, Engineering Division, CCCFPD, Delta Diablo, and all other applicable local, state and federal agencies.

14. 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.

15. The applicant or their subcontractor(s) shall record with the California Board of Equalization a nexus or additional location within the City of Pittsburg to ensure any and all sales tax paid shall be recorded and paid to the City of Pittsburg. Applicant or subcontractors shall add a new location to an existing account or ensure the seller of goods and materials subject to sales tax have registered a location within the City of Pittsburg with the Board of Equalization.

16. 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.

17. This design review approval will expire on September 27, 2019, 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 is subsequently approved by the Planning Commission. The approval shall be valid for no more than six months from the date of building permit issuance, unless work is commenced and diligently pursued prior to the expiration of the building permit.

Section 4. Effective Date

This resolution shall take effect immediately upon its adoption.

On motion by Commissioner Belleci-Shipe, seconded by Commissioner Croskey, the foregoing resolution was passed and adopted the 11th day of October, 2016, by the Planning Commission of the City of Pittsburg, California by the following vote:

AYES: Belleci-Shipe, Coniglio, Croskey, Fogleman, Gargalikis

NAYES:

ABSTAIN: Banales [Recused]

ABSENT: Fardella

I hereby certify that the above Resolution No. 10046 was adopted by the Planning Commission of the City of Pittsburg on October 11, 2016.

HECTOR J. ROJAS, AICP, ACTING SECRETARY
PITTSBURG PLANNING COMMISSION

CITY OF PITTSBURG
PLANNING COMMISSION
STAFF REPORT

ITEM: **No. 4 – Dow Chemical Company Water Recovery System Equipment Replacement, AP-16-1169 (DR).**

ORIGINATED BY: Andy Laiho, Dow Chemical Company, 901 Loveridge Road, Pittsburg, CA 94565

SUBJECT: This is the continued consideration of an application by Andy Laiho of the Dow Chemical Company requesting design review approval to construct a 95-foot tall water recovery system on an approximately 1.34-acre portion of the existing Dow Chemical Plant in Pittsburg. The proposed water recovery system would replace an existing system with more efficient modern equipment. No changes in the volume processed or feed water sources are proposed as part of the project. The project site is located at 901 Loveridge Road, in the IG (General Industrial) District. APN: 073-220-041.

RECOMMENDATION:

Staff recommends the Commission adopt Resolution No. 10046, approving Design Review Application No. 16-1169, subject to conditions.

BACKGROUND:

The first industrial use on the project site was established by the Great Western Electrochemical Company in 1919. On January 1, 1939, the Dow Chemical Company purchased the Great Western Electrochemical Company, and the site became Dow's first major manufacturing expansion outside of its Michigan headquarters. The facility has been in continuous operation as a chemical manufacturing plant for 98 years, with the past 77 years of continuous operations by Dow. In 1990, the City of Pittsburg annexed an approximately 1,170-acre area from Contra Costa County and, as a result, the Dow Facility is now within the City of Pittsburg.

Dow is a science and technology company that develops and manufactures specialty chemicals, advanced materials, agroscience products, and plastic products in both final and intermediate forms. The facility in Pittsburg is one of 156 world-wide manufacturing sites owned by Dow, and includes 11 manufacturing and research plants that support two of six global Dow businesses, Dow AgroSciences and Performance Chemicals. As a small component of their larger operations at the Pittsburg Facility, Dow operates a water recovery system which collects various water streams from on site and purifies them for reuse through softening and evaporation. The existing system was constructed in the early 1950s, and has reached the end of its useful life, necessitating replacement in favor of a system utilizing industry standard technology. The location of the proposed water recovery system has been previously developed, and has historically been used as a staging and storage area for ancillary equipment.

On September 27, 2016, the Planning Commission held a public meeting to consider Design Review Application No. 16-1169; however, the item was continued to October 11, 2016, due to a lack of quorum.

PROJECT DESCRIPTION:

Existing Conditions: The Dow Pittsburg Facility occupies over 300 acres along Suisun Bay adjacent to New York Slough. The facility is accessed by Loveridge Road, which connects to the southern end of the facility. USS-POSCO, a steel company, sits west of the Dow property, and to the east is the Dow Wetlands Preserve, an approximately 230-acre Dow-owned habitat for wildlife and fish established in 1989 and open to the public. The Dow Plant is bordered by New York Slough to the north, and a variety of developed and undeveloped industrial land to the south, including the Columbia Solar Project and a large undeveloped portion of land owned by Dow.

Dow's existing water recovery system occupies approximately two acres of the Dow property, and collects various process wastewater streams from onsite operations and purifies them for reuse through softening and evaporation. In the existing water recovery system, steam is used as the heating medium to boil process water from the feed stream and extract clean water for reuse. Purified water is then piped to the Los Medanos Energy Center (LMEC) where it is reused to create steam; the leftover sediment, which is mainly comprised of salt, is disposed of through Delta Diablo. The existing system processes an average of 30 million gallons of wastewater per year for reuse.

Project: The applicant is proposing to construct a replacement water recovery system on an approximately 1.34-acre section (known as "Block 40") within the existing footprint of the Dow facility.

The proposed water recovery system would utilize more efficient, modern technology to reduce energy consumption and increase the percentage of clean water salvaged from the recycling process. As opposed to steam heating, the proposed water recovery system would implement a Mechanical Vapor Recompression (MVR) system. MVR uses compression to increase the pressure of evaporated water and collects the radiant heat expelled from the compression to boil process water; the result is the elimination of a separate steam supply, which reduces the overall energy needed to purify process water. Dow estimates that MVR technology would improve the water recovery system energy efficiency by 50%, while increasing water recovery by 10%. The reduction in energy consumption would reduce greenhouse gas (GHG) emissions by 50%. No changes in the volume of water processed or feed water sources are proposed as part of the project. Purified water would continue to be piped to LMEC to be used for steam production, and leftover sediment would continue to be disposed of through Delta Diablo under the applicant's existing agreement with the sanitation district.

The proposed project's primary physical components are two MVR towers which would be approximately 95 in height. The new system would also include a multi-level process structure, a metal-sided unoccupied motor control building, a transformer yard, and associated equipment including tanks, pumps, compressors, and a centrifuge, pipe racks, piping, and pavement. All components of the proposed project, with the exception of the two MVRs, would be approximately 35 feet in height or shorter. No pervious areas within Block 40 would remain following construction of the new system, as the nature of the facility necessitates all stormwater be collected, tested, and treated if necessary before being released into New York Slough. Following construction of the new system, the existing system would be decommissioned, but would remain in place for the time being, with the potential for future demolition.

GENERAL PLAN/CODE COMPLIANCE:

General Plan: The subject property is designated Industrial, and is located within the Northeast River sub-area of the General Plan. The proposed project would support the existing chemical processing facility and meets the intent of the Industrial land use designation, which is intended to provide sites for industrial processing. The proposed replacement of the water recovery system in conjunction with the existing chemical processing facility in the Industrial land use designation complies with General Plan Policy 2-P-37, which aims to ensure that development in the Northeast River is limited to industrial activities and supporting uses.

Zoning: Pittsburg Municipal Code (PMC) section 18.06.725 defines an "accessory use," as a use that is appropriate, subordinate, and customarily incidental to the main use of the site and which is located on the same site as the main use; an accessory use that does not involve the storage or handling of a hazardous substance is a permitted use in the IG District. The proposed new replacement water recovery system is subordinate and incidental to the use of the site as a heavy manufacturing operation, and, as mentioned previously, would not increase the process volume. The proposed system would not allow for additional chemical manufacturing output and would be constructed within the existing footprint of the Dow facility on previously disturbed land with development on all sides, and would therefore not constitute an expansion of the facility.

As shown in Attachment 3, the proposed project would be in compliance with all applicable development standards contained within the PMC for projects within the IG District. PMC table 18.54.115, "IP, IL and IG Districts – Development Regulations," specifies the maximum height in the IG District is 50 feet, while section 18.54.120, "Additional Height Allowances," provides for an increase over the maximum height allowance in the IG Districts equal to the number of additional feet the structure is set back from each property line beyond the minimum yard requirements, up to a maximum height of 75 feet. To be entitled to additional height, the building or structure setback must exceed the minimum on all sides. Further, PMC section 18.80.020, "Height Limit Exceptions," states a necessary mechanical appurtenances covering not more than 10% of the ground area covered by the structure to which it is accessory may exceed the maximum permitted height in an industrial district (75 feet) by an additional 20 feet

(total 95 feet). As the proposed MVR towers would occupy less than 10% of Block 40 and would be setback more than 240 feet from the nearest property line, the maximum allowable height of these structures would be 95 feet.

The proposed project does not include any additional landscaping; Dow currently maintains an approximately 230-acre wetlands preserve adjacent to the Facility, and pursuant to PMC section 18.54.130(C)(1), in calculating the minimum percent of the site area to be landscaped, walks, creeks, riverfront, wetlands, adjacent riparian vegetation and slopes to be retained in their natural state qualify as planting areas.

Development Review Design Guidelines: The proposed project is subject to the City's adopted Development Review Design Guidelines (DRDG), adopted by Planning Commission through Resolution No. 9864. As shown in Attachment 4, the proposed project is consistent with the applicable DRDG sections, specifically those that call for: 1) free-standing structures within an existing industrial center to be architecturally compatible with the center, including but not limited to materials, colors and architectural elements; 2) equipment to be screened completely from view from all public right-of-ways.; and 3) new buildings to be designed to be compatible in design, color and materials with adjacent development. The proposed project would also be in conformance with DRDG section VI, "Green Building Design Guidelines," that call for use of reclaimed water to be used for as much non-potable water uses as feasible, in that the proposed project would replace an existing water recovery facility, and would enhance water recovery by approximately 10%.

Required Design Review Findings: The Planning Commission may grant design review approval for a project only after the Commission makes a determination that the proposed project is consistent with PMC section 18.36.220 (B), summarized below:

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 would 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.

Environmental: The project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) under Class 2, "Replacement or

Reconstruction," of the CEQA Guidelines, section 15302, as the proposed project would replace an existing system with no expansion of capacity.

It should be noted that the City of Pittsburg, as the designated Lead Agency pursuant to CEQA, is currently preparing an Environmental Impact Report (EIR) intended to analyze the potential for environmental impacts relating to modernization of multiple existing manufacturing blocks, as well as the construction of a new block and expanded railcar parking tracks, within the existing footprint of the Dow Facility (known as the "Dow Modernization Project"). The Planning Manager has found that the proposed project is unrelated to the Dow Modernization Project, and has satisfied the independent utility test which allows lead agencies to conduct separate environmental reviews.

Public Notice: Although not required by the PMC, on or prior to September 16, 2016, notice of the September 27, 2016, public meeting to consider design review of the proposed water recovery system was posted at City Hall, the Pittsburg Library, near the proposed project site, and on the "Public Notices" section of the City's website. At the September 27, 2016, meeting, the Planning Commission continued consideration of the item to the next regularly scheduled meeting on October 11, 2016.

ANALYSIS:

Staff believes that the Planning Commission can make the required findings to approve the design review request, as conditioned. The new water recovery system would replace an outdated and relatively inefficient system currently in operation at the Dow facility, but would remain within the existing facility footprint. The newly constructed system would reduce energy consumption and more efficiently extract clean water from process streams, reducing GHG emissions attributed to water recovery by approximately 50%.

The design of the proposed structures would be industrial in nature, and would therefore blend with existing industrial development in the area. Proposed conditions of approval would require: 1) new structures be finished in materials and colors to match existing structures on site; 2) structure walls be finished with a nonreflective surface to reduce glare; and 3) structure roofs be painted white or a similar light color to reflect sunlight and reduce the heat island effect. However, these structures would not be highly visible from the public right-of-way, as the proposed project would be located within a developed heavy industrial zone, surrounded by industrial development on all sides, and would be setback more than 750 feet from the public right-of-way and 240 feet from the western-most property line of the Dow Facility. Further, the proposed water recovery system would be located approximately 0.75 miles away from the nearest residence.

The project would not result in marginal development nor adversely affect the orderly development of property, in that the proposed new structures would be located within the footprint of the existing facility, would be designed to complement existing structures, and would be largely screened from public view by existing industrial development. The use would not cause detrimental effects to the City or public

nuisance/enforcement problems, in that the site would not be open to the general public, and would be required to comply with all applicable building and fire codes.

ACTION REQUIRED:

In order to approve this application as recommended, move to adopt Resolution No. 10046, approving Design Review Application No. 16-1169, subject to conditions.

ATTACHMENTS:

1. Proposed Resolution No. 10046
2. Project Plans, dated June 10, 2016
3. Property Development Regulations Table
4. Development Review Design Guidelines Table
5. Public Hearing Notice/Vicinity Map

Prepared by: Jordan Davis, AICP, Associate Planner

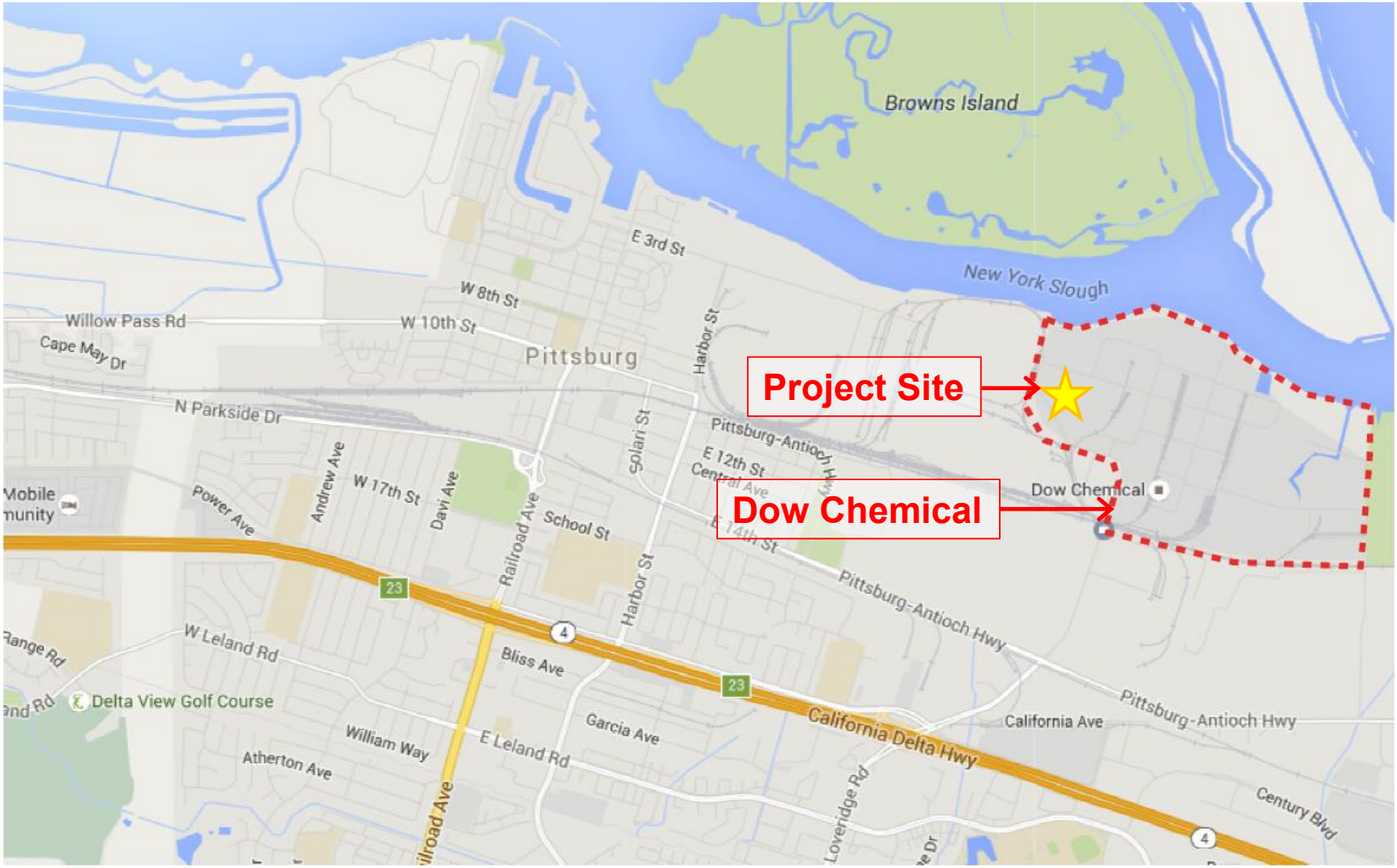
The Dow Chemical Company Water Recovery Equipment Replacement

City of Pittsburg Planning Application

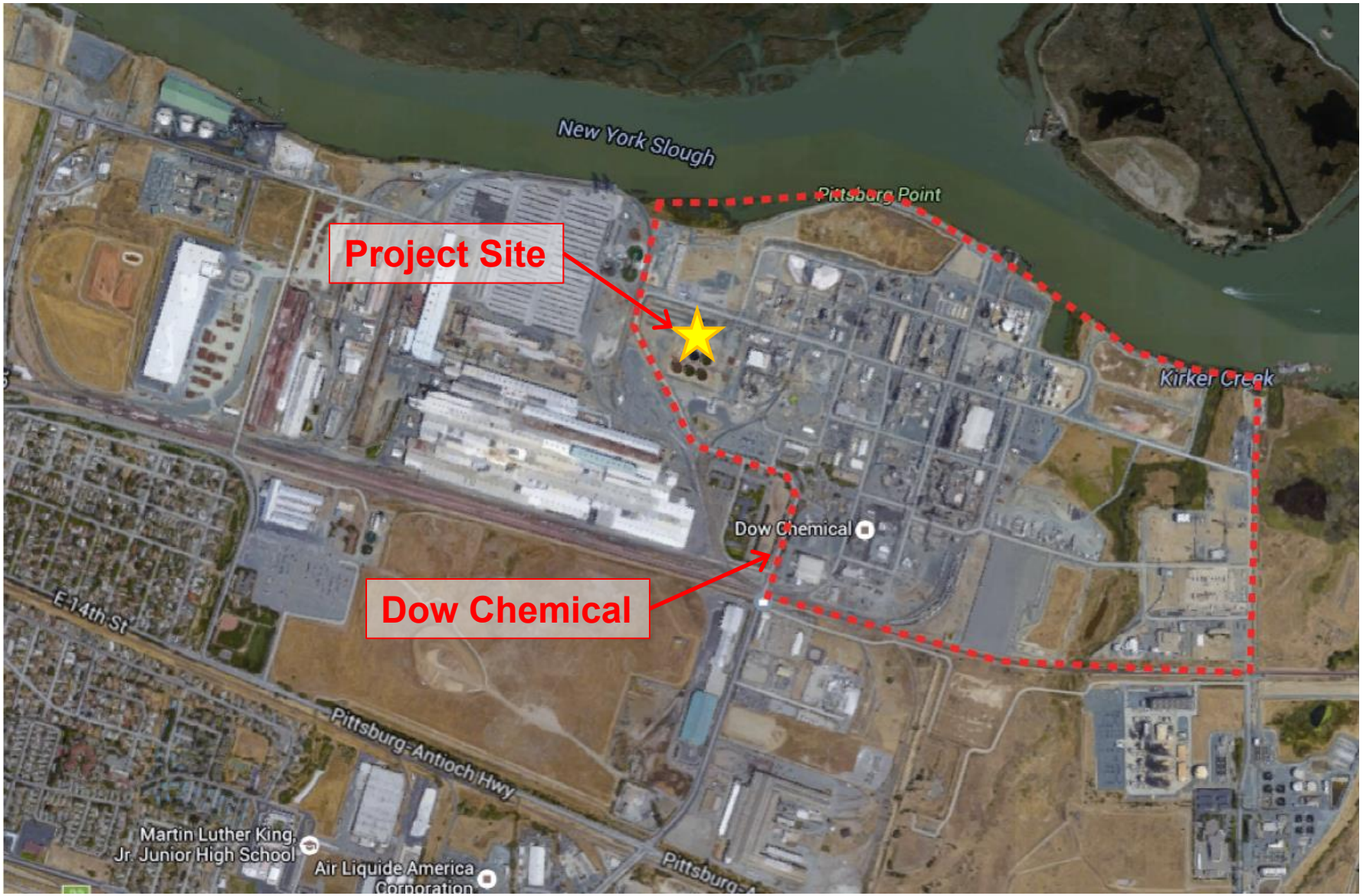
Dow AgroSciences

Solutions for the Growing World

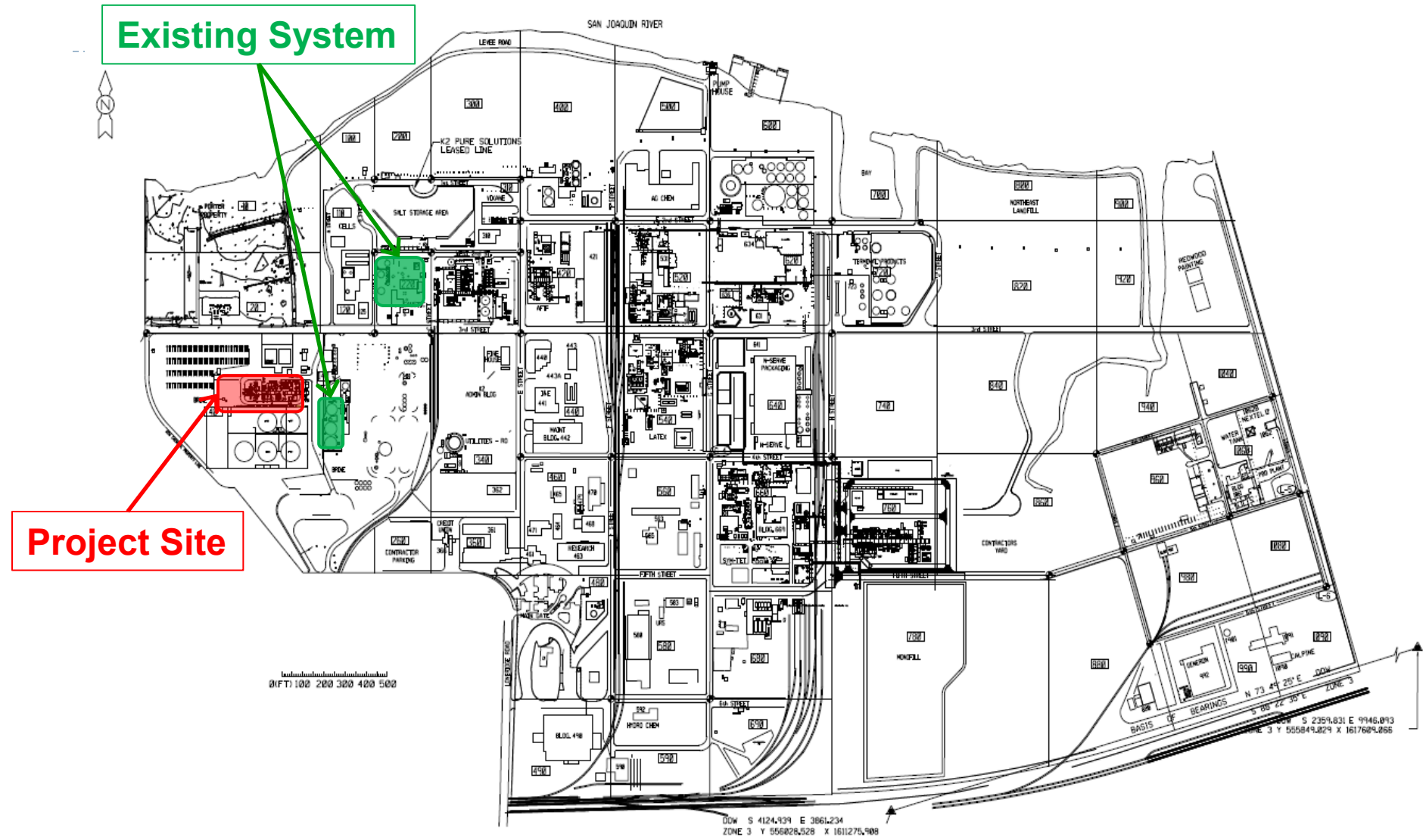
Site Location



Site Location



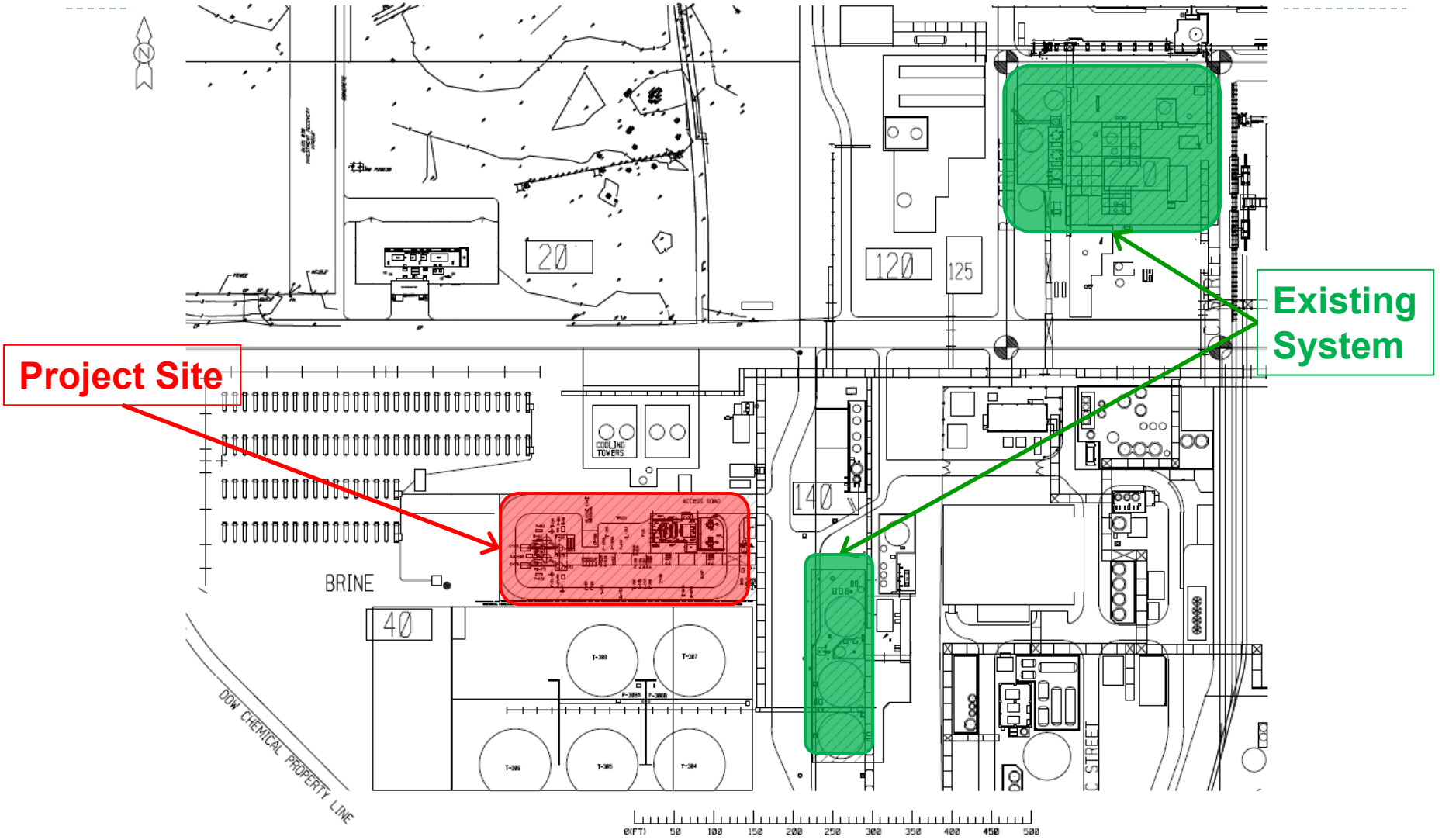
Site Plot Plan



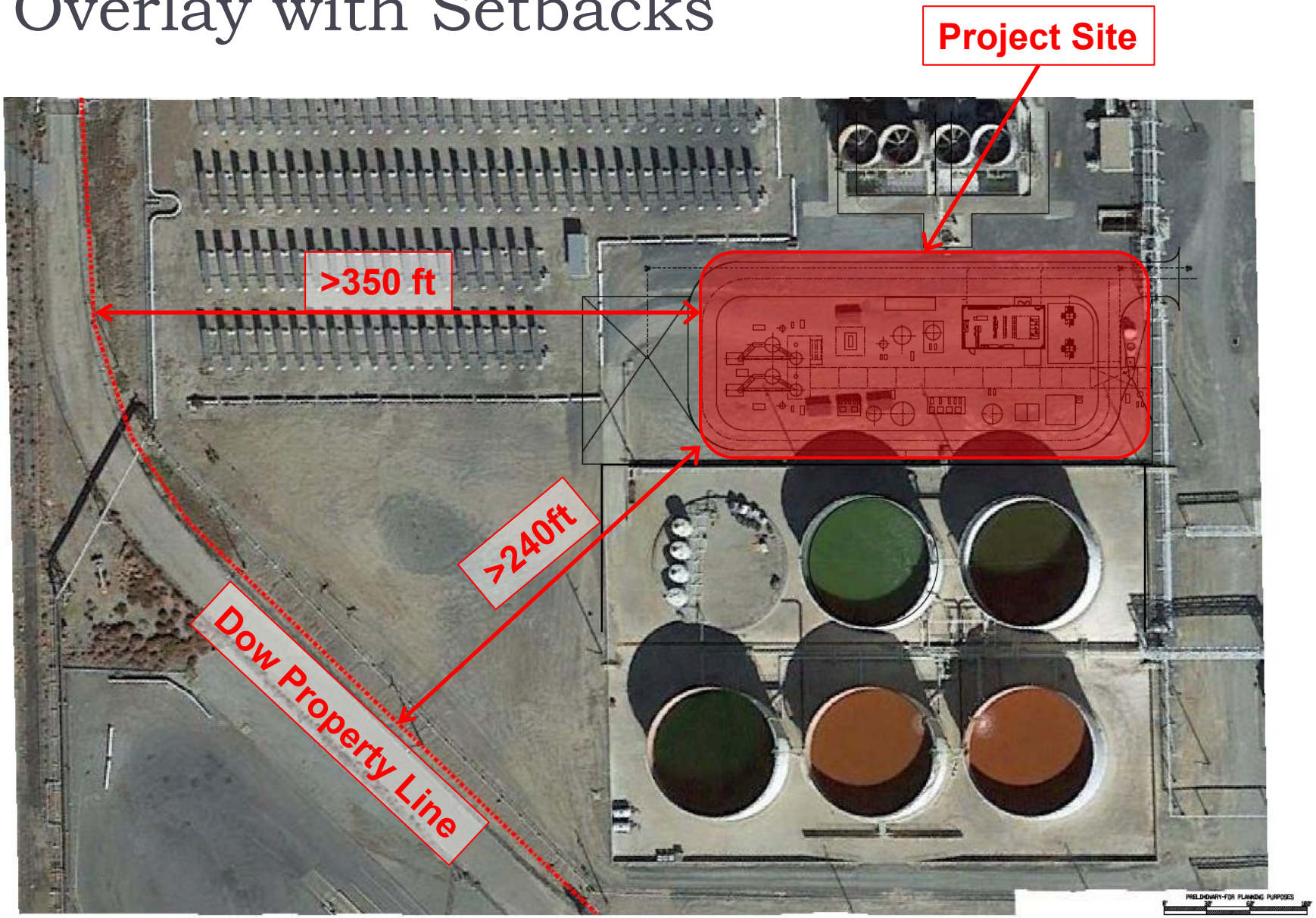
PRELIMINARY - FOR PLANNING PURPOSES

679

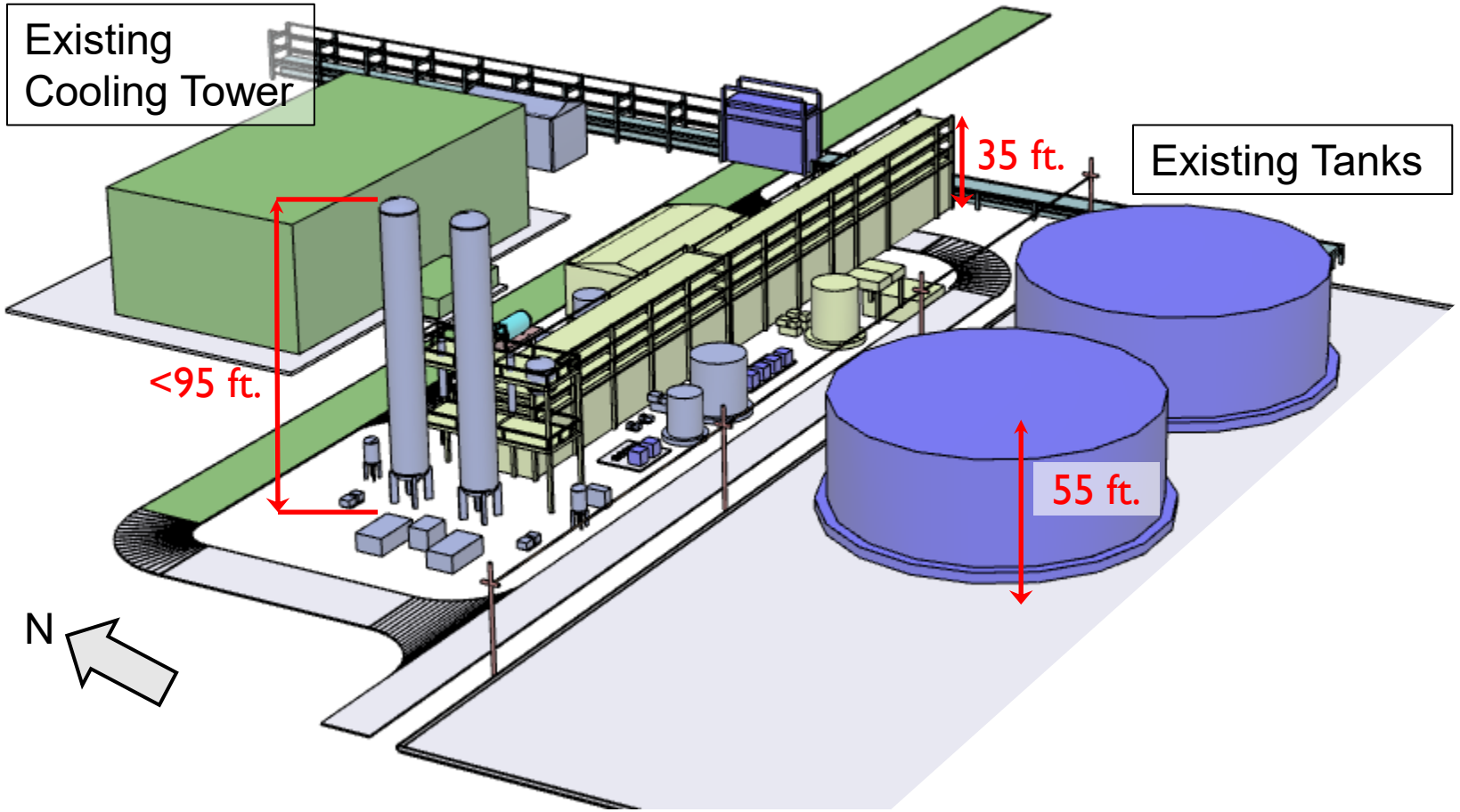
New and Existing Locations



Overlay with Setbacks

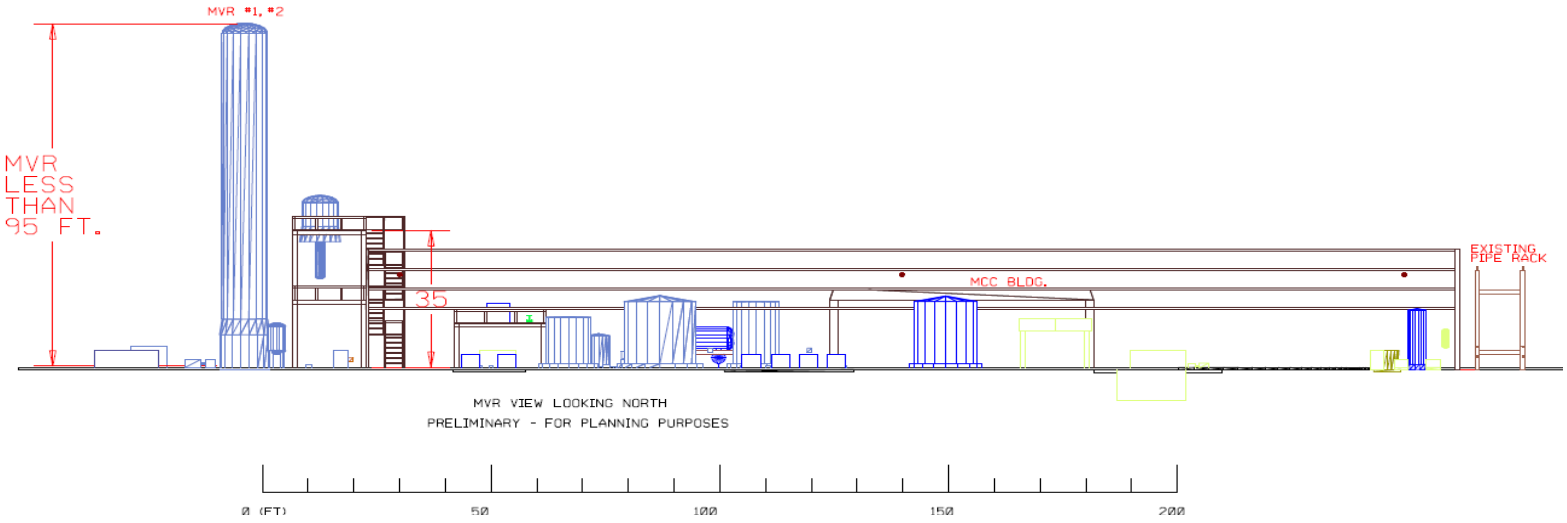


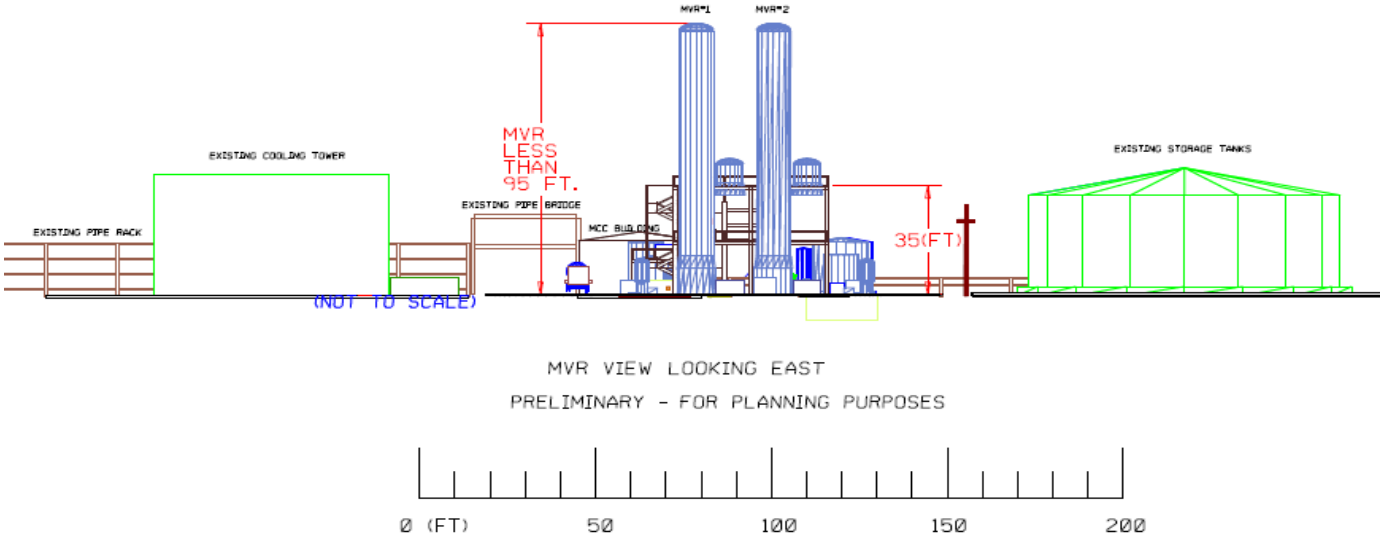
3D Rendering



PRELIMINARY – FOR PLANNING PURPOSES

Elevation Views





Area Photos

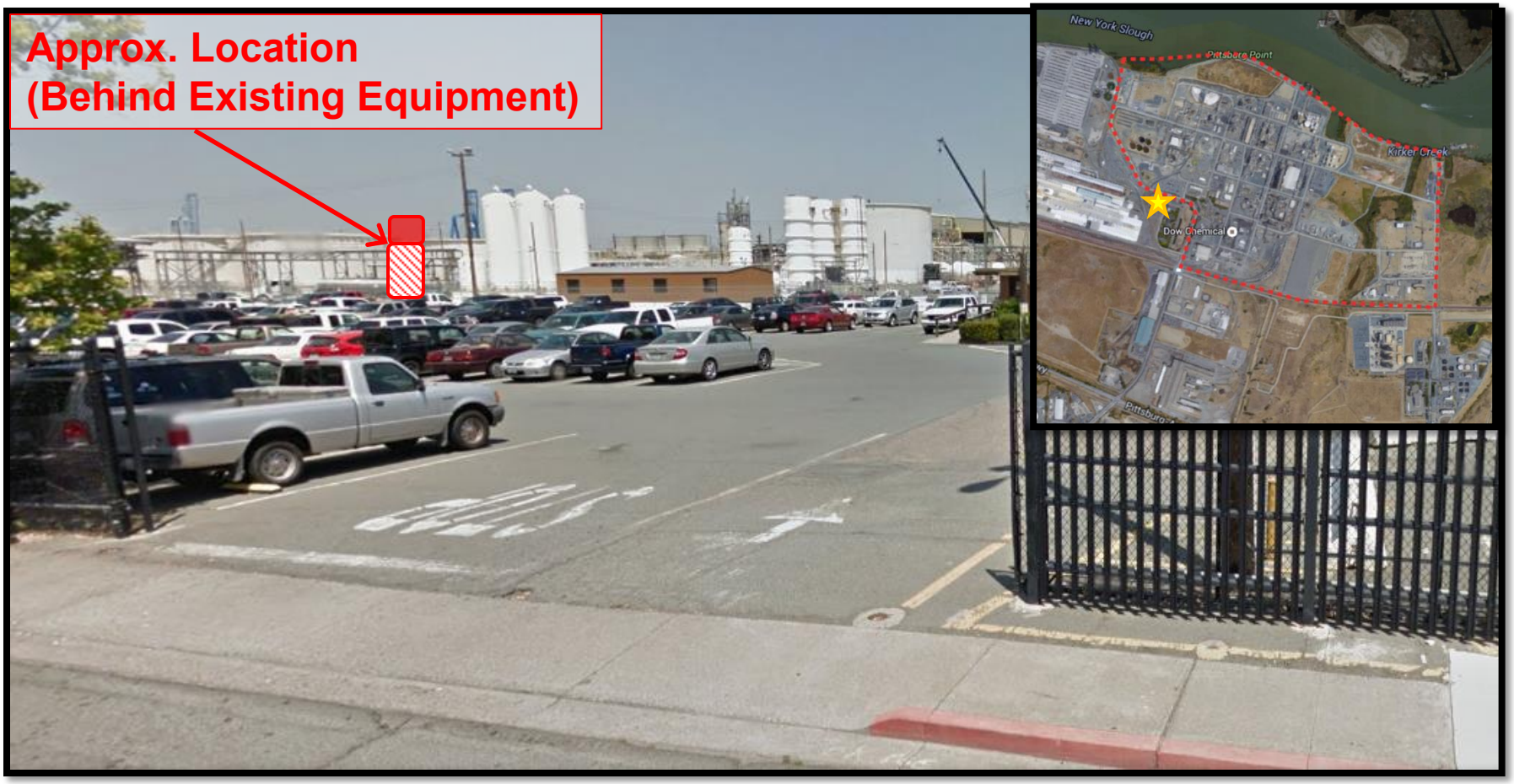
View from Loveridge Rd & Pittsburg-Antioch Highway

Area Photos

View from Loveridge Rd at Dow South Fenceline

Area Photos

View from Loveridge Rd at Dow Contractor Entrance

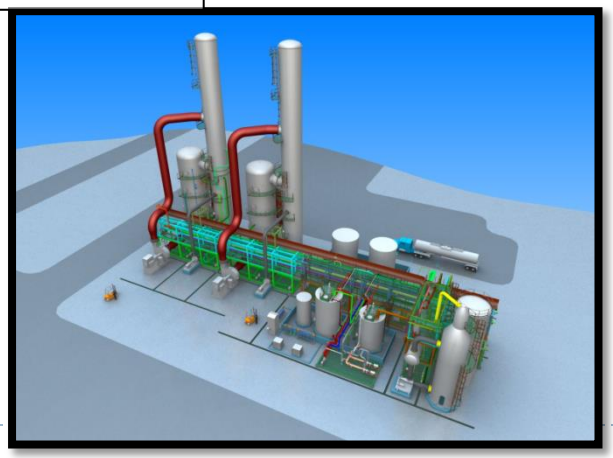


Examples Equipment Photos

Example from GE

Example from Aquatech

Example from Veolia



CORTEVA™
agriscience

901 Loveridge Road
Pittsburg, CA 94596

August 5, 2019

Kristin Pollot, AICP
Planning Manager
City of Pittsburg Community Development Department
65 Civic Avenue, First Floor
Pittsburg, CA 94564

Re: Resolution No. 10046 (AP-16-1169)
Dow Chemical Company Water Recovery System Equipment Replacement
901 Loveridge Road, Pittsburg, CA

Dear Ms. Pollot,

Planning Application AP-16-1169 was submitted by Andy Laiho on behalf of The Dow Chemical Company on June 21, 2016 for the Water Recovery System Equipment Replacement Project. Design review approval was granted in Resolution No. 10046 adopted on October 11, 2016. Condition number 17 of that resolution states "This design review approval will expire on September 27, 2019 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 is subsequently approved by the Planning Commission. The approval shall be valid for no more than six months from the date of building permit issuance, unless work is commenced and diligently pursued prior to the expiration of the building permit." Although we plan to file the building permit application before September 27, 2019, we will not be able to pull the permit before that deadline. Consequently, we are formally requesting an extension of the approval until September 25th 2020. The reason for the delay in issuing of the building permit is provided below.

Subsequent to the design review approval, the project preliminary design for the project, now referred to as the Pittsburg Site Reliability Project, was further developed in-house by engineers within The Dow Chemical Company, and a bid package was put together to turn the detailed design over to a design-build contractor. Dow awarded the design-build contract to Parsons in August of 2017. Parsons worked on the project until August 2018, when their contract was terminated due to sub-standard performance and lack of progress. Parsons had submitted a grading package and received approval in June, 2018 (but not a permit) their design of the plant was not progressing sufficiently, especially the civil/structural design.

Consequently, Dow decided to bring the design back in-house in September 2018. As result of the change in design contractor, and until the civil/structural design engineering was adequately developed, the balance of the project engineering design could not progress. In the meantime, the structural design of the two 90-foot tall evaporators was

DOW RESTRICTED

completed by the equipment supplier Veolia, and a building permit application was submitted and approved for these evaporators. However, the permit has not been pulled yet due to the engineering delays described above. We are currently working with The Dow Engineering Company to complete and submit the overall design package by August-2019. However, we will not be able to complete the plan review process and pull the permit prior to the current deadline of September 27th 2019.

Additionally, during the same time period as the evolution of this project, The Dow Chemical Company and E.I. du Pont de Nemours and Company merged to form DowDuPont, with the purpose of splitting into three separate publicly traded companies focused on separate markets. On April 1, 2019, the Materials Science Division was the first to separate from DowDuPont to form the new Dow, Inc.. On June 3, 2019, the remaining Specialty Products and Agriculture Divisions of DowDuPont separated to form the new DuPont de Nemours, Inc. and Corteva, Inc., respectively. The Pittsburg site is now part of Corteva and continues to manufacture the same products that were produced under Dow AgroSciences. Furthermore, as a result of these entity changes, a transfer of title of the Pittsburg site property took place in March of 2019, transferring title from The Dow Chemical Company to Centen Ag LLC which is a legal entity that is wholly-owned by Corteva Agriscience. None of these changes described resulted in a change in scope for the project.

Thank you again for your consideration of this extension request. Please contact me if you require any clarifying information.

Sincerely,

Jason Ruhl

Business Director
Centen Ag LLC, a subsidiary of E.I. du Pont de Nemours and Company, authorized to do business in California as Corteva Agriscience

901 Loveridge Rd.
Pittsburg, CA 94565
925-432-5038
jason.ruhl@corteva.com

CITY OF PITTSBURG
PLANNING COMMISSION
STAFF REPORT
September 24, 2019

ITEM: **Submittal of Adopted Zoning Administrator Resolutions.**

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

SUBJECT: The Zoning Administrator one resolution previously approved under the delegated authority (Planning Commission Resolution No. 9918).

RECOMMENDATION:

Staff recommends that the Commission acknowledge receipt of the attached adopted Zoning Administrator resolution.

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, the Zoning Administrator has adopted one resolution approving a delegated design review application for:

1. Resolution No. 343: 635 Railroad Avenue, AP-19-1433 (AD)

GENERAL PLAN/CODE COMPLIANCE:

Not applicable.

ANALYSIS:

Not applicable.

ACTION REQUIRED:

Acknowledge receipt of the adopted Zoning Administrator resolution.

ATTACHMENTS:

1. Zoning Administrator Resolution No. 343

Prepared by: Kristin Pollot, Zoning Administrator

BEFORE THE ZONING ADMINISTRATOR OF THE CITY OF PITTSBURG

In the Matter of:

Resolution Granting Administrative Design Review Approval to Remodel the Front and Rear Exterior Façades on an Existing Building at 635 Railroad Avenue, for "635 Railroad Avenue, AP-19-1433 (AD)."

Resolution No. 343

The Zoning Administrator DOES RESOLVE as follows:

Section 1. Background

A. On June 13, 2019, Francisco Matos, filed Planning Application No. 19-1433, requesting administrative design review approval to remodel the front and rear exterior facades on an existing building located at 635 Railroad Avenue, in the CP (Pedestrian Commercial) District. Assessor's Parcel Number 085-171-004.

B. The proposed project is governed by the policies, development standards, and guidelines contained in the Pittsburg General Plan, Pittsburg Municipal Code (PMC) Title 18 (Zoning), the City of Pittsburg Development Review Design Guidelines (DRDG; Planning Commission Resolution No. 9864), and the Old Town Pittsburg Design Guidelines and Principles.

C. On September 25, 2012, the Planning Commission adopted Resolution No. 9918, delegating certain types of design review projects to the Zoning Administrator. Design review of this project is delegated to the Zoning Administrator under Category 3 (Minor Building Remodels) of Planning Commission Resolution No. 9918.

D. On June 25, 2019, a Notice of Intent to exercise staff delegated authority for this project was included on the Planning Commission agenda.

E. Design review approval can be granted by the Zoning Administrator only after a determination is made that the proposed project is consistent with PMC section 18.36.220 (B).

F. 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, Sections 15301.

Section 2. Findings

A. Based on all the information contained in the Planning Division files on this

project, incorporated herein by reference and available for review in the Planning Division located at 635 Railroad Avenue in Pittsburg, and based on evidence presented to the Zoning Administrator on September 16, 2019, the Zoning Administrator finds that:

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

2. The proposed project will conform with good taste, good design and in general will not detract from the character and image of the City as a place of beauty, spaciousness, balance, taste, fitness, broad vistas, and high quality, in that the remodeled and repainted façade will enhance the appearance of and existing, underutilized building by providing an attractive, refreshed exterior.

3. The project will be protected against exterior and interior noise, vibrations and other factors that may tend to make the environment less desirable, in that the project will be required to comply with all applicable building and fire codes.

4. The exterior design and appearance will not be of inferior quality as to cause the nature of the neighborhood to materially depreciate in appearance and value, in that the proposed remodel and new paint colors conform to the Old Town Pittsburg Design Guidelines and that the rehabilitation of the building façades will provide an attractive and refreshed exterior. The façade remodels will increase the quality of the storefront through the provisions of new windows, canopies and lighting, and will contribute to the pedestrian-friendliness of Old Town Pittsburg.

5. The project will be in harmony with proposed developments on land in the general area, in that the proposed remodel will result in the rehabilitation of a dated structure, and the new color scheme will coordinate with surrounding buildings by utilizing similar and complementary paint colors, ensuring variety and providing visual interest.

6. The project will be in conformance with the City's adopted DRDGs, specifically section IV.p, in that the project's color palette is compatible with adjacent development. The project will also be consistent with Old Town Pittsburg Design Guidelines and Principles, specifically Section E, in that the entry doors are more than 50% glass and adequate lighting is provided at entrances; Section F, in that the three storefronts are consistent in design and materials; and Section K, in that the rear elevation is well lit and attractive.

Section 3. Decision

Based on the findings set forth above, the Zoning Administrator hereby grants design review approval for Planning Application No.19-1433, subject to the following conditions.

Design Review:

1. Conformity with Project Plans. The project shall be carried out in substantial conformity with the project plans and sample elevations, date-stamped July 30, 2019 and September 9, 2019, and attached as Exhibit A to this resolution, except as may be hereinafter modified. Any major changes to the project plans shall be subject to review and approval by the Zoning Administrator.

2. Equipment Screening. All mechanical, ground and/or roof mounted equipment shall be architecturally screened from view from all public right-of-ways. Appropriate screening shall be demonstrated on the building plans and shall be subject to review and approval prior to the issuance of a building permit.

3. Exterior Colors. All gutters, downspouts, flashing vents, utility equipment, and similar items shall be painted to match the building exterior to which they are directly attached.

4. Body Color. The main body color shall be painted "Montezuma Hills" or a similar light green color

5. Trim Color. The accent trim shall be painted "Beach Umbrella" or a similar light blue color.

6. Base Tile Color. The base tile shall be colored "Rolling Sea" or a similar dark blue color.

7. Awning Color. The exterior awnings shall be colored "Charcoal" or a similar dark gray color.

8. The Roll Up Door Color. The color of the roll up door at the rear elevations shall be painted "Montezuma Hills", or a similar light green to match the color of the body of the structure.

9. Site Maintenance. The entire parcel shall be kept clean and free of all litter, debris, and refuse.

10. Site Maintenance. The storefronts shall be maintained in a good condition at all times, including but not limited to color integrity of the façade, and health of the landscaping.

11. Site Maintenance. The applicant shall ensure that detergents/degreasers are never used in the process of outdoor cleaning, and that employees use dry cleanup methods whenever possible.

12. Signage. This resolution does not approve new or additional on-site signage. No new or additional permanent wall signs or temporary, promotional, or event signs and banners may be placed on the site prior to approval by the Planning Division.

13. Construction. All site development shall comply with Title 12 (Streets, Sidewalks, and Utilities, Title 13 (Water and Sewers), Title 15 (Building and Construction), and Title 18 (Zoning) of the Pittsburg Municipal Code. Any and all improvements shall be completed per City Standards.

14. Construction. Prior to obtaining building permits for demolition or remodeling, the applicant shall submit a PCBs Screening Assessment Form and a Waste Management Plan.

15. Fire. The owner/contractor shall submit a minimum of two (2) complete sets of plans and specifications of the subject project to the Fire District for review and approval prior to construction to ensure compliance with minimum requirements related to fire and life safety. Plan review and inspection fees shall be submitted at the time of plan review submittal.

Standard Conditions:

16. Other Agency Requirements. The developer shall comply with all the requirements of the Community Development Department (including the Planning, Engineering and Building Divisions), Contra Costa County Fire Protection District, Delta Diablo Sanitation District, and all other applicable local, state and federal agencies. It is the responsibility of the applicant to contact each local, state, or federal agency for requirements that may pertain to this project.

17. 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 conflict between the Standard Conditions of Development and the specific conditions of approval specified in this resolution, the specific conditions of this Resolution No. 343 shall govern.

18. 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 developer'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.

19. Expiration of Approval. This design review approval will expire on September 16, 2020, unless a building permit has been issued or a written request for an extension is filed with the Planning Division prior to the expiration date and is subsequently approved by the Zoning Administrator.

Section 4. Effective Date

This resolution shall take effect immediately upon adoption of this resolution.

The foregoing resolution was passed and adopted the 16th day of September, 2019, by the Zoning Administrator of the City of Pittsburg, California.

KRISTIN POLLOT, AICP
ZONING ADMINISTRATOR

STANDARD CONDITIONS OF DEVELOPMENT
(Planning Commission Resolution No. 8931)

All projects approved by the Planning Commission must meet the following standard conditions unless specifically exempted by the Commission or Council.

A. Project Site.

1. The applicant shall comply with all regulations and code requirements of the Building Division, Engineering Division, Contra Costa Fire Protection District, the Police Department and any other agencies requiring review of the project. If required, these agencies shall be supplied copies of the final building and site plans.

2. Developer shall provide written notification to adjacent property owners for any drainage work required to collect or convey storm water runoff, which may or will affect their properties.

3. During construction water trucks or sprinkler systems are to be used in sufficient quantities to prevent dust from leaving the site during any earthmoving and/or construction activities. Nonpotable water shall be used from a source approved by the City Engineer. (Title 15 of PMC)

4. Continuous 6" high Portland Concrete Cement curbing shall be provided between all driveways and landscaped areas as indicated in the City of Pittsburg Standard Details. In addition to above, curbing between length of parking space and landscaped area shall include a 12" wide "Courtesy Curb."

5. CC&R's (Covenants, Conditions and Restrictions) for the project shall contain appropriate provisions for joint maintenance of any infrastructure, roadways, utilities, landscaping and irrigation as determined necessary by the City Engineer.

6. Developer shall submit a study addressing on and off-site storm water and sewer system capabilities. If the study indicates that the present system is inadequate, the developer must provide plans and install any additional storm water and sanitary and sanitary sewer facilities including off-site improvements to correct storm water runoff and sanitary sewer demands anticipated for upstream buildout in accordance with the Pittsburg General Plan.

7. Environmental and engineering studies, as directed by the Planning and Building Director, must be complete and on file prior to commencement to plan checking. Developer shall install off-street improvements determined necessary by the City Engineer to provide safe traffic conditions.

8. Developer shall underground existing and required on and off-site utilities as specified in Chapter 17 of the Municipal Code or as deemed necessary by the City Engineer.

9. 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 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 of that permit.

10. The CC&R's shall restrict the storage of recreational vehicles on this site or parcels unless they are the principle source of transportation for the

owner and prohibit parking on the public street for long than 72 hours.

11. All retaining wall adjacent to public right-of-ways shall be provided with decorative treatment, subject to approval by the Planning Division.

12. The design of any masonry soundwall shall be approved by the Planning and Building Department. It shall match or harmonize with existing soundwalls of neighboring projects along that street.

B. Architecture.

1. All mechanical, irrigation, ground and/or roof mounted equipment shall be architecturally screened from view from all public right-of-ways prior to issuance of certificate of occupancy.

2. All trash enclosures shall be constructed of masonry material with self-enclosing doors and have a second access. The enclosure shall have materials and colors consistent with the primary building.

3. All vents, gutters, downspouts, flashing electrical conduits, etc., shall be painted or finished to match the color of the adjacent surface unless otherwise directed by the Planning Commission.

4. Soffits and other architectural elements visible from view but not detailed on the plans shall be finished in a material in harmony with the exterior of the building.

5. Finish quality of exterior design elements including, but not limited to, building façades and landscaping shall be subject to approval of the Planning Division prior to issuance of Certificate of Occupancy.

C. Landscaping.

1. Specific landscaping for screening shall have an appearance of mature growth subject to a field check and approval by the Planning Division prior to Certificate of Occupancy.

2. The area under the drip line of all existing trees, which are to be saved, shall be fenced during construction. Grading shall be restricted under them to prevent soil compaction around the trees and to protect them from damage.

3. An existing tree inventory shall be created and included on the site plan for all new projects prior to approval of grading plan.

4. All slope banks in excess of five (5) feet in vertical height and 2:1 or greater slope shall be landscaped and irrigated for erosion control and to soften their appearance as follows: one 15-gallon or larger size tree per each 150 sq. ft. of slope area, one 1-gallon or larger size shrub per each 100 sq. ft. of slope area, and appropriate ground cover 12-24 inches on-center. In addition, slope banks in excess of eight (8) feet in vertical eight and 2:1 or greater slope also include one 5-gallon or larger size tree per each 250 sq. ft. of slope area. Trees and shrubs shall be planted in staggered clusters to soften and vary slope plane. Slope planting required by this condition shall include a permanent irrigation system to be installed by the developer prior to occupancy.

5. All planting shall be maintained in good growing condition. Such maintenance shall include, where appropriate, pruning, mowing, weeding, cleaning of debris and trash, fertilizing and regular watering. Whenever necessary, planting shall be replaced with other plant materials to insure continued compliance with applicable landscaping requirements. Required

irrigation systems shall be fully maintained in sound operating condition with heads periodically cleaned and replaced when missing to insure continued regular watering of landscape areas, and health and vitality of landscape materials.

D. General Requirements

1. Final inspection for occupancy permits will not be granted until all construction and landscaping is complete in accordance with approved plans.

2. The applicant shall defend, indemnify and hold harmless the City of Pittsburg, its agents, officers, and employees from any claim, action, or proceeding against the City or its agents, officers, or employees to attack, set aside, void or annul this approval, or any aspect of the City's consideration of applicant's project. The applicant recognizes and agrees that applicant's voluntary commitment to meet the obligations described in this condition is an integral factor in the City's approval of this project. The intent of this condition is to require the applicant to bear the cost of any and all litigation instituted to overturn or in any way modify the City's approval of this project. Such costs include without limitation, any award of attorney's fees and costs to a prevailing plaintiff or petitioner. In the event the city becomes aware of any such claim, action, or proceeding, the City shall promptly notify the applicant and shall cooperate fully in the defense. If the City fails to promptly notify the applicant, or if the City fails to cooperate fully in the defense, the applicant shall not thereafter be responsible to defend, indemnify, or hold harmless the City. Nothing contained in this condition prohibits the City from participating in the defense of any claim, action, or proceeding, it both the following occur: (a) the City bears its own attorneys' fees and costs; and (b) the City defends the action in good faith. The applicant shall not be required to pay or perform any settlement unless the applicant approves the settlement.

3. It is required by State Law (Business and Professional Code Section No. 5537 & 5538 and Section 302(b) of the Uniform Building Code) that all commercial buildings, new or existing must have a licensed professional designer (Architect, Civil or Structural Engineer) to design all changes of use or occupancy as well as new construction.

4. The applicant shall submit a complete area water pressure availability study for all phases of the Project prior to issuance of any development permits. If the study indicates that the present system is inadequate, the Applicant must provide plans, which will demonstrate any remedial action necessary to abate the deficiency and shall take all necessary actions at the applicant's expense.

5. This use permit may be recalled to the Planning Commission for review at any time due to complaints regarding lack of compliance with conditions of approval, traffic congestion, noise generation, or other adverse operating characteristics. At such time, the Commission may revoke the use permit or add/modify conditions approval.

6. It is the responsibility of the applicant or developer to check with each agency for requirements that may pertain to their project.

7. All signs shall be submitted to the Planning Division for design review per Title 19 of the Pittsburg Municipal Code.

8. All landscape areas shall be maintained in a healthy, thriving and weed free condition.

9. The site shall be maintained in a neat and clean manner free of trash and debris.

10. All outdoor mechanical equipment, satellite dishes, fire main and all rooftop equipment shall be fully visually screened upon installation subject to the approval of the Planning Division. Screening devices shall be shown on construction and/or landscape plans.

11. All exterior light fixtures shall be shown on plans subject to staff review and approval. All lights attached to buildings shall provide a soft "wash" of light against the wall. All building and parking or yard lights shall conform to City Parking Standards 18.78.050 (F) and Performance Standards 18.82.030 (B) and shall compliment the site and building architecture.

12. Prior to occupancy, the developer shall supply the City with an ACAD computer disk file showing plans that reflect the project as it was build (As-Builts) at the discretion of the Planning and Building Director.

E. Standard Conditions of Approval Requiring Minimum Construction Site Management Practices

1. (Projects involving land disturbances of less than five (5) acres) – During construction activities, the project sponsor shall reduce or prevent to the maximum extent practicable the direct or indirect discharge of any pollutant into the storm drain system utilizing best management practices contained in the California Storm Water Best Management Practices Handbook for Construction Activities. Construction activities include, but are not limited to: watering operations; roadwork and paving operations; concrete and painting; structure construction and painting; construction material storage and handling; construction waste/debris storage and disposal; and, construction equipment/vehicle cleaning, maintenance and fueling operations. The project sponsor is also responsible for training all contractors and subcontractors on the best management practices which are identified in the California Storm Water Best Management Practices Handbook for Construction Activities which will be available at the pre-construct meeting of the project.

or

2. (Projects involving land disturbances of five (5) acres or more) – Prior to commencement of any site work that will result in a land disturbance of five acres or more, the project sponsor shall submit to the City a copy of the Notice of Intent (NOI) sent the State Water Resources Control Board and the Stormwater Pollution Prevention Plan (SWPPP) prepared for the project, as required by the State's General Construction Activity Permit.

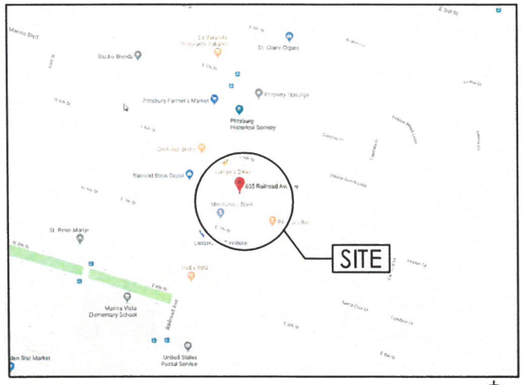
3. All storm drains, which serve the site, shall be protected from spills and soil runoff (from unpaved parking areas). The applicant may use "Any Source Control" BMP (Best Management Practice) as listed in the California Storm Water Best Management Practice Handbook for storm water run-ff for commercial and industrial sites. Storm drains will be inspected periodically. Questions may be referred to City NPDES Coordinator, at 252-4920.

RAILROAD EXTERIOR REMODEL

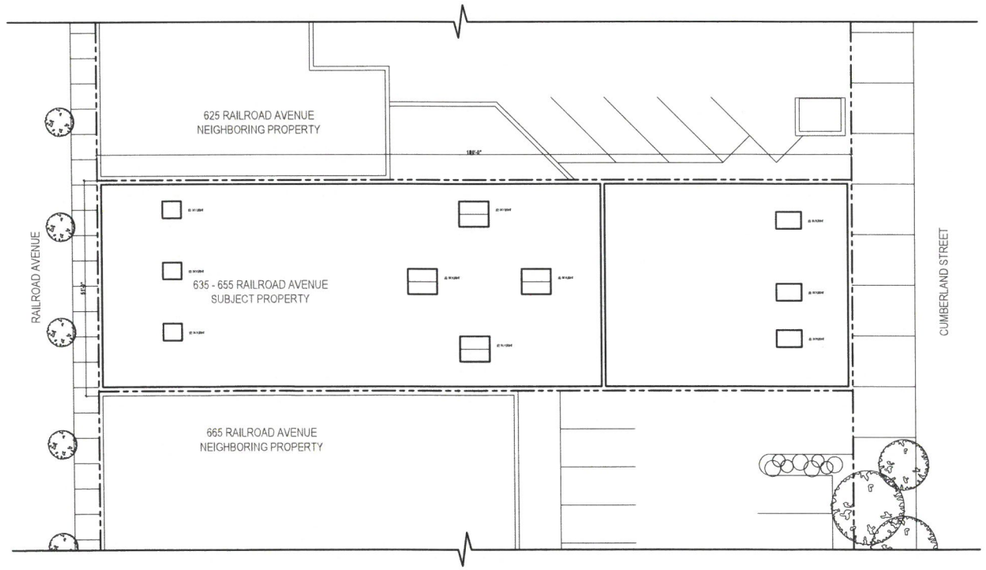
635 Railroad Ave, Pittsburg, CA 94565

APN: 085-171-004-6

AERIAL VIEW



BLOCK MAP



SITE & ROOF PLAN - NO CHANGE

SCALE: 1/16"=1'-0"

APPROVED BY
THE CITY OF PITTSBURG

Planning Department
X Zoning Administrator
Planning Commission
City Council

App. No. AP-19-1433 (AD)
Reso. No. 343
Date Approved: 9/16/19
Signature:

RECEIVED

JUL 30 2019

PLANNING DIVISION

APPLICABLE CODES
2016 EDITION OF TITLE 24, CALIFORNIA CODE OF REGULATIONS (CCR)
PART 1 - CALIFORNIA BUILDING STANDARDS ADMINISTRATIVE CODE
PART 2 - CALIFORNIA BUILDING CODE
PART 3 - CALIFORNIA ELECTRICAL CODE
PART 4 - CALIFORNIA MECHANICAL CODE
PART 5 - CALIFORNIA PLUMBING CODE
PART 6 - CALIFORNIA ENERGY CODE
PART 9 - CALIFORNIA FIRE CODE
PART 10 - CALIFORNIA EXISTING BUILDING CODE
PART 11 - CALIFORNIA GREEN BUILDING STANDARDS CODE (CALGreen Code)
PART 12 - CALIFORNIA REFERENCE STANDARDS CODE

SHEET LIST:	
GENERAL	
G-000	TITLE, COVER SHEET & SHEET INDEX
AB-100	PHOTOGRAPHS
ARCHITECTURE DRAWINGS	
A-100	FLOOR PLANS
A-200	FRONT ELEVATION
A-201	REAR ELEVATION
A-202	RENDERED ELEVATIONS
A-401	SCHEDULES
E-001	ELECTRIC
T-24	TITLE 24

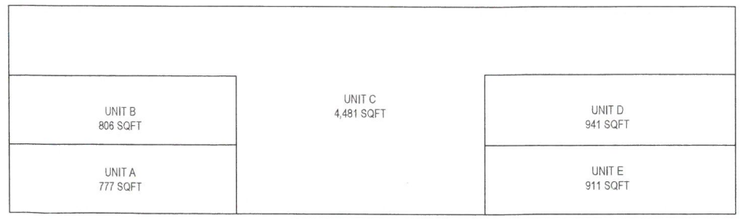
OWNER	
NAME	PATRICK YOUNG
DIRECTION	635 RAILROAD AVE. PITTSBURG, CA 94565
EMAIL	PEACHESANDCREAMLTD@GMAIL.COM
TELEPHONE	(408)916-6228
TEAM	
ARCHITECT-SF	FRANCISCO MATOS
DIRECTION	1390 MARKET ST., SAN FRANCISCO, CA 94102
TELEPHONE	415-519-4954
EMAIL	francisco@architect-sf.com
WEB	http://www.architect-sf.com
PROJECT DATA	
ADDRESS	635 RAILROAD AVE. PITTSBURG, CA 94565
APN	085-171-004-6
LOT SIZE	8,506 SQFT
ZONING INFORMATION	
ZONING DISTRICT	CP
BUILDING INFORMATION	
SPACE SQFT.	7,916 SQFT
BUILDING HEIGHT	19' - 0"
# OF UNITS	5
CONSTRUCTION TYPE	III B
SPRINKLER	NON-SPRINKLER BUILDING

SCOPE OF WORK

1. (N) ELECTRICAL PANELS
2. (N) REMODEL FRONT FACADE
3. (N) REMODEL REAR FACADE
4. NO INTERIOR WORK
5. ALL INTERIOR WORK UNDER SEPARATE PERMIT

NOTE:
TENANT IMPROVEMENT FOR UNITS A,B,C,D & E UNDER FUTURE SEPARATE PERMIT

UNIT LAYOUT



GENERAL NOTES

1. CONTRACTOR SHALL VISIT THE SITE AND ACQUAINT THEMSELVES WITH THE CONDITIONS AS THEY ACTUALLY EXIST AND VERIFY LOCATIONS, CONDITIONS AND DETAILS REQUIRED TO COMPLETE THE WORK.
2. DISPOSAL SHALL BE PERFORMED IN ACCORDANCE WITH CURRENT LAWS AND REGULATIONS.
3. THE CONTRACTOR SHALL USE MATERIALS THAT ARE COMPATIBLE TO EXISTING MATERIALS AND COMPLY WITH APPLICABLE REGULATIONS. BEFORE PROCEEDING, EXAMINE THE SURFACES TO BE MODIFIED AND THE CONDITIONS UNDER WHICH THE WORK IS TO BE PERFORMED. IF UNSAFE OR OTHERWISE UNSATISFACTORY CONDITIONS ARE ENCOUNTERED, TAKE CORRECTIVE ACTION BEFORE PROCEEDING WITH THE WORK. CUT USING SMALL POWER TOOLS DESIGNED FOR SAWING OR GRINDING, NOT HAMMERING AND CHOPPING. RESTORE FINISHES OF PATCHED AREAS AND, WHERE NECESSARY, EXTEND FINISH RESTORATION INTO ADJOINING SURFACES.
4. ALL MATERIAL SHALL BE INSTALLED WITH THE APPROVAL OF THE AUTHORITY HAVING JURISDICTION AND IN ACCORDANCE WITH THE RECOMMENDATIONS OF THE MANUFACTURER.
5. THE CONTRACTOR SHALL VERIFY EXISTING CONDITIONS AT THE SITE AND SHALL VERIFY ALL MEASUREMENTS.
6. EXISTING OPENING FRAME SHALL REMAIN UNALTERED. ALL NEW WINDOWS OR DOORS SHALL FIT THE EXISTING ROUGH OPENING.
7. PERFORM ALL WORK IN A WORKMANLIKE MANNER. CONTRACTOR TO REPLACE OR REPAIR ANY DAMAGE TO EXISTING AREAS TO REMAIN, AS DETERMINED BY THE OWNER.

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EXHIBIT "A" - ZA Reso. #343

SHEET INFO.
Project No.:
Set Date:
Drawn by:
Dwg. Date:

Revisions
Number | Date | Description

Project Title:
EXTERIOR REMODEL
635 RAILROAD AVE, PITTSBURG, CA 94565
APN: 085-171-004-6

Drawing Title:

Sheet:
G-000

APPROVED BY
THE CITY OF PITTSBURG
Planning Department
X Zoning Administrator
Planning Commission
City Council
App. No. AP-19-1433(A0)
Resol No. 543
Date Approved 9/16/19
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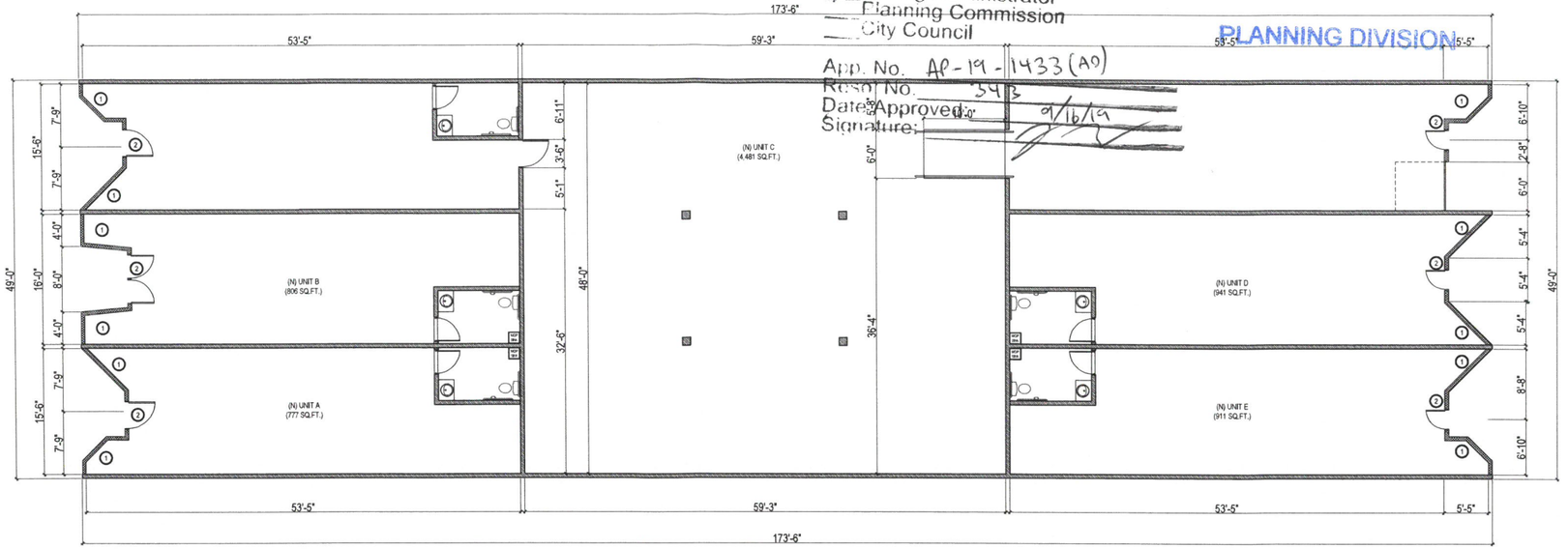
DEMOLITION LEGEND:

1. (E) WALL TO BE DEMOLISHED
2. (E) DOOR TO BE REMOVED
3. (E) WINDOW TO BE REMOVED

DEMOLITION GENERAL NOTES:

1. CONTRACTOR SHALL VISIT THE SITE AND ACQUAINT HIMSELF WITH THE CONDITIONS AS THEY ACTUALLY EXIST AND VERIFY LOCATIONS, CONDITIONS AND DETAILS REQUIRED TO COMPLETE THE WORK.
2. DISPOSAL SHALL BE PERFORMED IN ACCORDANCE WITH LOCAL LAWS.
3. THE CONTRACTOR SHALL USE MATERIALS THAT ARE COMPATIBLE TO EXISTING MATERIALS AND COMPLY WITH APPLICABLE REGULATIONS. BEFORE PROCEEDING, EXAMINE THE SURFACES TO BE MODIFIED AND THE CONDITIONS UNDER WHICH THE WORK IS TO BE PERFORMED. IF UNSAFE OR OTHERWISE UNSATISFACTORY CONDITIONS ARE ENCOUNTERED, TAKE CORRECTIVE ACTION BEFORE PROCEEDING WITH THE WORK. CUT USING SMALL POWER TOOLS DESIGNED FOR SAWING OR GRINDING, NOT HAMMERING AND CHOPPING, RESTORE FINISHED OF PATCHED AREAS AND, WHERE NECESSARY, EXTEND FINISH RESTORATION INTO ADJOINING SURFACES
4. ALL REMOVAL SHALL BE PERFORMED WITH THE APPROVAL OF THE AUTHORITY HAVING JURISDICTION AND IN ACCORDANCE WITH STANDARDS.
5. THE CONTRACTOR SHALL VERIFY EXISTING CONDITIONS AT THE SITE AND SHALL VERIFY ALL MEASUREMENTS.
6. PERFORM ALL WORK IN A WORKMANLIKE MANNER. CONTRACTOR TO REPLACE OR REPAIR ANY DAMAGE TO EXISTING AREAS TO REMAIN, AS DETERMINED BY THE OWNER. SALVAGE ALL REMOVED ITEMS, SUCH AS LIGHTING FIXTURES, TO BE DISPOSED AS PER OWNER REQUEST.



EXISTING FLOOR PLAN
SCALE: 1/8"=1'-0"

REMODEL LEGEND:

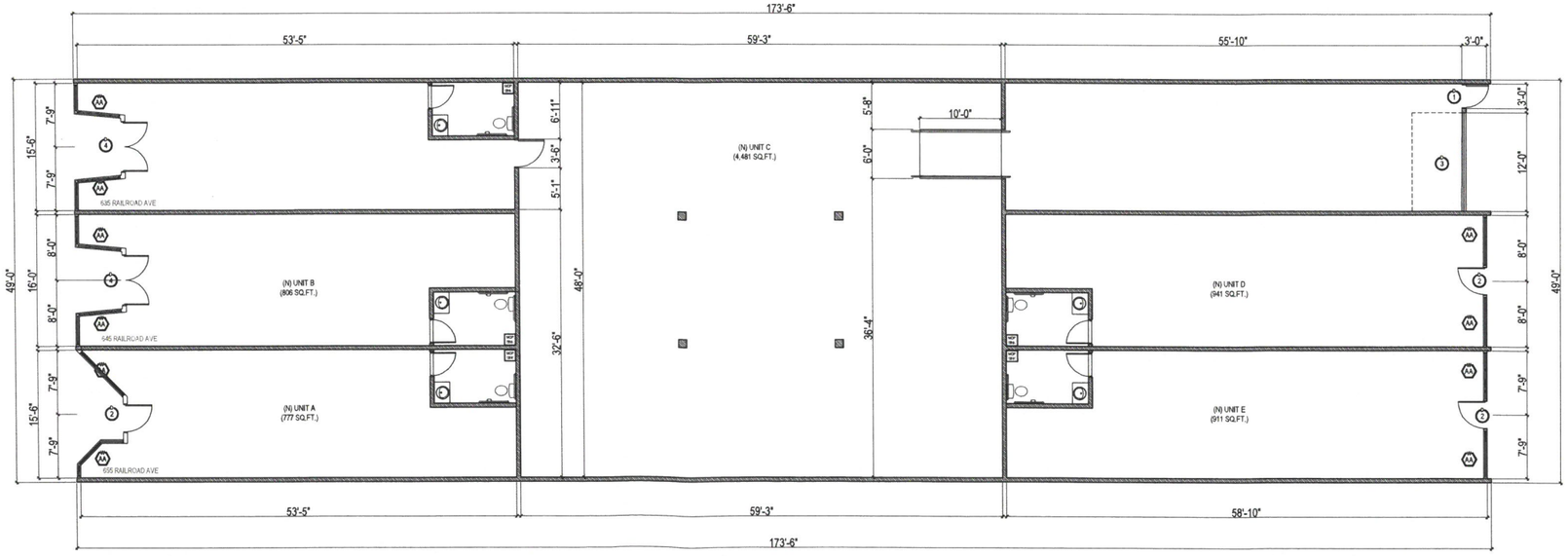
- **DOORS** IDENTIFICATION NUMBER (REFER TO DRAWING A600 FOR SCHEDULE)
- **WINDOWS** IDENTIFICATION LETTER (REFER TO DRAWING A600 FOR SCHEDULE)
- INDICATES **WALL TYPE** NUMBER FOR DETAILS (REFER TO DRAWING FOR SCHEDULE OR DETAILS)
- INDICATES **DEMOLITION NOTE** NUMBER
- INDICATES **EQUIPMENT** NUMBER

REMODEL GENERAL NOTES:

1. CONTRACTOR SHALL VISIT THE SITE AND ACQUAINT HIMSELF WITH THE CONDITIONS AS THEY ACTUALLY EXIST AND VERIFY LOCATIONS, CONDITIONS AND DETAILS REQUIRED TO COMPLETE THE WORK.
2. FACADE OF 635 RAILROAD AVE TO BE REBUILD TO MATCH SPECS FROM 645 & 655 RAILROAD AVE

WALL LEGEND:

- NEW GYPSUM BOARD WALL FINISH
- EXISTING WALL
- WOOD FRAME PARTITION WALLS
- EXISTING WALL TO BE DEMOLISHED



REMODEL FLOOR PLAN
SCALE: 1/8"=1'-0"

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Dwg. Date:

Project Title:
EXTERIOR REMODEL
635 RAILROAD AVE, PITTSBURG, CA 94565
APN: 085-171-004-6

Drawing Title:

Sheet: A-100

APPROVED BY
THE CITY OF PITTSBURG
Planning Department
X Zoning Administrator
Planning Commission
City Council
App. No. AP-19-1433 (AD)
Reso. No. 543
Date Approved: 9/16/19
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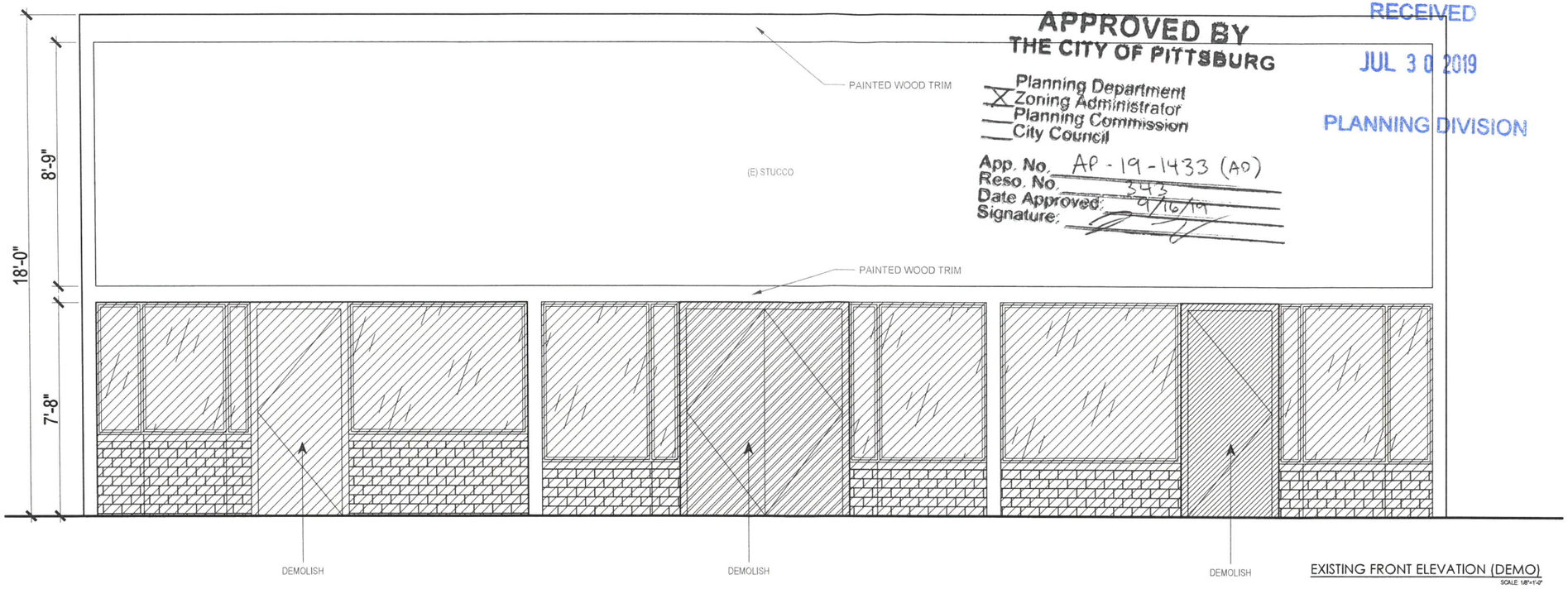
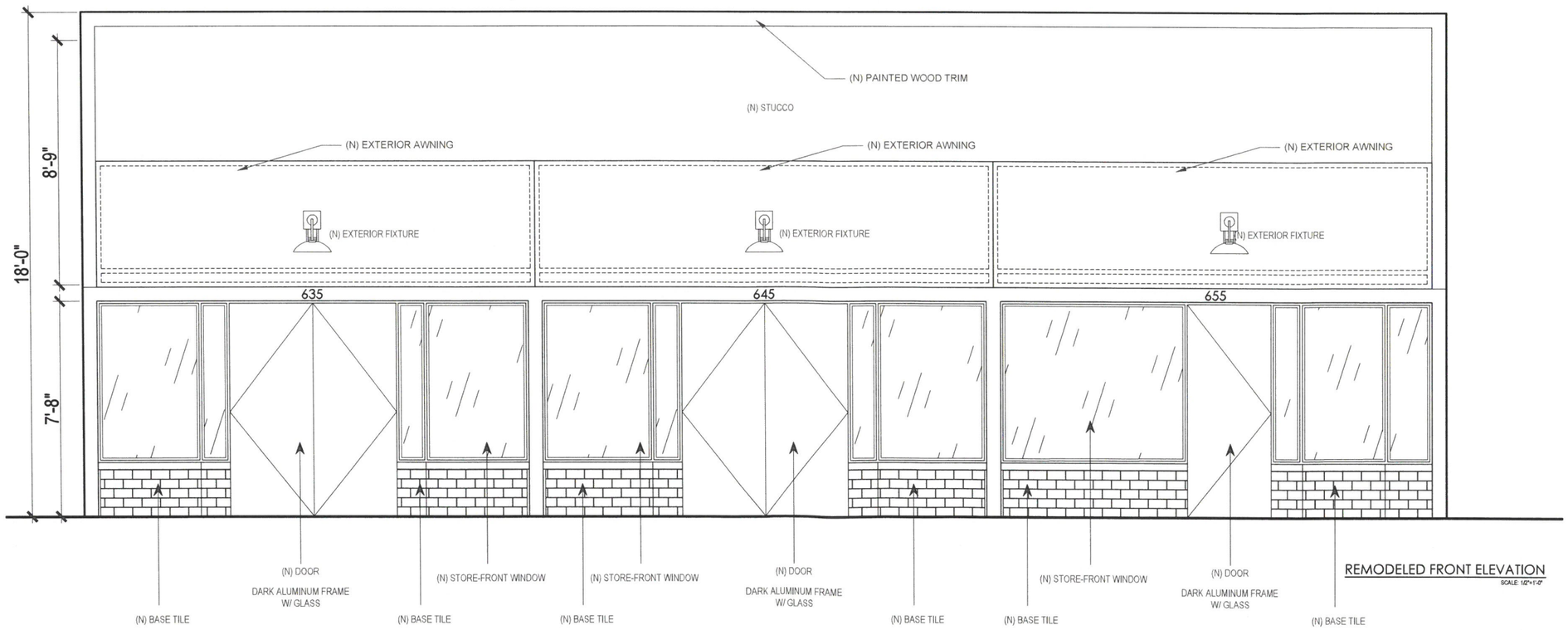


EXISTING FRONT ELEVATION (DEMO)
SCALE: 1/8"=1'-0"



REMODELED FRONT ELEVATION
SCALE: 1/2"=1'-0"

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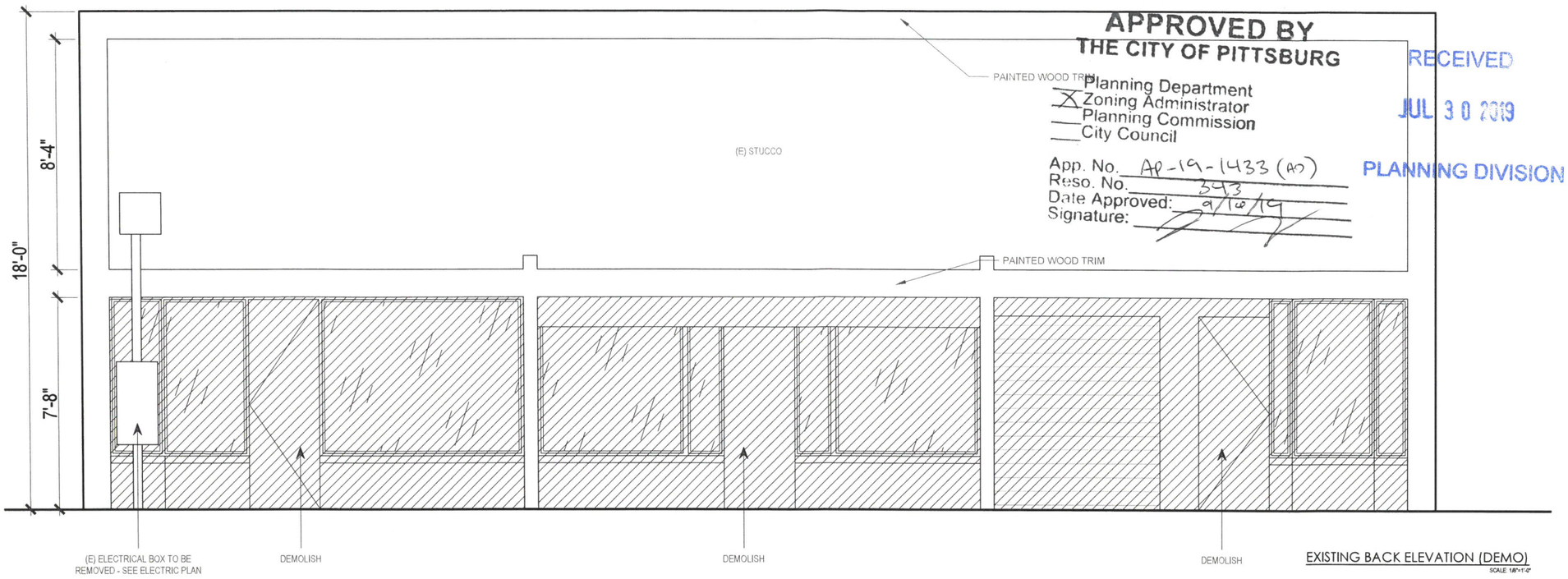
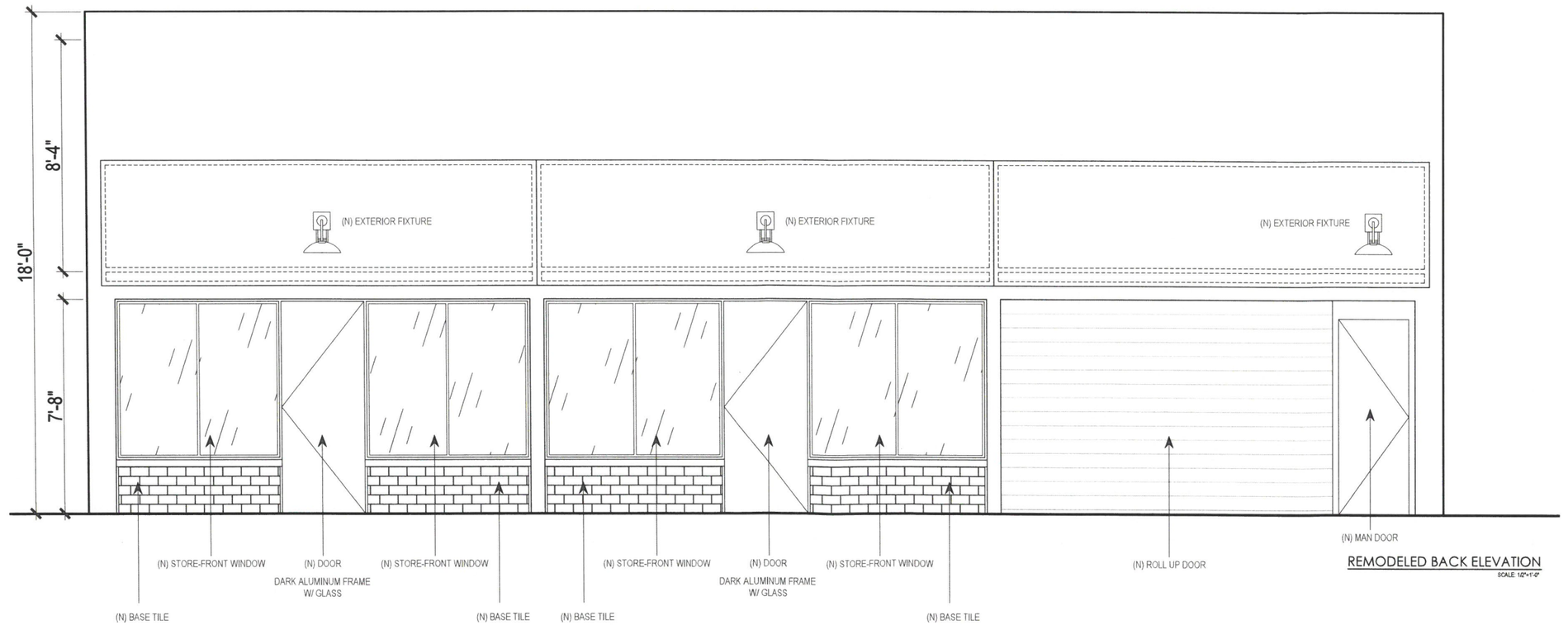
Project Title:
EXTERIOR REMODEL
635 RAILROAD AVE, PITTSBURG, CA 94565
APN: 085-171-004-6

Drawing Title:

Sheet: A-200



EXISTING BACK ELEVATION (DEMO)
SCALE: 1/8"=1'-0"



REMODELED BACK ELEVATION
SCALE: 1/2"=1'-0"

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Planning Commission
City Council
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635 RAILROAD AVE, PITTSBURG, CA 94565
APN: 085-171-004-6

Drawing Title:

Sheet:
A-201

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FRONT ELEVATION
SCALE: 1/8"=1'-0"

REAR ELEVATION
SCALE: 1/2"=1'-0"

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THE CITY OF PITTSBURG

Planning Department
X Zoning Administrator
Planning Commission
City Council

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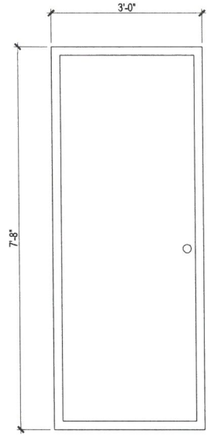
Project Title:
EXTERIOR REMODEL
635 RAILROAD AVE, PITTSBURG, CA 94565
APN: 085-171-004-6

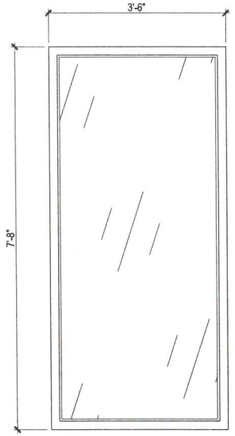
Drawing Title:

Sheet:
A-203



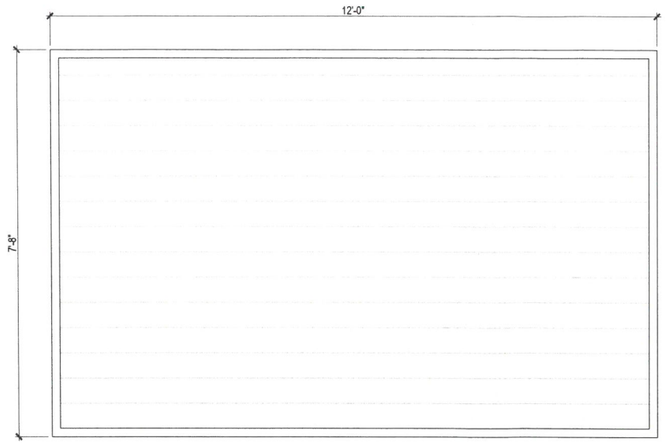
DOOR #1
SCALE: 3/4"=1'-0"

DARK ALUMINUM FRAME
W/ STEEL DOOR



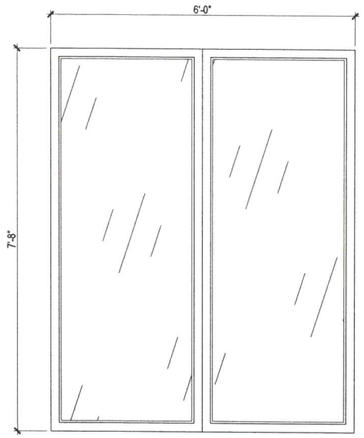
DOOR #2
SCALE: 3/4"=1'-0"

DARK ALUMINUM FRAME
W/ GLASS



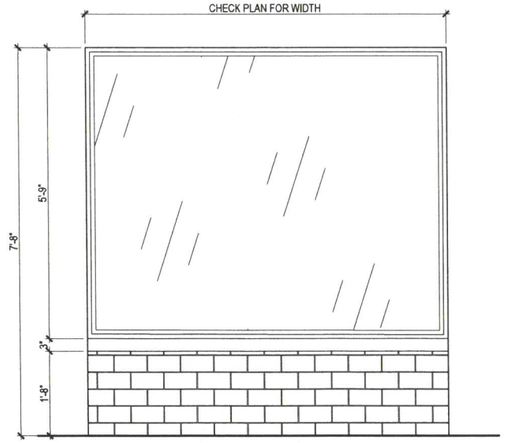
DOOR #3
SCALE: 3/4"=1'-0"

DARK ALUMINUM FRAME
W/ STEEL ROLL UP DOOR



DOOR #4
SCALE: 3/4"=1'-0"

DARK ALUMINUM FRAME
W/ GLASS



WINDOW AA
SCALE: 3/4"=1'-0"

TYPICAL. SEE FLOOR PLAN
DIMENSIONS FOR WIDTH.

DARK ALUMINUM FRAME
W/ GLASS

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X Zoning Administrator
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Project No.:
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Project Title:
EXTERIOR REMODEL
635 RAILROAD AVE, PITTSBURG, CA 94565
APN: 085-171-004-6

Drawing Title:

Sheet:
A-401

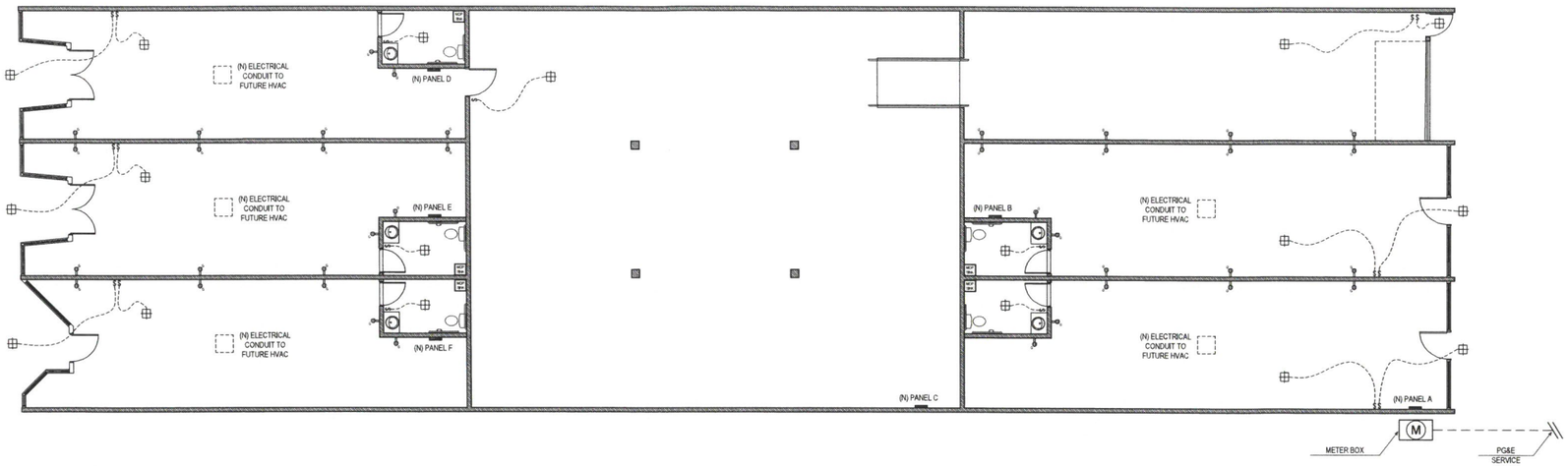
ELECTRIC GENERAL NOTES:

1. ELECTRIC METER TO BE MOVED FROM REAR FACADE (CUMBERLAND ST) TO SOUTH EAST CORNER. AS SHOWN IN PLAN.
2. NEW HVAC UNITS TO BE INSTALLED IN ROOF.

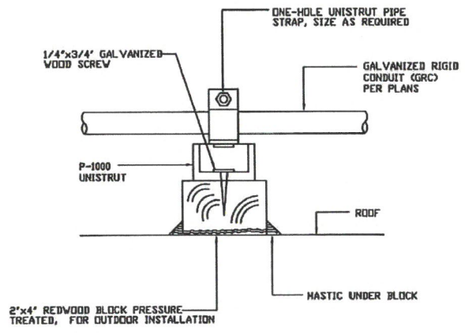
ELECTRIC LEGEND :

- ⊞ (N) LIGHT FIXTURE
- ♀ (N) TYPICAL OUTLET
- $ (N) LIGHT SWITCH
- $3 (N) THREE WAY LIGHT SWITCH
- ▬ (N) BREAKER PANEL

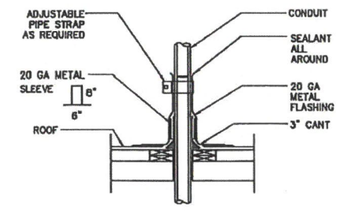
PANEL #	NEW / EXISTING	AMP
PANEL A	NEW	150
PANEL B	NEW	150
PANEL C	NEW	200
PANEL D	NEW	150
PANEL E	NEW	150



POWER PLAN
SCALE: 1/8"=1'-0"



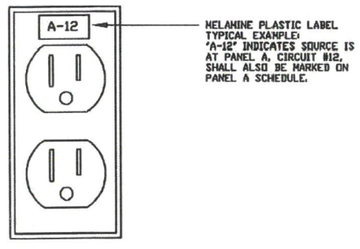
CONDUIT SUPPORT ON ROOF DETAIL (1)
NO SCALE



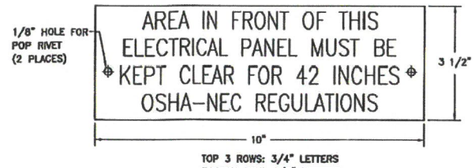
NOTE:

CONDUITS WHICH PASS THROUGH A ROOF SHALL BE INSTALLED IN ACCORDANCE WITH THE REQUIREMENTS OF THIS DETAIL

CONDUIT FLASHING (2)
NO SCALE



TYPICAL OUTLET LABEL DETAIL (3)
NO SCALE



TOP 3 ROWS: 3/4" LETTERS
BOOTOM ROW: 1/2" LETTERS

BLACK LETTERING ON WHITE BACKGROUND

NOTE:

INSTALL AT SELECTED AREAS WHERE SHOWN ON DRAWINGS AND WHERE POSSIBILTY OF BLOCKING IS ANTICIPATED AS IN STORAGE ROOMS.

OSHA / NEC PLACARD (4)
NO SCALE

APPROVED BY
THE CITY OF PITTSBURG

- [X] Planning Department
- [X] Zoning Administrator
- [ ] Planning Commission
- [ ] City Council

App. No. AP-19-1433 (AD)
Reso. No. 343
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Drawing Title:

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