FINAL ENVIRONMENTAL IMPACT REPORT

Railroad Avenue Station Area Specific Plan

City of Pittsburg

June 2009

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Introduction

1.1 BACKGROUND

A Draft Environmental Impact Report ("EIR") was prepared by the City of Pittsburg ("City") to disclose the potential environmental effects of the Railroad Avenue Specific Plan ("proposed project"). The Draft EIR included a description of the proposed project, an assessment of potential effects, a description of possible mitigation measures to reduce potentially significant effects, and a consideration of alternatives to the proposed project that could reduce potentially significant effects identified for the proposed project.

The project site is located near the center of Pittsburg, and includes the City's civic center which houses City Hall, the Police Station, the Pittsburg Unified School District offices, the East Contra Costa County Courthouse, the Pittsburg Library, and a Federal Armory. The purpose of the proposed project is to rezone and apply new development regulations in the plan area, and modify development regulations in order to provide opportunities for transit oriented development around a planned transit station.

In accordance with the California Environmental Quality Act ("CEQA"), the Draft EIR was distributed for public review. The public review period for the Draft EIR began February 26, 2009 and ended April 13, 2009 (for a total of 46 days). During the public review period, the Draft EIR was reviewed by various State of California ("State"), and local agencies, as well as by interested organizations and individuals ("general public"). Written comments were received from seven public agencies, an advocacy organization, and four individuals. A public meeting to obtain additional comments on the Draft EIR was also held before the City's Planning Commission on March 24, 2009. Five members of the general public delivered comments on the proposed project/Draft EIR, and seven City Planning Commission members were present/delivered comments, during the public hearing.

This document responds to the comments on the Draft EIR that were received during the public review period and public hearing, and contains revisions intended to correct, clarify, and amplify the Draft EIR. The responses and revisions in this document substantiate and confirm the analyses contained in the Draft EIR. No new substantial environmental impact, and no increase in the severity of an earlier identified impact, has surfaced in responding to the comments. Together, the Draft EIR and this document constitute the Final EIR. As the lead agency, the City must certify the Final EIR before action can be taken on the proposed project. Certification requires that the lead agency make findings that the Final EIR complies with CEQA.

1.2 HOW TO USE THIS DOCUMENT

This document consists of three chapters: (1) Introduction, (2) Comments and Responses on the Draft EIR, and (3) Changes to the Draft EIR. Chapter 1 (Introduction) reviews the purpose and contents of this document. Chapter 2 (Comments and Responses on the Draft EIR) lists the public agencies and individuals who submitted written comments or spoke at the hearing on the proposed project/Draft EIR, and provides their comments (bracketed and enumerated by topic) in the form of letters to the City or minutes from the public meeting, followed by individual responses to the comments made. Chapter 3 (Changes to the Draft EIR) contains the changes to the Draft EIR as a result of responses to comments or modifications recommended by City staff.

The comment letters and minutes from the public meeting have been bracketed and enumerated (contained in Chapter 2) to differentiate the comments on the Draft EIR into different topics. Comments are denoted using a numbering system that identifies the letter/speaker and the comment number within the letter/notes. Thus, "Comment 1.2" refers to the second comment from Letter 1. The response to this comment (in the responses immediately following Letter 1) follows the same numbering scheme. Thus, "Response 1.2" addresses the second comment from Letter 1. This same numbering scheme is used to identify and respond to the oral comments received at the public meeting.

For the most part, the responses provide an explanation or additional discussion of text in the Draft EIR. In some instances, the response supersedes or supplements the text of the Draft EIR for accuracy or clarification. New text (contained in Chapter 3) that has been added to the Draft EIR is indicated with underlining. Text that has been deleted is indicated with ~~strikethrough~~.

The comment periods for the Draft EIR and the Draft Railroad Avenue Specific Plan were concurrent; therefore, several of the attached letters integrate CEQA-related comments with project-related comments. As a courtesy, and to support the ease of public review of responses to comments submitted, staff has provided responses to planning and project-related comments in this Final EIR. Responses to CEQA-related comments are provided in plain text, and responses to project-related comments are provided in *italics*.

Chapter 2
Comments and Responses on the Draft EIR

2.1 INTRODUCTION

This chapter lists the public agencies and individuals who submitted written comments or spoke at the Planning Commission meeting on the proposed project/Draft EIR, and provides their comments (bracketed and enumerated by topic) in the form of letters to the City or notes from the meeting, followed by individual responses to the comments made.

Comment letters on the proposed project/Draft EIR were received by the City between the dates of March 3, 2009, and April 16, 2009. Per the Notice of Availability distributed by the City, the last day to submit comments was April 13, 2009; however, the City has responded to all comments received, even those received outside of the comment period. Comment letters are contained in Section 2.4 (Written Comments) of this chapter. Oral comments are contained in Section 2.5 (Oral Comments) of this chapter; with a list of speakers on the proposed project/Draft EIR from the March 24, 2009 hearing, followed by the minutes from the public hearing.

The comment letters and minutes from the hearing have been bracketed and enumerated, to differentiate the comments on the proposed project/Draft EIR into different topics. Comments are denoted using a numbering system that identifies the letter/speaker and the comment number within the letter/minutes. Thus, "Comment 1.2" refers to the second comment from Letter 1. The response to this comment (in the responses immediately following Letter 1) follows the same numbering scheme. Thus, "Response 1.2" addresses the second comment from Letter 1.

For the most part, the responses provide an explanation or additional discussion of text in the Draft EIR. In some instances, the response supersedes or supplements the text of the Draft EIR for accuracy or clarification. New text (contained in Chapter 3) that has been added to the Draft EIR is indicated with underlining. Text that has been deleted is indicated with ~~strikethrough~~.

Some responses in this chapter refer to "Master Responses," which respond to common comments that were frequently raised about the proposed project/Draft EIR, and are presented in Section 2.3 (Master Responses) of this chapter.

Page numbers (e.g., page 3.3-1) are referenced when appropriate to help the reader find specific information within the Draft EIR or Initial Study (included as Appendix A of the Draft EIR) for the proposed project.

2.2 LIST OF COMMENTORS

Written Commentors

Letter 1 Mark A. Seedall, Senior Planner, Contra Costa Water District; Received March 3, 2009

Letter 2 Ted Leach, Fire Prevention Technician, Contra Costa County Fire Protection District; Received March 11, 2009

Letter 3 Kenneth Kirkey, Planning Director, Association of Bay Area Governments, and Doug Kimsey, Planning Director, Metropolitan Transportation Commission; Received March 23, 2009

Letter 4 Bruce Ohlson; Received March 25, 2009

Letter 5 Ellen Smith, Project Manager, East Contra Costa BART Extension; Received April 1, 2009

Letter 6 Chris Schildt, Christina Wong, and Oliba Cardona representing TransForm, Greenbelt Alliance and Contra Costa Interfaith Supporting Community Organization; Received April 13, 2009

Letter 7 David R. Fischer; Received April 13, 2009

Letter 8 Louis Parsons; Received April 13, 2009

Letter 9 Lisa Carboni, District Branch Chief, CalTrans; Received April 13, 2009

Letter 10 Patricia Chapman, Associate Engineer, Delta Diablo Sanitation District; Received April 16, 2009

Letter 11 M.F. Sarbia; Not dated

Letter 12 Edward Diokno, Planning Commission, City of Pittsburg; Not dated

Oral Commentors (from the March 24, 2009 Planning Commission meeting)

City of Pittsburg Planning Commission

Edward Diokno

Jack Garcia

Doris Kelley

Bruce D. Ohlson

Ralph C. Ramirez

Caryn Wegerbauer

AJ Fardella

General Public

Michael Sarabia

Mike Lengyel

Bud Wisecarver

Dr. Henry Clark

Terry Robinson

2.3 MASTER RESPONSES

Based on the frequency of particular comments, Master Responses have been prepared to deal comprehensively with these issues. Master Responses have been created to address comments about (1) the merits of the proposed project, and (2) the Specific Plan itself, rather than the environmental analysis of the plan.

MR1 Project Merit

Comments in support or opposition to the proposed project are important for the public discourse on the merits of the proposed project, and whether it is viewed as an appropriate development for the City and project site; however, the Draft EIR was prepared to fulfill the City's obligation under CEQA to identify the significant and potentially significant environmental impacts of the proposed project, regardless of the proposed project's merits and regardless of its need. Per the *CEQA Guidelines*, Section 15131, the focus of the EIR is on physical environmental impacts rather than social or economic issues, except where social or economic issues are known to have demonstrable physical impacts.

The comment periods for the Draft EIR and the Draft Railroad Avenue Specific Plan were concurrent; therefore, several of the attached letters integrate CEQA-related comments with project-related comments. As a courtesy, and to support the ease of public review of responses to comments submitted, staff has provided responses to planning and project-related comments in this Final EIR. Responses to CEQA-related comments are provided in plain text, and responses to project-related comments are provided in *italics*.

Fiscal Matters

Although CEQA does not prohibit the discussion of fiscal matters within an EIR, CEQA states that such considerations cannot be regarded as significant effects unless they are being used to "determine the significance of physical changes caused by the project" (*CEQA Guidelines*, Section 15131). Under CEQA, impacts on public services, parks, utilities, and infrastructure would occur if a project generated substantial demand for new services such that new facilities would be required to service/support the project at existing or desired service levels, the construction of which could result in physical impacts. The additional demand for staff resources, the need for additional equipment, and

the costs of constructing new or upgraded facilities are not considered significant impacts under CEQA.

While fiscal issues and community benefits are not the focus of an EIR, these considerations may be discussed by the Planning Commission and City Council in weighing the merits of the proposed project. The merit-related issues identified by the commentors will be consciously weighed along with environmental pros and cons of the project when the City takes action on the proposed project.

Under the *CEQA Guidelines*, Section 15093, a lead agency must balance consideration of adverse environmental impacts with economic, legal, social, technological or other benefits in deciding whether to approve a project. A lead agency has the authority to approve a project with significant and unavoidable impacts if the benefits of the project can be demonstrated to exceed the project's environmental costs. When a lead agency decides that it wishes to approve a project in spite of unavoidable adverse impacts, it must first issue a Statement of Overriding Considerations outlining its justifications.

Alternative Location/Uses of the Project Site

Comments calling for alternative uses of the project site are suggesting that a different project be considered, in large measure because of dissatisfaction with the proposed project. As such, these comments concern the range of alternatives and the merits of the proposed project rather than the adequacy of the Draft EIR or the City's compliance with CEQA. For the purposes of comparing the environmental effects of possible development scenarios, the Draft EIR presents three alternative land uses that could be developed at the project site (Chapter 5, Alternatives to the Proposed Project). While the EIR does not address the social and fiscal or economic tradeoffs of these alternative uses, it does explain the physical impacts that could occur under alternative scenarios and compares these impacts to those of the proposed project.

MR2 Planning (Non-CEQA) Related Questions

Per the *CEQA Guidelines*, Section 15131, the focus of an EIR is on physical environmental impacts of the proposed project and its alternatives. The purpose of the EIR is not to change, modify, or alter the planning document, unless otherwise explicitly stated within a suggested mitigation measure, but rather to analyze the physical environmental impacts of the proposed project and its alternatives. As noted in MR1 above, the comment periods for the Draft EIR and the Draft Railroad Avenue Specific Plan ran concurrently; therefore, several of the attached letters integrate CEQA-related comments with project-related comments. As a courtesy, and to support the ease of public review of responses to comments submitted, staff has provided responses to planning and project-related comments within the Final EIR.

Between June 8, 2006, and May 8, 2008, the City organized five community workshops on the proposed project, during which time, members of the general public were invited to share their views and suggestions for the proposed project. While no further community workshops are currently

planned for the future, comments regarding the planning of the proposed project may be discussed at upcoming Planning Commission and City Council hearings on the proposed project.

2.4 WRITTEN COMMENTS

Eleven written comment letters on the proposed project/Draft EIR were received during the 45-day public review period, and one written comment letter was received after the comment period. Seven written comment letters were from an agency (i.e., State, local, or public agency), and five comment letters were from the general public (listed under Section 2.2, List of Commentors). The following are the actual comment letters (bracketed and enumerated) and their responses:

CONTRA COSTA
WATER DISTRICT

1331 Concord Avenue
P.O. Box H2O
Concord, CA 94524
(925) 688-8000 FAX (925) 688-8122
www.ccwater.com

Letter 1

March 3, 2009

VIA FACSIMILE (925) 252-4814
Hard Copy to Follow

Ms. Leigha Schmidt
Pittsburg Planning Dept.
65 Civic Ave.
Pittsburg, CA 94565

Subject: Comments on the Railroad Avenue Specific Plan EIR

Dear Ms. Schmidt:

The Contra Costa Water District (CCWD) has reviewed the Draft Environmental Impact Report for the Railroad Avenue Specific Plan.

CCWD manages and maintains water facilities that are owned and operated by the United States Bureau of Reclamation (Reclamation). This includes the Contra Costa Canal (Canal). The Canal is located along the southern border of the Specific Plan area just north of Mariposa Drive. The Specific Plan project has the potential to adversely affect the Canal.

CCWD recommends that conditions for approving the project include the following:

1.1 -NEPA review is required for any actions required by Reclamation, with respect to its fee-owned property and easements.

1.2 -All issues potentially affecting Reclamation property should be thoroughly reviewed before approval of the project. Please contact Dino Angelosante at (925) 688-8152 if there is any need to encroach upon Reclamation property.

1.3 -City of Pittsburg shall provide to CCWD details on how their contractors will prevent the project from potentially impacting the Canal during construction.

1.4 -CCWD should review the proposed project drainage plan. Drainage from the project should avoid the adjacent Contra Costa Canal.

1.5 -A six foot high property line fence is required to protect the Canal as well as a liner fence, if not already installed. Any damage to existing Canal fences from construction must be repaired to the satisfaction of CCWD.

1.6 -City of Pittsburg shall be responsible for any costs incurred by CCWD to repair any damage to the Canal.

Please contact Chris Hentz at CCWD regarding engineering issues at (925) 688-8311. Alternatively, I may be contacted at (925) 688-8119 should you have further questions.

Sincerely,

Mark A. Seedall
Senior Planner

MAS/jmt

Letter 1 Mark A. Seedall, Senior Planner, Contra Costa Water District; Received March 3, 2009

Responses:

1.1 The commentor recommends that the conditions for approving the project include National Environmental Policy Act ("NEPA") review for any actions required by the United States Bureau of Reclamation ("Reclamation"), with respect to its fee-owned property and easements. The City will comply with applicable NEPA requirements if Reclamation facilities are impacted.

1.2 See Response 1.1, above.

1.3 The City is required, under the California Government Code (Section 4216-4216.9), to notify and coordinate with the Contra Costa Water District ("CCWD") prior to commencement of the construction of the proposed developments within the project area. Providing details of individual development project construction and protection of CCWD facilities during construction will be part of the standard development application coordination process.

1.4 As stated within the Initial Study (included as Appendix A) for the proposed project (page 48):

> *The San Francisco Bay Regional Water Quality Control Board (SFRWQCB) would require that future development obtain an individual NPDES permit from the RWQCB. Each project applicant/contractor would be required under its NPDES permit to file a Notice of Intent and to prepare and implement a Storm Water Pollution Prevention Plan (SWPPP) to prevent polluted runoff from flowing into public drainage facilities during construction of the proposed structures. The SWPPP would contain Best Management Practices (BMPs) that include schedules of activities, prohibitions of practices, maintenance procedures, and other management practices to prevent or reduce the pollution in stormwater runoff during construction. The SWPPP would be reviewed and approved by the City and other appropriate agencies, such as the RWQCB, prior to issuance of a grading or building permit.*

Future development under the proposed project would require that a SWPPP be prepared, which will require the review and approval by the CCWD, in addition to the City and RWQCB, prior to the issuance of a grading or building permit.

1.5 As described on page 2-21 of the Draft EIR, and pages 62-63 of the Draft Railroad Avenue Specific Plan, the land uses and zoning on the land adjacent to the Contra Costa Canal is not proposed to be amended with the implementation of the Plan. The City acknowledges that fences protecting the canal should be installed and maintained as part of future development projects adjacent to the Canal, and any construction damage to the fences, as a result of implementation of the proposed project, should be repaired to the satisfaction of CCWD. Applications for future development on properties adjacent to the Canal are, and will continue

to be, forwarded to the CCWD as part of the standard project referral process. Requirements for new and/or replacement fencing and maintenance of fencing adjacent to the Canal will be evaluated and implemented on a project-by-project basis as part of the specific development application.

1.6 See Response 1.5, above.

Letter 2

Contra Costa County Fire Protection District

Fire Chief
KEITH RICHTER

March 11, 2009

Attn: Ms. Leigha Schmidt
City of Pittsburg – Planning Division
Civic Center – 65 Civic Avenue
Pittsburg, CA 94565

Subject: Draft Environmental Impact Report (Draft EIR)
Railroad Avenue Specific Plan

We have reviewed the Draft E.I.R. and offer the following corrections to Chapter 3.6.

2.1 *Page 3.6-2*
Of the three personnel staffed daily at All CCCFPD Fire Stations, at least one employee (firefighter/paramedic) is trained/certified in advanced life support (ALS).

2.2 *Page 3.6-3*
Response times include dispatch time, get-out time and travel time. A response time of 1.5 to 2.5 minutes would not be possible. At its current location, Station 85's response time would be approximately 4 to 5 minutes. When Station 85 moves to Loveridge Road, Station 84 will become the primary responding station to most of the Specific Plan Area with a similar response time of 4 to 5 minutes. When Station 84 moves to Railroad Avenue, the Specific Plan Area will experience response times of approximately 3 to 4 minutes.

2.3 Station 85 is supplied with a Type 1 Engine which is equipped to respond to structural fires, but it does not carry "taller-than-conventional" ladders. Type 1 engines are equipped with a 28-foot extension ladder, a 10 foot folding attic ladder and a 14 foot roof ladder. Station 84 however, is equipped with an aerial ladder truck (Quint), which has the capability to provide 100 feet of extension.

2.4 *Page 3.6-10*
Type 1 fire engines are not equipped with a "turntable ladder." As stated above, Type 1 engines are equipped with a 28-foot extension ladder, a 10 foot folding attic ladder and a 14 foot roof ladder. Station 84 is equipped with an aerial ladder truck (Quint). When Station 85 (Engine Company) moves to Loveridge Road, Station 84 (Truck Company) will be the primary responding Station to most of the Specific Plan Area.

2.5 *Page 3.6-11*
The Fire Facility Impact Fees stated in the DEIR are not accurate. The following is the fee schedule provided on page 10 of the CCCFPD Fire Facility Impact Fee Study and Report, dated October 11, 2005.

Residential	Nonresidential
$591 per single-family unit	$219 per 1000 square feet of Industrial
$285 per each multi-family dwelling unit	$329 per 1000 square feet of Commercial
	$376 per 1000 square feet of Office

If you have any questions regarding this matter, please contact me at 925.941.3547.

Sincerely,

Ted Leach
Fire Prevention Technician

TL/mm

Letter 2 **Ted Leach, Fire Prevention Technician, Contra Costa County Fire Protection District; Received March 11, 2009**

Responses:

2.1 The following change has been made to the Draft EIR (from page 3.6-2):

> Fire protection and emergency medical services in the Specific Plan Area are provided by the Contra Costa County Fire Protection District (CCCFPD). CCCFPD follows the nationally recognized standard that they "shall have the capability to deploy an initial full alarm assignment within an 8-minute response time to 90 percent of the incidents."[1] This response time standard assumes that the fire personnel and equipment are in quarters (i.e., at their fire stations) and are not on other emergency calls. All CCCFPD firefighters are licensed Emergency Medical Technicians (EMT) who are trained to provide basic emergency medical services. Of the three personnel staffed daily at all CCCFPD fire stations, at least one employee (firefighter/paramedic) is trained/certified in advanced lifesaving support. CCCFPD firefighters are also trained to respond to hazardous materials incidents. Additionally, CCCFPD has a mutual aid agreement with the East Contra Costa Fire Protection District (ECCFPD) for emergency response.

2.2 The following change has been made to the Draft EIR (from page 3.6-2):

> Two of the three Pittsburg fire stations will serve the project area. Station 84, which is currently located in downtown Pittsburg, will be relocated to Railroad Avenue and Civic Avenue in the High School subarea, across the street from the Civic Center subarea. Station ~~No.~~ 85, which is currently located within the project area at 2555 Harbor Street, is being relocated to Loveridge Road, just south of Leland Road. The entire Specific Plan Area will be within a maximum 1.5 mile response radius called for under the *General Plan* (see General Plan Figure 11-2), and will be subject to approximately ~~1.5~~4 to ~~2.5~~5 minute response times for fire service. The new Station 85 is currently under construction, and the existing station house will remain in operation until the new building is completed. When Station 85 moves to Loveridge Road, Station 84 will become the primary responding station to most of the project area, with similar 4 to 5 minute response times for service. When Station 84 moves to Railroad Avenue, the project area will experience response times of approximately 3 to 4 minutes. Station 85 is equipped with one Type 1 engine company (Engine 85) which is equipped to respond to structure fires, and Station 84 is equipped with an aerial ladder truck (Quint), which has the capability to provide 100 feet of ladder extension. ~~including those that require a taller than conventional ladder for firefighting access.~~

[1] National Fire Protection Association, NPFA 1710, Standard for the Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations, and Special Operations to the Public, 2001.

Station 85 also has one Type 3 wildland unit, equipped to respond wildland fires as well as provide additional manpower on structure fires and otherwise support the Type 1 fire engines. The station is staffed by three personnel, 24 hours per day. A standard 24-hour shift is staffed by one Captain, one engineer and one firefighter/paramedic.[2]

2.3 See Response 2.2.

2.4 The following change has been made to the Draft EIR (from page 3.6-10):

The Specific Plan Area is served by Station 85, a part of Battalion 8. Station 85 is equipped with one Type 1 engine company (Engine 85), which is equipped to respond to structure fires, and one Type 3 wildland unit that is used to fight wildland fires, provide additional manpower on structure fires, and carry a second rescue tool (support) to the Type 1 fire engines. Station 84 is equipped with an aerial ladder truck (Quint), which has the capability to provide 100 feet of ladder extension. When Station 84 moves to Railroad Avenue, it will become the primary responding station for much of the Specific Plan Area. ~~Type 1 fire engines are equipped with a turntable ladder, which is used to gain access to fires occurring at height, where conventional ladders carried on other appliances might not reach.~~ The station is staffed with three personnel, 24 hours per day. The three CCCFPD fire stations located within the City of Pittsburg keep nine firefighters on active duty on a daily basis.

2.5 The following change has been made to the Draft EIR (from page 3.6-11):

For all new development within the Contra Costa County, the CCCFPD imposes a fire facility impact fee of $2~~35~~85 per multi-family residential unit, $591 per single-family residential unit, ~~and~~ $0.33 per square foot ~~for other~~ of commercial ~~and industrial~~ development, $0.38 per square foot of office development, and $0.22 per square foot of industrial development. The fire facility impact fee is collected at the time of building permit issuance, and provides a funding source from new development for fire protection capital improvements to serve new development. The fee assures that new development within Contra Costa County (such as that in the Specific Plan Area) is provided with adequate fire protection facilities and services. The fire facility impact fee would ensure that Battalion 8, which serves the Specific Plan Area, is adequately staffed and equipped with fire engines and other vehicles, and has all the necessary medical response, hazardous materials, training, and other specialized fire fighting equipment to serve the Specific Plan.[3]

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[2] Ted Leach, Fire Prevention Technician, Contra Costa County Fire Protection District, electronic communication, October 10, 2008.

[3] Contra Costa County Fire Protection District. Fire Facilities Impact Fee Study and Report. October 11, 2005.

Letter 3

March 23, 2009

Marc S. Grisham
City Manager, City of Pittsburg
65 Civic Avenue
Pittsburg, CA 94565

RE: City of Pittsburg Railroad Avenue Specific Plan

Dear Mr. Grisham,

The Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC) wish to express support for the City of Pittsburg's Railroad Avenue Specific Plan, released in February 2009, which proposes to implement new land use classifications, urban design guidelines, and zoning amendments in order to promote transit-supportive development in and around the proposed Railroad Avenue eBART station.

3.1 Once adopted, the Railroad Avenue Specific Plan will be the third successful station area plan funded by MTC's 2005 Station Area Planning Program, an initiative to finance planning efforts that will boost transit use, increase housing supply and jobs near transit stations and along transit corridors, increase walking, biking and other alternative forms of transportation, and supply key retail and services near transit. By providing opportunities for development of 1,800 new dwelling units and approximately 990,000 square feet of office and retail uses in the station area, the Specific Plan will go far towards attaining these goals.

3.2 Furthermore, the Specific Plan, along with the City of Antioch's recently released Hillcrest Station Area Specific Plan, will also help the planned eBART transit corridor achieve compliance with MTC's Resolution 3434 Transit-Oriented Development Policy.

Finally, the Specific Plan furthers the goals of FOCUS, the San Francisco Bay Area's regional blueprint plan. FOCUS is a strategy for development and conservation led by ABAG and MTC, in coordination with other regional agencies, local governments, and stakeholder groups, which promotes a more compact land use pattern and creation of complete, livable communities in the Bay Area, in part through transit-oriented development within locally-identified Priority
3.3 Development Areas (PDAs). With the adoption of the Specific Plan, the Railroad Avenue PDA (designated in 2007) will become eligible for capital infrastructure funding that may become available through FOCUS.

ABAG and MTC commend the City of Pittsburg for its sustained commitment to focused growth and transit-oriented development, which is reflected in this successful Specific Plan. The upcoming Pittsburg-Bay Point BART station area planning project will be a significant

3.3 Con't

opportunity to build on the success and momentum of the Railroad Avenue Specific Plan, and we look forward to continuing to work with the City throughout these planning and implementation efforts.

Regards,

Kenneth Kirkey

ABAG Planning Director

Doug Kimsey

MTC Planning Director

Cc: Dana Hoggatt, City of Pittsburg Planning Department
Leigha Schmidt, City of Pittsburg Planning Department

Letter 3 **Kenneth Kirkey, Planning Director, Association of Bay Area Governments, and Doug Kimsey, Planning Director, Metropolitan Transportation Commission; Received March 23, 2009**

Responses:

3.1 *This comment addresses support for the proposed project, and does not reference the Draft EIR or the State CEQA Guidelines. See Master Response MR1 (Project Merit).*

3.2 *See Response 3.1, above.*

3.3 *See Response 3.1, above.*

Letter 4

March 25, 2009

Email submitted by Bruce Ohlson regarding the Draft Railroad Avenue Specific Plan & EIR

Additions to the Pittsburg General Plan list of proposed bicycle facilities necessitated by the construction of the e-BART station. These facilities should be called out in the Railroad Avenue Area Specific Plan. The BART board of directors has indicated that planning within a half-mile of the station is sufficient. But, since we are shorting the car parking for the station, we MUST make it convenient to bicycle up to two or three miles to the station from any neighborhood of Pittsburg. The objective of these suggested changes is to provide safe, continuous, inviting space on the road for bicyclists in order to get to the proposed e-BART station from all areas of the City.

4.1

The list of planned bicycle facilities included in the most recent Pittsburg General Plan did not anticipate the arrival of e-BART and the construction of this station. The MTC's Regional Bicycle Plan does not anticipate the construction of this station. The CCTA's Countywide Bicycle and Pedestrian Plan does not anticipate the construction of this staiton. The Railroad Avenue Area Specific Plan MUST list the needed additions and changes to the City's bicycle lanes and routes in order to accommodate alternatives to the single-occupant motor vehicle.

4.2

- Add bike lanes or marked shoulders to both sides of Railroad Avenue between 10th Street and Castlewood Drive

4.3

- Add bike lanes or a marked bike route to Bliss Avenue or Garcia Avenue between Harbor Street and Martin Street/Piedmont Way. (The objective of this route/lanes is to provide a safe route parallel to the freeway on the south side of the freeway extending to the east and eventually hooking into Leland Road.

4.4

- Add bike lanes or a marked shoulder to both sides of California Avenue between Harbor Street and Loveridge Road. (The objective of this bicycle facility is to provide safe access to the e-BART station from the east along the north side of the freeway.)

4.5

- Add bike lanes or a marked shoulder to both sides of California Avenue between Railroad Avenue and Harbor Street.

4.6

- Add bike lanes to North Park Plaza between the North Park Bypass and Loveridge Road. (This can be done as part of the reconstruction of North Park Plaza during the widening of Highway 4. Although a private street, this street functions as a minor artereal for Pittsburg.)

4.7

- Add bike lanes to both sides of Power Avenue/Polaris Drive from Davi Avenue to the City limits.

4.8

4.9 • Add a Class I multi-use path just to the north side of the freeway between Railroad Avenue and Davi Avenue.

4.10 • Add Bike lanes to both sides of Civic Avenue between Railroad Avenue and Davi Avenue.

4.11 • Open the Contra Costa Canal right-of-way maintenance road to bicycle and pedestrian traffic as called for in the Pittsburg General Plan.

4.12 • Be sure that a traffic signal is provided so that traffic may be stopped at any free right turn lanes so that traffic can be controlled and pedestrians may safely cross the free right turn lane.

4.13 • Be sure that minimum five-foot marked shoulders or bike lanes are maintained on each of the freeway overcrossings, Railroad Avenue and Harbor Street.

Letter 4 Bruce Ohlson; Received March 25, 2009

Responses:

4.1 The commentor addresses the need for additional bike lanes (a planning issue), and does not reference the Draft EIR or the State CEQA Guidelines. See Master Response MR2 (Planning [Non-CEQA] Related Questions). As noted in Section 1.5, Specific Plan Area, of the Draft Railroad Avenue Specific Plan, the boundaries of the Specific Plan Area encompass roughly ½-mile around the planned eBART Station. The boundaries of the Specific Plan Area were determined through agreement with the Metropolitan Transportation Commission ("MTC") and the Bay Area Rapid Transit District ("BART"), and were presented at the beginning of the planning process. Chapter 6, Transportation and Circulation, of the Draft Specific Plan contains improvements for roadways, sidewalks, transit and bicycle facilities within the Specific Plan Area.

The Draft Railroad Avenue Specific Plan contains Figure 6, Planned Bicycle Facility Improvements, illustrating the interconnectedness of planned bicycle facilities within the Specific Plan Area with existing and planned General Plan bicycle facilities (Figure 7-4). The City's General Plan anticipated the arrival of the planned eBART Station, as indicated in Chapter 2, Land Use, through Goal 2-G-20 and Policies. 2-P-56 through 2-P-58; Chapter 4,Urban Design, through Policies 4-P-70 through 4-P-73; and Chapter 7,Transportation, through Policy 7-P-28 to encourage the extension of BART to Railroad Avenue.

The bicycle facilities proposed with the Draft Railroad Avenue Specific Plan were sent to Eisen Letunic, the consulting firm that prepared the Contra Costa Transportation Authority Countywide Bicycle and Pedestrian Plan, for inclusion in the county-wide plan on June 13, 2008. As noted on the MTC webpage for the Regional Bicycle Plan, the plan is intended to be a resource document for local governments and defers to local decision making about specific routes and facilities (www.mtc.ca.gov/planning/bicyclespedestrians/regional.htm).

4.2 See Response 4.1, above.

4.3 See Response 4.1, above.

4.4 See Response 4.1, above.

4.5 See Response 4.1, above.

4.6 See Response 4.1, above.

4.7 See Response 4.1, above.

4.8 See Response 4.1, above.

4.9 The commentor addresses the need for a multi-use path (a planning issue), and does not reference the Draft EIR or the State CEQA Guidelines. See Master Response MR2 (Planning [Non-CEQA] Related Questions). It is noted, however, that this proposed facility is included in the Draft Railroad Avenue Specific Plan (see Figure 6.8).

4.10 See Response 4.1, above.

4.11 The commentor recommends opening up the Contra Costa Canal right-of-way maintenance to bicycle and foot traffic (a planning issue), and does not reference the Draft EIR or the State CEQA Guidelines. It is noted, however, that this proposed facility is included in the Draft Railroad Avenue Specific Plan (see Figure 6.8).

4.12 The commentor requests that a traffic signal be installed at free right turn lanes in the vicinity of the project to provide a controlled pedestrian crossing. The Draft EIR contains analysis of pedestrian activity at intersections throughout the project area, and concludes that the proposed plan would not result in overcrowding or hazardous conditions for pedestrians. The conclusion is followed by a discussion of general improvements related to pedestrians in the project are including, but not limited to, provision of clearly marked crosswalks and additional lighting at all controlled and major intersections (page 3.2-37). Based on the analysis and proposed pedestrian-related improvements, a traffic signal at free right turn lanes is not warranted at this time. Also, see Response 6.2, below.

4.13 The commentor recommends a five-foot minimum marked bike lanes on each of the freeway overcrossings (a planning issue), and does not reference the Draft EIR or the State CEQA Guidelines. It is noted that the Draft Railroad Avenue Specific Plan does not contain a proposal to modify the existing right-of-way along the Railroad Avenue and Harbor Street freeway overcrossings.

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

Letter 5

April 1, 2009

Leigha Schmidt
City of Pittsburg
Development Services Department – Planning Division
65 Civic Avenue
Pittsburg, CA 94565

RE: City of Pittsburg Draft Environmental Impact Report for the Railroad Avenue Specific Plan

Dear Ms. Schmidt:

On February 26, 2009, the City of Pittsburg ("City") released the Draft Environmental Impact Report for the City's proposed Railroad Avenue Specific Plan ("Railroad Ave. DEIR"). This letter provides the comments of the San Francisco Bay Area Rapid Transit District ("BART") on the Railroad Ave. DEIR.

1. BART Supports the Specific Plan.

5.1

BART wishes to express its support for the Specific Plan. We recognize that the City is preparing the Specific Plan in part to satisfy BART's System Expansion Policy ("SEP"), which provides for local jurisdictions to develop Ridership Development Plan ("RDPs")[1] for areas where new BART stations are proposed, in order to promote transit-supportive land use in and around the new station areas and improve access by all modes. The Specific Plan proposes to implement new land use classifications and zoning amendments in the area of Railroad Avenue in the City, where the East Contra Costa BART Extension Project ("eBART") proposes to locate a new station. When adopted, the Specific Plan will provide opportunities for development of 1,845 new residential units and approximately 1 million square feet of commercial floor area in key sub-areas within the Specific Plan Area that are located in close proximity to the future eBART Station.

Further, BART wishes to acknowledge the significant efforts undertaken by the City in preparing the Railroad Avenue Specific Plan. The City has taken initiative throughout the planning process to improve land use and access in the

[1] RDPs are plans that implement ridership enhancement actions such as General Plan amendments, Specific Plans, zoning amendments, access improvements or other actions that promote transit-supportive land use in and around the new station areas.

5.1 Con't

planning area discussed in the Specific Plan, and has shown its dedication to preserving the planning area as a hub for transit-oriented development and the proposed eBART station. BART also appreciates the cooperative efforts between BART and the City, which have permitted the agencies to maintain an effective and efficient working relationship throughout the eBART planning process. Specifically, the City has considered and addressed BART's comments on the first draft of the Specific Plan, and incorporated these suggestions in the proposed Specific Plan.

2. BART Board Consideration of the Railroad Avenue Specific Plan.

Pursuant to the SEP, the BART Board of Directors will consider the Specific Plan as part of its evaluation of eBART. As reflected in the SEP and the Memorandum of Understanding ("MOU"), as amended, entered into between BART, the City, the City of Antioch, the Contra Costa Transit Authority and the Eastern Contra Costa Transit Authority for purposes of implementing the SEP, the parties understood that the Specific Plan and Railroad Ave. DEIR would be completed prior to the BART Board's consideration of eBART. This original understanding is presented in Section 2.5 of the Railroad Ave. DEIR (p. 2-31), as well as in Section 1.2 of the Specific Plan itself (p. 4).

5.2

In a letter dated March 26, 2009, the City informed BART that recent developments indicate that the City will not be in a position to take final action on its Specific Plan prior to April 23, 2009, which is the date scheduled for the BART Board's consideration of eBART. In that letter, the City requests that BART proceed with its evaluation of eBART based on the draft Specific Plan and draft EIR, as well as the existing corridorwide ridership as projected in the eBART Draft EIR based on current land use plans and policies. BART appreciates and understands the City's proposal, and notes that the Specific Plan and Railroad Ave. DEIR should be updated to reflect this amended procedure.

BART appreciates the opportunity to comment on the Railroad Ave. DEIR and looks forward to continuing to work with the City during implementation of the eBART project.

Sincerely,

Ellen M. Smith

Ellen Smith
eBART Project Manager

Letter 5 Ellen Smith, Project Manager, East Contra Costa BART Extension; Received April 1, 2009

Responses:

5.1 This comment addresses their support for the proposed project, and does not reference the Draft EIR or the State CEQA Guidelines. See Master Response MR1 (Project Merit).

5.2 *The City understands that the BART Board of Directors has approved the eBART extension in advance of the adoption of the Railroad Avenue Specific Plan. Therefore, the following change has been made to the Draft Railroad Avenue Specific Plan (Chapter 1, Section 1.2 – Plan Purpose, paragraph three):*

> *~~Before formal approval of the extension and station development,~~ BART and the Metropolitan Transportation Commission (MTC) ~~both~~ have specific standards and requirements related to projected ridership, employment and land use within the one-half mile radius of the planned eBART Station ~~that must be met~~. In order to show that these standards and requirements are met, p~~P~~articipating jurisdictions must ~~are required to~~ create Ridership Development Plans and Station Area Plans, for BART and MTC respectively, to demonstrate that proposed stations will generate enough riders to make the new extension financially viable. While the Specific Plan supports the potential eBART Station and meets the minimum requirements and thresholds for the Station Area Plans, implementation of the plan is not dependent on the expansion of the BART system from the existing Pittsburg/Bay Point BART Station. The Specific Plan is intended to be a flexible document and to provide guidance for transit-oriented development and public investment over the next 20 years.*

Letter 6

April 13, 2009

Mayor Parent and Members of the City Counci
City of Pittsburg
65 Civic Avenue
Pittsburg, CA 94565

RE: Comments on draft Environmental Impact Report for the Railroad Avenue eBART Station Area Specific Plan

Dear Mayor Parent, City Councilmembers, and Ms. Schmidt,

Thank you for this opportunity to comment on the draft the Environmental Impact Report (DEIR) for the Pittsburg Railroad Avenue Specific Plan.

TransForm, Contra Costa Interfaith Supporting Community Organization, Greenbelt Alliance and others have been working together to ensure community involvement and best practices in the city's planning process around the Railroad Avenue eBART Station Area. We applaud the city's efforts to plan for a walkable neighborhood with jobs, homes, and shops near this future station.

In November 2008, TransForm submitted comments on the scope for this DEIR. While we appreciate that the DEIR addresses many of the issues we raised in our letter, we do have a few outstanding concerns.

Multi Modal LOS Analysis

We are pleased and excited to see the City of Pittsburg conduct a multi-modal level of service (MMLOS) analysis for five main transportation corridors within the plan area. However, we were disappointed to see the results of the analysis, which shows that transit riders, bicyclists, and pedestrians will see little to no improvement with the implementation of this Specific Plan. According to the MMLOS data, the pedestrian LOS will actually slightly decrease in some areas of Railroad Avenue and Harbor Street. Bicycle and Pedestrian LOS do increase slightly along Eastbound California Avenue. However, the MMLOS analysis shows improvement to Auto LOS on many segments throughout the station area, including Eastbound on Bliss Avenue, Westbound on California Avenue, Eastbound on Leland Avenue, and northbound on Railroad Avenue.

6.1

A review of this MMLOS analysis shows that automobiles will experience a greater increase in level of service than transit riders, bicyclists, or pedestrians. We find these results very concerning, considering how one of the primary principles for this plan is to "establish a transit-oriented community that prioritizes pedestrians and supports multi-modal transportation" (p3 of draft Specific Plan).

Where the MMLOS determines that there is a decrease in Transit, Bicycle, or Pedestrian LOS, the DEIR should note this as a potentially significant negative impact in the appropriate place within the Transportation section and determine what would be mitigations. Furthermore, the

city should look at the results of the MMLOS analysis overall in reevaluating the transportation and circulation sections of the Specific Plan to ensure the policies within the plan actually do prioritize pedestrian use of the area above that of automobiles. These policies should be modified so that Transit, Bicycle, and Pedestrian LOS improve with the implementation of the Specific Plan, especially along Railroad Ave (Facility 1) and Bliss Avenue (Facility 5). According to the MMLOS analysis, these two facilities will have a Bicycle LOS of F and a Pedestrian LOS of E, even after implementation of the Specific Plan.

6.1 Con't

Recommendation: Modify Impacts TR-8 (Pedestrian Impacts) and TR-9 (Bicycle Impacts) to Significant due to LOS ratings of E and F, respectively, for these mode types along Facilities 1 and 5. Mitigate this Significant Impact by adding the following policy to the Implementation section of the Specific Plan: "The City will conduct a thorough inventory of necessary pedestrian and bicyclist improvements that would include cost estimates and prioritization of improvements to ensure pedestrians and bicyclists enjoy the same or better level of service in the station area as automobiles."

Pedestrian access to the eBART Station platform.

The analysis in impact TR-8 (Pedestrian Impacts) inadequately describes the potential impacts of this project on pedestrians. Nearly all of the eBART riders will have to access the station by crossing one of the three SR4 on/off ramps at Railroad Ave. Freeway on/off ramps are particularly dangerous crossings for pedestrians, yet these three intersections were not adequately studied in the DEIR as potential hazardous conditions for pedestrians.

6.2

Recommendation: Modify Impact TR-8 (Pedestrian Impacts) to Significant due to hazardous conditions for pedestrians to access the eBART station entrances on Railroad Avenue. Mitigate this potential impact by adding specific language that pedestrian crossings of SR4 on/off ramps at Railroad Avenue will be improved with increased lighting, raised crosswalks, clear signage, and other pedestrian improvements. Consider a pedestrian bridge connecting Bliss Avenue and the eBART station entrance that would cross over the freeway on-ramp.

Locate facilities for bicycles, taxis, and Kiss & Ride to service the eBART station

Neither the DEIR nor the Specific Plan identify where bicycle facilities, taxis, and Kiss & Ride to service the eBART station would be located in the station area. These facilities should be located and studied within this EIR because they will likely impact pedestrian circulation in the area as people travel from these facilities to the eBART entrances on Railroad Avenue.

6.3

Recommendation: Locate facilities for bicycles, taxis, and Kiss & Ride within the station area, and study pedestrian circulation between these facilities and the eBART entrances within the Transportation section of the EIR.

Trip Reductions in Trip Generation Modeling

In section 3.2 of the DEIR, there is a description that trip reductions for the trip generation modeling were made based on internal trips, transit access, and walk access within the plan area. While TransForm supports the practice of allowing for these trip reductions, it is difficult for us to review the trip generation estimates without knowing what the reduction rate was.

6.4

Recommendation: Within the Transportation section of the DEIR, please include an explanation of how the trip reductions listed were derived.

Again, we appreciate the city's efforts to increase transportation choices for Pittsburg residents through smart planning, and we look forward to seeing our concerns addressed in the environmental review process.

Sincerely,

Chris Schildt, Community Planner
TransForm
405 14th St, Suite 605
Oakland, CA 94612
510.740.2150

Christina Wong, East Bay-Solano Field Represenative
Greenbelt Alliance
1601 N. Main Street, Suite 105
Walnut Creek, CA 94596
925.932.7776

Oliba Cardona, Community Organizer
Contra Costa Interfaith Supporting Community Organization (CCISCO)
724 Ferry Street
Martinez, CA 94553
925.313.0206

Letter 6 **Chris Schildt, Christina Wong, and Oliba Cardona representing TransForm, Greenbelt Alliance and Contra Costa Interfaith Supporting Community Organization; Received April 13, 2009**

Responses:

6.1 The Level of Service ("LOS") in Impact TR-9 (bicycle) along Facilities 1 (Railroad Avenue from Civic Avenue to Leland Road) and 5 (Bliss Avenue from Railroad Avenue to Harbor Street) has been updated to reflect the improvements updated in the Draft Railroad Avenue Specific Plan after the EIR transportation section was prepared. In the Draft Railroad Avenue Specific Plan, a Class I pedestrian and bicycle path is proposed along the west side of Facility 1 in an existing greenbelt, and Class I pedestrian and bicycle path along Facility 5. These newly proposed bike facilities improve Facility 1 from LOS E to LOS D, and Facility 5 from LOS F to LOS B. The improved LOS for the mode along Facilities 1 and 5 would result in a less-than-significant impact.

The assessment in Impact TR-8 (pedestrian) for Facilities 1 and 5 remain less than significant, and will actually be improved by some of the pedestrian safety improvements proposed in the Draft Railroad Avenue Specific Plan. The LOS for pedestrians along Facility 5 has been updated to reflect the improvements proposed in the Draft Railroad Avenue Specific Plan, which increased the buffer width (trees/planters and parking) from 5 feet to 24 feet, and the sidewalk width from 5 feet to 15 feet. With these newly incorporated pedestrian improvements along Facility 5, service improved from LOS from LOS E to LOS D. Despite these improvements, there are limitations to the MMLOS model which is described in Section 2.2.2 of the Transportation Impact Analysis, which is included as Appendix C of this document.

Tables 3-7, 3-11, 4-11, and 4-15 of Appendix C display the MMLOS analysis for Facilities 1 and 5 before and after these improvements are implemented.

The following summary describes the pedestrian improvements that the MMLOS model found to be insensitive, that were excluded from the model, and that the model found to be sensitive in thereby deriving LOS conditions.

MMLOS Model Input - Insensitive Parameters

- Width of the sidewalk: The increase in width of the sidewalk from 5 feet to 10 feet did not influence the pedestrian LOS of the model

MMLOS Model – Pedestrian Safety Parameters not used as input in the model but proposed in Specific Plan

- Curb extensions and bulbouts: to minimize crossing distance and increase pedestrian visibility
- Blinking lights set into crosswalk pavers

- Pedestrian zone signs and vehicle warning signs
- Raised crosswalks

MMLOS Model – Sensitive Parameters

- Peak hour vehicle volume
- Pedestrians walk time at the signals or delay at the intersection crossing
- Width of Barrier: The barrier between the pedestrians and auto was also a significant factor

The future No Project and Project conditions incorporated the proposed roadway, bicycle, pedestrian, and transit improvements associated with Draft Railroad Avenue Specific Plan. Importantly, it must be noted that the future roadway network is the same under Year 2015/2030 No Project and "plus" Project conditions; therefore, the future roadway improvements incorporated into the MMLOS analysis under future conditions were constant. In comparing the LOS between the No Project and the Project conditions, the changes to the MMLOS conditions are the result of the increased density and floor area ratio permitted under certain land uses, as well as the roadway improvements slated to be in place with the Project.

6.2 *All of the intersections crossing freeway on- and off-ramps are signalized intersections that offer a designated time for pedestrians to cross the on-and off-ramps; however, there is a free right hand turn on a portion of the southbound Railroad Avenue entrance to westbound State Route 4 intersection. The Draft Railroad Avenue Specific Plan includes crosswalk improvements to ensure pedestrian safety at all crosswalks, including, but not limited to, the following:*

- *Provide clearly marked minimum 10 feet wide cross walks*
- *Clear signage such as posted Yield signs*
- *Increased lighting*

The City and BART investigated the feasibility of installing a pedestrian bridge between Bliss Avenue and the eBART station platform (see attached Figure 1, eBART Station Plan). However, the pedestrian bridge was found to be undesirable for the following reasons:

- *Due to the steep grade at the area closest to the eBART platform, the pedestrian bridge would have to be located approximately 310 feet east of the eastern end of the eBART platform; therefore, pedestrians would have to walk a considerable distance along a walkway located in the freeway median between the northern terminus of the bridge and the station platform.*

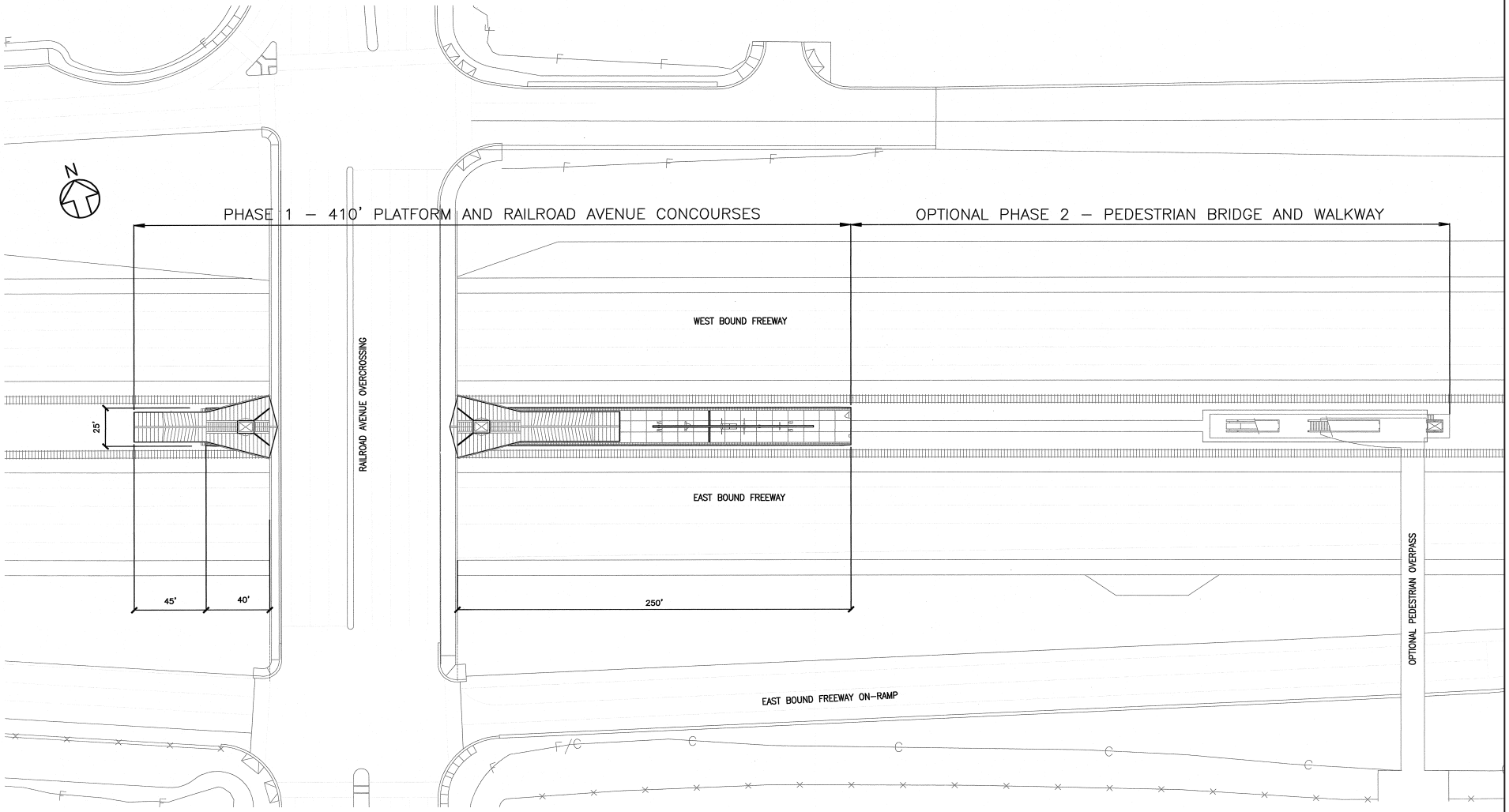

FIGURE 1
eBART Station Plan

***Source*:** PGH Wong; CR&A International, 2008.

- *The bridge cannot reasonably be moved to the west to eliminate this walkway (Class I bike/pedestrian facility), because the bridge would have to be elevated above the level of Bliss Avenue to clear the sloping eastbound freeway on-ramp, and it would be necessary to add at least one additional elevator beyond the two proposed on the east and west sides of the Railroad Avenue overcrossing.*

- *The distance someone would have to walk down the platform in the middle of SR4 (approximately 310 feet) between the busy freeway traffic lanes would be isolating, noisy and not desirable compared to walking along Bliss Avenue with its proposed shops, wide sidewalks, urban design improvements, and, most importantly, other pedestrians. Pedestrians are being directed along Bliss Avenue to create generate sales revenues for the shops located along the ground floor frontages and to create a lively and active space. Adding a pedestrian path from the proposed BART parking lot to the platform via a bridge would divert people from Bliss Avenue, thus reducing the pedestrian volume in an area where a critical mass of pedestrians is needed to make Transit Oriented Development successful. Unlike Bliss Avenue where there are "eyes on the street," pedestrian scale lighting, and a mix of modes (bicyclists, transit riders, cars and pedestrians), the pedestrian-only stairs/ramp and corridor in the middle of SR4 would be isolated and not visible from nearby rights-of-way.*

6.3 Section 3.2, Transportation/Traffic, of the Draft EIR has been updated to include pedestrian circulation between the bicycles, taxis and kiss & ride facilities to service the eBART station and the eBART station entrances (from page 3.2-40):

> The Railroad Avenue Specific Plan proposes several sidewalk and streetscape improvements throughout the entire network. General improvements include:
>
> - Widening sidewalks in mixed-use and commercial areas to at least 10 feet wide;
> - The installation of planter strips between sidewalks and roadways to serve as buffers for pedestrians and increased safety;
> - The provision of clearly marked crosswalks at all controlled intersections and major intersections; and
> - Bulb-outs at intersections to increase visibility of pedestrians and to reduce walking distance.
>
> <u>All of the intersections crossing freeway on- and off-ramps are signalized intersections that offer a designated time for pedestrians to cross the on-and off-ramps; however, there is a free right hand turn on a portion of the southbound Railroad Avenue entrance to westbound SR4 intersection. The Draft Specific Plan includes crosswalk improvements to ensure pedestrian safety at all crosswalks, including, but not limited to, the following:</u>

- Provide clearly marked minimum 10 feet wide cross walks
- Clear signage such as posted Yield signs
- Increased lighting

(from page 3.2-41):

> According to the Railroad Avenue Specific Plan, there are several proposed bicycle lanes within the study area and near the proposed station. For example, Year 2015 roadway improvements include an extension and implementation of Class II bicycle lanes and Class III bicycle routes along Railroad and Central Avenues. In addition, the Specific Plan includes a planned Class I bicycle/pedestrian path that will operate north of Bliss Avenue and provide an exclusive right-of-way with direct access to Railroad Avenue and the proposed station. The bicycle facilities proposed within the Specific Plan Area will connect with existing and planned bicycle facilities. This will increase connectivity and bicycling mode share to the station area by extending the bicycle network throughout many neighborhoods in Pittsburg, and by allowing the bicycle network to extend outward into the surrounding region (by way of the Delta de Anza trail, for example).

Figure 4-7, Proposed Bicycle, Taxi, Kiss & Ride Facilities, of Appendix C shows the locations of the proposed kiss & ride facilities (including taxi pick-up and drop-off) and the structured parking facilities (park and ride) near the eBART station as well as the access routes to the eBART station entrances from these facilities. The proposed kiss & ride/taxi facility is planned to be located in the northeast quadrant of the Railroad Avenue and California Avenue intersection in the High School Village sub-area. Structured parking for BART patrons is planned to be provided in surface to structure parking facilities located on the north and south of Bliss Avenue between the Railroad Avenue and Harbor Street, as shown in the Draft Railroad Avenue Specific Plan, Figure 6-10, and one parking structure for residential and commercial/office/public uses in the Civic Center sub-area. Bicycle parking facilities will be provided within and outside of the structured parking facilities. Transit riders will be dropped off at the bus-only designated roadway parallel to Railroad Avenue in the Transit Village sub-area, as shown in Figure 6-11 of the Draft Railroad Avenue Specific Plan.

The kiss & ride lot, structured BART parking, and bus-only roadways are all located in sub-areas east of Railroad Avenue; therefore, the majority of eBART riders would utilize the existing nine and one-half foot wide sidewalk on the eastside of the Railroad Avenue overcrossing to access the eBART station entrance. Pedestrians would have to cross one freeway on/off ramp to access the eBART station entrance; however, no hazardous conditions have been documented at these existing intersections (see Response 6.2, above). In addition, as noted in the Draft Railroad Avenue Specific Plan (Section 1.4.3) and the Railroad Avenue Specific Plan Draft EIR (page 3.2-37), the eBART station will be designed with a main entrance on the east side of the Railroad Avenue overcrossing. Because the majority of people

will access the eBART station from the east side overcrossing and the station will be designed with the east side as the main entrance, there will not be overcrowding or hazardous conditions on the west side of the Railroad Avenue overcrossing which currently measures approximately five feet wide; however, to provide equal access, stairs and an elevator to the eBART station platform will be provided on both sides of the Railroad Avenue overcrossing.

6.4 Section 3.2 of the Draft EIR has been updated to include the following with respect to trip reductions for the trip generation modeling (from page 3.2-15):

> *Trip Generation Estimate* – For purposes of the study, WSA's analysis relied on an estimation of the number of vehicle trips associated with the land uses (the "trip generation" rate) within the specific subareas of the Railroad Avenue Specific Plan. Trip generation estimates were based on the CCTA model and household, population, employment land use data derived from Traffic Analysis Zones (TAZs) for the Transit Village and Civic Center sub-areas that will undergo the most dramatic land use changes and will encompass the majority of the development potential in the Specific Plan Area. Due to the transit-oriented nature of the proposed project (typified by enhanced multimodal access and mixed land use development that encourages internal trip capture), trip reductions were made as part of the trip generation estimation consistent with the objective of the Specific Plan to implement policies and programs to reduce VMT.
>
> The trip generation for this project under the Project scenario was obtained from the CCTA Travel Demand Model. The CCTA model is a multimodal model. The CCTA model trip generation estimates included auto trip reductions based on the consideration of transit and walking opportunities provided in the model other than auto in evaluating trip choices. The model included walk access provided to the each TAZ and also connected the TAZs providing the walk accessibility between the TAZs. The CCTA model also included transit access provided to the each of the TAZ to the nearest transit stop location.

Letter 7

SOUTHPORT LAND AND COMMERCIAL COMPANY

Formerly the Black Diamond Coal Mining Company, Incorporated June 15, 1861

P. O. Box 1997 Martinez, CA 94553
Telephone: 925-372-7798 ✧ Fax: 925-370-9350

April 13, 2009

City of Pittsburg
Planning Department
Attn: Leigha Schmidt
City Hall
Pittsburg, CA 94565

VIA EMAIL AND
HAND DELIVERY

Re: Comments to Draft Environmental Impact Report, Railroad Avenue Station Area Specific Plan

Dear Ms. Schmidt:

Southport Land & Commercial Company (formerly the Black Diamond Coal Mining Company) hereby submits the following comments to the Draft Environmental Impact Report for the Railroad Avenue Station Area Specific Plan dated February 25, 2009.

We are the owner of "opportunity site C," being a 0.88 acre parcel of vacant land at the southeast corner of the City Park (a.k.a. the parcel at the northwest corner of Civic and Railroad Avenues). We have owned that parcel for nearly 150 years.

Our comments to the DEIR are as follows:

1. PARKING CRITERIA ON PAGES 2-22 AND 2-23 IS CONFUSING

The parking numbers for our parcel are confusing and misleading.

In table 2-22 of the DEIR it states that our parcel, with an assumed development of 17 residential units and 22,550 square feet of commercial space, will have 93 parking spaces, (allocated 26 to the residential units and 67 to the commercial space). The language appearing at the top of page 2-23 is similar. 7.1

The February, 2009 Revised Public Review Draft of the Specific Plan provides, on pages 86 and 87, that the commercial parking figure is a maximum of one space per 333 square feet, and the residential parking figure is a range of 1 minimum and 1.5 maximum spaces per unit.

Therefore, for our parcel, the minimum number of parking spaces under the assumed development of 17 residential units and 22,550 square feet of commercial space, is: Zero for the

commercial space and 17 for the residential units. Under that assumed development, the maximum number the City can allow is 67 for the commercial, and 26 for the residential.

The parking can also be expressed as a range per use, as follows:

USE	MINUMUM REQUIRED / MAXIMUM ALLOWED
Residential ...	17 minimum required; 26 maximum allowed
Commercial	no minimum required; 67 maximum allowed

Accordingly, the DEIR only considers the maximum numbers. The DEIR ignores the minimum numbers. The environmental impacts would be different under the minimum numbers, and those minimum numbers should have been considered as well as the maximum numbers.

7.1 Con't

By way of example, if the City approves a development with the minimum number of parking spaces, it may cause employees and patrons of the commercial space to park in other locations, causing an environmental impact entirely different than if parking was built to the maximum numbers. A similar statement can be made with regard to the residential units.

At the very least, Table 2-1 on page 2-22 should be corrected. As to our 0.88 acre parcel, under the heading "Parking (spaces)" it should say "17 min.; 26 max." in the "Residential" column, and "0 min.; 67 max." in the "Commercial" column. To leave Table 2-1 the way it is presently worded would be misleading, and will skew the environmental impacts.

2. DEVELOPMENT POTENTIAL

Unlike the February, 2009 Revised Public Review Draft of the Specific Plan, the DEIR properly notes that the 17 residential units and 22,550 square feet of commercial are an "assumed development program."

7.2

The DEIR also accurately states that up to 30 residential units per acre are permitted on our property. (DEIR, page 2-23.) At 30 units per acre, our site could support 26 units. Because a skillful architect may be able to design a project with the maximum density of 26 units, we feel it was improper to consider only the environmental impacts of a smaller development. In other words, the environmental

7.2 Con't

impacts of a maximum-sized development should also have been analyzed under the DEIR.

We thank you for this opportunity to express our comments on this important document for the future of Pittsburg.

Sincerely,

David R. Fischer,
President

DRF:kel

Letter 7 David R. Fischer; Received April 13, 2009

Responses:

7.1 The Draft Railroad Avenue Specific Plan developed both minimum and maximum parking requirements for each land use designation in the plan. The range was developed to control the parking supply within a development envelop that will both support the necessary density of a Transit Oriented Development (TOD) and to establish the absolute minimum parking required to serve individual land uses in a suburban transit village. This method limits the market for supplying unlimited parking, but ensures that most uses will have a certain minimum parking requirement. It should be noted that the range of parking requirements is supportive of the other benefits of TOD, such as increased density, mixed use development, and multimodal access. If other uses/developments opt to park the minimum number of spaces as they are allowed, it will allow for more units of development due to cost and space savings. Furthermore, developers would have the option to lease or share additional parking as needed from nearby underutilized facilities. Increased ridership of eBART and Tri Delta Transit would also be expected and encouraged, which would reduce demand for parking spaces within the area.

Additionally, to accommodate BART and overflow parking demands, the City will be constructing three public parking structures as development proceeds (Phases 1, 3, and 4); two structures which will contain designated eBART parking spaces will be located in the Transit Village sub-area, and one parking structure designed to accommodate uses located within the sub-area will be located in the Civic Center sub-area. The proposed parking structures will be designed to sufficiently accommodate overflow parking in the study area. Overflow parking can also be accommodated with on-street parking which will be included on the local streets proposed to be constructed with the development of the Transit Village and Civic Center sub areas (see Draft Specific Plan Figures 6.1, 6.3, 6.4 and 6.5).

As the Railroad Avenue Specific Plan develops, the application of Transportation Demand Management and standard parking management techniques called for in Railroad Avenue Specific Plan Policy 6-P-13, including but not limited to increased pedestrian and bike amenities, unbundling parking from residential development, and parking pricing strategies,, would help further reduce parking demand and direct riders to alternative modes of transportation in the station area. However, these strategies should not be implemented until the development is under construction and there is a determined need for those strategies.

7.2 *The fact that a particular lot is assumed in the Draft EIR to be built out at 17 dwelling units, rather than 26 dwelling units, does not preclude this property's potential build-out to its maximum density. This approach is described within the Draft EIR, on page 2-31, and is consistent with the City's General Plan, in which full implementation to a buildout level is defined as the mid- to high- range of densities permitted within the City's land use designations and considered suitable for EIR evaluation (General Plan EIR, page 2-4).*

Letter 8

DISCOVERY BUILDERS INC.
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April 13, 2009

Ms. Leigha Schmidt
City of Pittsburg
65 Civic Avenue
Pittsburg, CA 94565

RE: Railroad Avenue Specific Plan and Draft Environmental Impact Report

Dear Ms. Schmidt,

Thank you for giving us the opportunity to comment on the February 25, 2009 Railroad Avenue Specific Plan Draft Environmental Impact Report (DEIR) as well as the February 2009, Revised Public Review Draft Railroad Avenue Specific Plan. Following is a list of our comments on concerns:

FEBRUARY 2009, REVISED PUBLIC REVIEW DRAFT RAILROAD AVENUE SPECIFIC PLAN - LIST OF CONCERNS

8.1 Page 93 of the Draft Specific Plan - 4.5 - Architectural and Site Design Criteria - Much of this design criteria identified in this section is not realistic considering some of the commercial and industrial property in this Specific Plan area in which these criteria would be applicable. These are very detailed design level criteria that are overreaching for some areas included in this Specific Plan. Strict adherence with these design criteria would make development of many vacant properties fiscally infeasible and further restrict and preclude development.

8.2 Page 138 if the Draft Specific Plan - Policy 7-P-2 addresses green, energy efficient buildings; 7-P-3 speaks to integrating solar generating structures; 7-P-4 speaks to forming CFD for generating funds for infrastructure in the Specific Plan area; 7-P-5 addresses Low-Impact-Development. Strict adherence with these policies would make development of many vacant properties fiscally infeasible.

FEBRUARY 25, 2009 DEIR CONCERNS

8.3 Policy 6-P-17 (page 3.3-13) - This policy addresses TDM measures. How exactly would this be implemented and how would this policy be followed? Would anything be required by the developer?

8.4 Policy 7-P-2 (page 3.3-14) - This policy actually identifies development techniques for buildings to make them more energy efficient. Is this over and above what is required by Title 24 and current building code?

8.5 Policy 7-P-7 (page 3.3-15) - This policy actually says we shall incorporate gray water irrigation systems. Does a developer have to provide irrigation pipes to accommodate gray water if it becomes available in the future? If so, would a developer receive credit for this gray water irrigation pipe? We assume that this gray water policy is only for areas within this specific plan that have gray water availability.

8.6 Mitigation Measure AQ-6.1 (page 3.3-19) - This requires developers to provide some sort of plan for reducing stationary source emissions. The plan is to be approved by City staff. What type of plan would this be or what is it supposed to include?

8.7 Policy 5-P-10 (page 3.4-16) - This policy appears to provide detailed construction requirements to address noise impacts. If a project specific acoustical analysis is required in some areas, what is the purpose of this policy that includes suggested construction requirements?

Thank you for providing us the opportunity to review these draft documents. We look forward to reviewing all of the responses and would be more than happy to meet with staff to further discuss our comments and concerns. We also will be reviewing the documents as they continue to evolve and will be providing further comments during the public hearing process and on further iterations of these documents.

Sincerely,

Louis Parsons
Vice President - Forward Planning

Letter 8 Louis Parsons; Received April 13, 2009

Responses:

8.1 The commentor addresses the Draft Specific Plan (a planning issue), and does not reference the Draft EIR or the State CEQA Guidelines. See Master Response MR2 (Planning [Non-CEQA] Related Questions). Section 4.5, Architectural and Site Design Criteria, of the Draft Railroad Avenue Specific Plan will be applicable to the portions of the Specific Plan Area that fall within the Transit Village, Civic Center, and portions of the High School Village sub-areas. Other sub-areas will be subject to the city-wide Development Review Design Guidelines that were adopted by the Planning Commission on May 14, 1996, with Resolution No. 8927. Architectural standards and design criteria are a feature of many cities' plans around transit stations. For example, the Pleasant Hill BART Station Property Code contains detailed architectural standards including building, types, materials, colors, styles, rooflines and other characteristics that have not precluded development from occurring around the BART Station.

8.2 The commentor addresses the Draft Specific Plan (a planning issue), and does not reference the Draft EIR or the State CEQA Guidelines. See Master Response MR2 (Planning [Non-CEQA] Related Questions). All of the plan policies referenced in this comment contain language to "encourage," "promote," and "provide funding for" development that is environmentally sustainable. The Draft Railroad Avenue Specific Plan strongly supports environmentally sustainable development, but does not require developers to exceed adopted State standards (Title 24) with regard to efficiency in building design and development.

8.3 Policy 6-P-17 from the proposed project is intended to reduce vehicle miles travelled, and thus, reduce air pollution in emissions and energy consumption. The reduced travel could be accomplished through TDM strategies, which could include such measures as unbundling parking from residential development, lowering minimum parking requirements, and instituting parking pricing strategies to discourage single occupancy vehicle travel to and from the project site. When traffic and parking volumes get to a point where additional development could potentially cause significant air, noise and traffic impacts, future development will be required to implement TDM strategies.

8.4 Policy 7-P-2 from the proposed project promotes building design that improves energy efficiency by incorporating natural cooling and passive solar heating where possible, which may include extended eaves, window overhangs, awnings and tree placement for natural cooling and building and window orientation to take advantage of passive solar heating. While all future development will be required to meet the standards of Title 24 and the City's building code, the City is promoting greater energy efficiency. In the future, exceeding Title 24 and City standards could be through the provision of incentives to the developers or other means. At this time, developers are only required to comply with Title 24 and the City's building code. It should be noted though, as stated in Mitigation Measure AQ-6.1, project developers shall be

required to demonstrate to the City that stationary source emissions reduction measures have been included to reduce operational emissions resulting from development in the project site to the maximum extent practicable.

8.5 *Policy 7-P-7 from the proposed project requires that all new projects incorporate water conservation measures, including but not limited to low flow showers and toilets, low flow and gray water irrigation systems, and drought tolerant landscaping. If at the time of development, a new project associated with the proposed project includes a landscape irrigation system and there is a gray water line available for the project to connect to, then the project shall connect that line and include a low flow system. If it is not feasible to connect to a gray water line, the project shall only be required to include a low flow system.*

8.6 *Mitigation Measure AQ-6.1 requires that developers craft and implement a plan to reduce operational air emissions prior to approval of building entitlements and permits. The developers shall work with the City on the contents of the plan, which will be required to demonstrate to the City that stationary source emissions reduction measures have been included to reduce operational emissions resulting from development at the project site to the maximum extent practicable. The plan shall include measures such as, but not limited to, incorporating energy-saving appliances for heating and air conditioning units and energy efficient lighting. Also, see Response 8.4, above, with regards to State and local requirements for energy efficiency.*

8.7 *Policy 5-P-10 of the proposed project requires that all residential development located within 500 feet of SR4 incorporate site and building specific measures such as triple paned windows and internal ventilation systems to reduce the exposure of residents to noise and air quality impacts from vehicles. The policy is crafted to provide some suggestions for meeting the noise level requirements, but it is not an exhaustive or comprehensive list of the strategies for achieving noise reductions. All developments will also have to comply with Title 24 requirements and the City's General Plan Policy 12-P-6, which require interior noise levels to be 45 decibels ("dBA") or lower in structures that would contain "noise-sensitive uses" including, but not limited to schools, hospitals, churches, and new single family and multi-family residential uses.*

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY ARNOLD SCHWARZENEGGER, Governor

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April 13, 2009

CC004016
CC-4-23.05
SCH#2008102003

Ms. Leigha Schmidt
City of Pittsburg
65 Civic Avenue
Pittsburg, CA 94565

Dear Ms. Schmidt:

Railroad Avenue Specific Plan – Draft Environmental Impact Report (DEIR)

Thank you for continuing to include the California Department of Transportation (Department) in the environmental review process for the Railroad Avenue Specific Plan. The following comments are based on the DEIR.

Highway Operations

9.1 • Please include the State Route (SR) 4 westbound California Avenue/ Harbor Street off-ramp intersection analysis in the EIR.

9.2 • On Table 3-3, the existing Level of Service (LOS) for intersection # 5, westbound SR 4 on-ramp and intersection #6 eastbound SR 4 ramps are lower than the existing LOS figures in the East Contra Costa BART Extension (eBART) DEIR. Please review and revise as necessary.

9.3 • Similarly, Table 4-1 *2015 No Project Conditions and Table* 4-3 *2030 No Project Conditions* have a lower stated LOS. This could impact the *2015* and 2030 *Project Build Condition* Tables. Please explain why the LOS levels for State facilities represented in this document are lower relative to the eBART DEIR.

9.4 • Please include a schematic depicting Project-Only trip generation distribution to clarify the proposed origins and destinations. When comparing Figure 4-1 *2015 No Project Conditions* to Figure 4-3 *Project Build Conditions* it is unclear why the volumes at intersection #4 SR 4 at the westbound on-ramp are reduced overall when isolating on-ramp volumes. Are other State facilities similarly impacted?

9.5 • Page 3.2-2 states that this project is "beyond what is included in the *General Plan*". Does this project consider full build out of eBART under the *No Project Conditions* scenario?

9.6 • Also on page 3.2-2, Table 3.2-2 shows intersection #4 at Power Drive/Center Drive tying into Railroad Avenue. Is the roadway referenced Power Avenue?

9.7 • Page 3.2-6 identifies Power Avenue as a collector in the roadway system. How will traffic from Power Avenue access Railroad Avenue or the ramps in the future?

9.8 • Some of the intersections in the State ROW show an increase in delay. Although these intersections are at LOS F in the *No Project Conditions* scenario, the FEIR should identify and discuss the projects' fair share contributions.

Design

9.9 • Figures 2-2, 2-4 and 5-1 should be revised to show the eBART Station at Railroad Avenue, not shfited to the east as shown in the figures.

9.10 • In a number of tables (i.e. Table 4-6), the document states that the Contra Costa Transportation Authority (CCTA) has jurisdiction over local streets. This is an incorrect statement. CCTA does not have jurisdiction over local streets. Please revise.

9.11 • A footnote for Figure 2-3 indicates that the Railroad Avenue Station is "under discussion as being built by City of Pittsburg". The Railroad Avenue Station is being constructed by BART. Please correct this statement.

Hydrology

9.12 • The DEIR does not adequately discuss the potential nature and size of alterations to the existing drainage patterns due to development. Cumulative affects of the project and subsequent urban development warrant clear identification of design standards and guidelines to protect State facilities from changes in flow patterns, quantities and duration. In order to ensure the orderly development of a comprehensive drainage plan, a Master Drainage Plan is needed. Please include this plan in the EIR.

9.13 • Identification of impacts or improvements to Kirker Creek and its watershed as a result of the City of Pittsburg Capital Improvement Program has not been discussed. Please include this information in the EIR.

9.14 • The DEIR should identify areas where placement of structures in the 100-year flood plain could potentially impede or redirect flows. Additionally the document should identify efforts to minimize or reduce the environmental impacts of such structures.

9.15 • The DEIR should provide more detail on existing hydraulic resources including streams, rivers, creeks and swales including where they are located, capacity limits and plans to mitigate potential negative impacts on these resources.

9.16 • The DEIR should provide a technical basis for tiered decision-making regarding hydraulic facilities.

9.17 • The DEIR should identify at the preliminary level system improvements and provide a basis for analyzing impacts and proposing appropriate strategies, improvements and actions to minimize impacts.

Community Planning

9.18 • Pedestrian Impacts - On page 3.2-37 the Railroad Avenue Specific Plan DEIR states in Section 3.2-37 that the "Railroad Avenue overcrossing of SR 4 is five feet in width while the sidewalk along the west side of Railroad Avenue is approximately nine and one-half feet in width. While station access design will allow for stair and elevator access to the platform from both the eastern and western sides of the overpass, the eastern entrance will be designed as the main entrance and patrons will be directed to use the eastern entrance as the main entrance to the station platform."

Even though the eastern entrance is the main entrance, the western access to the platform would not have been planned if pedestrians were not expected to use it. The western sidewalk should be addressed as a more prominent element in the Pedestrian network.

9.18 Con't

In order to encourage use of , pedestrian access to the station from both the east and west sides should be encouraged. The Department therefore asks that the City of Pittsburg work in tandem with the Department and BART to see if space can be reallocated from the Railroad Avenue overcrossing to widen the western sidewalk. Widening will allow pedestrians to walk side by side and wheelchairs to navigate around fixed objects such as utility poles.

9.19

- On page 3.2-3, Table 3.2-1 *Planned Roadway Improvements*, the Department will work with the City of Pittsburg to maintain pedestrian safety so that the ramp widening projects will not have secondary impacts on pedestrians when they access the eBART Railroad Avenue Station.

Cultural Resources

The DEIR only addresses paleontological resources. Please use the following guidelines to address other cultural resources in the State's ROW:

If construction activities are proposed within the State's ROW, the Department requires documented results of a current archaeological record search from the Northwest Information Center (NIC) of the California Historical Resources Information System before an encroachment permit can be issued. Current record searches must be no more than five years old.

9.20

The Department requires the records search, and if warranted, a cultural resource study by a qualified, professional archaeologist, to ensure compliance with NEPA (if there is federal action on the project), CEQA, Section 5024.5 of the California Public Resources Code (for state-owned historic resources) and Volume 2 of the Department's Environmental Handbook ("*Caltrans Standard Environmental Reference*" (SER), available at http://www.dot.ca.gov/hq/env/index.htm).

Work subject to these requirements includes, but is not limited to: lane widening, channelization, auxiliary lanes, and/or modification of existing features such as slopes, drainage features, curbs, sidewalks and driveways within or adjacent to State ROW.

Encroachment Permit

Any work or traffic control within the State ROW requires an encroachment permit that is issued by the Department. Traffic-related mitigation measures will be incorporated into the construction plans during the encroachment permit process. See the following website link for more

9.21

information: http://www.dot.ca.gov/hq/traffops/developserv/permits/

To apply for an encroachment permit, submit a completed encroachment permit application, environmental documentation, and five (5) sets of plans which clearly indicate State ROW to the address at the top of this letterhead, marked ATTN: Michael Condie, Mail Stop #5E.

Should you have any questions regarding this letter, please contact Lisa Courington of my staff at (510) 286-5505 or via email at lisa.ann.courington@dot.ca.gov.

Sincerely,

LISA CARBONI
District Branch Chief
Local Development - Intergovernmental Review

c: State Clearinghouse

Letter 9 Lisa Carboni, District Branch Chief, CalTrans; Received April 13, 2009

Responses:

9.1 Section 3.2, Transportation/Traffic, Draft EIR was completed in accordance with the Contra Costa Transportation Authority's, *Technical Procedures Update,* dated July 19, 2006. Section 5.5 of these guidelines state the analysis of study intersections should be done at all signalized intersections in which at least 50 project trips are added. Local staff reviewed the trip generation, distribution, and assignment and determined that the westbound SR4/California Avenue/Harbor Street intersection does not meet the threshold for analysis, and therefore, is not included in this study.

9.2 The existing LOS shown in Table 3-3 of the TIA for intersection #5 westbound SR4 on-ramp and intersection #6 eastbound SR4 ramps are lower than the existing LOS of the eBART Extension Draft EIR because the Draft Railroad Avenue Specific Plan includes recently added roadway improvements. These include an additional eastbound shared left-right turn lane at Railroad Avenue/SR4 eastbound ramps. Table 3.2-1 in the Draft EIR shows the planned and recently added roadway improvements within the Specific Plan Area. This roadway improvement was constructed after the date of the eBART Draft EIR existing condition LOS analysis. Since the LOS reflects the roadway geometric improvements in the study area, the existing LOS presented in Table 3-3 are current and correct.

9.3 The LOS for State facilities presented for the No Project conditions in the Table 4-1 (2015 No Project Conditions) and Table 4-3 (2030 No Project, in the TIA are lower than that reported in the eBART Draft EIR) because the No Project condition in the Draft Railroad Avenue Specific Plan assumes the eBART project is fully built and under operation by Year 2015 conditions, where as the eBART Draft EIR No Project scenario does not include the eBART project.

9.4 The trip generation for this project was based on CCTA Travel Demand Model, and the increase in households and employment for the Project was coded into the CCTA model for each study TAZ. The final future year traffic volumes on the roadway network for Year 2015 and Year 2030 conditions were developed based on the CCTA model link volumes and not by adding the project generated trips to the No Build scenario.

The assignment of the traffic volumes on the roadway network in the travel demand model is based on the travel time (speed) and capacity of the roadway network; the project development at the Civic Center influences the travel time and capacity along the Railroad Avenue north of the SR4 between California Avenue and Civic Avenue. This leads to some of the vehicles to choose an alternative route to reach their destinations, which reduces the volume of vehicles using the Railroad Avenue and in turn the SR4 westbound on ramp to reach their destinations. Attached are the Figure 2 (No Build Year 2020-AM Model Link Volumes) and Figure 3 (Project Year 2020-AM Model Link Volumes) which show the traffic volumes on the study roadway network from the Year 2020 CCTA model (Year 2015 traffic volumes were obtained

using year 2020 model traffic volumes) for the No Build and Project scenarios under AM peak hour conditions. Figure 3 shows that the southbound approach traffic volumes at the intersection of Railroad Avenue and Civic Avenue would be reduced compared to the No Build conditions, as shown in Figure 2, and also some of the vehicles would use Civic Avenue, Davi Avenue, and Power Avenue. The figure shows the vehicles choosing the alternative paths to reach their destination which causes the reduction in the traffic volumes at the SR4 westbound on-ramp.

9.5 As stated under Response 9.3, the No Project Conditions scenario analysis includes build out of the eBART project.

9.6 Table 3.2-2 (Study Intersection Operations – Existing Conditions) has been changed to revise the references to Center Drive and Power Avenue, and is included within Chapter 3 (page 3-4).

9.7 The traffic from Power Avenue would be using Davi Avenue and Civic Avenue to access Railroad Avenue or the SR4 ramps in the future. The future roadway improvement at this location, which includes a provision of a free right turn lane on Davi Avenue approach and an eastbound receiving lane on Civic Avenue, would improve the traffic operations at the Civic Avenue and Davi Avenue intersection. This improvement is scheduled to be built by Year 2015 and included in Table 3.2-1 (Planned Roadway Improvements Within the Specific Plan Area of the Draft EIR). Figure 4 (Vehicle Access to Railroad Ave/SR4 from Power Avenue) illustrates the typical vehicle access route to Railroad Avenue/SR4 from Power Avenue.

9.8 According to the Draft EIR, Tables 3.2-8, Study Intersection Operations – 2015 Plus 25% Project Conditions, and Table 3.2-9, Study Intersection Operations – 2030 Plus Project Conditions, there are no intersections in the State ROW that would operate at a LOS F. Rather, the study intersections in the State ROW were found to be operating at an acceptable LOS D or better under Year 2015 and Year 2030 for No Build and Project conditions.

9.9 Figure 2-2 (Specific Plan Area), Figure 2-4 (Proposed Land Use Plan), and Figure 5-1 (Relocated Residential Density Alternative) have been changed to better illustrate the location of the eBART station at Railroad Ave. The revised figures are in Chapter 3 of this document, on pages 3-2, 3-3, and 3-10, respectively.

9.10 Tables 3-3 and 4-1 to 4-6 of Appendix C (revised and attached to this document) have been revised to reflect the jurisdiction of the local streets to be under the City.

9.11 The City and BART are currently in negotiations to have the City fund the construction of the Station. This agreement was discussed at the BART Board of Directors meeting on April 23, 2009, where the eBART EIR and project were certified and approved, respectively.

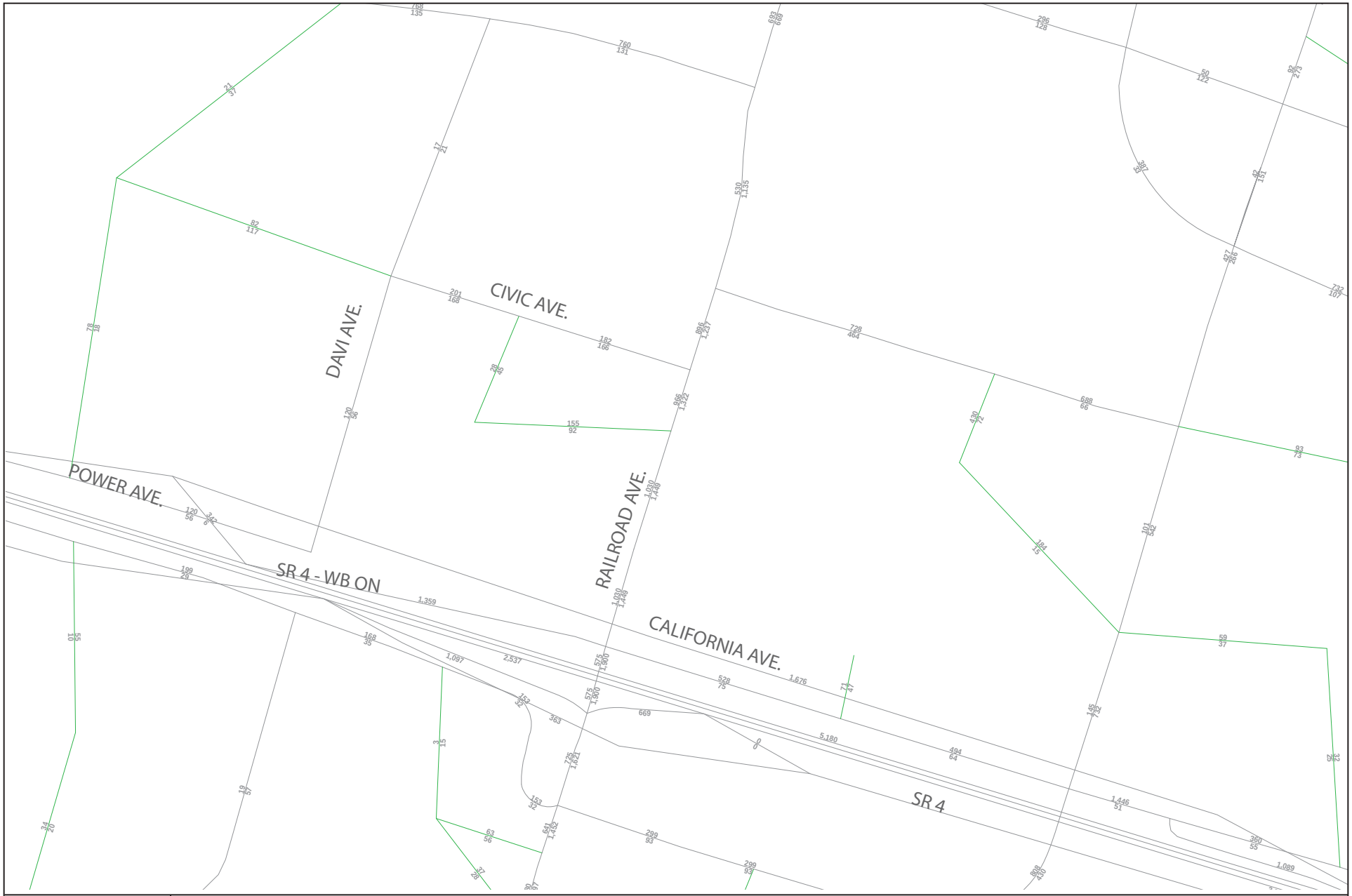

FIGURE 2
No-Build Year 2020 - AM Model Link Volumes

***Source*:** Wilbur Smith Associates, 2008.

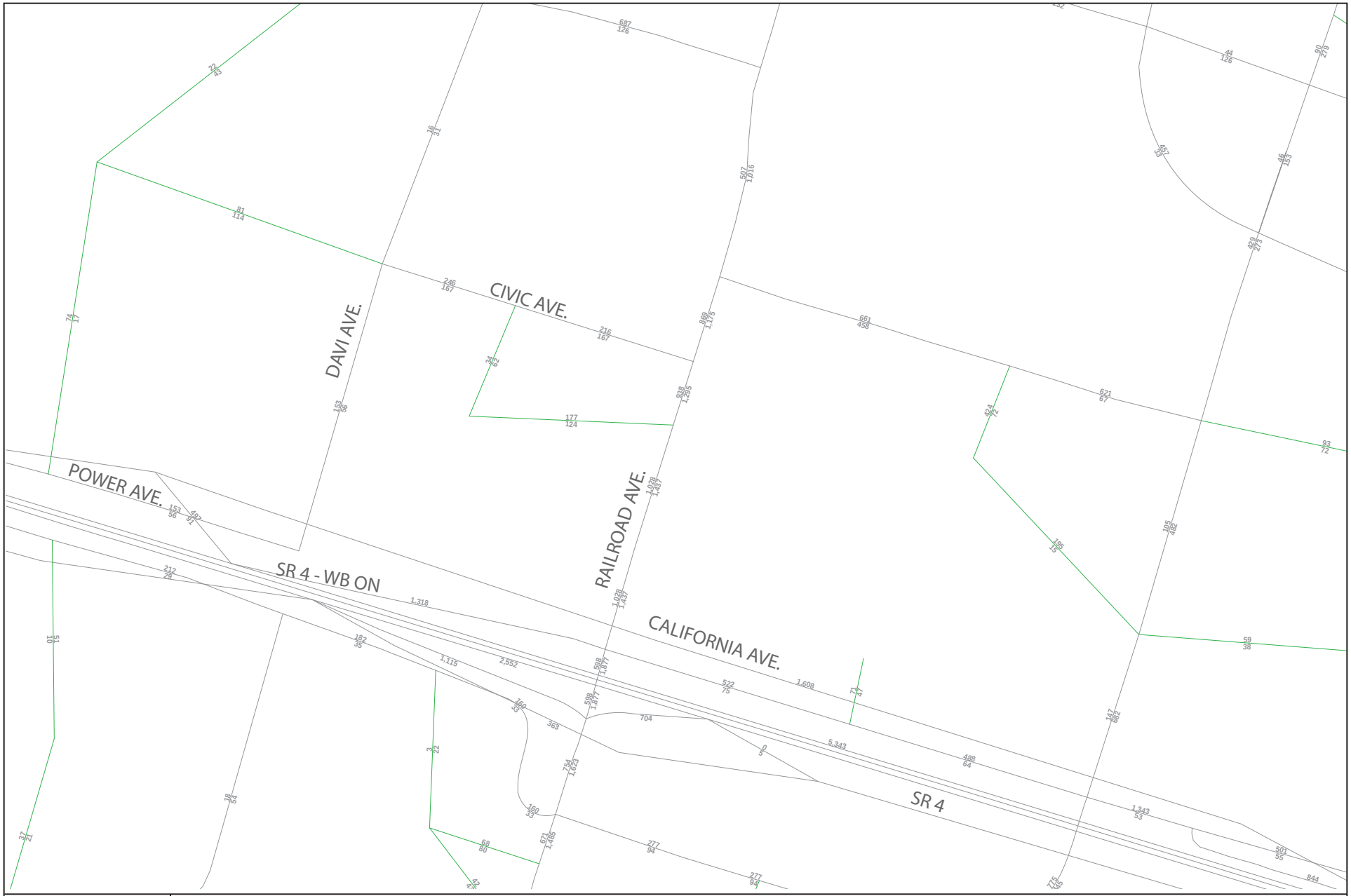

FIGURE 3
Project Year 2020 - AM Model Link Volumes

***Source*:** Wilbur Smith Associates, 2008.

9.12 Impacts to hydrology and water quality as well as impacts to the Kirker Creek Watershed are analyzed within the Initial Study for the proposed project. Specifically, see the Hydrology and Water Quality section (page 47) and Biological Resources (page 28). In the Hydrology and Water Quality section, impacts to site hydrology, adjacent water bodies, the floodplain, and measures to protect these resources are described. Specifically, all new development projects throughout the City are subject to Provision C.3 of the City's joint municipal National Pollutant Discharge Elimination System ("NPDES") permit. Provision C.3 requires projects to incorporate treatment and source control measures to treat stormwater runoff. Treatment and source control measures and best management practices would be required on a project-by-project basis, and proposed development projects that exceed the impervious surface threshold established in the applicable NPDES permit would be required to include runoff flow control so that post-project runoff would not exceed estimated pre-project rates or durations. Because projects are subject to compliance with Provision C.3 as a development application submittal requirement, no potentially significant impacts were identified in the Initial Study, and no further analysis was deemed necessary for inclusion in the Draft EIR.

With regard to Kirker Creek, the Draft EIR and Initial Study concluded that the Draft Railroad Avenue Specific Plan would not alter existing land use designations, nor would the Specific Plan propose circulation or utility improvements within the vicinity of the creek. Therefore, the Draft Railroad Avenue Specific Plan would not result in any impacts beyond those identified and mitigated in the City's *General Plan* EIR (Railroad Avenue Specific Plan Draft EIR, page 2-3, and Railroad Avenue Specific Plan Initial Study, page 33).

9.13 See Response 9.12, above.

9.14 See Response 9.12, above.

9.15 See Response 9.12, above.

9.16 See Response 9.12, above.

9.17 See Response 9.12, above.

9.18 As per the commentor's recommendation, the City will work with the Caltrans and BART to identify if space can be allocated from the Railroad Avenue overcrossing to widen the western sidewalk to encourage access to the eBART Railroad Avenue Station from both east and west sides of the overpass.

9.19 As per the commentor's recommendation, the City will coordinate with Caltrans to maintain pedestrian safety so that the ramp widening projects will not have secondary impacts on pedestrians accessing the eBART Railroad Avenue Station.

9.20 Cultural resources (including pre-historic, historic, paleontological, and archaeological) are discussed in Section 3.5, Cultural Resources, of the Draft EIR, in addition to the Railroad

Avenue Specific Plan Initial Study (page 39). The Northwest Information Center was contacted in preparation of the Draft EIR, and the findings of their database search are presented on page 3.5-15 of the Draft EIR. In addition, Mitigation Measure CR-1.1 is suggested should the proposed project encounter any cultural resources.

9.21 The commentor indicated that an encroachment permit is needed prior to work or traffic control within the State ROW. Prior to any construction activities within a State ROW, any development occurring under the proposed project would first apply for and receive an encroachment permit.

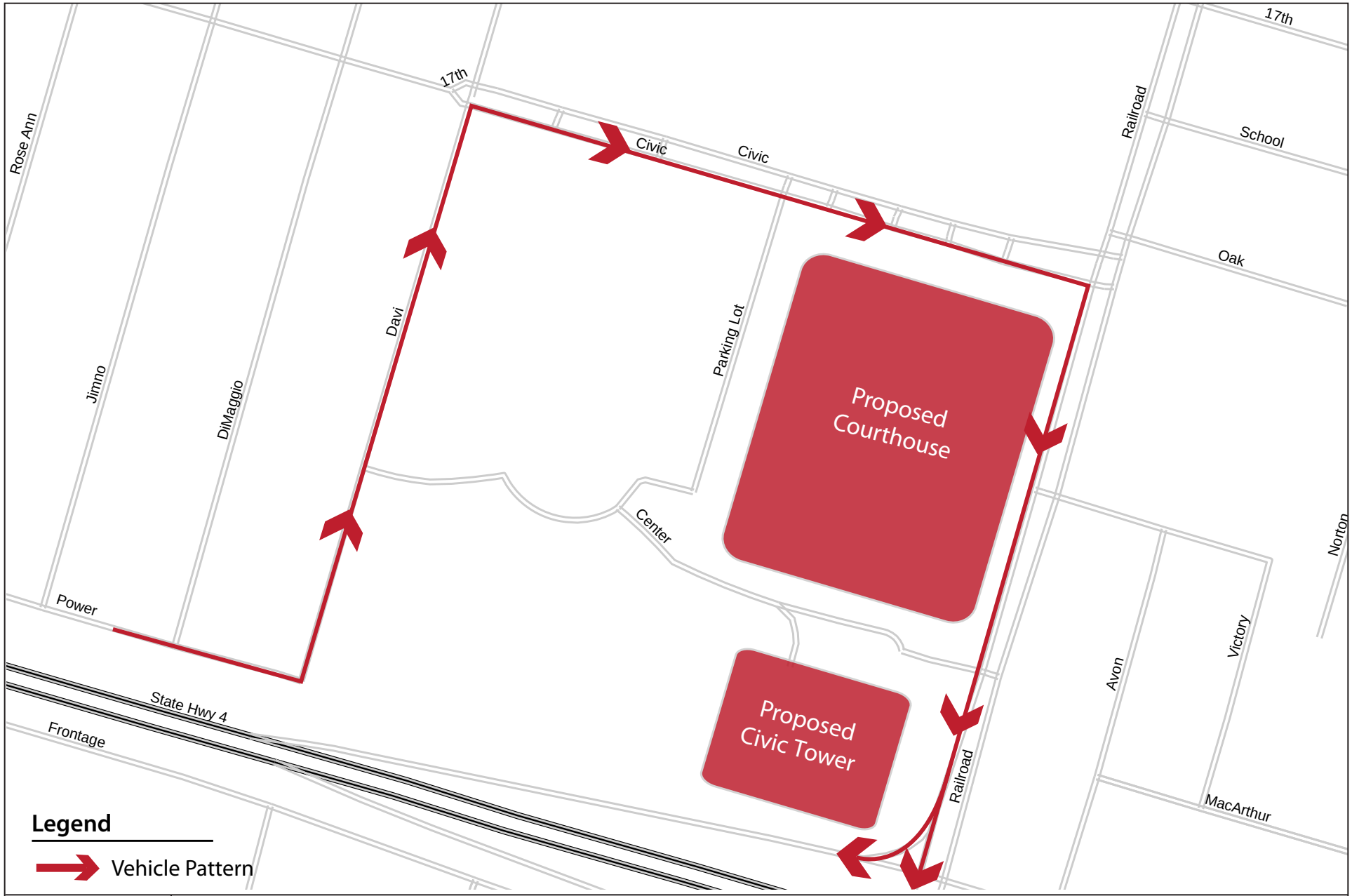

FIGURE 4
Vehicle Access to Railroad Ave/SR4 from Power Avenue

***Source*:** Wilbur Smith Associates, 2008.

100004634

City of Pittsburg Railroad Avenue Specific Plan EIR

Delta Diablo Sanitation District

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April 16, 2009

Letter 10

Ms. Leigha Schmidt, Project Planner
City of Pittsburg
Planning Department
65 Civic Avenue
Pittsburg, CA 94565

VIA EMAIL: lschmidt@ci.pittsburg.ca.us

SUBJECT: RAILROAD AVENUE STATION AREA SPECIFIC PLAN DRAFT ENVIRONMENTAL IMPACT REPORT

Dear Ms. Schmidt:

Thank you for providing the District with the opportunity to review the subject Draft Environmental Impact Report, DEIR. The draft report includes a review of the environmental impacts for the proposed 1,075 acre program area which is divided into 11 subareas: Old Town Gateway, Parkside Manor Neighborhood, Civic Center, High School Village, Los Medanos Neighborhood, Transit Village, Industrial/Mixed-Use Center, Los Medanos Industrial Center, Railroad Avenue Retail Corridor, Atlantic Avenue Corridor, and East Leland Corridor. It is noted that the land use mix within the majority of these sub-areas would generally not change with implementation of the Specific Plan. The plan will create a land use and policy framework that allows up to 1,845 residential units and 988,449 square feet of commercial and civic uses in three new development subareas with a gross area of 96.99 acres. The three plan subareas include the Civic Center consisting of a gross area of 29.49 acres with potential development of 247 residential units and 326,950 sf commercial; the Transit Village consisting of a gross area of 54.37 acres with potential development of 1,336 residential units and 582,849 sf commercial; and the High School Village consisting of a gross area of 13.13 acres with potential development of 262 residential units and 78,650 sf commercial.

The following summarizes District clarifications related to recycled water, wastewater conveyance through District facilities, and wastewater treatment.

1. Wastewater Conveyance and Treatment

10.1

a. UT-2, page 1-18 states that, "The proposed new development could exceed current wastewater collection and treatment capacity; however, Delta Diablo Sanitation District facilities would adequately accommodate the projected growth *upon implementation of a recently-approved treatment plant expansion project."* It is unclear what the "recently-approved Treatment Plant Expansion Project" refers to. Given that it will be many years before the specific plan area is fully built-out, it is suggested that the statement be rewritten to more clearly reflect program and project implementation. A revised statement could simply indicate that the cumulative impact of the proposed development with other developments in the region would not exceed wastewater treatment capacity as the Delta Diablo Sanitation District has wastewater conveyance and treatment facilities both constructed and planned to increase system capacity to accommodate proposed growth. As noted on page 3.7-11 of the DEIR, the City general plan includes policies related to Wastewater Treatment Plant expansion.

10.2

b. Page 3.7-11 includes the statement that "According to DDSD, the expansion of DDSD treatment plant would cost approximately $127 million. No timeline has been identified." The $127 million cost noted was developed for the referenced November 2005 memorandum to the District Board of Directors and was specific to evaluating feasibility of providing expanded wastewater treatment services to serve an adjacent sanitation district, Ironhouse Sanitary District, in addition to existing customers. Ironhouse Sanitary District subsequently confirmed that it will not pursue wastewater treatment services with DDSD. This cost estimate is not relevant to the specific plan and it is recommended that the statement be removed from the DEIR document

10.3

c. Page 3.7-3 and 3.7-11 include statements that the DDSD has *adopted* a District Master Plan that includes a phased treatment plant expansion *to 24 mgd capacity* (average dry weather flow) with the implication that a 24 mgd project is approved. It would be more accurate to reference the District's current NPDES permit [(1)] in the Specific Plan Environmental Document. An Environmental Impact Report (EIR) for the expansion of the Wastewater Treatment Plant Capacity to an average dry weather flow of 22.7 mgd was completed in April 1988.

> [(1)] *NPDES No. CA0038547, Order No. R2-2009-0018, adopted by the California Regional Water Quality Control Board, San Francisco Bay Region, on March 11, 2009 cites the District's intent to increase permitted flows from 16.5 mgd to 22.7 mgd (average dry weather flow). According to the text of the order, "The Discharger has proposed flow increases at the Plant to accommodate future growth and increased demands for recycled water. The Discharger plans to complete modifications to the Plant by 2013 to increase its capacity. Provision VI.C.9 of this Order requires the Discharger to complete the modifications and verify the increased treatment capacity. CEQA requirements for the flow increase were completed in 1988. The Discharger submitted a report titled "Anti-Degradation Analysis for Proposed Wastewater Treatment Plant Discharge Modification" in December 2008. As discussed in the Fact Sheet (Attachment F), the Regional Water Board finds that the increase in permitted capacity will produce minor effects that will not result in a significant reduction of water quality, and that the permitted discharge is consistent with the antidegradation provision of 40 CFR §131.12 and State Water Board Resolution 68-16."*

2. <u>Water and Recycled Water</u>

10.4

The document describes, in general, recycled water service provided in the City of Pittsburg by the District (see page 3.7-4) but does not clearly identify that the District is currently providing recycled water service within the specific plan area. The Civic Center subarea currently receives recycled water for irrigation. The document would be clearer if recycled water was referenced in more detail in the discussion of water supply. It is suggested that the specific plan UT-1 discussion reference the existing recycled water service in the specific plan area and cross-

10.4 Con't

reference the City General Plan Policy 11-P-15: *Work with Delta Diablo Sanitation District (DDSD) to promote the use of recycled water for irrigation of large planted areas, such as business/industrial campus projects, City parks, and street medians* that is referenced in UT-2, wastewater. Policy 11-P-15 is closely related to water supply availability and relevant to the specific plan area.

If you have any questions regarding this information, you contact me at (925) 756-1939.

Sincerely,

Patricia Chapman
Associate Engineer

PEC:bjm

cc: Dean Eckerson, Principal Engineer, DDSD
Amanda Wong Roa, Environmental Compliance Engineer, DDSD
DEV.02-DEVDOC-624
Chron File

Letter 10 Patricia Chapman, Associate Engineer, Delta Diablo Sanitation District; Received April 16, 2009

Responses:

10.1 In response to the commentor's suggestions, the following change has been made to the Draft EIR (from page 1-18):

> UT-2 The proposed new development could exceed current wastewater collection and treatment capacity; however, the Delta Diablo Sanitation District has wastewater conveyance and treatment facilities both constructed and planned to increase system capacity to accommodate the proposed growth ~~facilities would adequately accommodate the projected growth upon implementation of a recently approved treatment plant expansion~~.

(from page 3.7-10):

> *UT-2 The proposed new development could exceed current wastewater collection and treatment capacity; however, the Delta Diablo Sanitation District has wastewater conveyance and treatment facilities both constructed and planned to increase system capacity to accommodate the proposed growth ~~facilities would adequately accommodate the projected growth upon implementation of a recently approved treatment plant expansion~~. (LTS)*

10.2 In response to the commentor's suggestions, the following change has been made to the Draft EIR (from page 3.7-10):

> The DDSD has recently adopted a District Master Plan that includes phased treatment plant expansion to ultimately provide 22.7~~24~~ mgd capacity (average dry weather flow) in order to accommodate anticipated growth in the City of Pittsburg, City of Antioch and unincorporated Bay Point. This anticipated growth would include the proposed new development under the Specific Plan. The DDSD Master Plan would increase capacity from 16.5 mgd to ~~24.0~~22.7 mgd to accommodate anticipated growth in the service area, as forecast by ABAG.[4] ~~According to DDSD, the expansion of DDSD treatment plant would cost approximately $127 million.~~ No timeline has been identified.[5] This expansion would accommodate the new development proposed in the Railroad Avenue

[4] ~~City of Pittsburg, *General Plan; Pittsburg 2020: A Vision for the 21st Century*, 2004.~~ NPDES No. CA0038547, Order No. R2-2009-0018, adopted by the California Regional Water Quality Board, San Francisco Bay region, on March 11, 2009.

[5] Delta Diablo Sanitation District. Memorandum from Gregory Baatrup, Technical Service Manager, to DDSD Board of Directors regarding expansion of the DDSD Regional Treatment Plant to accommodate Ironhouse Sanitary District Flow. November 2005. http://www.ddsd.org/pdfs/regionaltech.pdf. Accessed February 17, 2009.

Specific Plan, as well as substantial land annexations, and development, expected for the various cities served by the DDSD. The proposed project's anticipated wastewater demands would be a small percentage of the total anticipated wastewater demands resulting from new development in the region, and would not constitute a substantial impact on the DDSD's currently anticipated wastewater processing capacity.[6]

10.3 In response to the commentor's suggestions, the following change has been made to the Draft EIR (from page 3.7-3):

> The Delta Diablo Sanitation District (DDSD) provides sewer treatment service to the City of Pittsburg. The DDSD treatment plant is located north of SR 4, just east of the City of Pittsburg city limits. Existing DDSD wastewater treatment facilities have a capacity of 16.5 mgd. Additionally, the DDSD has adopted a District Master Plan that includes a phased treatment plant expansion to ultimately provide ~~24~~22.7 mgd capacity (average dry weather flow) in order to accommodate anticipated growth in the City of Pittsburg, City of Antioch and unincorporated Bay Point.[7]

Also, see Response 10.2, above, which includes changes to page 3.7-11 of the Draft EIR.

10.4 The following change has been made to the Draft EIR (from page 3.7-4):

> The DDSD Recycled Water Facility (RWF) provides tertiary treatment[8] in the process of reclaiming wastewater for use in cooling at power plants and landscape irrigation at several parks in Pittsburg. The RWF provides up to 8,600 acre-feet per year of tertiary treated water for use at two power plants and for irrigation at the Delta View Golf Course, and Stoneman Park, in addition to the Civic Center and City Park within the Specific Plan Area ~~Pittsburg~~.[9] The Pittsburg Recycled Water Project included the construction of 2.5 miles of piping, a pump station and 1 million gallon recycled water tank at the golf course to deliver recycled water to select parks within the City of Pittsburg to offset irrigation demands for potable water, and the City's General Plan contains Policy 11-P-15 supporting the use of recycled water for irrigation throughout the City.[10]

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6 Delta Diablo Sanitation District Fiscal Year 2008/2009 – 2012/2014 Five Year Capital Improvement Program, http://www.ddsd.org/pdfs/CIP2008.pdf, Figure 4 on page E-3, Accessed February 12, 2009

7 ~~City of Pittsburg, *General Plan; Pittsburg 2020: A Vision for the 21st Century*, 2004.~~ NPDES No. CA0038547, Order No. R2-2009-0018, adopted by the California Regional Water Quality Board, San Francisco Bay region, on March 11, 2009.

8 Tertiary treatment is a process that includes flocculation, filtration and disinfection to further remove bacteria and viruses from wastewater that has already undergone primary and secondary treatment.

9 Delta Diablo Sanitation District Recycled Water Facility. http://www.ddsd.org/recycled.html, accessed December 3, 2008.

10 City of Pittsburg, *5 Year Capital Improvement Program*, accessed online at internet address http://www.ci.pittsburg.ca.us/Pittsburg/Government/Departments/Engineering/engg-cip-imp-prog.htm, accessed November 7, 2008.

Letter 11

When I was in in Grad School in LA, my teacher said that the best way to solve the Los Angeles Basin congestion problem is to flatten all of it and start all over. To try to solve the "***LA Problem***", he said, would be more expensive than to start all over again, from scratch. The mess started by building homes first and then, like an afterthought, tried to deal with the need to travel to school, work, shop and attend events. Yes, I know, that is what the Master Plan is supposed to do and every home is built according to a Master Plan but, each development has its own Master Plan -only a City can define a City Mater Plan and Los Angeles has about 100 cities and the cities seldom agree completely.

It was only after cars sat in gridlock for miles, that the transportation cost became "real". The LA underground BART cost went from $100 Million to $500 Million a mile and about a Billion a mile in Seattle. Both lines were dropped -fixing a city is too expensive.

11.1

Another problem developers faced were schools. This was solved by building them with housing according to **LOCAL** "***Master Plans***" used in brochures to lure buyers and 'close deal' with future Magnet Schools or City Colleges to be build after they move in -maybe.

In New York City, they found that many streets were being dug up more than once a year to repair or install lines for water, sewage, electricity, telephone, fiber optic lines, gas, etc. In some cases they opted for conduits for all lines, which simplified repairs and reduced the need to tear up streets. This made sewage lines more expensive but reduced water pollution of rivers since now broken concrete sewage lines became evident and repaired. The option to ignore broken water and sewage lines was reduced.

Now, Pittsburg has an opportunity to do a *real* **Master Plan** for the Pittsburg Sphere of Influence to greatly enhance the future of Bay Point/Pittsburg BART St. Transit Village.

1. **The First Concern Is To Provide "Green" Well Paid Hi-Tech Jobs:** Jobs that include working in a High Technology, that is ***constantly evolving***, and ***non-polluting***, Not specific companies but places where industries may be located.
   a. All specialists may reside anywhere near a BART Station from San Jose, Pleasanton and Livermore to Daly City or a Tri-Delta Transit or County Connection Bus Stop in Pittsburg, Bay Point, Antioch, Brentwood, Concord, Walnut Creek, etc., for fast easy commute. Supplemented by a large number of local workers for Maintenance.

11.2

   b. **The best option**, with the best commuter transportation, at **Bay Point/Pittsburg BART Transit Village, is a Hospital <u>North</u> of BART. When it opens, in about 2 years, the economy will be above current business activity levels.** The time is needed for Institutions like Kaiser, Oakland Children's Hospital, Muir, Sutter, etc., to integrate such a facility in their growth plans after the Economic Recovery,

2. **Convenient.** By far, most people that go to a hospital are **<u>not</u>** patients; but workers and visitors to see patients, staff or doctors. Patients often arrive by ambulance. ***Staff and visitors could use a direct bridge from the BART escalator to the Hospital entrance on the fifth floor***. A business office building could also share the same bridge. Most of the land may be acquired, presently, at low prices, the rest with Eminent Domain.

11.3

11.4 3. **First Aid Care.** With subsidies, this hospital could provide Emergency Care for residents in Pittsburg, Bay Point, Clyde and Concord and commuters.

4. The Master Plan could include a new Charter High School to be a Magnet school for Technology near the Pittsburg BART Station. Such a school could have computer simulators to teach the use of graders, back-hoe, levelers, cranes, tractors and other
11.5 equipment; these are simplified low cost version of the kind of simulators used to train airplane pilots. High school students drive with great skill and could learn high wage jobs. Teachers and students can commute in BART or Tri-Delta Transit buses from Brentwood, San Jose and Daly City to Bay Point using the same BART bus lines.

5. When the Economic Recovery reaches current levels, all the new San Marcos housing,
11.6 South of State Highway.4 will be occupied and some of the 10,000 families in the old Concord Naval Weapon Stations will be glad to live near a nearby hospital, it is only five miles by car and from North Concord BART to Pittsburg BART Traffic Village.

6. When you proceed with hill-top housing, such mansions may serve to attract new jobs and "*Close Deals*" for Pittsburg and Concord CNWS. The new BART Transit Village
11.7 Plan will have space and workers for green factories and offices -with parking. Now is the time to buy the land at low prices, a win-win situation, or prices will further drop.

Port of Pittsburg North

The best place for a freight port in Pittsburg is across the river with a new fast railway build where the old Montezuma UP railway used to be without any same-level crossings. The land may still be owned by Union Pacific, to link with their Sacramento net.

The freight port will not require a bridge from Pittsburg, all workers could cross the river
11.8 with company commute boats. The space to stack shipping containers would be unlimited. Since such a port will take more 2 or 3 years to build, it will be ready in time to reduce congestions in Oakland in the economic Recovery. The use of high speed railways will reduce pollution and transportation times and costs below those from the Port of Oakland.

Building the port with best cranes will require Billions and a lot of workers. Tracy is planning new big construction projects with Federal help.

M. F. Sarabia

P. O. Box 5156

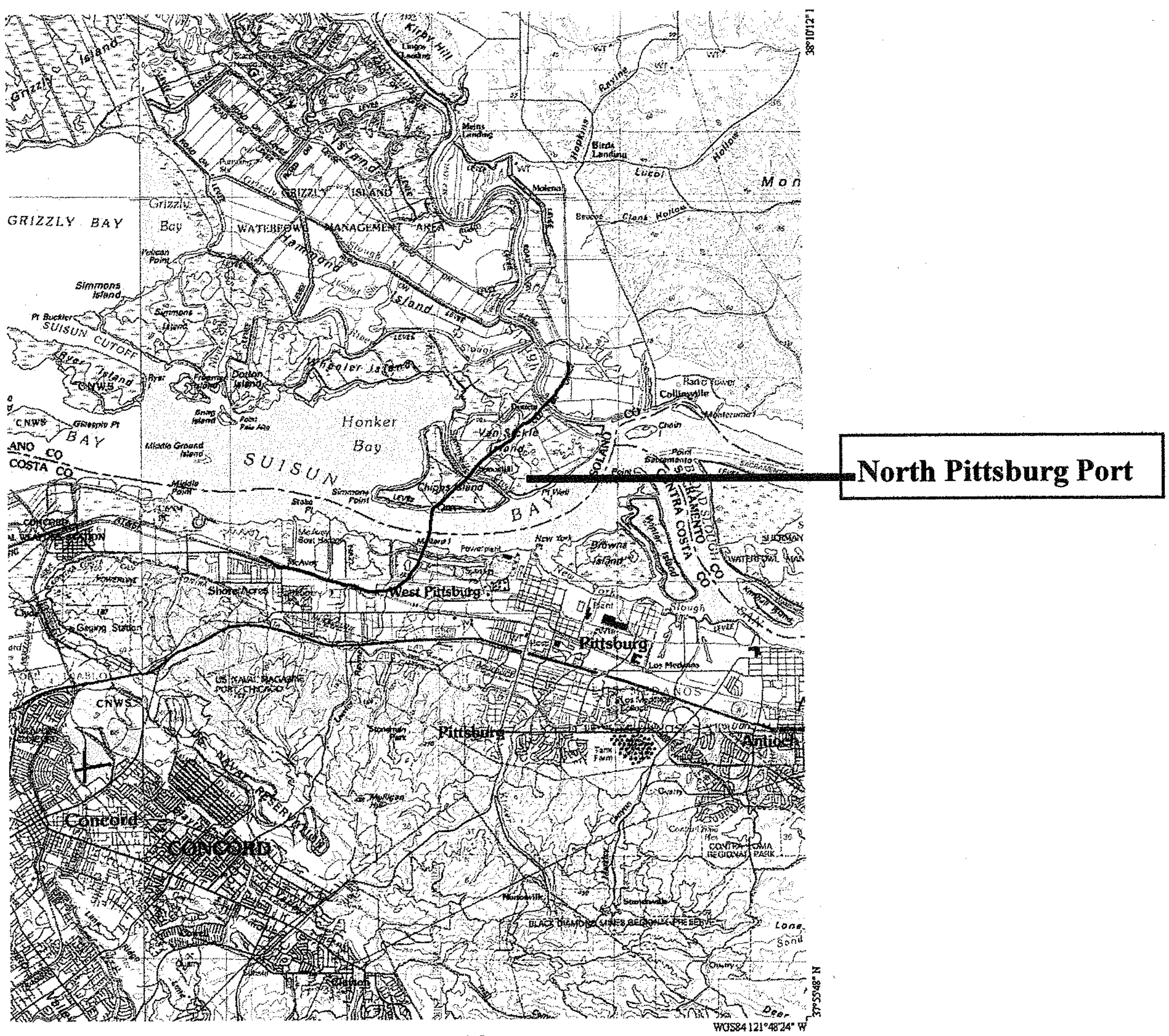
Bay Point, CA 94565

The Port of North Pittsburg and

eBART Extension N. Concord BART To Vacaville BART

eBART-only Bridge crossing off North Pittsburg Port.

------------------------------------ v - Union Pacific Line to Vacaville



0 1 2 3 4 miles
0 1 2 3 4 5 6 7 km
Printed from TOPO! ©1998 Wildflower Productions (www.topo.com)

No profile exists. Choose 'Build Profile' from the pop-up options menu of a route.

Letter 11 M.F. Sarbia (General Public); not dated

Responses:

11.1 The commentor does not reference the Draft EIR or the State CEQA Guidelines. See Master Response MR2 (Planning [Non-CEQA] Related Questions). Comments are directed to the Pittsburg/Bay Point Master Plan, which is a separate planning process from the Railroad Avenue Specific Plan process.

11.2 See Response 11.1, above.

11.3 See Response 11.1, above.

11.4 See Response 11.1, above.

11.5 See Response 11.1, above.

11.6 See Response 11.1, above.

11.7 See Response 11.1, above.

11.8 See Response 11.1, above.

Letter 12

Commissioner Ed Diokno's

Comments on the Railroad Avenue Specific Plan

A. The BART and MTC requirement of 2,200 residential units within a half-mile of the station is based on a false assumption

1. I question MTC's requirement of 2,200 residential units within a half-mile of the eBART station for the following reasons:
    a. Similar to the incorrect assumption of BART planners that a majority of BART users in the suburbs would resort to a kiss-and-ride strategy in which a spouse would drop off the rider at the station and return home or go to a local job via automobile; BART planners looked at the suburban riders and incorrectly assumed that they would act the same way as their urban counterparts.
    b. BART planners assumptions and calculations of the need for 2,200 residences within a half-mile of a BART station to achieve the necessary ridership are based on the average between two extremes -- an urban situation of dense housing wherein residents are indeed likely to walk to a station rather than drive; and a suburban sprawl situation in which they incorrectly assume that the half-mile requirement would act as a barrier to suburban residents in using rapid transit. 12.1
    c. What BART planners don't take into account is that residents in a suburban situation are more likely to drive several miles in order to park their car prior to taking public transit conveyance than their urban counterparts. Driving is the normal and preferred mode of transportation in the suburbs and residents think nothing of driving to destinations that may be within walking distance for urban residents – such as schools or grocery stores -- but often are more than a half-mile away for suburban residents.
2. BART or eBART stations in suburban settings need to have different criteria for density in order to achieve the 2,200 residential density requirement. I believe that extending the distance from the station to one-mile would easily achieve the 2,200 residential requirement and is more realistic about the actual driving habits of suburban residents. 12.2

B. Remove housing from the Civic Center

1. The housing proposed for the Civic Center physically and psychologically is a barrier between the public institutions in the Civic Center and the publicly owned City Park. 12.3
2. I believe the housing at that location is inappropriate and squeezed in there in order to satisfy BART's artificial (and incorrect assumptions) about suburban lifestyles that requires 2,200 housing units within a half-mile of a BART station. 12.4

12.5 ***3.*** The removal of housing proposed for this area amounts to a loss of 230 units giving a total of 2960 units in the project area, ***well above the 2,200 housing units required by BART.***

4. Since the plans for City Park apparently is to make it a sports park with controlled and/or limited access, the land between City Hall and Civic Drive should be designed as a buffer between the organized sports complex and City Hall. Ideally the land could be used to replace the public park recreation such as picnic areas, play equipment, a public wading pool and playing fields for "unorganized" recreation, ie. Pick-up games of basketball, Frisbee throwing and beach volleyball -- that is being lost as the result of City Park's redesigned use.

12.6

5. By using the land between City Hall and Civic Drive as a public use area, it would be a better complement of public areas of the Civic Center and the public areas of the old City Park and provide needed recreation area for the neighborhoods bordering the Civic Center and School Street.

12.7

C. Question on access to the eBART station.

1. In this report it is stated that the sidewalk on the east side of the Railroad Ave. Highway 4 overpass will become the main entry path to the eBART station. This report states that the sidewalk on the overpass is nine feet wide. The walkable area of the sidewalk is closer to six feet wide. Are you counting the other three feet as part of the structure or does it come from the bike lane?

12.8

12.9 2. Is six feet enough for the high volume of foot traffic that will be generated by the station?

12.10 3. If the missing three feet includes the bike lane, then how would we compensate the loss of that bike lane?

D. Green walkways need to be made safe, light and airy

12.11 1. The green walkways in the Transit Village linking East Leland to Bliss need to be designed in such a way that will "eyes" on the street.

2. I'm afraid that an alleyway without these "eyes" on the street, these walkways will encourage anti-social behavior much the way the BART "greenways" in use in El Cerrito and Albany have been marred by robberies, purse snatchings and muggings.

12.12

12.13 3. One way to counteract the alley effect is to use mixed use buildings wherein residential units on the second and/or third floors can look out on or over the walkway.

12.14 4. Require that the commercial and office buildings that border the walkways don't "turn their back" on the walkway but use the walkway as an amenity to enhance their location by using windows and balconies to oversee the walkway.

12.15 5. Provide benches midway along the path for the seniors coming from the senior housing complexes on the way to Bliss and the proposed plaza with offices, commercial and residential units overlooking the activities on the public space.

12.16 **E. I very much appreciate the 1.5 acre pocket park in the transit village and the plans for a place for public interaction. I strongly recommend that it be designed by a licensed landscape architect rather than have our public works people – as talented as they are – put in a hardscape without professional consideration of relationships between the public spaces and more intimate locations with each other and the relationship between the park and surrounding street environment.**

F. Whenever we can, we need to encourage developers to provide sustainable environmental elements to their projects to reduce our dependence on petroleum based fuel and to help meet AB32 air quality standards.

12.17 1. Towards this end, study the use of the City of Berkeley's loans to encourage use alternative forms of energy and improvements wherein the loan is assessed to the parcel and not to the person occupying the building. That means when a change of ownership occurs, the new owner becomes responsible for paying off the loan.

12.18 2. Encourage that the design of these elements to become part of the architecture rather just plopped on top of a roof or placed apart from the structure or made to appear like an afterthought.

G. To provide variety for pedestrians, encourage architects to design unique structures, facades and public spaces that provide variety but at the same time, complement the other architectural elements in the neighborhoods.

12.19 1. This means we have to allow architects enough leeway to break away from the typical stucco facades that characterize contemporary suburban architecture such as the Vidrio project which in the context of Old Town with the existing buildings is not bad design but if it were to be the dominant style over the entire downtown would present a dull architectural theme.

12.20 2. Extended sightlines with destinations in the distance can draw pedestrians to continue. For instance, a sculpture a block away can induce a pedestrian to walk towards it.

12.21 3. At the same time, combine the extended sightlines with nooks and crannies that provide visual and audible surprises that won't be seen or heard until the pedestrian is nearly on top of it. For instance, a mural can be placed around the corner or hidden by vegetation until the pedestrian is close enough to "discover" the surprise design element.

12.22 4. I suggest that the City of Pittsburg create a Design Committee to oversee the projects and artwork within the specific area to ensure that creative designs or art would meet community standards. The Design Committee will be made up of a member of the Planning Commission, a City Council member and a member of the Planning staff.

H. Encourage developers to use street art (sculpture, water elements, murals, bas relief, creative street furniture) to provide visual relief, help create a sense of place and to differentiate the new neighborhoods and pathways that will be created in the Transit Village.

12.23
12.24
12.25

1. In order to encourage street art, offer incentives such as fee waivers, speedier permitting process, low cost loans and/or building variances.
2. The same incentives can be offered to developers who use more than the required setbacks to provide functional public spaces in their projects.
3. Encourage architects to provide public amenities, such as concrete benches built into the side of a building or a drinking fountain placed at an entryway.

I. Place additional emphasis on the entryways to Civic Center for automobiles and pedestrians.

12.26
12.27
12.28

1. The pedestrian entry from the Railroad Avenue overpass to the Civic Center should be a broad entryway or plaza from Railroad Avenue and the Highway 4 entry ramps as it acts as the counterbalance to the plaza that will be on the southeast side of the overpass (where the car lot is). Pedestrians will more than likely cut through the parking lot on the way to office tower, library, courthouse or City Hall rather than use the sidewalk to go all the way to the corner of Railroad Ave. and Center Street to enter the Civic Center complex so why not make it pedestrian-friendly. The plaza/entryway would lead to a plaza between the proposed restaurant and the office building providing a space for lingering and visual relief for the restaurant's patrons who use the outside seating area.
2. Use a row of trees or ballards (ie the round concrete balls used at the linear park at Railroad and 8th) to emphasize the entry. Imagine rows of fruitless cherry trees blooming in the spring framing the entryways. The city can use the trees as the focus of a Cherry Blossom festival or similar event in the spring much like Washington DC. If the trees can be donated by Pittsburg's Japanese sister city, it would add another level of significance such as a visit by sister-city officials.
3. The other option would be the concrete balls. By repeating the use of the concrete balls throughout the city, the city will help create an image that will be associated with Pittsburg. We can always say they represent bocce balls.

12.29

J. As I said at our last meeting, I must give high praise for the planning staff's public workshops and the attempts to encourage public input into the planning process. Too often, the public workshops are just for show and citizen input is ignored. That is not the case in this instance. I know the public was heard because I was at most of the meetings and in the report, I can see the language being used is very similar to comments made at those meetings and changes in the overall plan include the suggestions from Pittsburg's residents. Again, kudos to staff, especially Leigha Schmidt, for the work done on this phase of the Railroad Avenue Specific Plan.

Letter 12 Edward Diokno, Planning Commission, City of Pittsburg; not dated

Responses:

12.1 This comment addresses MTC's Resolution 3434 Transit Policy that was adopted in 2001, and amended from time to time. In order to comply with MTC's expansion policy, the Draft Railroad Avenue Specific Plan must comply with the minimum requirements of the expansion policy, including minimum residential unit count within ½-mile radius of the planned eBART Station. The corridor thresholds vary by mode of transit, with more capital-intensive modes, like BART and light rail, requiring higher numbers of housing units. For a system like eBART, which is considered commuter rail, an average of 2200 units within ½ mile of a station is the target. The average residential density to achieve 2200 units is less than 4.4 dwelling units per gross acre. This density is attainable in the identified subareas of the Specific Plan. Disagreement with these targets is more appropriately raised with MTC.

12.2 See Response 12.1, above.

12.3 The commentor addresses the Draft Specific Plan and recommends removal of housing from the Civic Center subarea. Since this comment does not reference the Draft EIR or the State CEQA Guidelines, no further response is needed for the EIR. However, to address the Specific Plan comment on appropriate land uses, it is noted that there are communities, such as Hayward, California, that have successfully integrated residential, commercial, and public/institutional uses in close proximity to one another. In order to retain a visual and physical connection between the Civic Center block and City Park, the Draft Railroad Avenue Specific Plan contains Policy 3-P-8 to "incorporate visual and physical connections between City Park and the public uses on the southern portion of the Civic Center block through the inclusion of view corridors, public pathways and greenways in the residential development at the northern part of the block." Future development proposals for the northern part of the block must incorporate these elements prior to approval by the Planning Commission and/or City Council as appropriate.

12.4 See response to 12.3 above.

12.5 See response to 12.3 above.

12.6 See response to 12.3 above.

12.7 See response to 12.3 above.

12.8 The commentor addresses the Draft Specific Plan and raises questions about the access to the eBART station. Since this comment does not reference the Draft EIR or the State CEQA Guidelines, no further response is needed for the EIR. However, in response to the sidewalk width comment, preliminary engineering drawings of the eBART station show the sidewalk along the east side of the Railroad Avenue overpass at approximately nine and one-half feet

wide. This width does not extend into the street and is the actual width of the sidewalk. See Figure 1, eBART Station Plan.

12.9 See response to 12.8 above.

12.10 See response to 12.8 above.

12.11 The commentor addresses the Draft Specific Plan and the need to promote safe, light and air green walkways. Since this comment does not reference the Draft EIR or the State CEQA Guidelines, no further response is needed for the EIR. However, in response to this comment, it is noted that the Draft Railroad Avenue Specific Plan contains Policy 4-P-1 to "require high quality, pedestrian-friendly design and a high level of transparency along street fronts and pathways to activate the street environment, promote social interaction and support crime prevention." In addition, Architectural and Site Design Criteria No. 17, requires that "private developments in the Transit Village and Civic Center sub-areas include publicly accessible greenways, trails and paths for pedestrians and bicyclists in accordance with the land use and circulation plans set forth in the Specific Plan." To ensure that these pathways are safe and accessible, the following design criteria will be added to the Draft Specific Plan:

> *<u>26 Greenways, trails, and paths for pedestrians and bicyclists that are incorporated into site design and development shall not be fenced, gated or hidden by the wall of a building in such a manner to eliminate the visual connection from the street and/or buildings and the pathway. Structures shall incorporate balconies and windows to overlook the pathways, and all effort shall be made to allow visual connections through and along the pathways.</u>*

12.12 See Response 12.11, above.

12.13 See Response 12.11, above.

12.14 See Response 12.11, above.

12.15 See Response 12.11, above, moreover, Chapter 5 of the Draft Railroad Avenue Specific Plan contains suggestions for Community Resources, including but not limited to streetscape and pathway amenities such as benches, lighting, signage and public art. The policies and guidelines contained in this chapter will provide a basis for requiring coordinated amenities along public rights-of-way, pathways, streets and sidewalks through the Design Review process.

12.16 The commentor supports the Draft Specific Plan recommendation for a 1.5-acre pocket park in the transit village. The City will consider available funding and staff resources in the future design if the facility. Since this does not reference the Draft EIR or the State CEQA Guidelines. See Master Response MR2 (Planning [Non-CEQA] Related Questions). Comment noted, no further response if necessary.

12.17 The commentor addresses the Draft Specific Plan (a planning issue), and encourages future development to provide sustainable environmental elements in their project. Since this comment does not reference the Draft EIR or the State CEQA Guidelines, no further response is necessary for the EIR. The Draft Railroad Avenue Specific Plan contains numerous policies to promote building design that improves energy efficiency through site design, landscaping and architectural features; integrates solar generating structures into the urban fabric of the Specific Plan Area; provides grants and loans for infrastructure such as solar panels; incorporates low impact development features and water conservation features both within and outside of the structures (Draft Specific Plan Policies 7-P-2 through 7-P-7).

12.18 See Response 12.17, above.

12.19 The commentor addresses the Draft Specific Plan (a planning issue), and encourages elements to provide variety for pedestrians. Since this comment does not reference the Draft EIR or the State CEQA Guidelines, as a result no further response is necessary for the EIR; however, to address the Specific Plan comment, it is noted that the Draft Specific Plan contains detailed Architectural and Site Design Criteria (Section 4.5) that provides strong guidelines for design; however, any development project would be subject to the Design Review process and Planning Commission and/or City Council approval, as appropriate.

12.20 See Response 12.19, above.

12.21 *See Response 12.19, above.*

12.22 The commentor addresses the Draft Specific Plan (a planning issue), and does not reference the Draft EIR or the State CEQA Guidelines. See Master Response MR2 (Planning [Non-CEQA] Related Questions). Comment noted.

12.23 The commentor addresses the Draft Specific Plan, and encourages developers to incorporate street art into their projects. Since this comment does not reference the Draft EIR or the State CEQA Guidelines, no further response is necessary for the EIR; however, to address the Specific Plan comment, it is noted that Chapter 5 of the Draft Railroad Avenue Specific Plan contains Policy 5-P-6 to "allow installation of public art to fulfill a portion of the landscaping and parkland dedication requirements for commercial and mixed use developments at the discretion of the City Planner, Planning Commission or City Council, as appropriate." To support the inclusion of public art within future development in the Specific Plan Area, the policy will be revised in the following manner to include other incentives:

> *5-P-6 <u>Provide one or more incentives for projects that incorporate a substantial public art component including, but not limited to,</u> allowing installation of public art to fulfill a portion of the landscaping and parkland dedication requirements for commercial and mixed use developments, <u>priority permit processing, and flexible development standards,</u> at the discretion of the City Planner, Planning Commission or City Council, as appropriate.*

12.24 See Response 12.23, above.

12.25 See Response 12.23, above.

12.26 The commentor addresses the Draft Specific Plan and requests that more emphasis be placed on the entryways to the Civic Center. Since this comment does not reference the Draft EIR or the State CEQA Guidelines, no further response is needed for the EIR. Nevertheless, to address this Specific Plan comment, it is noted that the landscaping and pedestrian, bicyclist, and vehicular access to the Civic Center block was designed as part of the Civic Tower Design Review Application No. 07-476, and was approved by the Planning Commission on May 27, 2008 with Resolution No. 9758. Future development of the southeastern portion of the Civic Center sub-area will be conducted in a manner that is consistent with the approved site plan, which includes a multi-use pedestrian and bicycle pathway along the southern portion of the block from Railroad Avenue to Davi Avenue.

12.27 See Response 12.26, above.

12.28 See Response 12.26, above.

12.29 The commentor compliments the City's planning process (a planning issue), and does not reference the Draft EIR or the State CEQA Guidelines. Accordingly, no further response is necessary for the EIR.

2.5 ORAL COMMENTS

Seven City Planning Commission members were present/delivered comments and five members of the general public delivered comments on the proposed project/Draft EIR during the public meeting (listed under Section 2.2). The following are the minutes from the March 24, 2009 Planning Commission meeting and the individual responses to the comments made:

Public Hearing

MINUTES

OF A REGULAR MEETING OF THE

PITTSBURG PLANNING COMMISSION

March 24, 2009

A regular meeting of the Pittsburg Planning Commission was called to order by Chairperson Ramirez at 7:00 p.m. on Tuesday, March 24, 2009, in the Council Chamber, City Hall, 65 Civic Avenue, Pittsburg, California.

ROLL CALL:

Present:	Commissioners Diokno, Fardella, Garcia, Kelley, Ohlson, Wegerbauer, Chairperson Ramirez
Absent:	None
Staff:	Assistant City Manager/City Engineer Joe Sbranti, Planning Manager Dana Hoggatt, Assistant Planner Leigha Schmidt, and Administrative Assistant to Director Kathy Comtois

PLEDGE OF ALLEGIANCE:

Commissioner Garcia led the Pledge of Allegiance.

DELETIONS / WITHDRAWALS / CONTINUANCES:

Planning Manager Dana Hoggatt reported that agenda Items 2 and 3 would be continued at the request of the applicants to the regular Planning Commission meeting of April 28, 2009.

COMMENTS FROM THE AUDIENCE:

There were no comments from the audience.

PRESENTATIONS:

There were no presentations.

CONSENT:

1. Meeting Minutes, March 10, 2009

Commissioner Wegerbauer asked that the first sentence of the second paragraph on Page 8 be amended to read:

> *Commissioner Wegerbauer commented that a projecting sign would be valuable with few locations where a tenant could install a bracket to provide such signage since those may not be storefront entrances and more design consideration should be given to areas around store entrances.*

MOTION:

Motion by Commissioner Wegerbauer to adopt the Consent Calendar, as amended. The motion was seconded by Commissioner Garcia and carried by the following vote:

Ayes:	Commissioners Diokno, Fardella, Garcia, Kelley, Ohlson, Wegerbauer, Ramirez
Noes:	None
Abstain:	None
Absent:	None

PUBLIC HEARING:

Item 2: La Aurora Mixed Use Building. AP-08-576 (DR/VA/UP).

An application by Michael Woldemar & Associates, on behalf of Kassim Shabi, requesting: 1) design review approval of architectural plans to construct a 6,758 square foot mixed use building consisting of ground floor retail commercial space and two residential units and two commercial offices on the second floor; 2) approval of a variance from minimum off-street parking requirements; and 3) use permit approval for a grocery store with beer and wine sales at 308 West Tenth Street. The site is zoned M (Mixed Use) District. APN 085-222-014.

THIS ITEM WAS CONTINUED TO THE PLANNING COMMISSION MEETING OF APRIL 28, 2009, AT THE REQUEST OF THE APPLICANT.

COMMISSION CONSIDERATIONS:

Item 3: Delta Gateway Center – Pad 12. AP-08-561 (DR).

A request by James Wang of Discovery Builders, Inc., requesting design review approval of architectural and site development plans to construct a 10,173 square foot multi-tenant building, located on the south side of Century Boulevard, immediately west of the western terminus of Delta Gateway Boulevard. The project site is zoned CC (Community Commercial) District. APN 074-460-032.

THIS ITEM WAS CONTINUED TO THE PLANNING COMMISSION MEETING OF APRIL 28, 2009, AT THE REQUEST OF THE APPLICANT.

STUDY SESSION

Item 4: Railroad Avenue Specific Plan/eBART Ridership Development Plan and Environmental Impact Report.

A City-initiated proposal to: 1) amend the Land Use and Transportation Elements of the General Plan; 2) amend Pittsburg Municipal Code Title 18 (Zoning Ordinance), including rezoning certain properties to PD (Planned Development) District in conjunction with the adoption of the Railroad Avenue Specific Plan; and 3) consider the Draft Environmental Impact Report (DEIR) prepared for the project. The Specific Plan is intended to increase ridership near station areas through development intensity and increased pedestrian and transportation linkages in the area within a one-half mile radius around the proposed eBART station planned to be located in the middle of State Route 4 at Railroad Avenue.

Assistant Planner Leigha Schmidt presented the staff report dated March 24, 2009. She recommended that the Planning Commission review the Draft Railroad Avenue Specific Plan and Draft Environmental Impact Report (DEIR), accept public comments and provide feedback on the proposed project.

In response to Commissioner Fardella, Ms. Hoggatt explained that the item was a study session only and not a public hearing, although there had been a substantial amount of e-mailing and mailing to notify the public.

PC 1.1 Commissioner Diokno acknowledged the entire planning process with input from the public. He found the document and the entire process to be impressive.

PC 1.2 Commissioner Ohlson expressed concern that BART desired a one-half mile space around the BART Station for planning, and while good for pedestrians, he stated that bicyclists had not been considered and bicycle route and facility planning had not been included.

PC 1.3 Commissioner Ohlson commented that while the Specific Plan document had indicated that the 2020 Pittsburg General Plan planning for bicycle routes in the facility had been

PC 1.3 deemed to be sufficient, no plans had been made for the eBART station when the General Plan had been adopted.

PC 1.4 Commissioner Ohlson noted that the Metropolitan Transportation Commission (MTC) had a regional Bike Plan that would apply, although it too had not planned for bicycle access to the eBART station. In addition, Chapter 6 of the Specific Plan had identified the Contra Costa Countywide Bicycle and Pedestrian Plan, which required that bicycle routes be supplied in the area, although again no plans had been made for bicycle access to the eBART station.

PC 1.5 Commissioner Ohlson referenced the existing northbound and southbound bicycle lanes on Harbor Street and the fact that the EIR had called for a 12-foot wide pedestrian and bicycle trail between Railroad Avenue and Harbor Street to the south of the freeway right-of-way. He questioned how a northbound bicyclist on Harbor Street would access the pedestrian/bicycle path.

PC 1.6 Speaking to the Railroad Avenue Specific Plan/eBART Ridership Development Plan document, the Circulation and Transportation Chapter, Transportation and Circulation Goals, Commissioner Ohlson requested the following amendments or clarifications:

PC 1.7
- Page 113, Policy 6-G-2, that bicycle routes and facilities be planned farther away from just the Specific Plan area;

PC 1.8
- Page 114, Policy 6-P-5, to be split into two separate policies with a new Policy 6-P-5.5, to read, “Make walking more enjoyable and inviting by providing streetscape amenities;”

PC 1.9
- Page 114, Policy 6-P-1, that a new Policy 6-P-1.5 be added to read, “Update the City’s bicycle facility section of the General Plan to provide a safe connected direct bicycle network from all areas of the City to the new eBART station;”

PC 1.10
- Page 115, Policy 6-P-12, revise the policy to better clarify its intent;

PC 1.11
- Page 115, Policy 6-P-13, include the language, “Institute parking pricing strategies so at least one parking space is always available,” since that was the direction of the BART system;

PC 1.12
- Page 115, Policy 6-P-18, clarified with staff the intent of the policy that the bus shuttles would not compete with eBART and were designed to bring people from Old Town to the eBART station;

PC 1.13
- Page 115, Policy 6-P-19, add language to that policy to read, “The bus only access street should have the bus station as close as practicable to the eBART station to minimize walking on the part of the people using the bus;”

PC 1.14
- Page 115, add a Policy 6-P-11.5, to read: “Discourage by design motorists using the parking structures or lots using pedestrian friendly Bliss Avenue;”

Commissioner Ohlson had more comments to make but yielded to public comments at this time.

PUBLIC COMMENTS:

PC 1.15 MICHAEL SARABIA, P.O. Box 5156, Bay Point, provided written comments to the Planning Commission that he read into the record at this time.

PC 1.16 MIKE LENGYEL, Central Avenue, Pittsburg, suggested that the DEIR was not a full disclosure document, was difficult to read, was too long and had not identified a transit village by the Pittsburg/Bay Point BART Station as proposed by Seeno Development three miles away from the subject site. The DEIR had also not disclosed any data or justification for the Civic Center being divided into two pieces with one portion being used privately and the other by the City. The DEIR had not included an alternative site for a BART station on Loveridge Road. Since the subject site would impact the surrounding neighborhood, he asked that the DEIR identify alternatives to the subject site. He added that the DEIR had also not considered the removal of a six-story mid-rise speculative building that had failed on two occasions with no expectations that it would be built.

PC 1.17 Mr. Lengyel further commented that Kirker Creek, which passed through the southeast corner of the Specific Plan area, had been dismissed as being insignificant, although the creek had been declared a dirty creek by the Bay Area Regional Water Quality Control Board (RWQCB), which required local jurisdictions to clean up the creek. In his opinion, the Specific Plan and DEIR should be completely replaced with a new document.

PC 1.18 BUD WISECARVER, Pittsburg, explained that he owned a business within a half mile of the Specific Plan area. He noted that Bliss Avenue from Harbor Street to Martin Way was private property and that the property line traveled down the middle of the first block to Freed Way. From Freed Way to Martin Way, there was a 25-foot right-of-way for public transportation that was currently taken up by parked vehicles and truck loading. He noted that the area was the shortest distance from housing east of Harbor Street and south of Garcia Avenue. He suggested that bicycles should not go through the area given the limited space. If the zoning was changed, he questioned what would happen to the existing businesses and whether or not property values would increase as a result.

Ms. Schmidt noted that there were no proposed plans to change the land use designations of properties located east of Harbor Street. In addition, the Specific Plan proposed no bicycle lanes east of Harbor Street other than those that had already been approved in the General Plan. She noted that a traffic study had been prepared as part of the DEIR. As to the potential increase in property taxes, she suggested that was speculative. With BART coming through the area, she suggested that property values could increase.

Assistant City Manager/City Engineer Joe Sbranti explained that the property values may

PC 1.18 Con't

increase, although that did not mean that taxes would increase. He expressed the willingness to speak with anyone to answer any questions after the meeting on issues not related to the DEIR or the Specific Plan.

PC 1.19

DR. HENRY CLARK, Executive Director, West County Toxics Coalition, and a member of the Contra Costa County Hazardous Materials Commission, representing families in Pittsburg and Bay Point, requested that the bus shuttles be biodiesel or be clean burning fuel vehicles. He commented that he was also a member of various environmental groups on the State level. He reported that the State Air Resources Board had recommended that developments around highways include at least a 50-foot buffer between residences and the highway due to potential environmental impacts. He asked the City to review those recommendations thoroughly. He also referred to the downturn in the economy and questioned how it would impact the development being proposed, the potential impacts on public health and safety, and the ability for those residing in Pittsburg and the surrounding area to patronize the eBART station.

PC 1.20

TERRY ROBINSON, 2109 Burton Avenue, Pittsburg, stated that he had attended the eBART planning meetings over the past six months. He appreciated the fact that the City allowed its citizens to assist in the planning for the project. He supported an expeditious process to move the project forward. He clarified with staff that the project was not considered to be shovel ready and would not qualify for the use of federal stimulus funds. He asked when the project would be ready to commence once all approvals had been obtained.

PC 1.21

Chairperson Ramirez noted the various approvals and agencies that would be involved in such a project, which would take a great deal of time to complete.

PC 1.22

As the representative on the TRANSPLAN Committee, Commissioner Ohlson reported that the eBART project would be pursued concurrently with the widening of State Route 4. The hope was that the project could be completed by 2015.

Mr. Robinson also clarified that local transportation would likely be provided by Tri Delta Transit. He expressed his hope that with the new eBART station, local transportation would be improved beyond what was currently provided at the Pittsburg/Bay Point BART Station.

PC 1.23

Commissioner Diokno understood that the trains would not run until the Hillcrest station was ready to receive them. He noted that the development in the transit village and surrounding area would be through private developers who had yet to be identified.

PC 1.24

Commissioner Garcia asked whether or not the Pittsburg Unified School District (PUSD) had provided any comments on the DEIR or the Specific Plan.

Ms. Hoggatt advised that staff from the PUSD had attended the DEIR scoping meeting and

had received a notice of public hearing and a copy of the Draft Specific Plan.

Ms. Schmidt advised that the PUSD Superintendent had commented on the Draft Specific Plan, which comments had been incorporated where feasible.

PC 1.24 Con't

Commissioner Garcia suggested that two additional schools may be required with the additional residential units anticipated in the Specific Plan. He did not see that the City had sufficient area in the Specific Plan area to build another school, and existing schools were at capacity. He expressed concern that the PUSD had not been more involved in the process.

Commissioner Ohlson took the opportunity to continue with his comments on the Specific Plan:

PC 1.25 • Page 116, first paragraph, modify the paragraph to include the establishment of a circulation system for bicycles;

PC 1.26 • Page 121, last paragraph, pointed out that Civic Avenue changed names at Davi Avenue to Seventeenth Street;

PC 1.27 • Page 123, Figure 6.3, Bliss Avenue section viewing east, included no provision for bicycles;

PC 1.28 • Page 127, fourth bullet, defines the use of the term “feasible” in the document with the suggestion that all crosswalks must be raised to differentiate between the crosswalk and the roadway and on Bliss Avenue. Further, on the pedestrian street, every crosswalk should be raised;

PC 1.29 • Page 129, 6.3.3, Bicycle Facilities and Parking, last paragraph to include a bicycle network in the Specific Plan;

PC 1.30 • Provide a table of the streets in the City that included bicycle facilities;

PC 1.31 • Page 134, last paragraph, pointed out that State law had strong rules on how buses could idle;

PC 1.32 • Page 139, Policy 7-P-9, had not mentioned the roofs that were now required to be installed on trash enclosures. Recommended the policy mention that, where feasible, the trash enclosure shall be included in the construction of the main building rather than be separate and outside of the main building.

PC 1.33 • Page 151, last bullet, clarified the intent with staff that the General Plan called for the adoption of a Specific Plan, and the definition of the Mixed Use Land Use designation to be expanded to include the area, and the three subareas that would have the most development changes to be classified as Mixed Use development. The General Plan and Specific Plan must be consistent with the General Plan governing over the Specific Plan as the prime document for planning in the City;

PC 1.34 • Page 152, Section 8.2 Plan Phasing and Priority Improvements, Phases One

PC 1.34 Con't

through Four, Phase One, include a statement that, "Bicycle facilities be constructed as necessary to allow bicycles from various areas in the City to safely access the station;"

PC 1.35

- Page 156, a list of street and transportation improvements to also include the statement, "Bicycle facilities be constructed as necessary to allow bicycles from various areas in the City to safely access the station" in Phase One;

PC 1.36

- Page 156, Phase One Transit Village, as described, had been compared to Page 123 for Bliss Avenue to the east, which had shown no provision for bicyclists. Staff to clarify that angled parking was unsafe for bicycles and that bicyclists would use the new Class I trail north of Bliss Avenue between Harbor Street and Railroad Avenue, rather than Bliss Avenue;

PC 1.37

- Page 156, Transit Village Phase One Construction, the second bullet, avoid a situation where buses would compete with eBART, with Tri Delta transit to do its own scheduling;

PC 1.38

- Page 156, Phase Four of the Transit Village, that as soon as the station opens the City should implement Phase Four;

PC 1.39

- Pages 161 and 162, 8.4.2, State Funding Sources, that the funding sources had not included the State Bicycle Transportation Account and Safe Routes to Transit had not been listed in the Capital Improvement Program (CIP) grants.

Commissioner Fardella thanked the public for its comments and emphasized that there would be another opportunity for the public to speak to the Specific Plan and DEIR.

Ms. Hoggatt reported that the City had received written comments on the DEIR and Specific Plan from the Contra Costa County Fire Protection District (CCCFPD), the Contra Costa Water District (CCWD), and from Michael Sarabia. She also acknowledged a letter that staff had received from FOCUS, dated March 23, 2009, in support of the Specific Plan. Copies of all four of the letters had been placed on the dais as public comments. She explained that comments on the DEIR and the Specific Plan would continue to be accepted by staff either by e-mail, in writing, or verbally prior to the deadline on April 13.

ZONING ADMINISTRATOR REPORTS:

The Planning Commission acknowledged the following:

5. Notice of Intent to Exercise Delegated Design Review Authority.
557 and 558 Clark Avenue Trash Enclosure. AP-09-594 (AD).
Telfer Modular Office Building. AP-09-597 (AD).
Peppertree Apartments Clubhouse Remodel. AP-09-598 (AD).
Woodland Hills Apartments Clubhouse Remodel. AP-09-599 (AD).
Adina's Bakery Rear Façade Remodel. AP-09-604 (AD).

6. Notice of Intent to Act as Zoning Administrator:

Tomra Pacific Recycling Facility. AP-09-593 (ZA).

Ms. Hoggatt added that the Commission had been provided with a copy of approved Zoning Administrator Resolution No. 106, an informational item that inadvertently had not been included in the commission packet.

STAFF COMMUNICATIONS:

Mi Pueblo Food Center – Applicant requested modifications to approved plans (Planning Commission Resolution No. 9777)

Ms. Hoggatt reported that Mi Pueblo Food Center had recently opened and had requested some exterior changes. The color of the roof had originally been proposed to be red, although the applicant would like to keep it green since paint would degrade on the roofing material. The applicant also would like to have fixed outdoor seating as opposed to the removable outdoor seating that had originally been approved by the Planning Commission. Unless the Commission objected, staff would approve those requested changes.

Chairperson Ramirez reported that he had had visited the site this date to view the proposed modifications. The green roof matched the remainder of the shopping center, although the building was multi-colored. He agreed that if the roof was painted, the paint would peel and fade and would be a maintenance concern. As to the tables and chairs, he found that the existing furniture was ideal since they were permanent and bolted into the concrete. He understood that "No Loitering" signage would be posted and that the site had a security guard. He had no concerns with the modifications.

Commissioner Wegerbauer had no concerns with the recommended changes. She commented that she had patronized the store and she complimented its presence in the community.

Commissioner Fardella concurred with the comments.

Ms. Hoggatt otherwise reported on some of the transitional changes that would be made in the City; including bottled water no longer provided during public meetings, paperless agendas, and a change in the meeting minutes format to the Sire/Granicus system. She thanked the Minute Taker for her years of service to the City.

COMMITTEE REPORTS:

Commissioner Ohlson reported that the Contra Costa Transportation Authority (CCTA) had released the Countywide Comprehensive Transportation Plan that was also available on the CCTA website. He added, when asked, that the Loveridge Road interchange project

should commence in July.

PLANNING COMMISSIONERS' COMMENTS:

Chairperson Ramirez reported on the successful Grand Openings for Mi Pueblo Grocery Store and El Matador Restaurant.

Commissioner Fardella complimented City staff on the efforts for a paperless system. He reported that he too had attended the Grand Opening of the El Matador Restaurant. He also reported that the Ambrose Park Master Plan follow-up meeting had been scheduled for April 18 from 10:00 a.m. to 12:00 p.m., and that the Challenger Little League Jamboree would be held on April 26 with an international baseball tournament and with special players from Guaymas, Mexico at City Park at 1:00 p.m.

ADJOURNMENT:

There being no further business, the meeting adjourned at 8:31 p.m. to a Regular Meeting scheduled on April 14, 2009, in the City Council Chamber at 65 Civic Avenue, Pittsburg, CA.

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MARC S. GRISHAM, AICP, Secretary
Pittsburg Planning Commission

Planning Commission (PC1) Hearing – March 24, 2009

Responses:

PC1.1 The commentor notes the City's planning process (a planning issue), and does not reference the Draft EIR or the State CEQA Guidelines. See Master Response MR2 (Planning [Non-CEQA] Related Questions).

PC1.2 The commentor addresses concern that bicyclists had not been considered in BART's desire for a half-mile space for planning (a planning issue), and does not reference the Draft EIR or the State CEQA Guidelines. See Master Response MR2 (Planning [Non-CEQA] Related Questions). As noted in Section 1.5, Specific Plan Area, of the Draft Railroad Avenue Specific Plan, the boundaries of the Specific Plan Area encompass roughly ½-mile around the planned eBART station. The boundaries of the Specific Plan Area were determined through agreement with MTC and BART, and were presented at the beginning of the planning process. Chapter 6, Transportation and Circulation, of the Draft Specific Plan contains improvements for roadways, sidewalks, transit, and bicycle facilities within the Specific Plan Area.

PC1.3 The commentor addresses concern that the eBART station had not been taken into consideration of the City's General Plan, and the effect this would have on bicyclists (a planning issue), and does not reference the Draft EIR or the State CEQA Guidelines. See Master Response MR2 (Planning [Non-CEQA] Related Questions). The City's General Plan anticipated the arrival of the planned eBART station as indicated in Chapter 2, Land Use, through Goal 2-G-20, and Policies 2-P-56 through 2-P-58; Chapter 4, Urban Design, through Policies 4-P-70 through 4-P-73; and, Chapter 7, Transportation, through Policy 7-P-28 to encourage the extension of BART to Railroad Avenue. The Draft Railroad Avenue Specific Plan contains Figure 6, Planned Bicycle Facility Improvements, illustrating the interconnectedness of planned bicycle facilities within the Specific Plan Area with existing and planned General Plan bicycle facilities (Figure 7-4).

PC1.4 The commentor addresses the inclusion of the Contra Costa Countywide Bicycle and Pedestrian Plan into the Draft Specific Plan (a planning issue), and does not reference the Draft EIR or the State CEQA Guidelines. See Master Response MR2 (Planning [Non-CEQA] Related Questions). The bicycle facilities proposed with the Draft Railroad Avenue Specific Plan were sent to Eisen Letunic, the consulting firm that prepared the Contra Costa Transportation Authority Countywide Bicycle and Pedestrian Plan, for inclusion in the county-wide plan on June 13, 2008. As noted on the MTC webpage for the Regional Bicycle Plan, the plan is intended to be a resource document for local governments and defers to local decision making about specific routes and facilities (www.mtc.ca.gov/planning/bicycles pedestrians/regional.htm).

PC1.5 The commentor addresses the Draft Specific Plan (a planning issue), and does not reference the Draft EIR or the State CEQA Guidelines. See Master Response MR2 (Planning [Non-

CEQA] Related Questions). The commentor inquires how bicyclists traveling northbound on Harbor Street would access the pedestrian and bicycle path that is proposed north of Bliss Avenue and to run between Harbor Street and Railroad Avenue. It is not possible to describe the detailed geometry and operational characteristics of the intersection, because at this stage, pedestrian and bicycle path is conceptual and has not been engineered; however, it is most likely that pedestrians and bicyclists traveling north or southbound on the east side of Harbor Street will access the Transit Village from the existing signalized intersection and crosswalk at the Bliss Avenue/Harbor Street intersection.

PC1.6 The commentor addresses the Draft Specific Plan (a planning issue), and does not reference the Draft EIR or the State CEQA Guidelines. See Master Response MR2 (Planning [Non-CEQA] Related Questions). See Responses PC1.7 through PC1.14 for responses to the commentor's specific requested amendments or clarifications.

PC1.7 The commentor addresses the Draft Specific Plan (a planning issue), and does not reference the Draft EIR or the State CEQA Guidelines. See Master Response MR2 (Planning [Non-CEQA] Related Questions). Goal 6-G-2 refers to strengthening multi-modal connections within and around the Specific Plan Area. As noted above, the Draft Railroad Avenue Specific Plan contains Figure 6, Planned Bicycle Facility Improvements, illustrating the interconnectedness of planned bicycle facilities within the Specific Plan Area, with existing and planned General Plan bicycle facilities (Figure 7-4). The Draft Railroad Avenue Specific Plan also contains improvements for streets, sidewalks, and transit facilities within the Specific Plan Area to further this goal.

PC1.8 The commentor addresses the Draft Specific Plan (a planning issue), and does not reference the Draft EIR or the State CEQA Guidelines. See Master Response MR2 (Planning [Non-CEQA] Related Questions). Policy 6-P-5 shall be revised in the following manner:

> *6-P-5 Minimize <u>the perception of</u> walking distances between key destinations by mixing uses and providing streetscape amenities.*

PC1.9 The commentor addresses the Draft Specific Plan (a planning issue), and does not reference the Draft EIR or the State CEQA Guidelines. See Master Response MR2 (Planning [Non-CEQA] Related Questions). The City's General Plan will be amended as part of the approval process in order to incorporate proposed bicycle facilities that are not currently included in General Plan Figure 7-4, which illustrates the city-wide bicycle facilities, to ensure consistency between the Draft Railroad Avenue Specific Plan and the City's General Plan.

PC1.10 The commentor addresses the Draft Specific Plan (a planning issue), and does not reference the Draft EIR or the State CEQA Guidelines. See Master Response MR2 (Planning [Non-CEQA] Related Questions). Policy 6-P-12 shall be revised in the following manner:

> *6-P-12 <u>Allow shared parking in all</u> ~~public use of~~ BART parking lots and parking spaces after 6 p.m. on weekdays and on weekends.*

PC1.11 The commentor addresses the Draft Specific Plan (a planning issue), and does not reference the Draft EIR or the State CEQA Guidelines. See Master Response MR2 (Planning [Non-CEQA] Related Questions). Policy 6-P-13 shall be revised in the following manner:

> *6-P-13 When traffic and parking demand volumes increase as the Specific Plan Area develops, implement Transportation Demand Management (TDM) strategies including unbundling parking from residential development, lowering minimum parking requirements, and instituting parking pricing strategies to ensure that at least one parking space is always available to discourage single occupancy vehicle travel to and from the Specific Plan Area.*

PC1.12 The commentor addresses the Draft Specific Plan (a planning issue), and does not reference the Draft EIR or the State CEQA Guidelines. See Master Response MR2 (Planning [Non-CEQA] Related Questions). Policy 6-P-18 shall be revised in the following manner:

> *6-P-18 Use shuttles to strengthen transit connections between the Specific Plan Area, ~~the Pittsburg/Bay Point BART Station, and~~ Old Town Pittsburg, and other key destinations in the City.*

PC1.13 The commentor addresses the Draft Specific Plan (a planning issue), and does not reference the Draft EIR or the State CEQA Guidelines. See Master Response MR2 (Planning [Non-CEQA] Related Questions). Figure 6.11, Planned Public Transit Improvements, within the Draft Railroad Avenue Specific Plan sets forth the location of the bus-only roadway. The proposed location was identified through collaboration with Tri-Delta Transit and is the closest practicable place to the eBART station while meeting Tri-Delta's specific needs including, but not limited to, identifying an area where several buses could safely queue without blocking a roadway.

PC1.14 The commentor addresses the Draft Specific Plan (a planning issue), and does not reference the Draft EIR or the State CEQA Guidelines. See Master Response MR2 (Planning [Non-CEQA] Related Questions). Figure 4.6, Conceptual Circulation and Parking, within the Draft Railroad Avenue Specific Plan sets forth recommendations for access to parking structures located along Bliss Avenue. In accordance with the conceptual design, parking structure locations would not be located along pedestrian-friendly Bliss Avenue.

PC1.15 This comment letter has been included in this document and responses are contained in Section 2.4, under Comment Letter 11.

PC1.16 The commentor makes a general statement that the Draft EIR is inadequate. This EIR has been prepared in accordance with CEQA, the State *CEQA Guidelines*, and the City's guidelines. It will be the responsibility of the City Council to determine whether this EIR is adequate. In regards to alternatives, see Master Response MR1 (Project Merit).

PC1.17 Impacts to Kirker Creek are directly addressed in the Initial Study for the proposed project. Specifically, see the Biological Resources (page 31) and Hydrology and Water Quality (page 50) sections. To protect Kirker Creek, also note (as stated in the Initial Study) that future development under the proposed project would require that a SWPPP be prepared, which will require the review and approval by the City and RWQCB, prior to the issuance of a grading or building permit.

PC1.18 The commentor addresses concerns about his property within a half-mile of the project area. These concerns were addressed by staff at the meeting, and noted in the minutes from the meeting.

PC1.19 The environmental effects of sitting of residential development within the project area are analyzed within Chapter 3.3 (Air Quality) of the Draft EIR. Specifically, see Impact AQ-4, for a discussion of the impacts of the proposed project on residential development.

PC1.20 The commentor notes the City's planning process (a planning issue), and does not reference the Draft EIR or the State CEQA Guidelines. See Master Response MR2 (Planning [Non-CEQA] Related Questions).

PC1.21 The commentor notes that various approvals and agencies would be required to move eBART forward (a planning issue), and does not reference the Draft EIR or the State CEQA Guidelines. See Master Response MR2 (Planning [Non-CEQA] Related Questions).

PC1.22 The commentor notes that eBART would be pursued concurrently with the widening of SR4 (a planning issue), and does not reference the Draft EIR or the State CEQA Guidelines. See Master Response MR2 (Planning [Non-CEQA] Related Questions).

PC1.23 The commentor notes that developers of future development under the proposed project have yet to be identified (a planning issue), and does not reference the Draft EIR or the State CEQA Guidelines. See Master Response MR2 (Planning [Non-CEQA] Related Questions).

PC1.24 The commentor addresses the level of participation of the school district in the preparation of the Draft Specific Plan (a planning issue), and does not reference the Draft EIR or the State CEQA Guidelines. See Master Response MR2 (Planning [Non-CEQA] Related Questions). These concerns were addressed by staff at the meeting and noted in the minutes from the meeting. Refer to Section 3.6 of the Draft EIR, Public Services, with regard to additional analysis about schools.

PC1.25 The commentor addresses the Draft Specific Plan (a planning issue), and does not reference the Draft EIR or the State CEQA Guidelines. See Master Response MR2 (Planning [Non-CEQA] Related Questions). The paragraph from the Draft Railroad Avenue Specific Plan sufficiently addresses the intent of the chapter to promote "non-vehicular circulation within the Specific Plan Area and surrounding areas through the use of pedestrian and bicycle-friendly strategies and traffic-calming measures" (page 116).

PC1.26 The commentor addresses the Draft Specific Plan (a planning issue), and does not reference the Draft EIR or the State CEQA Guidelines. See Master Response MR2 (Planning [Non-CEQA] Related Questions). This is a typographical error that will be corrected in the Draft Railroad Avenue Specific Plan.

PC1.27 The commentor addresses the Draft Specific Plan (a planning issue), and does not reference the Draft EIR or the State CEQA Guidelines. See Master Response MR2 (Planning [Non-CEQA] Related Questions). Bliss Avenue will not have bicycle facilities from Harbor Street to Railroad Avenue due to the provision of diagonal parking along the length of the street. Bicyclists will be directed to the planned multi-use pedestrian and bicycle path between SR4 and Bliss Avenue, as shown in Figure 6.8, Planned Bicycle Facility Improvements, of the Draft Railroad Avenue Specific Plan.

PC1.28 The commentor addresses the Draft Specific Plan (a planning issue), and does not reference the Draft EIR or the State CEQA Guidelines. See Master Response MR2 (Planning [Non-CEQA] Related Questions). The City Engineer will determine the appropriateness of raising crosswalks throughout the Specific Plan Area.

PC1.29 The commentor addresses the Draft Specific Plan (a planning issue), and does not reference the Draft EIR or the State CEQA Guidelines. See Master Response MR2 (Planning [Non-CEQA] Related Questions). Figure 6.8, Planned Bicycle Facility Improvements, of the Draft Railroad Avenue Specific Plan illustrates the proposed bicycle network in the Specific Plan Area.

PC1.30 The commentor addresses the Draft Specific Plan (a planning issue), and does not reference the Draft EIR or the State CEQA Guidelines. See Master Response MR2 (Planning [Non-CEQA] Related Questions). The City's General Plan, Table 7-5, Bicycle Facilities, Pittsburg Planning Area, contains a comprehensive list of city-wide bicycle facilities. Table 7-5 and Figure 7-4, which illustrates the city-wide bicycle facilities, will be amended to include all planned bicycle facilities within the Specific Plan Area as shown on Figure 6.8, Planned Bicycle Facility Improvements, of the Draft Railroad Avenue Specific Plan.

PC1.31 The commentor addresses the Draft Specific Plan (a planning issue), and does not reference the Draft EIR or the State CEQA Guidelines. See Master Response MR2 (Planning [Non-CEQA] Related Questions). Comment noted.

PC1.32 The commentor addresses the Draft Specific Plan (a planning issue), and does not reference the Draft EIR or the State CEQA Guidelines. See Master Response MR2 (Planning [Non-CEQA] Related Questions). Policy 7-P-9 shall be revised in the following manner:

> *7-P-9 Trash enclosures shall be constructed of masonry material with self-enclosing doors, a roof, and ~~have~~ a second access in accordance with Title 18 of the PMC. All enclosures shall be constructed of high quality materials, and the design and colors shall be coordinated with the proposed development. Where*

feasible, consider designing the main structure to house the trash enclosure rather than as a separate, stand alone building.

PC1.33 The commentor addresses the Draft Specific Plan (a planning issue), and does not reference the Draft EIR or the State CEQA Guidelines. See Master Response MR2 (Planning [Non-CEQA] Related Questions). Comment noted.

PC1.34 The commentor addresses the Draft Specific Plan (a planning issue), and does not reference the Draft EIR or the State CEQA Guidelines. See Master Response MR2 (Planning [Non-CEQA] Related Questions). The following sentence has been added to the end of the second paragraph of Section 8.2.1, Phase One: Immediate Station Area:

> *Bicycle facilities will be constructed as necessary to improve bicycle access to the eBART station.*

PC1.35 The commentor addresses the Draft Specific Plan (a planning issue), and does not reference the Draft EIR or the State CEQA Guidelines. See Master Response MR2 (Planning [Non-CEQA] Related Questions). Bicycle facility improvements are included with comprehensive frontage improvements in each phase of the proposed development. Also, see Response PC1.34, above.

PC1.36 The commentor addresses the Draft Specific Plan (a planning issue), and does not reference the Draft EIR or the State CEQA Guidelines. See Master Response MR2 (Planning [Non-CEQA] Related Questions). The text of the Draft Specific Plan has been changed to eliminate the reference to a bicycle facility along Bliss Avenue.

PC1.37 The commentor addresses the Draft Specific Plan (a planning issue), and does not reference the Draft EIR or the State CEQA Guidelines. See Master Response MR2 (Planning [Non-CEQA] Related Questions). The statement will remain as written in that it was intended to provide high frequency service between the Specific Plan Area and Pittsburg/Bay Point BART Station prior to the development of the eBART station. Schedules will be modified by Tri-Delta Transit once the eBART Station is built and trains are operational.

PC1.38 The commentor addresses the Draft Specific Plan (a planning issue), and does not reference the Draft EIR or the State CEQA Guidelines. See Master Response MR2 (Planning [Non-CEQA] Related Questions). Comment noted.

PC1.39 The commentor addresses the Draft Specific Plan (a planning issue), and does not reference the Draft EIR or the State CEQA Guidelines. See Master Response MR2 (Planning [Non-CEQA] Related Questions). The Financing Tools listed in Section 8.4 of the Draft Railroad Avenue Specific Plan is not a comprehensive list of all funding sources available. The City and Redevelopment Agency will pursue grants and other funding sources for proposed projects within the Specific Plan Area when the fund sources become available.

Chapter 3
Changes to the Draft EIR

3.1 INTRODUCTION

The responses to the written and oral comments on the proposed project (contained in Chapter 2) provide an explanation or additional discussion of the text in the Draft EIR. In some instances, the response supersedes or supplements the text of the Draft EIR for accuracy or clarification, and has been added to the Draft EIR. New text that has been added to the Draft EIR is indicated with underlining, and text that has been deleted is indicated with ~~strikethrough~~ in Section 3.2 (Changes to the Draft EIR) of this chapter.

3.2 CHANGES TO THE DRAFT EIR

From page 1-18:

UT-2 The proposed new development could exceed current wastewater collection and treatment capacity; however, the Delta Diablo Sanitation District has wastewater conveyance and treatment facilities both constructed and planned to increase system capacity to accommodate the proposed growth ~~facilities would adequately accommodate the projected growth upon implementation of a recently approved treatment plant expansion~~.

From page 2-12:

Figure 2-2 (Specific Plan Area); see page 3-2.

From page 2-19:

Figure 2-4 (Proposed Land Use Plan); see page 3-3.

From page 3.2-9:

Table 3.2-2 (Study Intersection Operations – Existing Conditions); see page 3-4.

FIGURE 2-2
Specific Plan Area

Source: MIG, 2008.

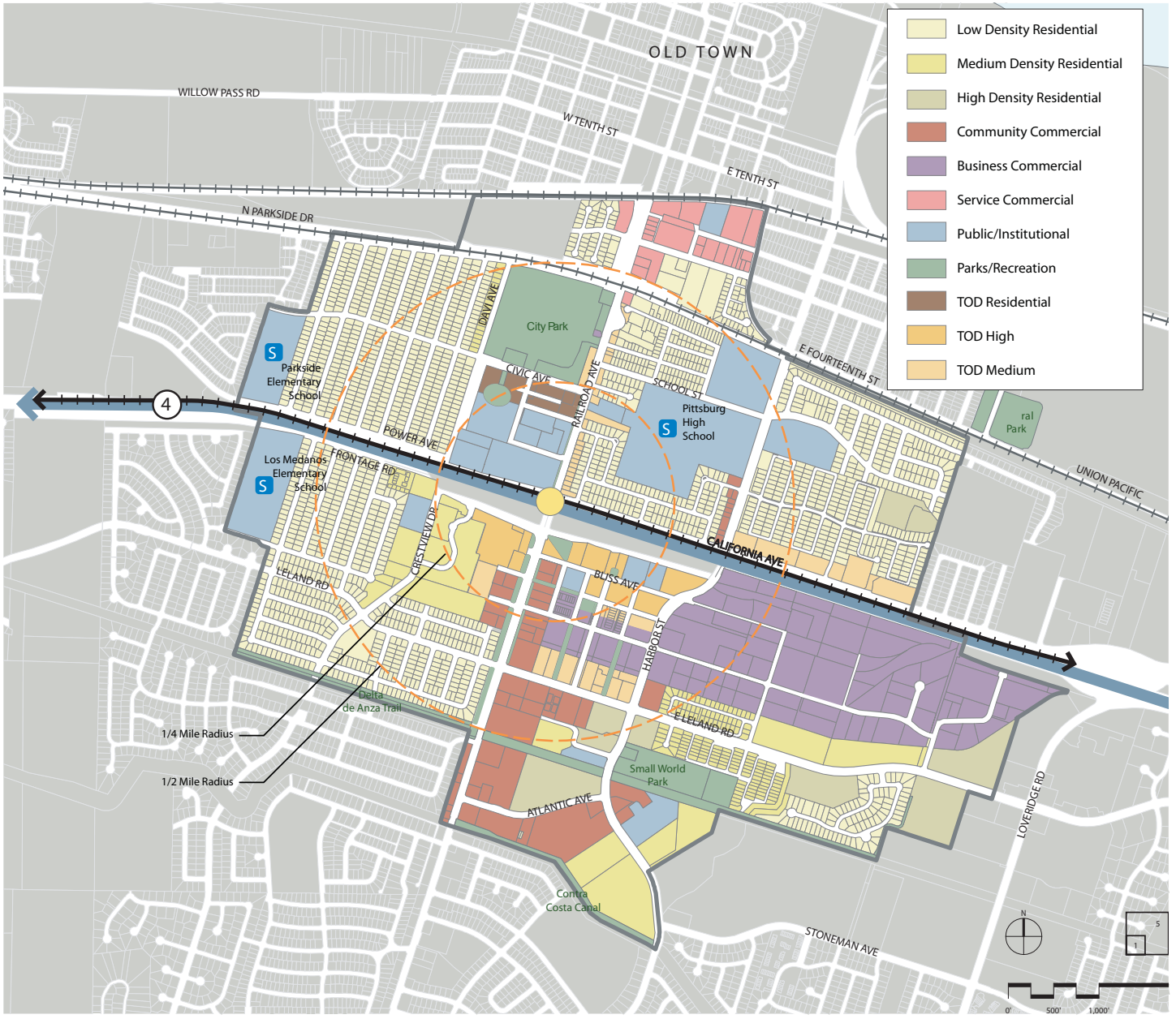

FIGURE 2-4
Proposed Land Use Plan

Source: MIG, 2008.

Table 3.2-2
Study Intersection Operations – Existing Conditions

#	Intersection	Threshold			AM Peak			PM Peak		
		Control	Jurisdiction	LOS	V/C	Delay	LOS	V/C	Delay	LOS
1	Civic Avenue – W.17th Street/Davi Avenue	AWSC	City of Pittsburg	E		8.3	A		8.2	A
2	Power Avenue/Davi Avenue	TWSC	City of Pittsburg	E	0.11	12.1 (SB)	B	0.12	13.4 (SB)	B
3	Railroad Avenue/Civic Avenue	Signal	CCTA	D[b]	0.44	18.6	B	0.37	14.4	B
4	Railroad Avenue/Power ~~Drive~~Avenue/Center Drive	Signal	City of Pittsburg	E	0.62	21.4 (EB)	C	0.51	17.1 (EB)	C
5	Railroad Avenue/SR 4 Westbound On-Ramp	Signal	Caltrans	C/D[a]	0.92	51	D	0.61	15.4	B
6	Railroad Avenue/SR 4 Eastbound Ramps	Signal	Caltrans	C/D[a]	0.73	18.6	B	0.80	16.8	B
7	Railroad Avenue/Bliss Avenue	Signal	CCTA CMP	E	0.57	17.7	B	0.84	24.5	C
8	Railroad Avenue/Leland Road	Signal	CCTA CMP	E	0.82	33.9	C	0.99	55.3	E
9	Leland Road/Harbor Street	Signal	CCTA	D[b]	0.74	31.4	C	0.83	41.2	D
10	Leland Road/Freed Avenue	TWSC	City of Pittsburg	E	0.31	44 (SB)	E	**1.08**	**>80 (NB)**	**F**
11	Leland Road/Loveridge Road	Signal	CCTA	D[b]	0.72	36.5	D	0.84	33.8	C
12	Loveridge Road/SR 4 Eastbound Ramps	Signal	Caltrans	C/D[a]	0.63	16.2	B	0.67	12.9	B
13	California Avenue/SR 4 Westbound Ramps	Signal	Caltrans	C/D[a]	0.70	31.2	C	**0.91**	**58.6**	**E**
14	Harbor Street/California Avenue	Signal	CCTA	D[b]	0.74	33.4	C	0.88	43.1	D
15	Harbor Street/Bliss Avenue	Signal	City of Pittsburg	E	0.63	5.7	A	0.56	16.7	B
16	Harbor Street/Garcia Avenue	TWSC	City of Pittsburg	E	**0.98**	**>80 (WB)**	**F**	**7.13**	**>80 (EB)**	**F**

Source: Wilbur Smith Associates, December 2008.

Notes:

AWSC – All-way Stop Control; TWSC – Two-way Stop Control.

Signal – Traffic Signal.

Delay presented in seconds per vehicle.

Delay and LOS presented for worst approach for two-way stop controlled intersections.

Boldface type indicates unacceptable values.

a. Represents a target LOS at the transition between LOS C and LOS D.

b. For an Urban Area, V/C ratio must be between 0.85 and 0.89.

From page 3.2-15:

Trip Generation Estimate – For purposes of the study, WSA's analysis relied on an estimation of the number of vehicle trips associated with the land uses (the "trip generation" rate) within the specific subareas of the Railroad Avenue Specific Plan. Trip generation estimates were based on the CCTA model and household, population, employment land use data derived from Traffic Analysis Zones (TAZs) for the Transit Village and Civic Center subareas that will undergo the most dramatic land use changes and will encompass the majority of the development potential in the Specific Plan Area. Due to the transit-oriented nature of the proposed project (typified by enhanced multimodal access and mixed land use development that encourages internal trip capture), trip reductions were made as part of the trip generation estimation due to the fact that an objective of the Specific Plan is to implement policies and programs to reduce VMT.

The trip generation for this project under the Project scenario was obtained from the CCTA Travel Demand Model. The CCTA model is a multimodal model. The CCTA model trip generation estimates included auto trip reductions based on the consideration of transit and walking opportunities provided in the model other than auto in evaluating trip choices. The model included walk access provided to the each TAZ and also connected the TAZs providing the walk accessibility between the TAZs. The CCTA model also included transit access provided to the each of the TAZ to the nearest transit stop location.

From page 3.2-40:

The Railroad Avenue Specific Plan proposes several sidewalk and streetscape improvements throughout the entire network. General improvements include:

- Widening sidewalks in mixed-use and commercial areas to at least 10 feet wide;
- The installation of planter strips between sidewalks and roadways to serve as buffers for pedestrians and increased safety;
- The provision of clearly marked crosswalks at all controlled intersections and major intersections; and
- Bulb-outs at intersections to increase visibility of pedestrians and to reduce walking distance.

All of the intersections crossing freeway on- and off-ramps are signalized intersections that offer a designated time for pedestrians to cross the on-and off-ramps; however, there is a free right hand turn on a portion of the northbound Railroad Avenue entrance to westbound SR4 intersection. The Draft Specific Plan includes crosswalk improvements to ensure pedestrian safety at all crosswalks, including, but not limited to, the following:

- Provide clearly marked minimum 10 feet wide cross walks
- Clear signage such as posted Yield signs
- Increased lighting

From page 3.2-41:

> According to the Railroad Avenue Specific Plan, there are several proposed bicycle lanes within the study area and near the proposed station. For example, Year 2015 roadway improvements include an extension and implementation of Class II bicycle lanes and Class III bicycle routes along Railroad and Central Avenues. In addition, the Specific Plan includes a planned Class I bicycle/pedestrian path that will operate north of Bliss Avenue and provide an exclusive right-of-way with direct access to Railroad Avenue and the proposed station. The bicycle facilities proposed within the Specific Plan Area will connect with existing and planned bicycle facilities. This will increase connectivity and bicycling mode share to the station area by extending the bicycle network throughout many neighborhoods in Pittsburg, and by allowing the bicycle network to extend outward into the surrounding region (by way of the Delta de Anza trail, for example).

From page 3.6-2:

> Fire protection and emergency medical services in the Specific Plan Area are provided by the Contra Costa County Fire Protection District (CCCFPD). CCCFPD follows the nationally recognized standard that they "shall have the capability to deploy an initial full alarm assignment within an 8-minute response time to 90 percent of the incidents."[1] This response time standard assumes that the fire personnel and equipment are in quarters (i.e., at their fire stations) and are not on other emergency calls. All CCCFPD firefighters are licensed Emergency Medical Technicians (EMT) who are trained to provide basic emergency medical services. Of the three personnel staffed daily at all CCCFPD fire stations, at least one employee (firefighter/paramedic) is trained/certified in advanced lifesaving support. CCCFPD firefighters are also trained to respond to hazardous materials incidents. Additionally, CCCFPD has a mutual aid agreement with the East Contra Costa Fire Protection District (ECCFPD) for emergency response.

From page 3.6-2:

> Two of the three Pittsburg fire stations will serve the project area. Station 84, which is currently located in downtown Pittsburg, will be relocated to Railroad Avenue and Civic Avenue in the High School subarea, across the street from the Civic Center subarea. Station ~~No.~~ 85, which is currently located within the project area at 2555 Harbor Street, is being

[1] National Fire Protection Association, NPFA 1710, Standard for the Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations, and Special Operations to the Public, 2001.

relocated to Loveridge Road, just south of Leland Road. The entire Specific Plan Area will be within a maximum 1.5 mile response radius called for under the *General Plan* (see General Plan Figure 11-2), and will be subject to approximately ~~1.54~~ to ~~2.55~~ minute response times for fire service. The new Station 85 is currently under construction, and the existing station house will remain in operation until the new building is completed. When Station 85 moves to Loveridge Road, Station 84 will become the primary responding station to most of the project area, with similar 4 to 5 minute response times for service. When Station 84 moves to Railroad Avenue, the project area will experience response times of approximately 3 to 4 minutes. Station 85 is equipped with one Type 1 engine company (Engine 85) which is equipped to respond to structure fires, and Station 84 is equipped with an aerial ladder truck (Quint), which has the capability to provide 100 feet of ladder extension. ~~including those that require a taller than conventional ladder for firefighting access.~~ Station 85 also has one Type 3 wildland unit, equipped to respond wildland fires as well as provide additional manpower on structure fires and otherwise support the Type 1 fire engines. The station is staffed by three personnel, 24 hours per day. A standard 24-hour shift is staffed by one Captain, one engineer and one firefighter/paramedic.[2]

From page 3.6-10:

The Specific Plan Area is served by Station 85, a part of Battalion 8. Station 85 is equipped with one Type 1 engine company (Engine 85), which is equipped to respond to structure fires, and one Type 3 wildland unit that is used to ~~Type 3 wildland units~~ fight wildland fires, provide additional manpower on structure fires, and carry a second rescue tool (support) to the Type 1 fire engines. Station 84 is equipped with an aerial ladder truck (Quint), which has the capability to provide 100 feet of ladder extension. When Station 84 moves to Railroad Avenue, it will become the primary responding station for much of the Specific Plan Area. ~~Type 1 fire engines are equipped with a turntable ladder, which is used to gain access to fires occurring at height, where conventional ladders carried on other appliances might not reach.~~ The station is staffed with three personnel, 24 hours per day. The three CCCFPD fire stations located within the City of Pittsburg keep nine firefighters on active duty on a daily basis.

From page 3.6-11:

For all new development within the Contra Costa County, the CCCFPD imposes a fire facility impact fee of $~~235~~85 per multi-family residential unit, $591 per single-family residential unit, ~~and~~ $0.33 per square foot ~~for other~~ of commercial ~~and industrial~~ development, $0.38 per square foot of office development, and $0.22 per square foot of industrial development. The fire facility impact fee is collected at the time of building permit issuance, and provides a funding source from new development for fire protection capital improvements to serve new development. The fee assures that new development within Contra Costa County (such as that

[2] Ted Leach, Fire Prevention Technician, Contra Costa County Fire Protection District, electronic communication, October 10, 2008.

in the Specific Plan Area) is provided with adequate fire protection facilities and services. The fire facility impact fee would ensure that Battalion 8, which serves the Specific Plan Area, is adequately staffed and equipped with fire engines and other vehicles, and has all the necessary medical response, hazardous materials, training, and other specialized fire fighting equipment to serve the Specific Plan.[3]

From page 3.7-3:

The Delta Diablo Sanitation District (DDSD) provides sewer treatment service to the City of Pittsburg. The DDSD treatment plant is located north of SR 4, just east of the City of Pittsburg city limits. Existing DDSD wastewater treatment facilities have a capacity of 16.5 mgd. Additionally, the DDSD has adopted a District Master Plan that includes a phased treatment plant expansion to ultimately provide ~~24~~22.7 mgd capacity (average dry weather flow) in order to accommodate anticipated growth in the City of Pittsburg, City of Antioch and unincorporated Bay Point.[4]

From page 3.7-4:

The DDSD Recycled Water Facility (RWF) provides tertiary treatment[5] in the process of reclaiming wastewater for use in cooling at power plants and landscape irrigation at several parks in Pittsburg. The RWF provides up to 8,600 acre-feet per year of tertiary treated water for use at two power plants and for irrigation at the Delta View Golf Course, and Stoneman Park, in addition to the Civic Center and City Park within the Specific Plan Area ~~Pittsburg~~.[6] The Pittsburg Recycled Water Project included the construction of 2.5 miles of piping, a pump station and 1 million gallon recycled water tank at the golf course to deliver recycled water to select parks within the City of Pittsburg to offset irrigation demands for potable water, and the City's General Plan contains Policy 11-P-15 supporting the use of recycled water for irrigation throughout the City.[7]

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3 Contra Costa County Fire Protection District. Fire Facilities Impact Fee Study and Report. October 11, 2005.

4 ~~City of Pittsburg, *General Plan; Pittsburg 2020: A Vision for the 21st Century*, 2004.~~NPDES No. CA0038547, Order No. R2-2009-0018, adopted by the California Regional Water Quality Board, San Francisco Bay region, on March 11, 2009.

5 Tertiary treatment is a process that includes flocculation, filtration and disinfection to further remove bacteria and viruses from wastewater that has already undergone primary and secondary treatment.

6 Delta Diablo Sanitation District Recycled Water Facility. http://www.ddsd.org/recycled.html, accessed December 3, 2008.

7 City of Pittsburg, *5 Year Capital Improvement Program*, accessed online at internet address http://www.ci.pittsburg.ca.us/Pittsburg/Government/Departments/Engineering/engg-cip-imp-prog.htm, accessed November 7, 2008.

From page 3.7-10:

> *UT-2 The proposed new development could exceed current wastewater collection and treatment capacity; however, the Delta Diablo Sanitation District has wastewater conveyance and treatment facilities both constructed and planned to increase system capacity to accommodate the proposed growth ~~facilities would adequately accommodate the projected growth upon implementation of a recently approved treatment plant expansion~~. (LTS)*

From page 3.7-10:

> The DDSD has recently adopted a District Master Plan that includes phased treatment plant expansion to ultimately provide 22.7~~24~~ mgd capacity (average dry weather flow) in order to accommodate anticipated growth in the City of Pittsburg, City of Antioch and unincorporated Bay Point. This anticipated growth would include the proposed new development under the Specific Plan. The DDSD Master Plan would increase capacity from 16.5 mgd to ~~24.0~~22.7 mgd to accommodate anticipated growth in the service area, as forecast by ABAG.[8] ~~According to DDSD, the expansion of DDSD treatment plant would cost approximately $127 million.~~ No timeline has been identified.[9] This expansion would accommodate the new development proposed in the Railroad Avenue Specific Plan, as well as substantial land annexations, and development, expected for the various cities served by the DDSD. The proposed project's anticipated wastewater demands would be a small percentage of the total anticipated wastewater demands resulting from new development in the region, and would not constitute a substantial impact on the DDSD's currently anticipated wastewater processing capacity.[10]

From page 5-6:

> Figure 5-1 (Relocated Residential Density Alternative); see page 3-10.

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[8] ~~City of Pittsburg, *General Plan; Pittsburg 2020: A Vision for the 21st Century*, 2004.~~ NPDES No. CA0038547, Order No. R2-2009-0018, adopted by the California Regional Water Quality Board, San Francisco Bay region, on March 11, 2009.

[9] Delta Diablo Sanitation District. Memorandum from Gregory Baatrup, Technical Service Manager, to DDSD Board of Directors regarding expansion of the DDSD Regional Treatment Plant to accommodate Ironhouse Sanitary District Flow. November 2005. http://www.ddsd.org/pdfs/regionaltech.pdf. Accessed February 17, 2009.

[10] Delta Diablo Sanitation District Fiscal Year 2008/2009 – 2012/2014 Five Year Capital Improvement Program, http://www.ddsd.org/pdfs/CIP2008.pdf, Figure 4 on page E-3, Accessed February 12, 2009

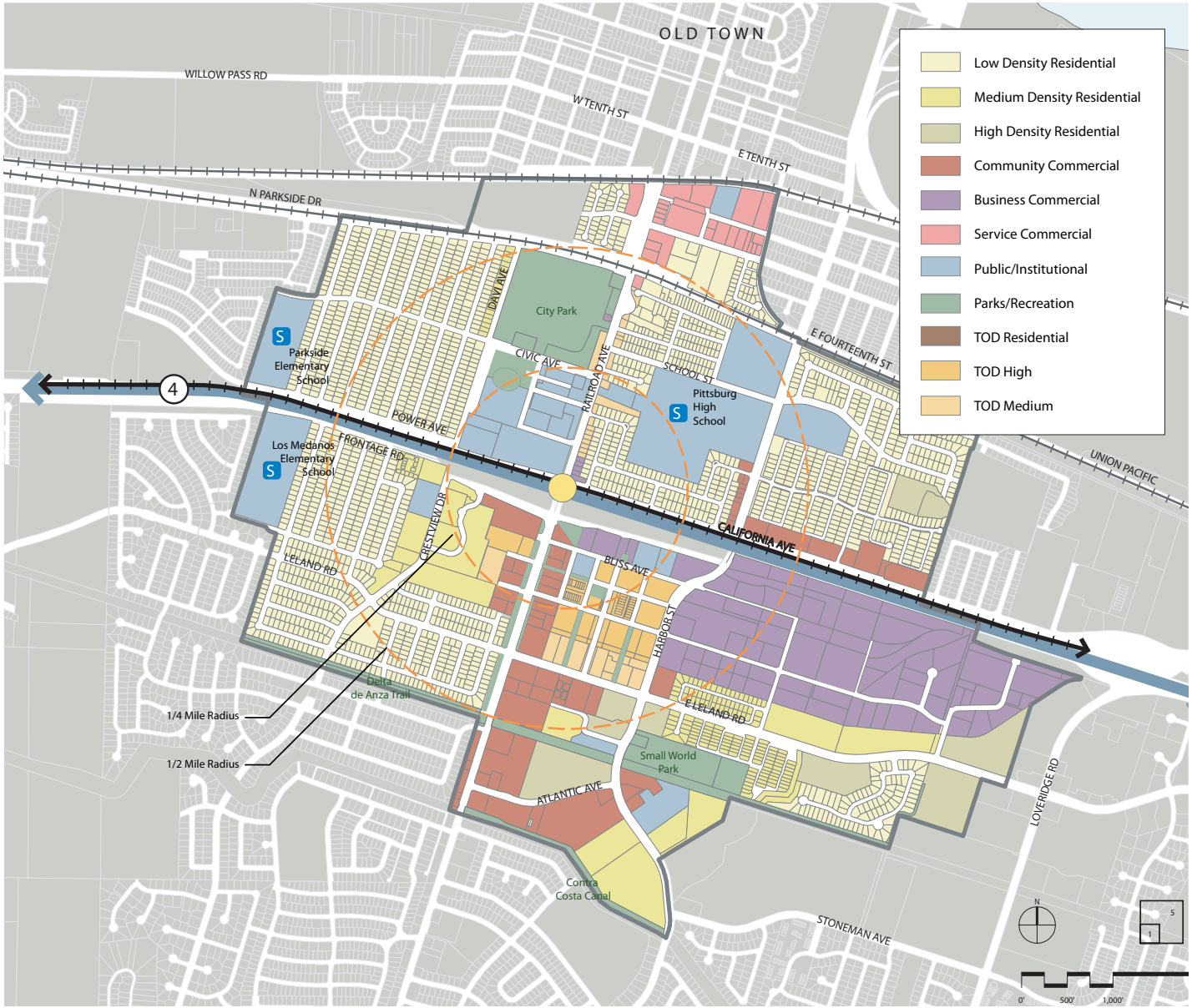

FIGURE 5-1
Relocated Residential Density Alternative

Source: MIG, 2008.

Appendix C

Transportation Impact Analysis

Draft Report

Railroad Avenue Specific Plan Transportation Impact Analysis (TIA)

Prepared for the
City of Pittsburg
Planning Department

May 2009

Railroad Avenue Specific Plan Transportation Impact Analysis (TIA)

Draft Report

Prepared for the
City of Pittsburg
Planning Department
65 Civic Avenue
Pittsburg, CA 94565

Prepared by

WilburSmith ASSOCIATES

201 Mission Street, Suite 1450
San Francisco, CA 94105

May 2009

Table of Contents

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Chapter 1
INTRODUCTION

The following document is a Transportation Impact Analysis (TIA) which presents the existing transportation conditions and assesses the transportation impacts associated with the future land use and roadway network changes proposed in the Railroad Avenue Specific Plan in Pittsburg, California. This TIA evaluates the increased development potential of the Railroad Avenue Specific Plan beyond that considered in the *Pittsburg 2020 General Plan* and in the *Pittsburg 2020 General Plan EIR*.

1.1 PROJECT DESCRIPTION

The San Francisco Bay Area Rapid Transit District (BART) is proposing to extend transit services into east Contra Costa County from its existing Pittsburg/Bay Point BART Station in the unincorporated community of Bay Point near the City of Pittsburg. The project is generally known as "eBART" in reference to the extension of service to the "east" portion of Contra Costa County. To accommodate this transit extension, the City of Pittsburg, in partnership with the local community and consultants, has developed plans to facilitate transit-oriented development (TOD) near the proposed transit station. As defined in the Railroad Avenue Specific Plan (RASP), the main objectives are to increase the intensity and density of development near the proposed station, as well as to improve existing roadway, pedestrian, transit, and bicycle facilities between the potential BART station and the surrounding community. Figure 1-1 presents the TIA study area location as well as the boundaries of the Railroad Avenue Specific Plan area.

The purpose of this analysis is to identify the potential impacts of the proposed mixed-use TOD and land use changes beyond the development potential in the *Pittsburg 2020 General Plan* and as evaluated in the *Pittsburg 2020 General Plan EIR*. The traffic analysis was prepared in accordance with the *Technical Procedure Update – Final (July 19, 2006)* manual published by the Contra Costa Transportation Authority (CCTA). The following existing traffic network intersections were analyzed for this project and are illustrated in Figure 1-2:

1. Civic Avenue/ 17th Street/ Davi Avenue
2. Power Avenue/ Davi Avenue
3. Railroad Avenue/ Civic Avenue
4. Railroad Avenue/ Power Drive/Center Drive
5. Railroad Avenue/ SR 4 westbound on-ramp
6. Railroad Avenue/ SR 4 eastbound on-ramp/ SR 4 westbound off-ramp
7. Railroad Avenue/ Bliss Avenue
8. Railroad Avenue/ Leland Road
9. Leland Road/ Harbor Street
10. Leland Road/ Freed Avenue
11. Leland Road/ Loveridge Road
12. Loveridge Road/ SR 4 eastbound Ramps
13. California Avenue/ SR 4 westbound ramps

14. Harbor Street/ California Avenue
15. Harbor Street/ Bliss Avenue
16. Harbor Street/ Garcia Avenue

The following future traffic network intersection was also analyzed as part of this project:[1]

1. Railroad Avenue/ Garcia Avenue

The operations of the key intersections were evaluated during the weekday morning (AM) and evening (PM) peak traffic periods for four scenarios. The study also evaluated future traffic operating conditions for Year 2015 Mid-Term and Year 2030 Long-Term Cumulative conditions. The scenarios are listed below.

Scenario 1: Existing Conditions includes the analysis of existing traffic volumes obtained from traffic counts.

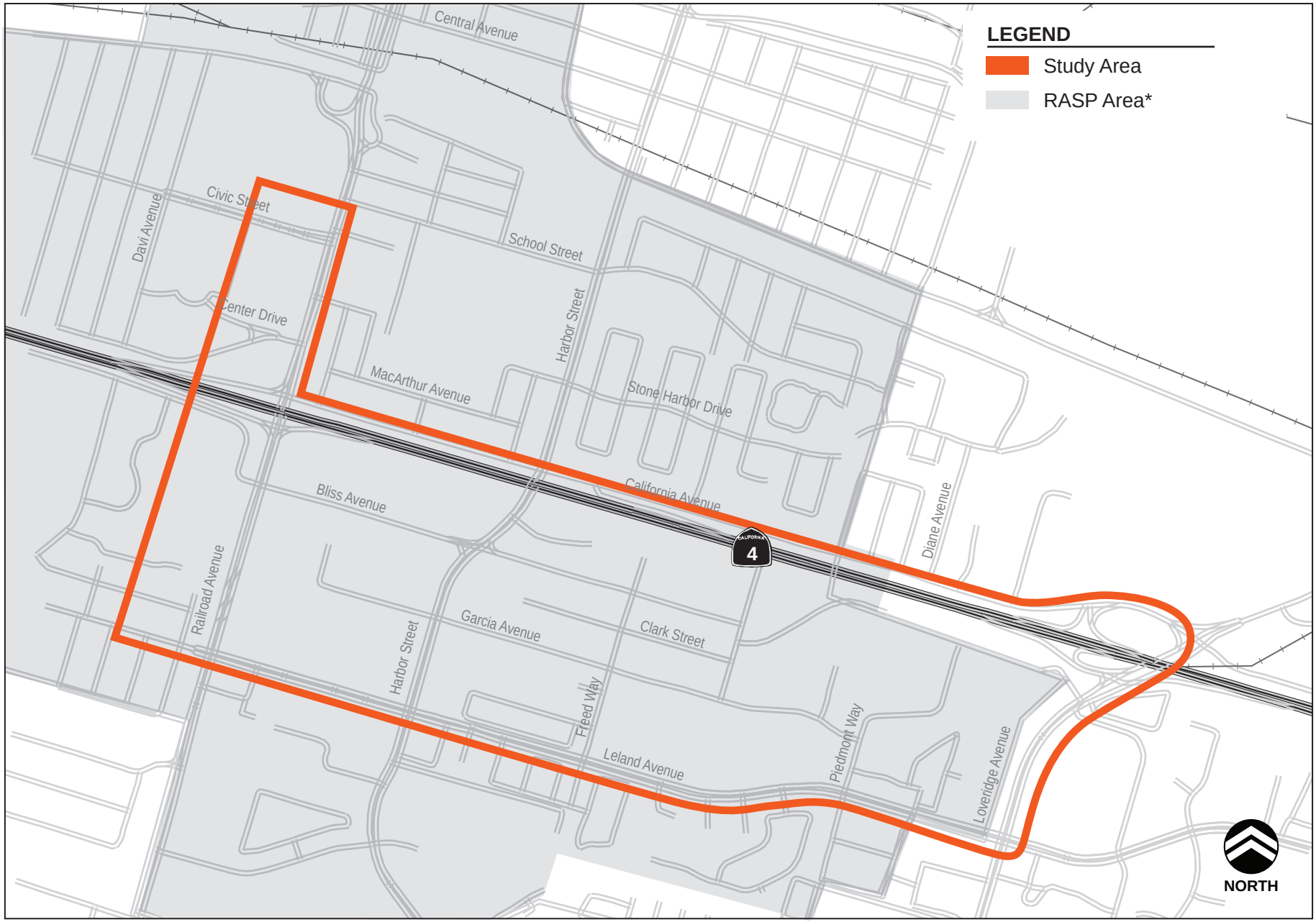
Scenario 2: Future without Project Conditions includes the future land use coded in the current CCTA Model and includes the roadway network improvements proposed in the Railroad Avenue Specific Plan.

Scenario 3: Future with Project Conditions includes the Railroad Avenue Specific Plan proposed land use and roadway network improvements.

Scenario 4: Future with Project Conditions (Alternative 1) includes a variation in land use from the proposed Railroad Avenue Specific Plan and No Project alternatives, and includes the roadway network improvements proposed in the Railroad Avenue Specific Plan.

The report is divided into six chapters. Chapter 2 describes the methodologies used to estimate vehicle trips under Future Conditions and conduct a Multimodal Level of Service (MMLOS) analysis. Chapter 3 describes roadway facilities, transit services, pedestrian and bicycle facilities, and analysis methodologies for Existing Conditions. Chapter 4 describes transportation impacts including intersection operations and roadway segment operations under Future Conditions with vehicle trips and eBART station access trips generated from each land use alternative for the AM and PM peak hour Year 2015 Mid-Term Cumulative and Year 2030 Long-Term Cumulative conditions. Chapter 4 also includes an evaluation of the parking demand resulting from land use build out of each project alternative under all scenarios. The results of the future project condition analysis compared to the results of the Future without Project Conditions (Year 2015 and 2030) analysis are used to identify significant project impacts. Chapter 5 discusses project impacts and includes recommended improvements, and mitigation measures for these impacts. Chapter 5 also includes an assessment of study area pedestrian, bicycle, and transit circulation. A qualitative discussion of the eBART station access requirements and proposed improvements to the station area is also included. Chapter 6 presents the study conclusions.

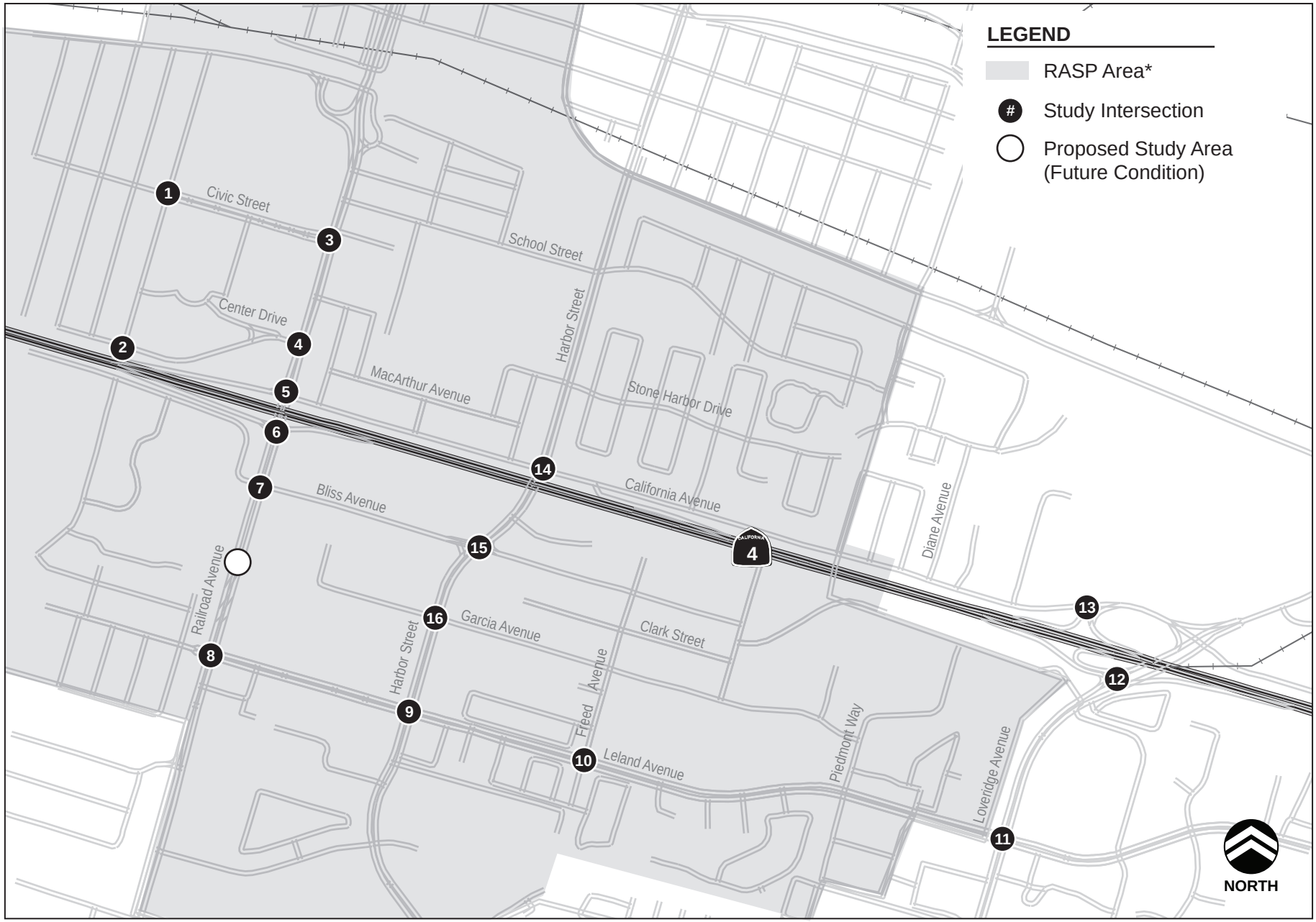
[1] Under future conditions, the intersection of Power Avenue and Davi Avenue is omitted due to the presence of the proposed eBART station. A total of 16 intersections were analyzed under future conditions.



* Railroad Avenue Specific Plan Area

STUDY AREA LOCATION MAP
FIGURE 1-1

WilburSmith ASSOCIATES



** Railroad Avenue Specific Plan Area*

STUDY INTERSECTIONS
FIGURE 1-2

Chapter 2
METHODOLOGY

This chapter is divided into two sections. The first section discusses the methodology involved in the development of Year 2015 (Mid-Term) and 2030 (Long-Term) traffic volumes, trip generation estimates, and the intersection operations under Year 2015 and Year 2030 Conditions. The second section discusses the Multimodal Level of Service (MMLOS) methodology and the techniques used to evaluate a multimodal transportation environment. These conditions form the baseline against which transportation impacts related to the increased development potential envisioned in the Railroad Avenue Specific Plan (beyond that included in the *Pittsburg 2020 General Plan* and evaluated in the *Pittsburg 2020 General Plan EIR*) are identified.

2.1 Intersection Level of Service Methodology

Per CEQA requirements, an existing conditions analysis was completed for the study area as described above. However, other projects and modifications to the roadway network would be in place before the developments defined in the Railroad Avenue Specific Plan are implemented, and further regional growth is anticipated during that period. Accordingly, the Railroad Avenue Specific Plan's impact would not be accurately represented by comparing it with conditions existing in 2008. Instead, in accordance with professional standards for traffic impact analysis, project-related impacts are compared to future conditions if the developments for the Railroad Avenue Specific Plans were not built (i.e. No Project conditions, or future conditions without the project). For purposes of this comparison, No Project conditions were examined for two future time periods, known as "horizon years". The horizon years selected for this analysis are Year 2015, when 25 percent of the development potential in the Railroad Avenue Specific Plan (beyond the included in the *Pittsburg 2020 General Plan* and evaluated in the *Pittsburg 2020 General Plan EIR*) would be expected to be built, and Year 2030, a longer term examination that would capture impacts when the developments has been fully matured for some time.

Both horizon years were assessed for No Project, plus Project and plus Project (Alternative 1), resulting in a total of six future scenarios as outlined below. Each scenario was used to examine traffic operations at key intersections during the weekday morning (AM) and evening (PM) peak hours

- **Existing Conditions**

- **No Project Conditions**
  - Year 2015 No Project
  - Year 2030 No Project

- **Project Conditions**
  - Year 2015 plus Project

  - Year 2030 plus Project

- **Alternative 1 – Project Conditions**
  - Year 2015 plus Project (Alternative 1)
  - Year 2030 plus Project (Alternative 1)

These scenarios are described in more detail in the following sections.

Scenario 1: Existing Conditions (Year 2008)

- Analyzes existing conditions

Scenario 2: No Project (No Build) Conditions

This scenario does not include any traffic that would be associated with the land use changes in the Railroad Avenue Specific Plan; however this scenario assumes a build out of the eBART project.

- *Year 2015 No Project Conditions*
- *Year 2030 No Project Conditions*

Scenario 3: Project Conditions

This scenario includes the traffic volumes generated with the development and build out of 25 percent of the development potential (beyond that included in the *Pittsburg 2020 General Plan* and evaluated in the *Pittsburg 2020 General Plan EIR*) provided with the land use changes of the Railroad Avenue Specific Plan.

- *Year 2015 plus Project Conditions*
- *Year 2030 plus Project Conditions*

Scenario 4: Project (Build) Conditions – Alternative 1

- *Year 2015 plus Project Conditions (Alternative 1) Conditions (Year 2015)* includes the analysis of Year 2015 traffic volumes obtained by applying a linear growth factor to the results obtained from the Year 2020 CCTA models plus traffic volumes that would be generated due to the variation in land use from the proposed Railroad Avenue Specific Plan and No project alternatives, and includes the roadway network improvements proposed in the Railroad Avenue Specific Plan.

- *Year 2030 plus Project Conditions (Alternative 1)* includes analysis of Year 2030 traffic volumes obtained by applying a linear growth factor to the results obtained from the Year 2035 CCTA models plus traffic volumes that would be generated due to the variation in land use from the proposed Railroad Avenue Specific Plan and No project alternatives,

and includes the roadway network improvements proposed in the Railroad Avenue Specific Plan.

Potential traffic impacts of the Railroad Avenue Specific Plan are assessed relative to existing and future No Project conditions in 2015 and 2030. Impacts are identified when the analyses indicates that future conditions with the Railroad Avenue Specific Plan are degraded as compared to the future baseline or future no project conditions. A summary of the thresholds for identifying potential impacts at study intersections is provided in the following section.

2.1.1 Standards of Significance

The analysis of potential project impacts relies on standards of significance established by the jurisdictions within the study area. These thresholds, which are based on intersection level of service (LOS), are used to identify significant project-related impacts and indicate a need for mitigation measures. This section describes the applicable policies and regulations that were included in the analysis. In the absence of established thresholds, alternate criteria are set that are consistent with the project and study purpose.

Intersections. The Contra Costa Transportation Authority (CCTA) criteria require that applicable jurisdiction criteria be followed for unsignalized intersections, the Congestion Management Plan (CMP) network, and state routes. Table 3-3 which is presented in *Chapter 3* identifies the jurisdictions which have authority for each intersection in the study area. In general, a project-related impact is considered significant if the Proposed Project is likely to result in any of the following:

- Deterioration of an intersection from LOS D or better to LOS E or F under project conditions, or cause a substantial increase in volume-to-capacity (V/C) ratio at an intersection operating at LOS E or F;
- Deterioration of a freeway segment to LOS F, unless LOS F was measured when the Congestion Management Plan was established in 1991; or
- Deterioration of an intersection or freeway segment to an LOS below the threshold of its jurisdiction

Contra Costa Transportation Authority (CCTA). All Contra Costa jurisdictions, including the City of Pittsburg, participate in the Measure C-1988 Growth Management Program. Measure C requires, among other things, that each jurisdiction adopt a level of service standard for Basic Routes based on the General Plan land use designations adjoining the routes and adhere to Traffic Service Objectives for Routes of Regional Significance. Measure C specifies that the standards listed in Table 2-1 be applied to all signalized intersections on Non-regional Routes.

Table 2-1
Level of Service Standards for Signalized Intersections on Non-Regional Routes

Land Use Type	LOS Standard
Rural	LOS (low) C
Semi-Rural	LOS (high) C
Suburban	LOS (low) D
Urban	LOS (high) D
Central Business District (CBD)	LOS (high) D

The following are the Routes of Regional Significance in the study area, which are evaluated according to a different criteria than Basic Routes:

- State Route 4 (SR 4)
- Leland Road
- Railroad Avenue

The Traffic Service Objectives which apply to these routes are shown in Table 2-2.

Table 2-2
Summary of Traffic Service Objectives for Regional Routes of Significance

Regional Route	Traffic Service Objectives
State Route 4 (freeway)	1.Vehicle Occupancy of 1.2 persons per vehicle or higher during the morning peak hour 2. Delay Index of less than 2.5 3. Transit Ridership increase of 25% by year 2010 compared to year 2000
Leland Road Railroad Avenue	1. Mid-Level of Service D or better at intersections (volume to-capacity ratio of 0.85 or less) 2. Delay Index less than 2.0

Source: Contra Costa Transportation Authority, *Technical Procedures Update*, 2006.

CCTA recognizes traffic impacts to be significant if the project-related traffic:

- Worsens intersection operating conditions by more than one degree of LOS; or

- Worsens intersection operating conditions to LOS E or F.

The CCTA is also the Congestion Management Agency (CMA) for the County, with the responsibility for preparing and monitoring the preparation of the Contra Costa Congestion Management Plan (CMP). The CMP is one part of an aggressive overall strategy to reduce congestion and improve mobility in the county. Within the study area, parts of Railroad Avenue (south of SR 4) are within the CMP network. CCTA has established a standard of LOS E for all parts of the CMP network except those that were already operating at worse levels of service in 1991.

In the absence of established local criteria to describe the operating conditions of intersections and ramp-freeway junctions, LOS D or better is typically considered to be acceptable for peak hours, while LOS E or worse is considered undesirable.

Caltrans -- At the intersections located on State Highway facilities, the following guidelines serve as LOS thresholds for the intersection operation conditions:

- Caltrans recommends a target LOS at the transition between LOS C and LOS D.

- In case the recommended LOS is not achievable, Caltrans should be consulted in order to determine the target LOS.

- If the intersection under existing conditions operates worse than the appropriate target LOS, then the existing LOS should be maintained.

City of Pittsburg -- The following guidelines are used by the City of Pittsburg to identify traffic impacts; these guidelines are limited to the purpose of the analysis and study area boundaries:

- LOS D or better (<85 percent capacity) on intersections along Major Arterials.

- Pre-existing unacceptable base case unsignalized intersection operation has an increase in the ratio of vehicles to capacity of 0.02 or greater or an increase in delay of 5 seconds or greater.

- Peak hour signal warrant criteria are met due to the addition of project traffic.

- Signal warrant criteria are met for a base case intersection condition and the project would contribute 25 or more trips to the intersection during a single peak traffic hour.

Freeway Segments.[1] The CCTA has set LOS E as the standard desired threshold for freeway segments in the Congestion Management Plan (CMP) network. However, the actual standards defined for individual freeway segments are based on the existing operating conditions when the standards were established. In this case, 1991 Caltrans data were used to establish these standards. The PM peak hour traffic traveling in the eastbound direction exhibits the worst levels of service on all segments compared to other peak periods and directions. One freeway segment in the Railroad Avenue Specific Plan study area from Railroad Avenue to Loveridge Avenue operates at LOS F during the eastbound PM peak hour. Thus, under the existing PM peak hour conditions, the Railroad Avenue to Loveridge Road Segment operates worse than CCTA's LOS E Standard in the eastbound direction. Thus LOS F would be the standard used in the analysis of the Proposed Project (Table 3.2-11 *eBART DEIR*).[2]

Parking. There are no established criteria for the assessment of parking impacts. For the purposes of this study, a significant parking impact would result if the proposed land uses in the Railroad Avenue Specific Plan substantially reduces parking supply more than it reduces the parking demand.

BART. According to the *eBART DEIR*, the actual maximum passenger capacity of a BART car is estimated as 150 persons per car. However, well before passenger loads approach this level, passengers will experience uncomfortable conditions and the time required at stations to unload and load passengers will cause delays affecting the overall operation of the system. BART staff determined that when the average passenger loads per car during the peak hour exceed 112 passengers per car, passenger comfort and system operations are compromised. The threshold of 112 passengers per car represents a load factor of 1.67 passengers per seat.

Tri Delta Transit. In the Short Range Transit Plan issued in January 2008, Tri Delta Transit documents the adoption of transit objectives, performance indicators, and standards for the system. In terms of transit operations, the standards focus on service quality, reliability, productivity, and safety. A significant transit impact would result if the project causes sustained service performance which violates the adopted standards as noted below:

- Schedule adherence – late service: Greater than 90 percent within 5 minutes of schedule
- Schedule adherence – early service: No bus ahead of schedule
- Productivity (passengers per hour) – minimum 15

Pedestrian and Bicycles. There are no established criteria for the assessment of pedestrian or bicycle impacts. For purposes of this study, a significant pedestrian impact would result if the Railroad Avenue Specific Plan caused substantial overcrowding on public sidewalks, creation of hazardous conditions for pedestrians, or elimination of pedestrian access to adjoining areas. Similarly, the Railroad Avenue Specific Plan would have a significant effect if it would create

[1] Since the trip generation calculated for the Railroad Avenue Specific Plan is less than or equal to that of the eBART DEIR, the impact is also less than or equal to that of the eBART DEIR. Therefore eBART DEIR freeway operations and methodology will be used to explain the impact of the Railroad Avenue Specific Plan on freeway operations for segments in the study area.

[2] Table 3.2-11, *Page 3.2-11. East Contra Costa BART Extension Draft EIR, September 2008.*

particularly hazardous conditions for bicyclists or eliminate bicycle access to adjoining areas. Finally, if the Railroad Avenue Specific Plan were to impede or thwart implementation of a planned pedestrian or bicycle pathway, or if the developments would conflict with adopted policies supporting alternative transportation (i.e. bus turnouts, bicycle racks); a significant pedestrian or bicycle impact would be identified.

2.1.2 Travel Demand Model

Traffic projections and ridership forecasts were developed for the transportation study using a Contra Costa Transportation Authority (CCTA) Travel Demand Model. A travel demand model is one of the most common methods of forecasting future travel demand in a given area. The model is based on inputs such as projections of population, employment, observed travel behavior, and anticipated changes to the transportation network.

The projections for Year 2015 and Year 2030 were developed using the CCTA travel demand model. Changes to the transportation network are identified later in the section under "Future (No Project) Conditions" and were integrated into the model assumptions. The model was also adjusted to account for differences between the existing year model outputs and actual counts, and balanced for the observed and forecast turning movements.

The CCTA model developed uses Year 2007 as the base year and Year 2030 as the future year. The model can generate highway and transit outputs for the AM and PM peak hour, AM and PM peak period (four hours), and daily traffic volumes. The model outputs with respect to the traffic network include link volumes, intersection turning movements, volume to capacity (V/C) ratios, vehicle miles traveled (VMT), vehicle hours traveled (VHT), and vehicle hours of delay. The model provides sufficient detail to permit travel demand forecasts down to the level of minor collector roadways. It does not, however, include residential streets.

2.1.2.1 Volume Development

Future Year 2030 traffic volumes obtained from the Year 2030 model were used to analyze the future operation conditions at the study intersections. However, Year 2030 traffic volumes were adjusted to account for the difference between the base-year model output and actual counts, and balanced for the observed and forecast turning movements. Future year traffic volumes were adjusted and balanced using the technique and procedures described in the *CCTA Technical Procedures Manual (July 2006)*.

Year 2015 traffic volumes were computed using a linear growth rate between the Base Year and Year 2020 model runs and applied to the existing traffic counts.

2.1.2.2 Trip Generation Estimate

For purposes of the study, an estimation of the number of vehicle trips associated with the land uses within the specific subareas of the Railroad Avenue Specific Plan were analyzed. Trip generation estimates were based on the CCTA model and household, population, employment land use data derived from Traffic Analysis Zones (TAZs) for two subareas that encompass the

majority of the study area. Due to the nature of the proposed TOD project (enhanced multimodal access and mixed land use development encouraging internal trip capture), trip reductions were made as part of the trip generation estimation.

The trip generation for this project under the Project and Alternative 1 scenarios was obtained from Contra Costa Transportation Authority (CCTA) Travel Demand Model. The CCTA model is a multimodal model. The CCTA model trip generation estimates included auto trip reductions based on the consideration of transit and walking opportunities provided in the model other than auto in evaluating trip choices. The model included walk access provided to the each Traffic Analysis Zones (TAZ) and also connected the TAZ's providing the walk accessibility between the TAZ's. The CCTA model also included transit access provided to the each of the TAZ to the nearest Transit stop location.

TOD trip reductions applied to the trip generation estimates were based on the following assumptions:

- Internal trips taken within the study area TAZs
- Transit within 0.5 mile radius of TAZ
- Walk access links connecting all TOD TAZs

The subareas specific to the trip generation estimates are listed below:

- Transit Village (west)
- Transit Village (east)
- Transit Village (southeast)
- Civic Center

The *Transit Village* subarea is located in the southern portion of the study area and is bounded by State Route 4 to the north, Harbor Street to the east, the Los Medanos Neighborhood to the west, and East Leland Road to the south. General proposed land uses within this subarea include medium-to-high intensity transit-oriented development (TOD), with commercial, public, institutional, and recreational facilities.

The *Civic Center* subarea is located in the northern portion of the study area and is bounded by City Park to the north, Railroad Avenue to the east, Davi Avenue to the west, and State Route 4 to the south. General proposed land uses within this subarea include TOD residential and mixed-use developments as well as commercial, public, institutional, and recreational uses.[3] Table 2-3 presents the peak hour trip generation estimates per TAZ within each subarea under Year 2030 conditions.

[3] Refer to Railroad Avenue Specific Plan, Chapter 3; pp. 58-62 for detailed information and illustrations of proposed land uses within each designated subarea.

Table 2-3
Trip Generation Estimate – Year 2030

		Year 2030 No Build				Year 2030 Build				Year 2030 Build (Alternative 1)			
CCTA TAZ	Subarea	AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
		IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
30048	TV-W	134	126	231	247	158	219	348	310	160	180	308	305
30065	TV-E	321	177	301	402	380	419	606	560	448	609	845	699
30069	TV-SW	139	116	211	235	145	154	254	252	145	154	253	252
30642	CC	255	196	346	425	305	292	482	533	253	195	345	424
Total		**849**	**615**	**1,089**	**1,309**	**988**	**1,084**	**1,690**	**1,655**	**1,006**	**1,138**	**1,751**	**1,680**

Source: Wilbur Smith Associates, December 2008
Notes:
Transit Village (west) – (TV-W)
Transit Village (east) – (TV-E)
Transit Village (southwest) – (TV-SW)
Civic Center – (CC)

2.1.3 Roadway Network Changes

The land use changes specified in the specific plan and the roadway network improvements planned in the study area was provided by the City of Pittsburg. There are also several proposed changes to the roadway network within the transportation study area, some are roadway changes, such as widening, while others are changes to the intersection geometry. These improvements are summarized in the following paragraph.

Local Roadways. A small number of intersection and lane configuration changes are expected to be in place by the Year of Opening (2015) and the Long-Term Year (2030). These changes to future intersection configurations, which were taken into account in the model, are presented in Table 2-4. In addition, in both the Year 2015 and Year 2030 scenarios, the intersection at Railroad Avenue/Power Avenue/Center Drive would no longer exist. The future roadway improvement at this intersection, which includes a provision of a free right turn lane on Davi Avenue approach and an eastbound receiving lane on Civic Avenue will improve the traffic operations at the Civic Avenue and Davi Avenue intersection and continue to allow access to Railroad Avenue; this improvement is scheduled to be built by Year 2015. In the Year 2030 scenario Garcia Avenue will be extended to intersect with Railroad Avenue.

Table 2-4 Roadway Improvements within the Study Area	
Project	**Year of Completion[1]**
Harbor St/Bliss Ave. - traffic signalization	Already Constructed
Harbor St./E. Leland Rd. - additional right-turn lanes, 4 approaches	Already Constructed
Railroad Ave./SR 4 eastbound ramps - additional eastbound shared through-right turn lane	Already Constructed
California Ave. – widening, phase 1 (north) from Loveridge Rd. to Harbor St.	2015
California Ave. – widening, phase II (south) from Loveridge Rd. to Harbor St.	2015
California Ave. – widening, phase III from Harbor St. to Railroad Ave.	2030
California Ave./SR 4 westbound off-ramp (Harbor Exit) – additional eastbound through lane and right-turn overlap phase	2015
Loveridge Rd./E. Leland Rd. – additional northbound right-turn lane and right-turn signal overlap phase	2015
Railroad Ave./SR 4 westbound ramps – westbound approach widened for exclusive right-turn lane	2030
California Ave./SR 4 westbound ramps (Loveridge Exit) – widen California Ave. (ramps to Loveridge Rd.) and widen off ramp	2015
Railroad Ave./Leland Rd. – additional eastbound and southbound right-turn lanes	2015
Loveridge Rd./SR 4 eastbound ramps – widen Loveridge Rd. for a northbound right-turn lane onto eastbound SR 4	2030
Civic Ave./Davi Ave. – additional northbound free right turn on Davi Ave. with eastbound receiving lane on Civic Ave.	2015
Railroad Ave. - Implement Class II and Class III bicycle facilities	2015
Central Ave. - Implement Class II and Class III bicycle facilities	2015

Source: City of Pittsburg. (October 2008).

1. Roadway improvement projects are to be completed prior to or by Year 2015 and Year 2030.

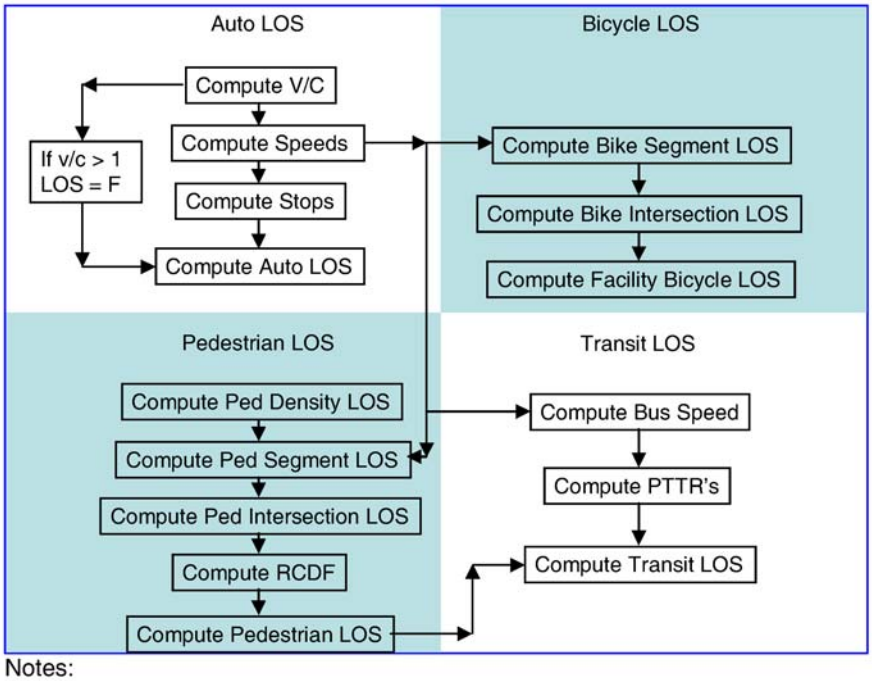
2.2 Multimodal Level of Service (MMLOS) Methodology

In order to quantify and comprehensively evaluate future development and the physical roadway network performance WSA applied the National Cooperative Highway Research Program (NCHRP) #128 Multimodal Level of Service (MMLOS) Analysis for Urban Streets for the Pittsburg Railroad Avenue Specific Plan Area. This technique provided a level of service estimate for a multimodal transportation environment as opposed to the traditional auto only level of service.

2.2.1 Roadway Segment Level of Service Methodology

The MMLOS methodology illustrated in the figure on the following page analyzes multimodal corridors (facilities) and breaks them down into segments, providing an LOS score for each segment and direction by mode (auto driver, bus passenger, bicyclist, and pedestrian). A segment consists of intersections and/or geometrical changes and the connecting roadway segment.

MMLOS Method Flow Chart:



Notes:
RCDF = Roadway crossing difficulty factor
PTTR = Perceived travel time rate.

Source: NCHRP 128 (2008) Multimodal Level of Service Analysis for Urban Streets: Users Guide, Exhibit 10, pg. 27

The corridor receives an average LOS score per direction for each mode based on the LOS received for each segment (refer to example output table below).

Direction = Eastbound

Segment	Auto LOS	Transit LOS	Bicycle LOS	Pedestrian LOS
1	C	B	E	E
2	C	B	E	E
3	C	A	E	E
4	C	B	E	E
5	B	C	E	E
Facility	C	B	E	E

Source: NCHRP 128 (2008) Multimodal Level of Service Analysis for Urban Streets: Users Guide, Exhibit 23, pg. 47

The methodology does not provide for the computation of an overall weighted average of the LOS results across the four modes of travel. It enables the analyst to see the changes in LOS from one mode to the other as changes are made to the design and operation of the urban street. Weighing the tradeoffs of improving the LOS for one mode versus worsening it for another mode is left to the analyst and the public agency operating the urban street. The MMLOS

Methodology is best suited for arterial and collector streets rather than residential and local access streets. The methodology per mode is discussed below:[4]

2.2.1.1 Auto Level of Service Methodology

The auto level of service in the MMLOS analysis is a function of the average travel speed over the length of the street and the average number of stops per mile. In essence, the auto LOS is a function of stops and left turn lanes. The more stops per mile, the poorer the LOS; the more intersections with exclusive left turn lanes, the better the LOS. When applied to the entire study length of the facility, the attribute "proportion of intersections with left turn lanes" is the ratio of intersections with one or more exclusive left turn lanes in the direction of travel divided by the total number of intersections within the section of the street. All signalized and unsignalized intersections are considered

2.2.1.2 Transit Level of Service Methodology

The transit level of service in the MMLOS analysis is based on a combination of the access, loading, and travel operations. As such, transit LOS is a function of its accessibility by pedestrians, the amenities at the bus stop, the waiting time for the bus, and the mean speed of the bus. For example, better pedestrian access, better shelters, increased bus frequencies and higher speed bus service would result in an acceptable transit LOS. Several factors are included in determining transit LOS. A "transit wait/ride score", which is a function of the headway between buses and the perceived travel time rate; pedestrian accessibility, bus headways, load factors, and route distance are key components. The segment levels of service (for a given direction of travel) are combined into an overall directional level of service for the study section of street by taking a length weighted average of the segment levels of service for the analysis direction.

2.2.1.3 Bicycle Level of Service Methodology

The bicycle level of service in the MMLOS analysis is a function of the perceived separation between motor vehicle traffic and the bicyclist, parked vehicle interference, and the quality of roadway pavement. Higher vehicle volumes, travel speeds, driveways, and bicycle facilities (i.e. striped bike lane) influence bicycle LOS. The segment levels of service (for a given direction of travel) are combined into an overall directional level of service for the study section of street by taking a length weighted average of the segment levels of service for the analysis segment.

2.2.1.4 Pedestrian Level of Service Methodology

The pedestrian level of service in the MMLOS analysis is based on a combination of pedestrian density, other factors including sidewalks, walkways, and additional physical barriers that separate pedestrians from vehicle traffic. Higher traffic speeds and higher traffic volumes would deteriorate pedestrian LOS whereas the presence of physical barriers between pedestrians and vehicles would improve pedestrian LOS. A "roadway crossing difficulty factor", which measures the difficulty of crossing the street between signalized intersections, and a "wait-for-gap"

[4] The following MMLOS methodologies are in reference to the NCHRP #128; Chapter 2.

calculation, which considers waiting time, sidewalk width, roadway geometries, and intersection signal timing are additional factors considered in determining pedestrian LOS. The segment levels of service (for a given direction of travel) are combined into an overall directional level of service for the study section of street by taking a length weighted average of the segment levels of service for the analysis direction.

2.2.2 Multimodal Level of Service Limitations

The MMLOS analysis and methodologies take a critical step towards looking at roadway capacity in measures other than vehicle delay and vehicle capacity. Quantifying a multi-modal LOS at the segment level will allow existing and future roadway facilities to better accommodate a balanced transportation network that maximizes person capacity as opposed to vehicle capacity.

The City of Pittsburg was selected by the NCHRP team as one of the initial trials using the MMLOS methodology. Throughout the "beta" testing of the analysis technique a few limitations were recognized that relate to the sensitivity of the model and its ability to detect and quantify certain changes within the multimodal network. These limitations are recognized as minor issues and are not significant enough to discredit the methodology of the model.

The geometric configuration is the principle input of the segments under study using the MMLOS assessment. Daily volume of autos, buses per hour and peak hour pedestrian volumes are the volume inputs into the model; however, these inputs are much less sensitive to the LOS than the physical inputs of the network. This assumes that the bike and pedestrian networks have little to no capacity constraint and incremental increases in volume will not impact the LOS. Although not observed in any of the following analysis, this should be pointed out as a limitation of the model.

Arterial and collector streets in developed urban areas that will likely use the MMLOS methodology are often times limited in terms of right-of-way expansion and need to employ creative strategies within the existing right of way. Another limitation of the model is its sensitivity to minor improvements, ADA considerations and surrounding land uses that often contribute significant benefits to pedestrian, bike and transit networks. Land use which brings active uses to the street can improve the pedestrian experience within the network and add passive security elements that make the environment more enjoyable to use. Minor pedestrian and bike improvements and ADA measures such as curb bulbouts, truncated domes, audible or countdown signal heads, pedestrian scaled lighting, sharrow bike stencils, and pedestrian and bike signage/wayfinding do not show up as an input anywhere in the model resulting in no quantifiable improvement.

Transit LOS is calculated as a function of the whole route so incremental improvements within a study segments will also likely be masked in the segment analysis. Improvements at congested intersections for transit through measures such as queue jump lanes, bus bulbouts, and traffic signal priority or preemption are difficult to capture in the segment analysis unless these measures are implemented and modeled throughout the whole transit route. These improvements

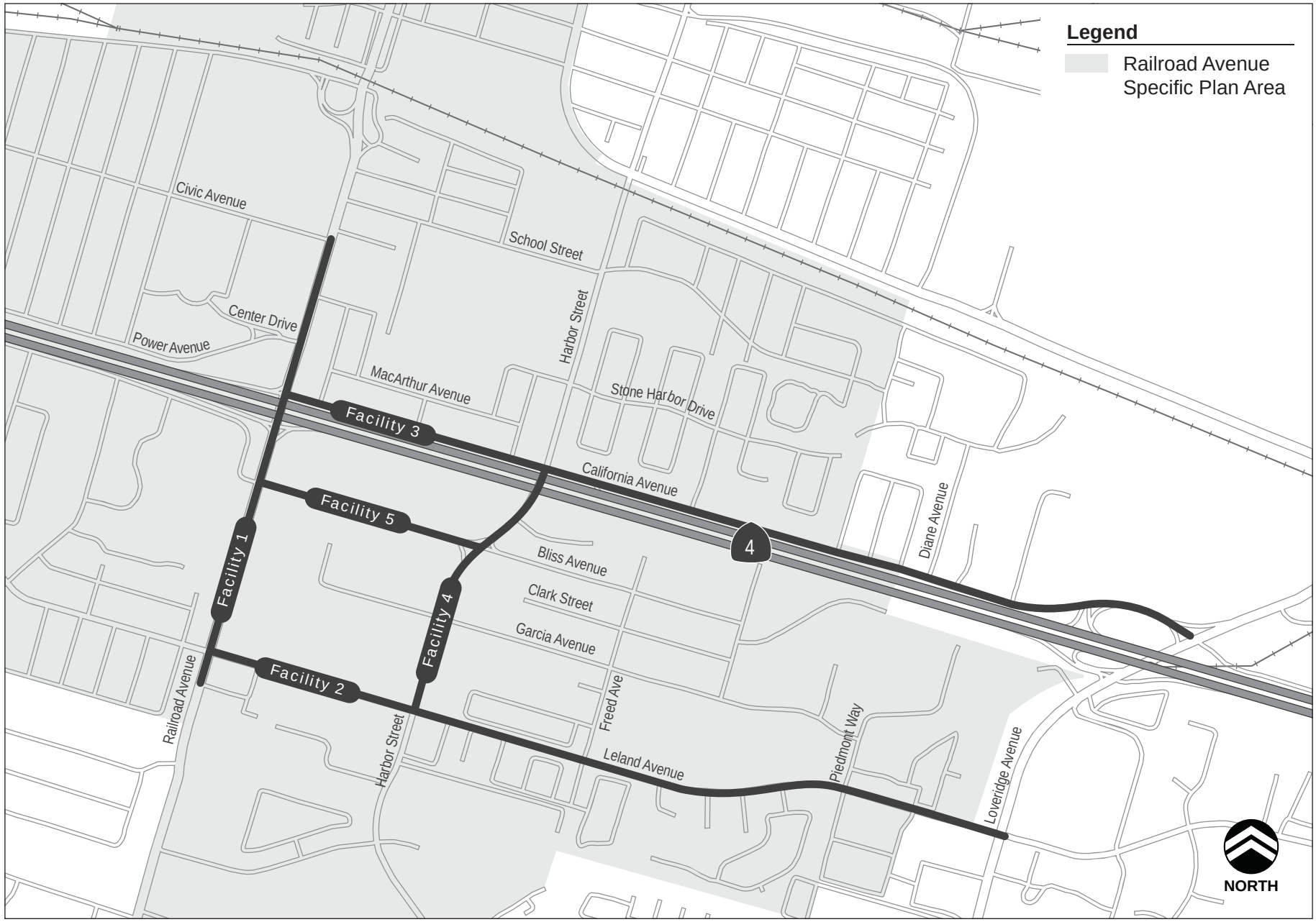
often require a high level of simulation or assumptions to quantify the saving in travel time and improvements to on-time performance which often times difficult to achieve.

2.2.3 Railroad Avenue Specific Plan (Project) Corridors

Five multimodal corridors (facilities) were included in the analysis:

- *Facility 1* - Railroad Avenue, from Civic Avenue to Leland Road
- *Facility 2* - Leland Road, from Railroad Ave to Loveridge Road
- *Facility 3* - California Avenue, from Loveridge Road to Railroad Ave
- *Facility 4* - Harbor Avenue, from Leland Road to California Avenue
- *Facility 5* - Bliss Avenue, from Railroad Avenue to Harbor Street

These corridors will be divided into analysis segments based on each of the facilities' physical and operational characteristics. Typical analysis segments extend across an intersection from one midblock point to another, however, multiple intersections with minor streets will often times be included in an analysis segment due to the uniformity of the physical and operational characteristics. Davi Avenue was not studied as a separate facility in the MMLOS analysis because there is an approved multi-use path that will operate along the southern boundary of the Civic Center subarea parallel to State Route 4 to allow pedestrians and bicyclists to travel east to the eBART station from the western neighborhoods. Figure 2-1 presents the study area and the five multimodal facilities that were analyzed.



STUDY AREA LOCATION MAP
FIGURE 2-1

Chapter 3
EXISTING CONDITIONS

This chapter is divided into two sections. The first section includes a description of the existing transportation network (traffic, transit, pedestrian, bicycle, and parking facilities) and intersection operating conditions. The second section includes an evaluation of existing transportation conditions based on the Multimodal Level of Service (MMLOS) performance criteria.

3.1 Existing Transportation Network

3.1.1 EXISTING ROADWAY NETWORK

The project area includes a number of major roadways that serve regional trips within east Contra Costa County, as well as provide access to the commercial and residential areas adjacent to the project area. Several types of roadways serve the study area according to the Pittsburg and Antioch General Plans:

- *Arterials* are high-capacity local facilities that meet demand for longer, through trips in the community.

- *Collectors* are relatively moderate-speed, moderate-capacity streets that are designed for circulation within neighborhoods and connect arterials with local streets.

- *Local Streets* are generally low-speed facilities that provide direct access to abutting properties.

The regional roads within the study area are described below and shown in Figure 3-1. The following discussion describes the methodology for evaluating traffic operations at the intersection level.

3.1.1.1 Regional Access

This section provides a discussion of the existing regional roadway network in the vicinity of the proposed eBART station area, including the location of the nearest access points.

State Route 4 (SR 4) – the primary east-west transportation corridor in Contra Costa County, connecting Intersection 80 in the City of Hercules to the west with SR 160 and the cities of Oakley and Brentwood to the east. SR 4 is a divided freeway from Interstate 680 east through Concord, Pittsburg, and Antioch, and is currently a two-lane roadway through Oakley and Brentwood. SR 4 has been on of the more congested freeways in Contra Costa County, in particular, the segments between Lone Tree Way and Railroad Avenue in the morning and Bailey Road to Lone Tree Way in the afternoon. These segments are in the process of being widened. SR 4 has been widened to eight lanes, four in the each direction including High

Occupancy Vehicle (HOV) lanes from SR 242 to Railroad Avenue. Between Railroad Avenue and SR 160, SR 4 is a four-lane freeway. Interchanges along SR 4 in the study area include:

- Railroad Avenue
- Loveridge Road

3.1.1.2 Local Access

This section provides a discussion of the existing local roadway system in the vicinity of the proposed Project site, including the roadway designation, number of travel lanes, and traffic flow directions.

Railroad Avenue – This north-south roadway runs between 3rd Street and Castlewood Drive. In the vicinity of the study area, Railroad Avenue has two travel lanes in each direction, with a landscaped, tree-lined median north and south of SR 4 and left turn pockets at major intersections. Railroad Avenue has a five-foot sidewalk on the west side and a 10-foot-wide sidewalk on its east side, and many segments have landscaping buffers. The *Pittsburg 2020 General Plan* identifies Railroad Avenue as a Major Arterial in the roadway system.

Harbor Street – This north-south roadway runs from East 3rd Street to Buchanan Road. In the vicinity of the study area, Harbor Street has two travel lanes with left turn pockets, marked by incongruently spaced narrow and wide tree-lined medians. Six-foot-wide sidewalks are located along most of its length. The *Pittsburg 2020 General Plan* identifies Harbor Street as a Minor Arterial in the roadway system.

Loveridge Road – is a north-south roadway that runs between Waterfront Road and Buchanan Road. In the vicinity of the study area, Loveridge Road has two travel lanes and bike lanes in each direction with narrow and wide tree-lined medians and left lane turning pockets at major intersections. The *Pittsburg 2020 General Plan* identifies Loveridge Road as a Major Arterial in the roadway system.

Leland Road – is an east-west roadway that runs between Century Boulevard and San Marco Boulevard. In the vicinity of the study area, Leland Road has two travel lanes and a bike lane in each direction with a large tree-lined median and left lane turning pockets at major intersections. Ten-foot-wide sidewalks are located along most of its length.

Davi Avenue – is a north-south roadway that runs between Power Avenue and North Parkside Drive. In the vicinity of the study area, Davi Avenue has one travel lane in each direction. A six-foot-wide sidewalk is located along its eastern edge. The *Pittsburg 2020 General Plan* identifies Davi Avenue as a Collector in the roadway system.

Civic Avenue – is an east-west roadway that runs between Railroad Avenue and Davi Avenue (becomes West 17th Street west of Davi Avenue). In the vicinity of the study area, Civic Avenue has two travel lanes in each direction with a large tree-lined median and a left lane turning pocket leading to the driveway entrance to City Hall. Six-foot-wide sidewalks are located along

its length. The *Pittsburg 2020 General Plan* identifies Civic Avenue as a Collector in the roadway system.

Power Avenue – is an east-west roadway that runs between Railroad Avenue and west of the Pacific Gas and Electric (PG&E) right-of-way. In the vicinity of the study area, Power Avenue has one travel lane in each direction. There is a six-foot-wide sidewalk along its northern edge, and parallel parking along both sides of the street. The *Pittsburg 2020 General Plan* identifies Power Avenue as a Collector in the roadway system.

Freed Avenue – is a north-south roadway that runs from Bliss Avenue to Leland Road. In the vicinity of the study area, Freed Avenue has one travel lane in each direction with no paved sidewalks along most of its length. The *Pittsburg 2020 General Plan* identifies Freed Avenue as a Local Street/Minor Road in the roadway system.

Bliss Avenue – is an east-west roadway that runs between Railroad Avenue and Martin Way. In the vicinity of the study area, Bliss Avenue has one travel lane in each direction with no paved sidewalks along most of its length. The *Pittsburg 2020 General Plan* identifies Bliss Avenue as a Local Street/Minor Road in the roadway system.

Garcia Avenue – is an east-west roadway that runs between Piedmont Way and ends west of Harbor Street. In the vicinity of the study area, Garcia Avenue has one travel lane in each direction with paved sidewalks on the north side of the street along a portion of its length. The *Pittsburg 2020 General Plan* identifies Garcia Avenue as a Local Street/Minor Road in the roadway system.

3.1.1.3 Methodology for Evaluating Intersection Traffic Operations

Traffic operations were evaluated based on the methodologies in the *2000 Highway Capacity Manual* (HCM 2000).

Intersection Analysis. LOS is a qualitative description of the performance of an intersection based on the average delay per vehicle. Intersection levels of service range from LOS A, which indicates free flow or excellent conditions with short delay, to LOS F, which indicates congested or overloaded conditions with extremely long delays. The HCM 2000 methodology calculates LOS values based on the average delay in seconds at the intersection, which is converted to an LOS value. The *CCTA Technical Procedures* guidelines permit this approach to deriving LOS using HCM 2000 methodologies (and Synchro 7 traffic analysis software), and this approach has been used in this traffic study.

- *Signalized Intersections* – The average delay for study area signalized intersections was calculated using the Synchro analysis software based on HCM 2000 methodology and the delay at the intersections are correlated to LOS as shown in Table 3-1.

REGIONAL ROADWAY NETWORK

FIGURE 3-1

- *Unsignalized Intersections* – These intersections were evaluated using the HCM 2000 methodology. In this case, the LOS is based on the "weighted average control delay" expressed in seconds per vehicle as illustrated in Table 3-2. Control delay includes the sum of all the individual movements that a vehicle might go through at an unsignalized intersection, including initial deceleration delay, queue move-up time, stopped delay, and final acceleration.

Table 3-1
Level of Service Criteria – Signalized Intersections

Level of Service	Description of Operations	Average Delay (seconds)
A	Operations with very low delay occurring with favorable progression and/or short cycle length.	≤ 10.0
B	Operations with low delay occurring with good progression and/or short cycle lengths.	10.1–20.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.1–35.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1–55.0
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	55.1–80.0
F	Operation with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths.	≥ 80.1

Source: Transportation Research Board, *Highway Capacity Manual*, 2000.

Table 3-2
Level of Service Criteria – Unsignalized Intersections

Level of Service	Description of Operations	Average Delay (seconds)
A	No Delay for stop-controlled approaches.	≤ 10.0
B	Operations with minor delays.	10.1–15.0
C	Operations with moderate delays.	15.1–25.0
D	Operations with some delays.	25.1–35.0
E	Operations with high delays, and long queues.	35.1–50.0
F	Operations with extreme congestion, with very high delays and long queues unacceptable to most drivers.	≥ 50.1

Source: Transportation Research Board, *Highway Capacity Manual*, 2000.

At Two-Way Stop-Controlled (TWSC) intersections, LOS is calculated for each controlled movement, as opposed to the intersection as a whole. For All-Way Stop-Controlled (AWSC) locations, LOS is computed for the intersection as a whole.

3.1.2 EXISTING TRAFFIC CONDITIONS

3.1.2.1 Existing Intersection Operating Conditions

WSA used Year 2007 counts collected for the eBART EIR/EIS traffic study for key intersections to develop the Year 2008 traffic volumes using the growth factor obtained from the CCTA Travel Demand Model.[1] Existing intersection operating conditions were evaluated for the morning peak hour (7:00 AM to 8:00 AM) and evening peak hour (4:00 PM to 6:00 PM) using Synchro software.

A total of 16 intersections were analyzed, of which 11 are signalized, four are Two-Way Stop-Controlled (TWSC) intersections, and one is an All-Way Stop-Controlled (AWSC) intersection. Figure 3-2 shows the existing geometric configuration and AM and PM peak hour turning movement volumes at the study intersections under Existing Conditions. The existing lane configurations and peak hour turning movement volumes were used to calculate the LOS for the study intersections.

Under the existing AM peak hour conditions, 15 of the 16 study intersections operate at acceptable conditions; i.e. at an LOS better or equal to the threshold defined by the applicable jurisdiction. The Harbor Street and Garcia Avenue intersection operates at an unacceptable LOS.

[1] Refer to *Chapter 2* for more detailed information about Contra Costa Transportation Authority (CCTA) Travel Demand Model and Synchro Modeling Software. In addition, the turning movement volumes at the intersection of Harbor Street and Garcia Avenue were obtained from the City of Pittsburg.

Under the existing PM peak hour conditions, 13 of the 16 study intersections operate at acceptable conditions; i.e. at an LOS better or equal to the threshold defined by the applicable jurisdiction. The following intersections operate at unacceptable conditions:

- Leland Road/Freed Avenue
- California Avenue/SR 4 Westbound Ramps
- Harbor Street/Garcia Avenue

Table 3-3 summarizes the intersection operations under Existing conditions.

Table 3-3
Study Intersection Operations – Existing Conditions

#	Intersection	Threshold			AM Peak			PM Peak		
		Control	Jurisdiction	LOS	V/C	Delay	LOS	V/C	Delay	LOS
1	Civic Avenue – W.17th Street/Davi Avenue	AWSC	City of Pittsburg	E		8.3	A		8.2	A
2	Power Avenue/Davi Avenue	TWSC	City of Pittsburg	E	0.11	12.1 (SB)	B	0.12	13.4 (SB)	B
3	Railroad Avenue/Civic Avenue	Signal	City of Pittsburg	D[b]	0.44	18.6	B	0.37	14.4	B
4	Railroad Avenue/Power Avenue/Center Drive	TWSC	City of Pittsburg	E	0.62	21.4 (EB)	C	0.51	17.1 (EB)	C
5	Railroad Avenue/SR 4 Westbound On-Ramp	Signal	Caltrans	C/D[a]	0.92	51	D	0.61	15.4	B
6	Railroad Avenue/SR 4 Eastbound Ramps	Signal	Caltrans	C/D[a]	0.73	18.6	B	0.80	16.8	B
7	Railroad Avenue/Bliss Avenue	Signal	City of Pittsburg	E	0.57	17.7	B	0.84	24.5	C
8	Railroad Avenue/Leland Road	Signal	City of Pittsburg	E	0.82	33.9	C	0.99	55.3	E
9	Leland Road/Harbor Street	Signal	City of Pittsburg	D[b]	0.74	31.4	C	0.83	41.2	D
10	Leland Road/Freed Avenue	TWSC	City of Pittsburg	E	0.31	44 (SB)	E	**1.08**	**>80 (NB)**	**F**
11	Leland Road/Loveridge Road	Signal	City of Pittsburg	D[b]	0.72	36.5	D	0.84	33.8	C
12	Loveridge Road/SR 4 Eastbound Ramps	Signal	Caltrans	C/D[a]	0.63	16.2	B	0.67	12.9	B
13	California Avenue/SR 4 Westbound Ramps	Signal	Caltrans	C/D[a]	0.70	31.2	C	**0.91**	**58.6**	**E**
14	Harbor Street/California Avenue	Signal	City of Pittsburg	D[b]	0.74	33.4	C	0.88	43.1	D
15	Harbor Street/Bliss Avenue	Signal	City of Pittsburg	E	0.63	5.7	A	0.56	16.7	B
16	Harbor Street/Garcia Avenue	TWSC	City of Pittsburg	E	**0.98**	**>80 (WB)**	**F**	**7.13**	**>80 (EB)**	**F**

Notes:

Source: Wilbur Smith Associates, May 2009

AWSC – All-way Stop Control; TWSC – Two-way Stop Control

Signal – Traffic Signal

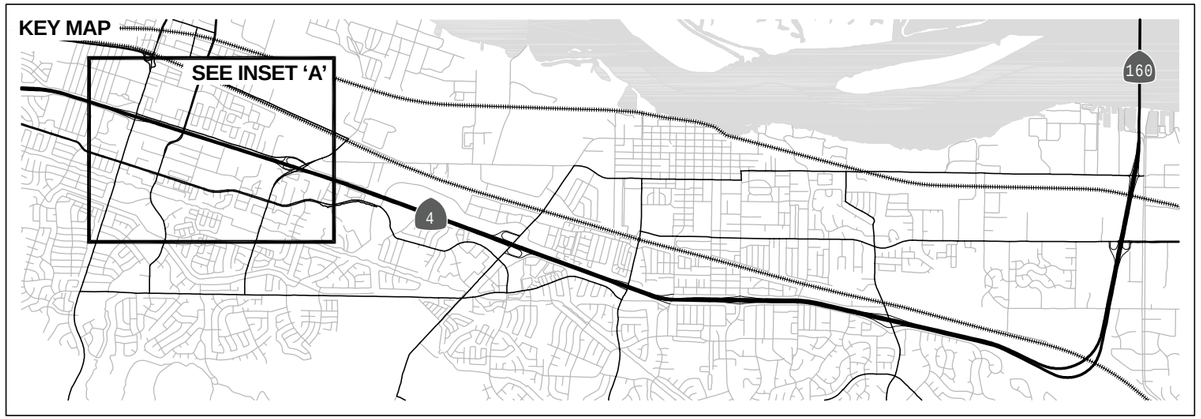
Delay presented in seconds per vehicle.

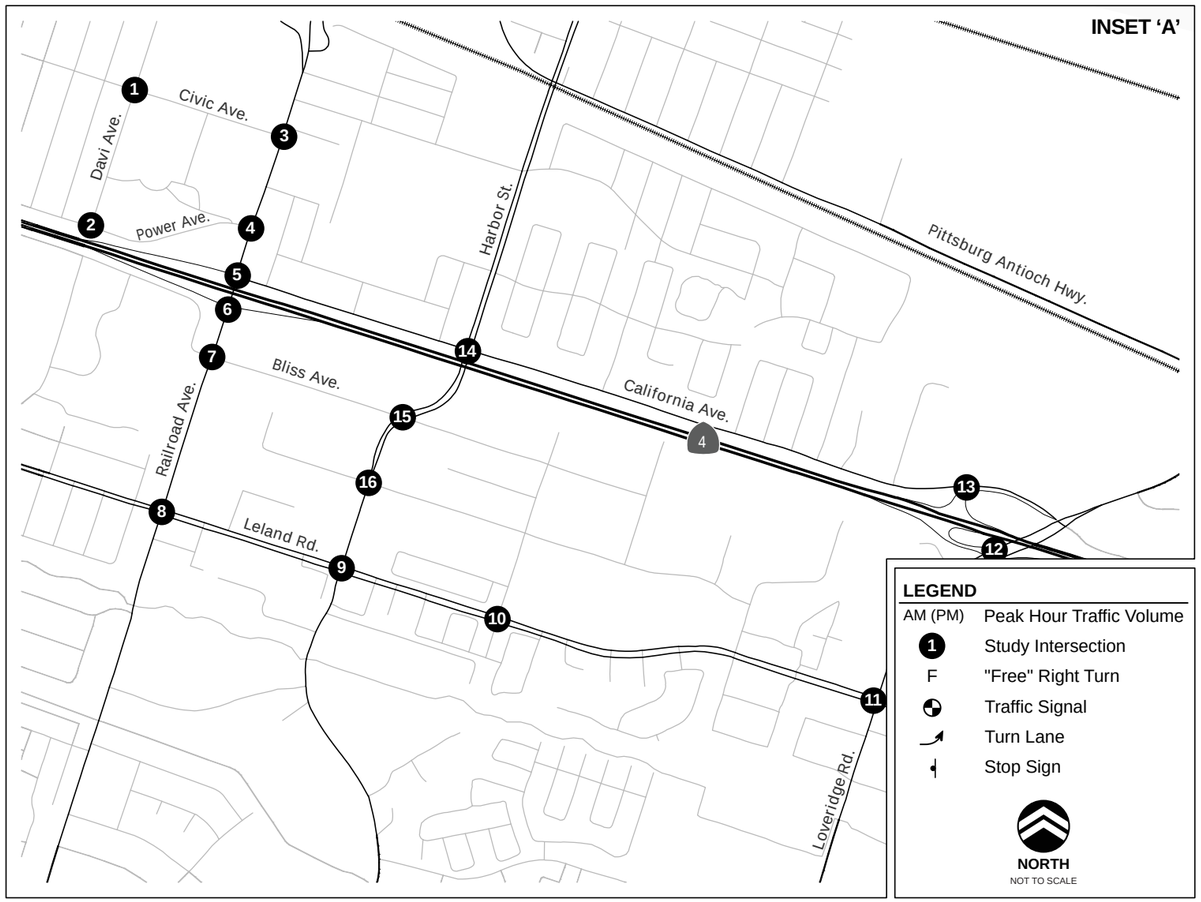
Delay and LOS presented for worst approach for two-way stop controlled intersections.

Boldface type indicates unacceptable values.

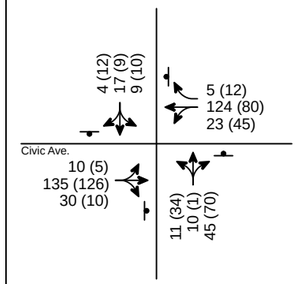
a. Represents a target LOS at the transition between LOS C and LOS D.

b. For an Urban Area V/C ratio must be between 0.85 and 0.89.

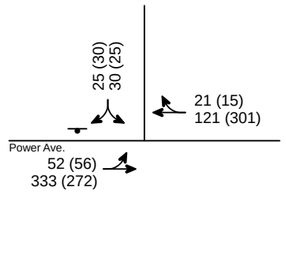




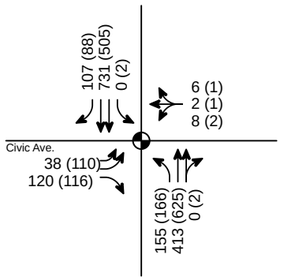
1. Civic Ave./Davi Ave.



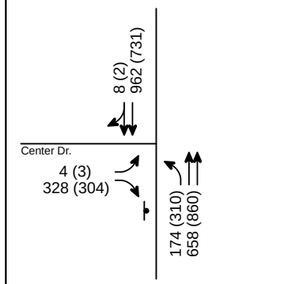
2. Power Ave./Davi Ave.



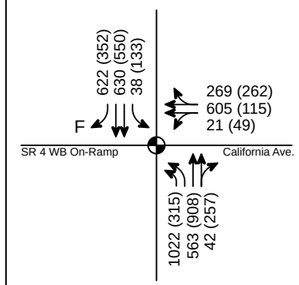
3. Civic Ave./Railroad Ave.



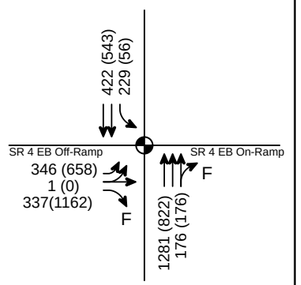
4. Center Dr./Railroad Ave.



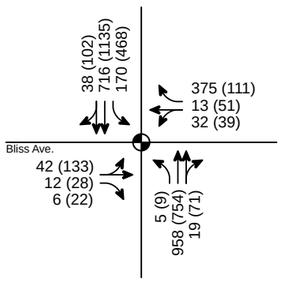
5. SR 4 WB On-Ramp/Railroad Ave.



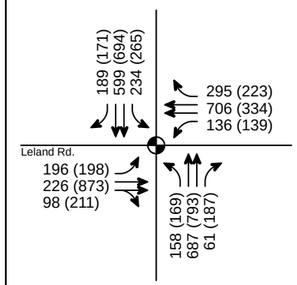
6. SR 4 EB Ramps/Railroad Ave.



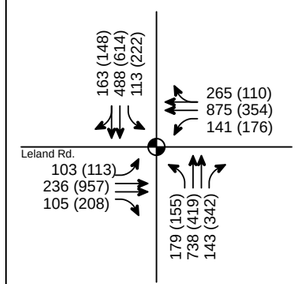
7. Bliss Ave./Railroad Ave.



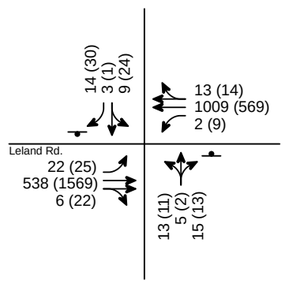
8. Leland Rd./Railroad Ave.



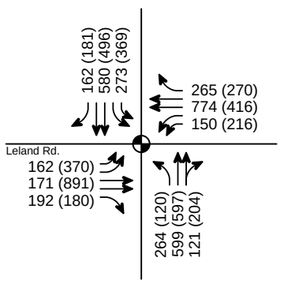
9. Leland Rd./Harbor St.



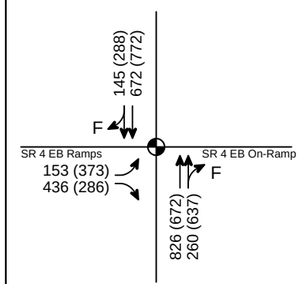
10. Leland Rd./Freed Ave.



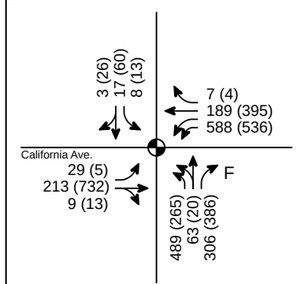
11. Leland Rd./Loveridge Rd.



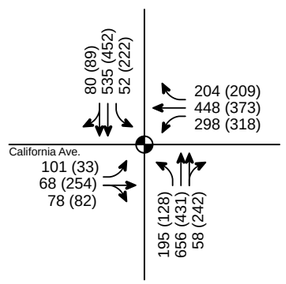
12. SR 4 EB Ramps/Loveridge Rd.



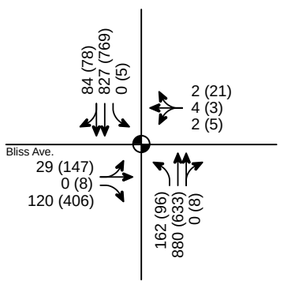
13. California Ave./SR 4 WB Ramps



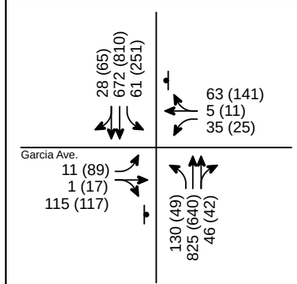
14. California Ave./Harbor St.



15. Bliss Ave./Harbor St.



16. Garcia Ave./Harbor St.



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PITTSBURG TRAFFIC STUDY INTERSECTIONS - EXISTING CONDITIONS

FIGURE 3-2

Traffic Service Objectives. The ability of the current freeway and roadway network to meet the Traffic Service Objects for the Regional Routes of Significance set forth in the East County Action Plan of 2000 was evaluated. Eleven of the 16 study intersections are on routes of regional significance. Of these intersections, the following two intersections currently fail to satisfy the traffic service objectives:

- #8 Railroad Avenue/Leland Road
- #10 Leland Road/Freed Avenue

In addition the freeway portion of SR 4 does not meet the vehicle occupancy and delay index standards.

3.1.3 TRANSIT NETWORK

Two major public transit operators provide service within or adjacent to the study area, BART and the Eastern Contra Costa Transit Authority, or Tri Delta Transit. Limited service is also provided by other transit agencies that mainly serve areas further from the study area. Figure 3-3 illustrates the existing transit network in reference to the Railroad Avenue Specific Plan boundaries and Tri Delta routes. Table 3-4 presents the service frequencies for BART routes and Table 3-5 presents the Tri Delta Transit bus lines within the study area.

3.1.3.1 BART Service

The Pittsburg/Bay Point BART service terminates at the southwest quadrant of the SR 4/Bailey Road interchange. During weekdays, scheduled trains complete over 80 outbound trips from the Pittsburg/Bay Point BART Station to other Bay Area destinations. In FY 2007, the station had an average of 4,986 weekday patron exits. The SFO-Pittsburg/Bay Point line, also referred to as the Concord Line, provides direct service to and from San Francisco and runs from 4:00 AM to 12:00 AM daily. Weekday service frequencies for outbound trains range from six minutes during the morning peak hour to 15 minutes off peak, and are summarized in Table 3-4. The table also shows the average frequency of trains through the Transbay Tube between the West Oakland and Embarcadero Stations.

Table 3-4
Existing Weekday BART Frequency of Service

	Transbay Tube Frequency (min)		Concord Line Frequency (min)	
	Westbound	**Eastbound**	**Westbound**	**Eastbound**
AM Peak	2.75	3.00	6.00	7.50
AM Shoulder[a]	4.00	5.00	7.50	7.50
PM Peak	5.00	2.75	7.50	6.00
PM Shoulder[a]	7.50	3.75	7.50	7.50
Midday	7.50	4.00	15.00	15.00
Weekday Average	6.00	4.25	11.42	11.42

Sources: BART, 2008; Arup, 2008.

Notes:
a. The AM and PM shoulders are defined as the hour before and after the peak hour.

3.1.3.2 Tri Delta Transit Service

Tri Delta Transit serves East Contra Costa County including the cities of Pittsburg, Antioch, Oakley, and Brentwood; and the unincorporated areas of East County, along with Bay Point. Tri Delta Transit operates 16 local bus routes from Monday to Friday, including four express services, and three local bus routes during weekends and holidays. Figure 3-3 presents the bus routes within the study area. BART regional rail service can be accessed from the Tri Delta Transit local and express bus service. Paratransit ("Dial-A-Ride") service is also provided by Tri Delta Transit. The Dial-A-Ride service utilizes a computerized dispatch system to match van routing with passenger trip requests.

Tri Delta Transit has an annual fixed route ridership of over 2.5 million boardings. Route 380, a weekday local route from Pittsburg/Bay Point BART Station through Hillcrest Park-and-Ride Lot into Antioch, carried the largest volume of riders, and was one of the most productive routes in terms of passengers per revenue hour. Route 300, a service between Brentwood and the Pittsburg/Bay Point BART Station, which also passes through the Antioch Park-and-Ride Lot, had the highest ridership among the weekday express service.[2] Table 3-5 presents the Tri Delta Transit bus routes, service type and service frequency.

[2] Source: Tri Delta Transit Short Range Transit Plan (SRTP) FY 2007/2008 – FY 2017/2018 (January 30, 2008).

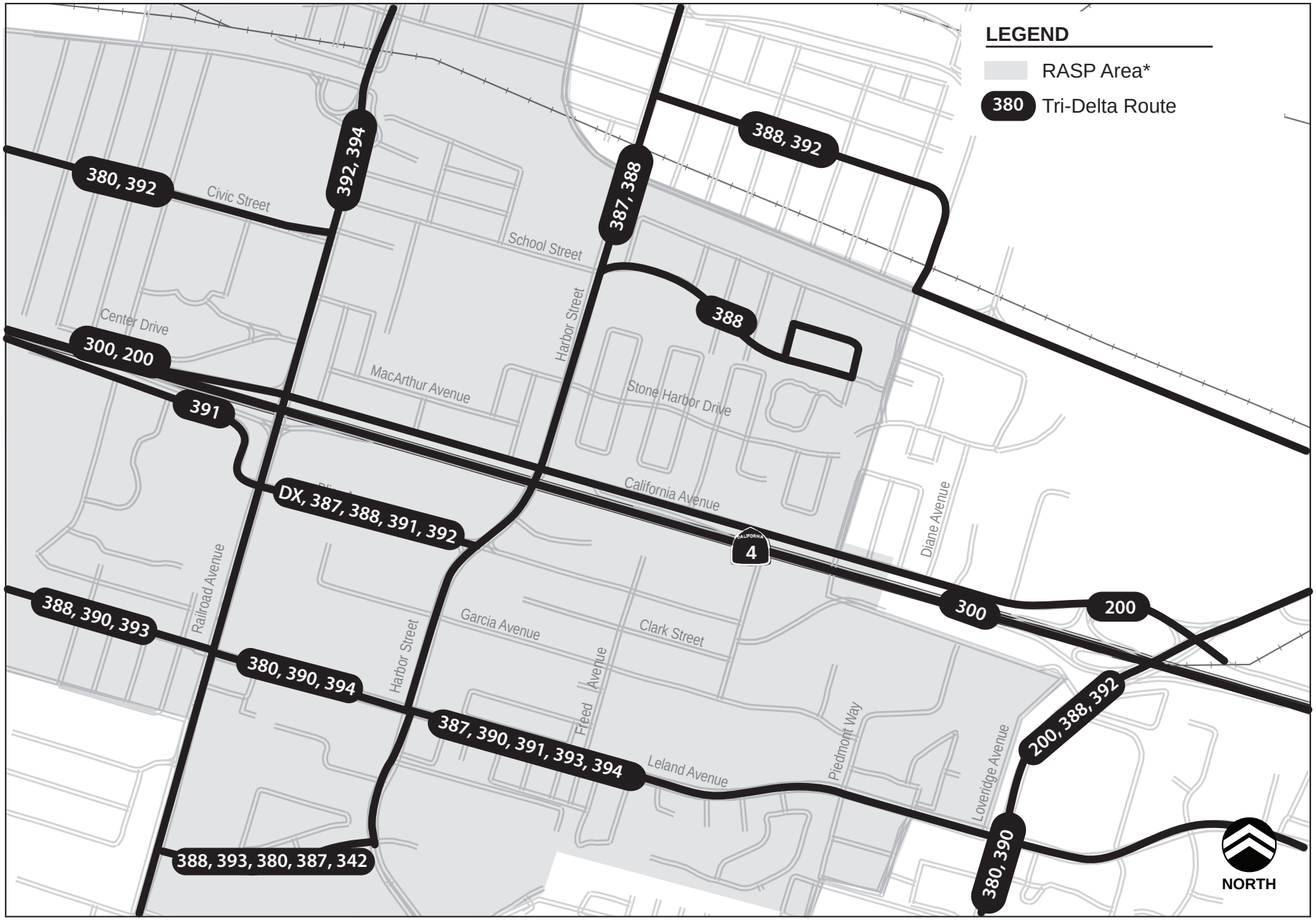
Table 3-5
Tri Delta Transit Bus Lines Near or Serving the Study Area

Route	Service Type	Service Frequency (minutes)		
		AM	Midday	PM
70 Pittsburg Marina/Buchanan	Weekday Local	40–80	40–80	40–80
200 Martinez/Pittsburg	Weekday/Express	60–75	60	60–75
201 Pittsburg BART/Concord BART	Weekday/Commute	30–60	60	30–60
300 Pittsburg BART/Brentwood	Weekday/Express	20	30	15–30
380 Pittsburg BART/Tri Delta Antioch	Weekday Local	20–60	5–75	20–60
383 Antioch Park & Ride/Oakley	Weekday Local	55–70	60	5–80
384 Antioch Park & Ride/Brentwood	Weekday Local	15–60	30–75	60
385 Antioch Park & Ride/Brentwood	Weekday Local	60	60–85	60
386 Brentwood/Discovery Bay/Byron	Weekday Local	120–210	1 bus	90–210
387 Pittsburg BART/Tri Delta Antioch	Weekday Local	50–80	50–70	60
388 Pittsburg BART/Kaiser Medical Clinic	Weekday Local	10-45	30–80	30–120
389 Pittsburg BART/Bay Point	Weekday Local	60	60	60
390 Pittsburg BART/Antioch Park & Ride	Weekday/Commute	5–30	N/A	15–30
391 Pittsburg BART/Brentwood Park & Ride	Weekday Local	30–60	60	15–75
392 Pittsburg BART/Antioch Park & Ride	Weekend/Holiday	60	60	60–90
393 Pittsburg BART/Brentwood Park & Ride	Weekend/Holiday	60	60	60–80
394 Pittsburg BART/Antioch Park & Ride	Weekend/Holiday	60	60	60
BDR Brentwood Dimes-a-Ride	Weekday Local	60	60	60
DX Antioch Park & Ride/Martinez	Weekday/Commute	1 bus	N/A	1 bus
DX Antioch Park & Ride/Livermore	Weekday/Express	60	N/A	60
DX Antioch Park & Ride/Dublin BART	Weekday/Express	30	N/A	75

Source: Tri Delta Transit Schedule, 2008.

3.1.3.3 County Connection Transit Service

The County Connection Transit Service, operated by the Contra Costa County Transit Authority (CCCTA), serves most Contra Costa cities, with limited service to East County areas. County Connection operates Route 930 through Pittsburg, which originates in Walnut Creek and travels to Ygnacio Valley Road/Kirker Pass Road to Buchanan Road. Its terminus is at the Hillcrest Park-and-Ride Lot in Antioch. Westbound service is offered weekday mornings, from 5:30 AM to 7:00 AM, approximately every 30 minutes. Eastbound evening service runs from 3:00 PM to 7:00 PM, at frequencies of 30 to 60 minutes. The County Connection Transit Service can be accessed through Tri Delta Transit Route 70, as well as routes that pass through the Hillcrest Park-and-Ride Lot.



** Railroad Avenue Specific Plan Area*

TRI DELTA TRANSIT ROUTES
FIGURE 3-3

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3.1.4 PEDESTRIAN CONDITIONS

There are existing sidewalks along most of the roadways within the study area. The sidewalks range from five to 10 feet wide at various locations and are generally in good condition. Crosswalks are present at most of the study intersections; however, at a majority of the intersections on arterials, pedestrian crossings exist only along one approach each in the north-south and east-west directions to limit pedestrian crossing conflicts and exposure in high traffic areas. Existing gaps in the pedestrian network throughout the study area are summarized below.

- South side of Power Avenue, adjacent to SR 4
- East side of Davi Avenue, adjacent to the City Hall grounds
- West side of Loveridge Road, north of SR 4
- East side of Loveridge Road, north of SR 4 overpass
- Bliss Avenue, entire length except segment along BART park-and-ride lot
- Portions of north side and all of south side of Garcia Avenue
- Freed Avenue, entire length

3.1.5 BICYCLE CONDITIONS

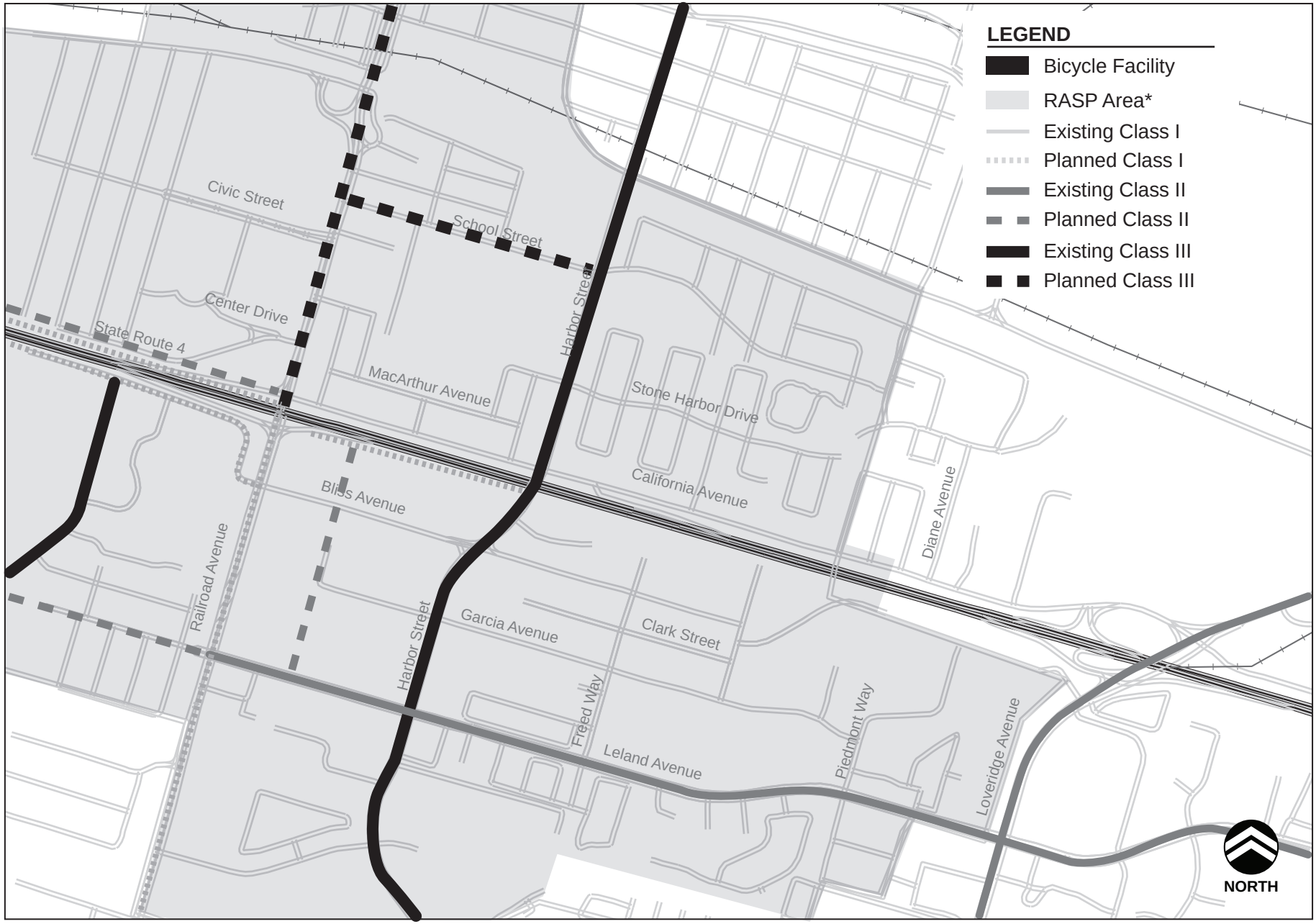
According to the Pittsburg General Plans and the Contra Costa Countywide Bicycle and Pedestrian Plan, there are existing and planned bicycle lanes along some of the roadways as well as an off-street bike path (Class I facility) close to the two proposed eBART stations. Bicycle lanes are generally well-connected to one another, and most of the major roads in the vicinity of the proposed stations provide Class II or Class III bicycle facilities. Table 3-6 presents existing and planned bicycle facilities that traverse the study area; Figure 3-4 illustrates these facilities.

Table 3-6
Existing and Planned Bicycle Facilities Near or Serving the Study Area

Street	From:	To:	Class[a]	Existing/Planned
Harbor Street	Buchanan Road	East 10th Street	III/II[b]	Existing
E. Leland Road	Railroad Avenue	Antioch City Limit	II	Existing
Loveridge Road	Buchanan Road	Waterfront Road	II	Existing
Frontage Road	Railroad Avenue	West of Burton Avenue	I	Existing
Crestview Drive	Frontage Road	South of Leland Road	III	Existing
Railroad Avenue	State Route 4	East 10th Street	III	Planned
Leland Road	Railroad Avenue	West of Burton Avenue	II	Planned
Railroad Avenue	Frontage Road	Delta de Anza Trail	I[c]	Planned
North of Bliss Avenue	Railroad Avenue	Harbor Street	I	Planned
North of State Route 4	Railroad Avenue	Range Road	I/II	Planned
School Street	Railroad Avenue	Harbor Street	III	Planned
New north/south roadway	North of Bliss Avenue	Leland Road	II	Planned

Notes: *Source:* Wilbur Smith Associates, May 2009.

(a) Bicycle facility classifications: Class I – Off-street bike path; Class II – Marked on-street bike lane; Class III – Shared bike route; roadways recommended for use by bicycles and are designated by signs only; (b) Existing Class III facility, planned Class II; (c) Multi-use pedestrian and bicycle pathway proposed to be located in the existing greenway along the west side of Railroad Avenue from the Delta de Anza trail to State Route 4.



** Railroad Avenue Specific Plan Area*

EXISTING AND PLANNED BICYCLE FACILITIES

FIGURE 3-4

3.1.6 PARKING CONDITIONS

3.1.6.1 Off-Street Parking

Most of the available on-street parking within the study area is located along residential streets and minor roads. The City of Pittsburg has established Preferential Residential Permit Parking Programs (PRPPs). These programs allow residential areas to be designated as restricted parking areas in order to prevent long-term non-resident and commuter parking. The City of Pittsburg has established a PRPP area and within that area, the City does not currently charge for permits. In general, off-street parking requirements are set to provide a sufficient number of spaces and prevent spillover onto neighboring residential streets.

3.1.6.2 Park-and-Ride Lots

There is one main park-and-ride lot located within the study area. This lot is generally well served by local transit and is owned by BART. All of the parking lots are free and provide lighting. The Pittsburg Park-and-Ride Lot is located on Bliss Avenue, between Harbor Street and Railroad Avenue, has a parking supply of 185 parking spaces. Five of the Tri Delta Transit routes service this location, including the Delta Express (DX) lines.

3.1.6.3 BART Station Parking

The parking lot at the Pittsburg/Bay Point BART Station offers free parking and provides 2,036 patron spaces, including 117 designated carpool spaces, 35 ADA spaces, and over 50 mid-day spaces, which are spaces that are available only after 10:00 AM[3]. According to the BART website, the estimated fill time for this lot is 7:25 AM, and parking is limited to 24 hours.

[3] Accessible parking spaces are provided in compliance with the regulations specified in the Americans with Disabilities Act (ADA) of 1990.

3.2 Multimodal Level of Service (MMLOS) Analysis - Existing Conditions

The following section evaluates the transportation facilities (previously discussed) under existing conditions based on the Multimodal Level of Service (MMLOS) criteria. As discussed in *Chapter 2*, the MMLOS analyzes multimodal corridors (facilities) and breaks them down into segments, providing an LOS score for each segment and direction by mode (auto driver, bus passenger, bicyclist, and pedestrian).[4] As such, five facilities were designated throughout the study area as listed below:

- *Facility 1* - Railroad Avenue, from Civic Avenue to Leland Road
- *Facility 2* - Leland Road, from Railroad Avenue to Loveridge Road
- *Facility 3* - California Avenue, from Loveridge Road to Railroad Avenue
- *Facility 4* - Harbor Avenue, from Leland Road to California Avenue
- *Facility 5* - Bliss Avenue, from Railroad Avenue to Harbor Street

3.2.1 Facility 1

Facility 1 operates along Railroad Avenue, from Civic Avenue (to the north) to Leland Road (to the south) with five segments in the northbound and southbound directions. This facility experiences high traffic volumes and is serviced by Tri Delta Transit Routes 392 and 394, with four bus stops along the roadway and several transit routes operating adjacent to Facility 1. A Class III Bicycle facility is planned to be located in the northern portion of the facility; specifically from the State Route 4 ramps to East 10th Street along Railroad Avenue. Sidewalks and striped crosswalks are present along Facility 1; however high traffic volumes were observed to constrain pedestrian accessibility and affect perception of safety. Table 3-7 and Figure 3-5 presents the MMLOS for Facility 1 under existing conditions.

[4] Refer to Appendix E for detailed MMLOS calculation tables per facility.

Table 3-7 Multimodal Level of Service Analysis - Facility 1 Railroad Avenue, from Civic Avenue to Leland Road				
Segment	**Auto LOS**	**Transit LOS**	**Bicycle LOS**	**Pedestrian LOS**
Northbound				
1	F	C	F	D
2	F	C	E	D
3	C	C	D	D
4	B	C	F	D
5	C	C	F	D
Facility NB	**E**	**C**	**F**	**D**
Southbound				
1	B	C	F	E
2	C	C	E	E
3	C	C	D	E
4	C	C	D	E
5	C	C	E	F
Facility SB	**C**	**C**	**E**	**E**

3.2.2 Facility 2

Facility 2 operates along Leland Road, from Railroad Avenue (to the west) to Loveridge Road (to the east) with three segments in the eastbound and westbound directions. As a major arterial, Facility 2 experiences high traffic volumes and is serviced by Tri Delta Transit Routes 380, 387, 390, 391, 393,and 394, with five bus stops along its length. A Class II Bicycle Route is located along the facility from Railroad Avenue to Antioch city limits where it terminates. Five to 10-foot sidewalks and wide medians are present along Facility 2; however there are only two striped crosswalks (at the intersections of Leland Road/Leland Court and Leland Road/Piedmont Way) and the remaining side streets that intersect Leland Road do not have marked crosswalks, which were observed to constrain pedestrian accessibility and affect perception of safety. Table 3-8 and Figure 3-6 presents the MMLOS for Facility 2 under existing conditions.

Table 3-8 Multimodal Level of Service Analysis - Facility 2 Leland Road, from Railroad Avenue to Loveridge Road				
Segment	**Auto LOS**	**Transit LOS**	**Bicycle LOS**	**Pedestrian LOS**
Eastbound				
1	B	A	F	E
2	B	A	F	D
3	F	A	F	E
Facility EB	**F**	**A**	**F**	**E**
Westbound				
1	B	A	E	D
2	C	F	F	E
3	E	A	F	E
Facility WB	**B**	**A**	**F**	**E**

3.2.3 Facility 3

Facility 3 operates along California Avenue, from Railroad Avenue (to the west) to Loveridge Road (to the east) with two segments in the eastbound and westbound directions. As a minor arterial, this facility experiences high traffic volumes, primarily due to its connection to Railroad Avenue and State Route 4 ramps. The Tri Delta Transit Route 200 operates along Facility 3; however there are no bus stops located along the roadway. Five-foot sidewalks are present; however there are no buffers or striped crosswalks along side streets that intersect with California Avenue. There are no bicycle facilities along the Facility 3. Table 3-9 and Figure 3-7 presents the MMLOS for Facility 3 under existing conditions.

Table 3-9 Multimodal Level of Service Analysis - Facility 3 California Avenue, from Loveridge Road to Railroad Avenue				
Segment	**Auto LOS**	**Transit LOS**	**Bicycle LOS**	**Pedestrian LOS**
Eastbound				
1	B	F	F	E
2	B	F	F	E
Facility EB	**B**	**F**	**F**	**E**
Westbound				
1	F	F	E	E
2	B	F	F	E
Facility WB	**F**	**F**	**F**	**E**

3.2.4 Facility 4

Facility 4 operates along Harbor Street, from California Avenue (to the north) to Leland Road (to the south) with two segments in the northbound and southbound directions. As a minor arterial, this facility experiences a moderate amount of traffic volumes and is serviced by Tri Delta Transit Route 387 and 388 with two bus stop locations along the roadway. There are Class II and Class III Bicycle Routes from Buchanan Road to East 10th Street along Facility 4. Sidewalks and wide roadway medians are present along Facility 4. There are two striped crosswalks at the intersection of Harbor Street/Bliss Avenue and Harbor Street/California Avenue, no striped crosswalks at each driveway, no mid-block crossings, and no roadway buffers along Facility 4. Table 3-10 and Figure 3-8 presents the MMLOS for Facility 4 under existing conditions.

Table 3-10
Multimodal Level of Service Analysis - Facility 4
Harbor Avenue, from Leland Road to California Avenue

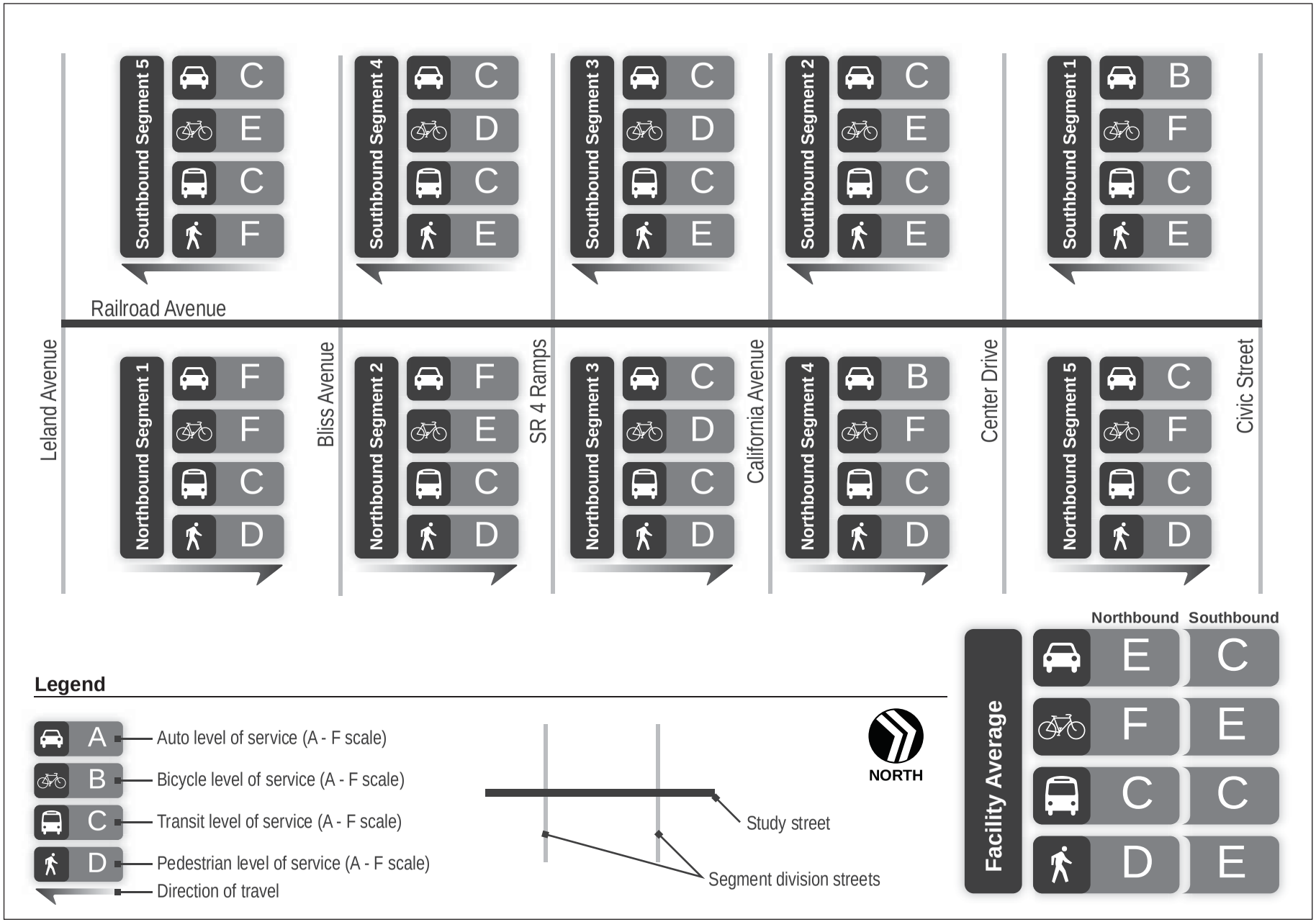
Segment	Auto LOS	Transit LOS	Bicycle LOS	Pedestrian LOS
Northbound				
1	B	A	F	D
2	F	F	F	E
Facility NB	**F**	**B**	**F**	**D**
Southbound				
1	B	F	F	D
2	F	A	F	E
Facility SB	**F**	**B**	**F**	**E**

3.2.5 Facility 5

Facility 5 operates along Bliss Avenue, from Railroad Avenue (to the west) to Harbor Street (to the east) with one segment in the eastbound and westbound directions. As a local street, this facility experiences a low-to-moderate amount of traffic volumes and is serviced by Tri Delta Transit Routes DX, 387, 388, 391,and 392; however there are no bus stops along the roadway. There are no bicycle facilities and sidewalks are only located along the northern portion of Facility 5 (to allow pedestrian access to the BART park-and-ride lot) but are not continuous. There are no striped crosswalks present and no roadway buffers along Facility 5. Table 3-11 and Figure 3-9 present the MMLOS for Facility 5 under existing conditions.

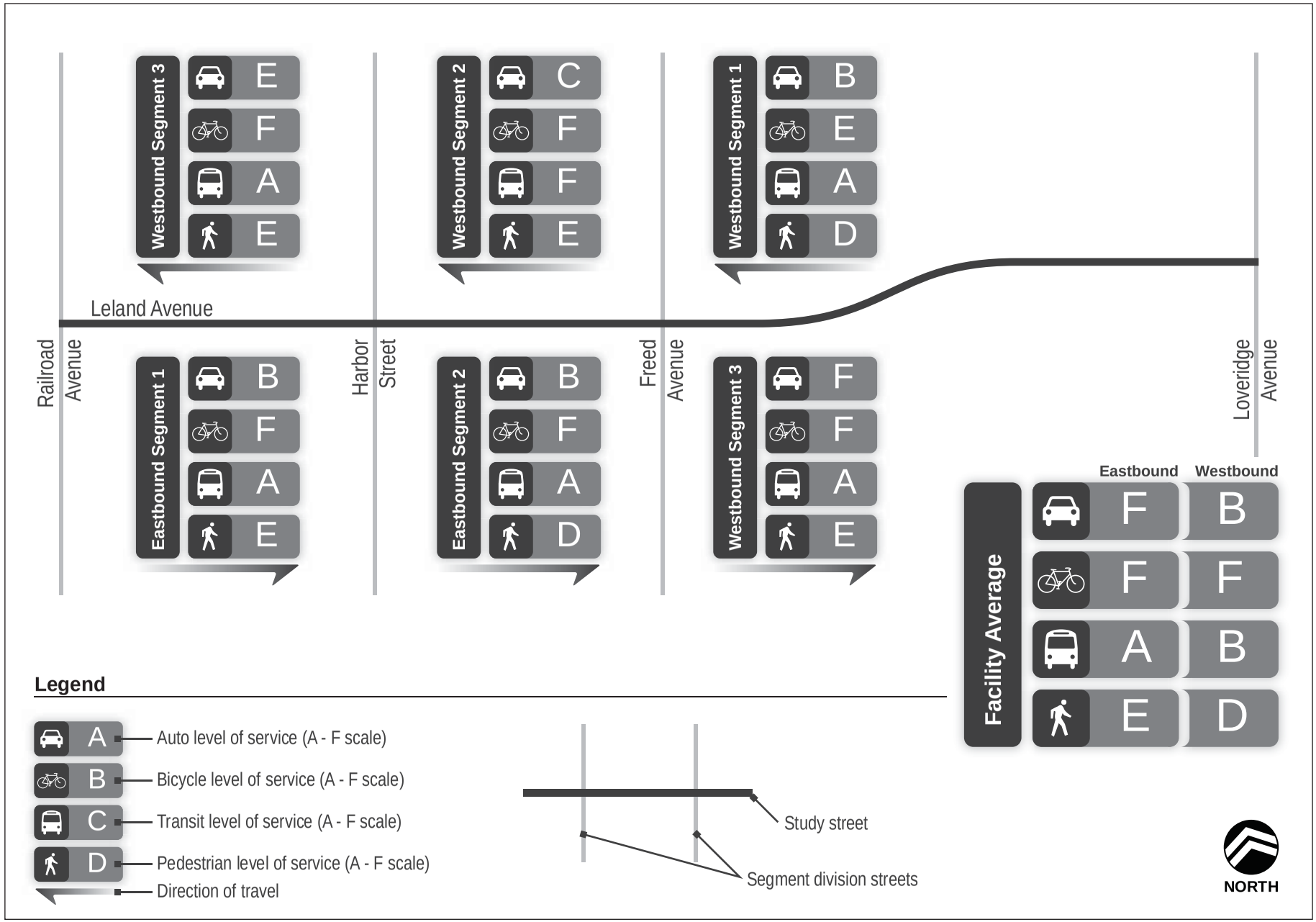
Table 3-11
Multimodal Level of Service Analysis - Facility 5
Bliss Avenue, from Railroad Avenue to Harbor Street

Segment	Auto LOS	Transit LOS	Bicycle LOS	Pedestrian LOS
Eastbound				
1	F	F	F	E
Facility EB	**F**	**F**	**F**	**E**
Westbound				
1	C	F	F	E
Facility WB	**C**	**F**	**F**	**E**



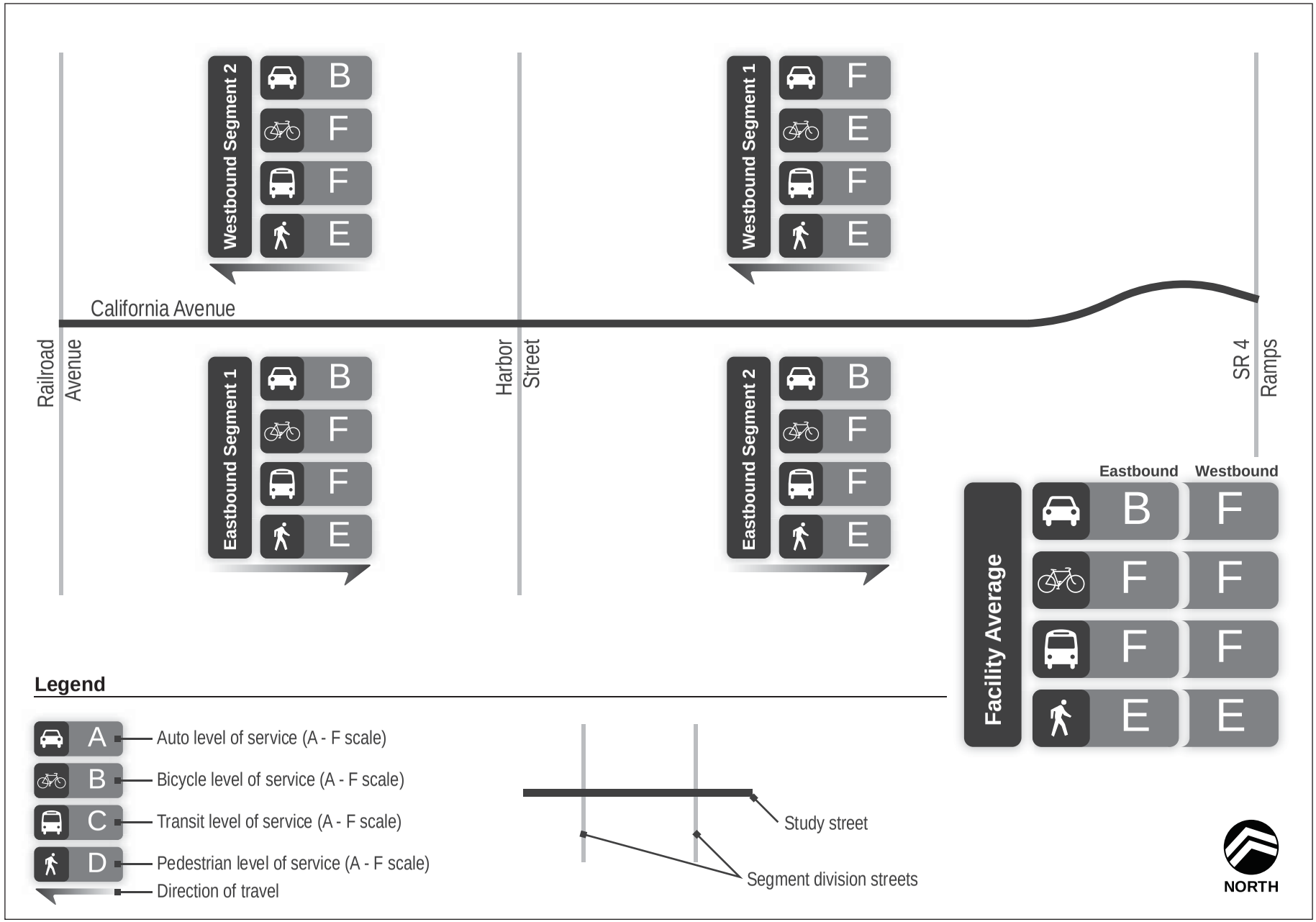
FACILITY 1: RAILROAD AVENUE EXISTING MMLOS

FIGURE 3-5



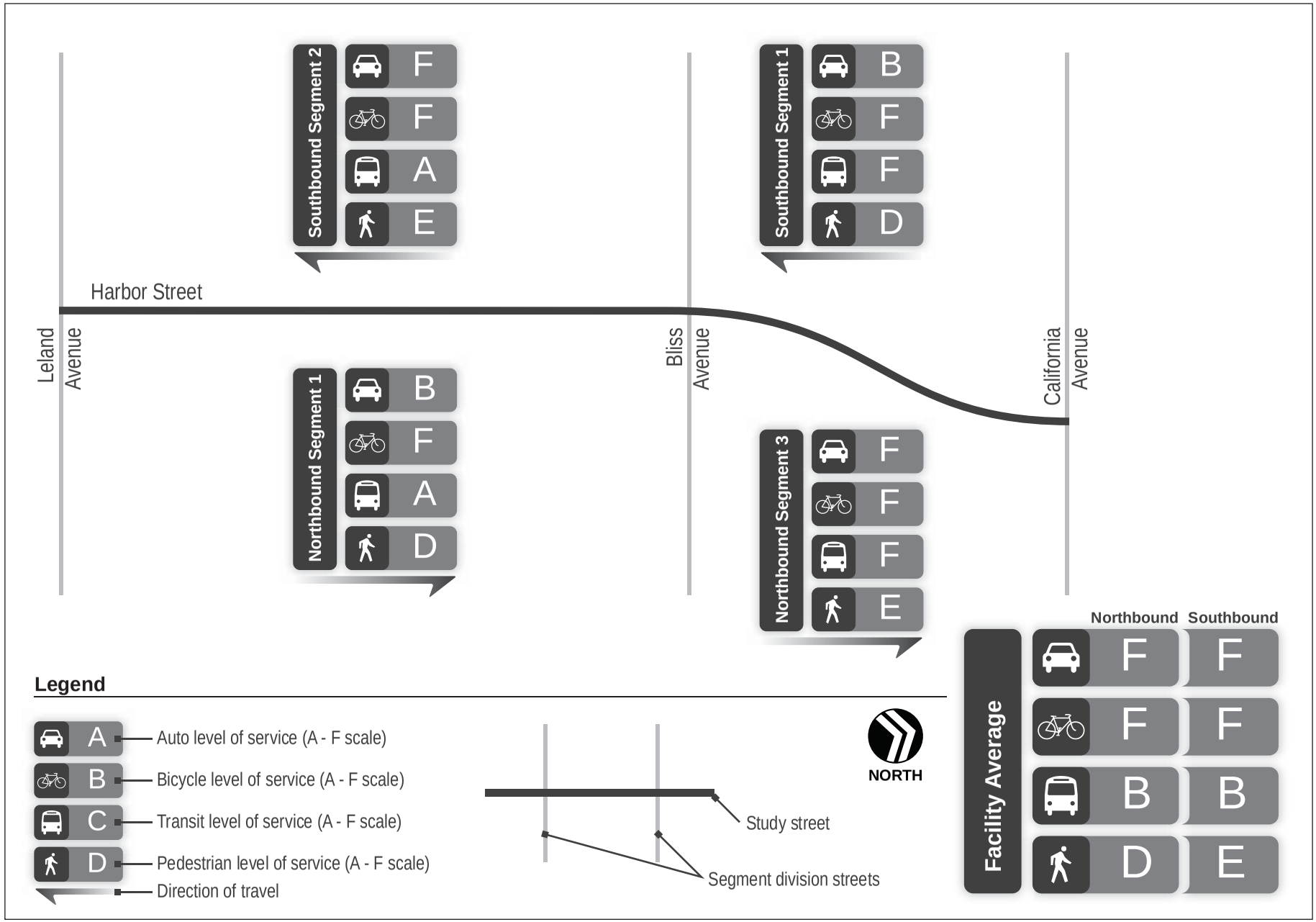
FACILITY 2: LELAND AVENUE EXISTING MMLOS

FIGURE 3-6



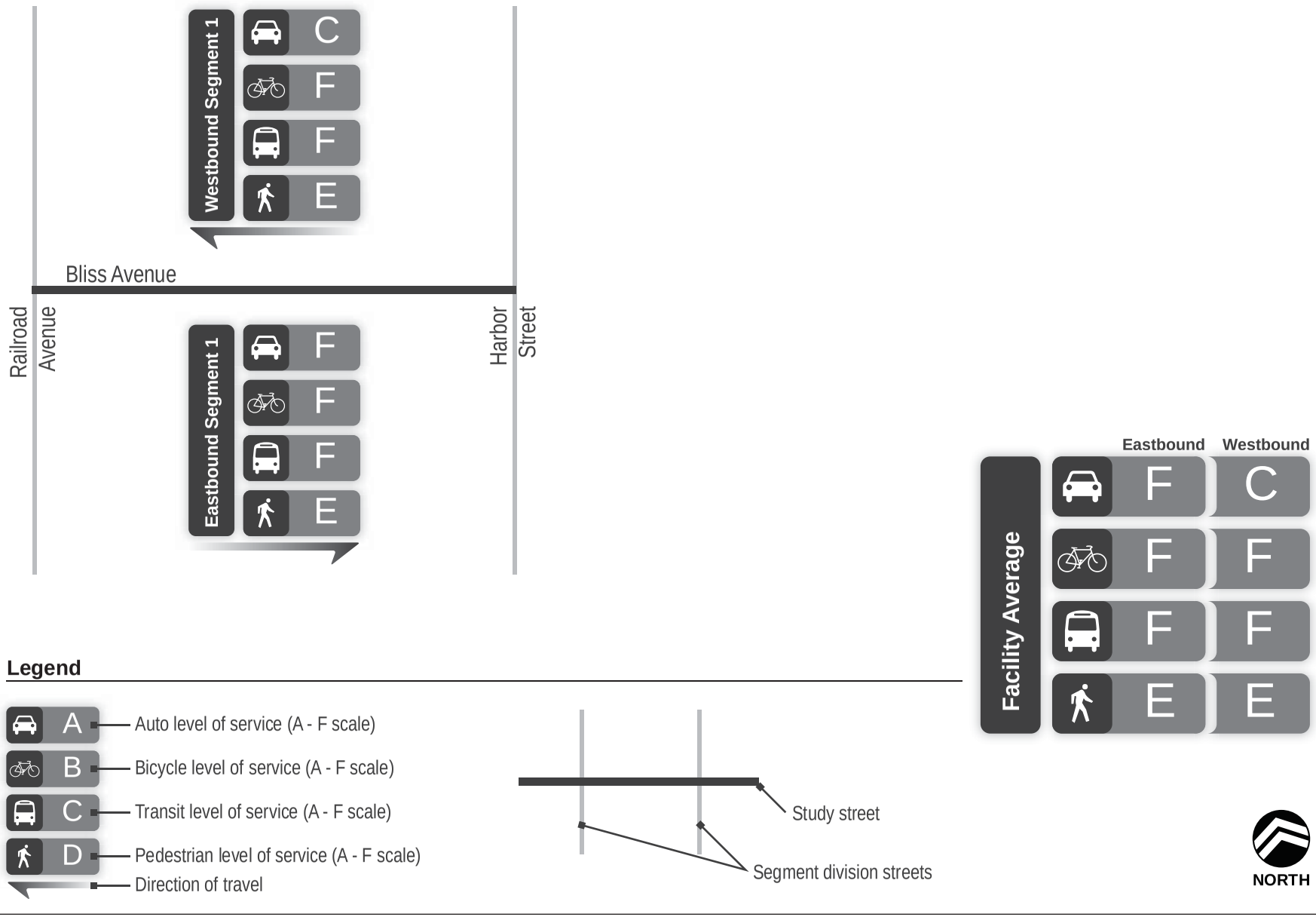
FACILITY 3: CALIFORNIA AVENUE EXISTING MMLOS

FIGURE 3-7



FACILITY 4: HARBOR STREET EXISTING MMLOS

FIGURE 3-8



FACILITY 5: BLISS AVENUE EXISTING MMLOS

FIGURE 3-9

Chapter 4
TRANSPORTATION IMPACT ANALYSIS

This chapter discusses the transportation operations under future conditions. Traffic (intersection), parking, and transportation circulation conditions are analyzed in this chapter. These conditions form the basis against which transportation impacts related to the proposed project would be identified.

Three scenarios were analyzed as a part of the traffic impact analysis. The following sections include the traffic operations for key intersections within the study area under Year 2015 No Project, Year 2015 plus Project, Year 2015 plus Project (Alternative 1), Year 2030 No Project, Year 2030 plus Project, and Year 2030 plus Project (Alternative 1) conditions.[1] The Levels of Service (LOS) of the study intersections were calculated using the same methodologies mentioned in *Chapter 2*. Potential transportation impacts related to the increased development potential envisioned the Railroad Avenue Specific Plan (beyond that included in the *Pittsburg 2020 General Plan* and evaluated in the *Pittsburg 2020 General Plan EIR*) are identified in this chapter. Refer to Appendix A for LOS calculations and output data sheets.

Parking and transportation circulation near the proposed transit station is evaluated under future conditions. Potential parking and transportation circulation impacts associated with proposed station area are based on the planned transportation facilities presented in the Railroad Avenue Specific Plan and forecasted travel patterns based on the CCTA Travel Demand Model.

4.1 TRANSPORTATION IMPACT ANALYSIS

4.1.1 Year 2015 No Project Scenario

During the AM peak hour, 14 of the 16 study intersections would operate under acceptable conditions. The two intersections that would operate at an unacceptable level of service are:

- #9 - Leland Road/Freed Avenue
- #15 - Harbor Street/Garcia Avenue

During the PM peak hour, 14 of the 16 study intersections would operate under acceptable conditions. The two intersections that would operate at an unacceptable level of service are:

- #9 - Leland Road/Freed Avenue
- #15 - Harbor Street/Garcia Avenue

[1] Refer to Chapter 2 for a detailed description of the impact assessment methodology, volume development procedures, and complete description of each scenario.

Intersection operations under Year 2015 No Project conditions are presented in Table 4-1 on page 4-9 and Figures 4-1 on page 4-15. When the traffic forecasts for the Years 2015 and 2030 are viewed in comparison with the existing traffic counts collected in the Year 2007 it is important to consider the changes to the highway network that have occurred and will occur between now and Year 2030 as follows:

SR 4 Widening - Currently SR 4 narrows from four lanes in each direction including an HOV lane to two general traffic lanes at Railroad Avenue. The narrow two lane section extends from Railroad Avenue to SR 160. By the year 2015, it is expected that SR 4 will be widened to four lanes in each direction all the way to SR 160. This narrow section is currently a major traffic bottleneck in both directions. Due to the bottleneck there is a significant diversion of traffic to the routes that parallel SR 4 including the Pittsburg Antioch Highway, Leland Road, Buchanan Parkway, James Donlan Parkway, and 18th Street. This diverted traffic uses the various interchanges along SR 4 between Willow Pass Road and 18th Street (Antioch), including the Railroad Avenue interchange to reach these parallel routes or to reenter the freeway once past the queues at either end of the bottleneck. This results in high volumes of traffic on the on-ramps and off-ramps that eventually use SR 4 when the widening of the freeway is complete all the way to SR 160. The bottleneck condition also affects traffic on Harbor Street, which is one of the few crossings of SR 4. As a result of this, there are instances where the volumes observed in 2007 will be greater than those expected in Years 2015 and 2030 on particular freeway ramps and roadway links, resulting in improvements in LOS for the No Project Scenario.

4.1.2 Year 2030 No Project Scenario

During the AM peak hour, 14 of the 16 study intersections would operate under acceptable conditions. The two intersections that would operate at an unacceptable level of service are:

- #9 - Leland Road/Freed Avenue
- #15 - Harbor Street/Garcia Avenue

During the PM peak hour, 12 of the 16 study intersections would operate under acceptable conditions. The four intersections that would operate at an unacceptable level of service are:

- #7 - Railroad Avenue/Leland Road
- #9 - Leland Road/Freed Avenue
- #13 - Harbor Street/California Avenue
- #15 - Harbor Street/Garcia Avenue

Intersection operations under Year 2030 No Project conditions are presented in Table 4-2 on page 4-10 and Figure 4-2 on page 4-16. As discussed in detail in section 4.1.1, SR-4 widening may result in instances where the traffic volumes observed in 2007 will be greater than those expected in 2030 on particular freeway ramps and roadway links, resulting in improvements in LOS for the No Project Scenario.

4.1.3 Year 2015 plus Project Scenario

During the AM and PM peak hours, 14 of the 16 study intersections would operate under acceptable conditions. The two intersections that would operate at an unacceptable level of service are:

- #9 - Leland Road/Freed Avenue
- #15 - Harbor Street/Garcia Avenue

The intersection operations under Year 2015 plus Project conditions are presented in Table 4-3 on page 4-11 and Figure 4-3 on page 4-17. Figure 4-3A on page 4-18 illustrates project only trips for Year 2015 plus Project Conditions. It should be noted, that due to SR 4 widening scheduled by Caltrans before opening day (Year 2015) it is expected that existing trips will be redistributed regionally from the local network due to the removal of the 2-lane bottleneck. This results in a negative network allocation for some intersections as shown on the figure when vehicles that formerly exited the freeway to use alternative local routes will stay on the freeway and no longer be impacting the local network.

AM PEAK HOUR
Year 2015 plus Project conditions would result in an unacceptable LOS at two of the study intersections during the AM peak hour.

- Under Year 2015 plus Project conditions the Leland Road/Freed Avenue intersection would continue to operate at LOS F, similar to Year 2015 No Project conditions. However, the Proposed Project would not worsen the LOS at this intersection. Therefore, a significant impact would not occur as a result of the Proposed Project.

- Under Year 2015 plus Project conditions the Harbor Street/Garcia Avenue intersection would continue to operate at LOS F similar to Year 2015 No Project conditions. However, the Proposed Project would not worsen the LOS at this intersection. Therefore, a significant impact would not occur as a result of the Proposed Project.

PM PEAK HOUR
Year 2015 plus Project conditions would result in unacceptable levels of service at two of the study intersections during the PM peak hour.

- Under Year 2015 plus Project conditions the Leland Road/Freed Avenue intersection would continue to operate at LOS F, similar to Year 2015 No Project conditions. However, the Proposed Project would not worsen the LOS at this intersection. Therefore, a significant impact would not occur as a result of the Proposed Project.

- The Harbor Street/Garcia Avenue intersection would continue to operate at LOS F under Year 2015 plus Project conditions, with significant delays in the eastbound and westbound

approaches in comparison to Year 2015 No Project conditions; therefore a significant impact would occur as a result of the Proposed Project.

Significant Impact 1: *The intersection of Harbor Street/Garcia Avenue would operate at LOS F, with significant delays in the eastbound and westbound approaches under Year 2015 plus Project Conditions during the PM peak hour.*

4.1.4 Year 2030 plus Project Scenario

During the AM peak hour, 14 of the 16 study intersections would operate under acceptable conditions. The two intersections that would operate at an unacceptable level of service are:

- #9 - Leland Road/Freed Avenue
- #15 - Harbor Street/Garcia Avenue

During the PM peak hour, 12 of the 16 study intersections would operate under acceptable conditions. The four intersections that would operate at an unacceptable level of service are:

- #7 - Railroad Avenue/Leland Road
- #9 - Leland Road/Freed Avenue
- #13 - Harbor Street/California Avenue
- #15 - Harbor Street/Garcia Avenue

The intersection operations under Year 2030 Plus Project conditions are presented in Table 4-4 on page 4-12 and Figure 4-4 on page 4-19. Figure 4-4A on page 4-20 illustrates project only trips for Year 2030 plus Project Conditions. It should be noted, that due to SR 4 widening scheduled by Caltrans before opening day (Year 2015) it is expected that existing trips will be redistributed regionally from the local network due to the removal of the 2-lane bottleneck. This results in a negative network allocation for some intersections as shown on the figure when vehicles that formerly exited the freeway to use alternative local routes will stay on the freeway and no longer be impacting the local network.

AM PEAK HOUR
Year 2030 plus Project conditions would result in unacceptable levels of service at two of the study area intersections during the AM peak hour.

- The Leland Road/Freed Avenue intersection would operate better under the Year 2030 plus Project Conditions than under Year 2030 No Project conditions; therefore a significant impact would not occur as a result of the Proposed Project.

- The Harbor Street/Garcia Avenue intersection would continue to operate at LOS F under Year 2030 plus Project Conditions, with significant delays in the eastbound and westbound approaches compared to Year 2030 No Project conditions; therefore a significant impact would occur as a result of the Proposed Project.

Significant Impact 2: *The intersection of Harbor Street/Garcia Avenue would operate at LOS F, with significant delays in the eastbound and westbound approaches under Year 2030 plus Project Conditions during the AM peak hour.*

PM PEAK HOUR
Year 2030 plus Project conditions would result in unacceptable levels of service at four of the study area intersections during the PM peak hour.

- The Railroad Avenue/Leland Road intersection would operate better under Year 2030 plus Project conditions than under Year 2030 No Project conditions; therefore a significant impact would not occur as a result of the Proposed Project.

- The Leland Road/Freed Avenue, intersection would operate better under Year 2030 plus Project conditions than under Year 2030 No Project conditions; therefore a significant impact would not occur as a result of the Proposed Project.

- The Harbor Street/California Avenue intersection would continue to operate at LOS E under Year 2030 plus Project conditions, and the LOS would not deteriorate in comparison to Year 2030 No Project conditions; therefore a significant impact would not occur as a result of the Proposed Project.

- The Harbor Street/Garcia Avenue intersection would continue to operate at LOS F under Year 2030 plus Project conditions, with significant delays in the eastbound and westbound approaches in comparison to Year 2030 No Project conditions; therefore a significant impact would occur as a result of the Proposed Project.

Significant Impact 3: *The intersection of Harbor Street/Garcia Avenue would operate at LOS F, with significant delays in the eastbound and westbound approaches under Year 2030 plus Project conditions during the PM peak hour.*

4.1.5 Year 2015 plus Project (Alternative 1) Scenario

During the AM and PM peak hours, 14 of the 16 study intersections would operate under acceptable conditions. The two intersections that would operate at an unacceptable level of service are:

- #9 - Leland Road/Freed Avenue
- #15 - Harbor Street/Garcia Avenue

The intersection operations under Year 2015 plus Project (Alternative 1) conditions are presented in Table 4-5 on page 4-13 an Figure 4-5 on page 4-21. Figure 4-5A on page 4-22 illustrates project only trips for Year 2015 plus Project (Alternative 1) Conditions. It should be noted, that due to SR 4 widening scheduled by Caltrans before opening day (Year 2015) it is expected that existing trips will be redistributed regionally from the local network due to the removal of the 2-lane bottleneck.

This results in a negative network allocation for some intersections as shown on the figure when vehicles that formerly exited the freeway to use alternative local routes will stay on the freeway and no longer be impacting the local network.

AM PEAK HOUR
Year 2015 plus Project (Alternative 1) conditions would result in unacceptable levels of service at two of the study area intersections during the AM peak hour.

- The Leland Road/Freed Avenue intersection would continue to operate at LOS F and level of service would not worsen compared to Year 2015 No Project conditions; therefore a significant impact would not occur as a result of the Proposed Project.

- The Harbor Street/Garcia Avenue intersection would continue to operate at LOS F under Year 2015 plus Project (Alternative 1) conditions, with significant delays in the eastbound and westbound approaches in comparison to Year 2015 No Project conditions; therefore a significant impact would occur as a result of the Proposed Project.

Significant Impact 4: *The intersection of Harbor Street/Garcia Avenue would operate at LOS F, with significant delays in the eastbound and westbound approaches under Year 2015 plus Project (Alternative 1) conditions during the AM peak hour.*

PM PEAK HOUR
Year 2015 plus Project (Alternative 1) conditions would result in unacceptable levels of service at two of the study area intersections during the PM peak hour.

- The Leland Road/Freed Avenue intersection would continue to operate at LOS F and level of service would not worsen in comparison to Year 2015 No Project conditions; therefore a significant impact would not occur as a result of the Proposed Project.

- The Harbor Street/Garcia Avenue intersection would continue to operate at LOS F under Year 2015 Project plus Project (Alternative 1) conditions, with significant delays in the eastbound and westbound approaches in comparison to Year 2015 No Project conditions; therefore a significant impact would occur as a result of the Proposed Project.

Significant Impact 5: *The intersection of Harbor Street/Garcia Avenue would operate at LOS F, with significant delays in the eastbound and westbound approaches under Year 2015 plus Project (Alternative 1) conditions during the PM peak hour.*

4.1.6 Year 2030 plus Project (Alternative 1) Scenario

During the AM peak hour, 14 of the 16 study intersections would operate under acceptable conditions. The two intersections that would operate at an unacceptable level of service are:

- #9 - Leland Road/Freed Avenue

- #15 - Harbor Street/Garcia Avenue

During the PM peak hour, 12 of the 16 study intersections would operate under acceptable conditions. The four intersections that would operate at an unacceptable level of service are:

- #7 - Railroad Avenue/Leland Road
- #9 - Leland Road/Freed Avenue
- #13 - Harbor Street/California Avenue
- #15 - Harbor Street/Garcia Avenue
-

The study intersection operations under Year 2030 conditions, with Project are presented in Table 4-6 on page 4-14 and Figure 4-6 on page 4-23. Figure 4-6A on page 4-24 illustrates project only trips for Year 2030 plus Project (Alternative 1) Conditions. It should be noted, that due to SR 4 widening scheduled by Caltrans before opening day (Year 2015) it is expected that existing trips will be redistributed regionally from the local network due to the removal of the 2-lane bottleneck. This results in a negative network allocation for some intersections as shown on the figure when vehicles that formerly exited the freeway to use alternative local routes will stay on the freeway and no longer be impacting the local network.

AM PEAK HOUR
Year 2030 plus Project conditions would result in unacceptable levels of service at two of the study area intersections during the AM peak hour.

- The Leland Road/Freed Avenue intersection would operate better under the Year 2030 plus Project (Alternative 1) conditions than under Year 2030 No Project conditions; therefore a significant impact would not occur as a result of the Proposed Project.

- The Harbor Street/Garcia Avenue intersection would continue to operate at LOS F under Year 2030 plus Project (Alternative 1) conditions, with significant delays in the eastbound and westbound approaches in comparison to Year 2030 No Project conditions; therefore a significant impact would occur as a result of the Proposed Project.

Significant Impact 6: *The intersection of Harbor Street/Garcia Avenue would operate at LOS F, with significant delays in the eastbound and westbound approaches under Year 2030 plus Project (Alternative 1) conditions during the AM peak hour.*

PM PEAK HOUR
Year 2030 plus Project conditions (Alternative 1) would result in unacceptable levels of service at three of the study area intersections during the PM peak hour.

- The Railroad Avenue/Leland Road intersection would operate better under the Year 2030 plus Project (Alternative 1) conditions than under Year 2030 No Project conditions; therefore a significant impact would not occur as a result of the Proposed Project.

- The Leland Road/Freed Avenue intersection would operate better under the Year 2030 plus Project (Alternative 1) conditions than under Year 2030 No Project conditions; therefore a significant impact would not occur as a result of the Proposed Project.

- The Harbor Street/California Avenue intersection would continue to operate at LOS E under Year 2030 plus Project (Alternative 1) conditions, and the LOS would not deteriorate compared to Year 2030 No Project conditions; therefore a significant impact would not occur as a result of the Proposed Project.

- The Harbor Street/Garcia Avenue intersection would continue to operate at LOS F under Year 2030 plus Project (Alternative 1) conditions, with significant delays in the eastbound and westbound approaches in comparison to Year 2030 No Project conditions; therefore a significant impact would occur as a result of the Proposed Project.

Significant Impact 7: *The intersection of Harbor Street/Garcia Avenue would operate at LOS F, with significant delays in the eastbound and westbound approaches under Year 2030 plus Project (Alternative 1) conditions during the PM peak hour.*

4.1.7 Traffic Service Objective Impacts

Under the Year 2015 plus Project conditions two of the 16 study intersections would not satisfy the Traffic Service Objectives in the East County Action Plan for the Proposed Project, Proposed Project (Alternative 1) and No Project conditions:

- #8 Railroad Avenue/Leland Road
- #10 Leland Road/Freed Avenue

The Proposed Project (Alternative 1) would worsen conditions at 1 of these intersections – Railroad Avenue/Leland Road– in 2015 to LOS E as compared to No Project Conditions LOS D. This LOS does meet the CCTA Standards of Significance Criteria for the intersection. Furthermore, roadway improvements planned for Year 2030 indicate the Proposed Project and Proposed Project (Alternative 1) would improve conditions from the 2030 No Project Alternative.

Under Year 2030 conditions, two of the 16 study intersections would not satisfy the Traffic Service Objectives in the East County Action Plan for the Proposed Project, Proposed Project (Alternative 1) and No Project conditions:

- #8 Railroad Avenue/Leland Road
- #10 Leland Road/Freed Avenue

However as noted above, traffic operations under the Year 2030 plus Project and Year 2030 plus Project (Alternative 1) conditions improve compared to the 2030 No Project Alternative.

Table 4-1
Study Intersection Operations – 2015 No Project Conditions

		Threshold		AM Peak				PM Peak		
#	Intersection	Control	Jurisdiction	LOS	V/C	Delay	LOS	V/C	Delay	LOS
1	Civic Avenue – W.17th Street/Davi Avenue	AWSC	City of Pittsburg	E		8.4	A		8.2	A
2	Railroad Avenue/Civic Avenue	Signal	City of Pittsburg	D[b]	0.47	11.7	B	0.4	11.1	B
3	Railroad Avenue/Center Drive	Signal	City of Pittsburg	E	0.46	6.1	A	0.73	9.3	A
4	Railroad Avenue/SR 4 Westbound On-Ramp	Signal	Caltrans	C/D[a]	0.69	12.8	B	0.53	10.5	B
5	Railroad Avenue/SR 4 Eastbound Ramps	Signal	Caltrans	C/D[a]	0.71	14.8	B	0.73	15.1	B
6	Railroad Avenue/Bliss Avenue	Signal	City of Pittsburg	E	0.57	11.4	B	0.61	12.5	B
7	Railroad Avenue/Leland Road	Signal	City of Pittsburg	E	0.85	33.8	C	0.95	40.9	D
8	Leland Road/Harbor Street	Signal	City of Pittsburg	D[b]	0.7	24.2	C	0.83	25.8	C
9	Leland Road/Freed Avenue	TWSC	City of Pittsburg	E	**0.42**	**>50 (SB)**	**F**	**0.67**	**>50 (SB)**	**F**
10	Leland Road/Loveridge Road	Signal	City of Pittsburg	D[b]	0.65	27.4	C	0.54	22.8	C
11	Loveridge Road/SR 4 Eastbound Ramps	Signal	Caltrans	C/D[a]	0.51	9	A	0.49	4.7	A
12	California Avenue/SR 4 Westbound Ramps	Signal	Caltrans	C/D[a]	0.33	17.6	B	0.61	19.2	B
13	Harbor Street/California Avenue	Signal	City of Pittsburg	D[b]	0.84	37	D	0.7	27.1	C
14	Harbor Street/Bliss Avenue	Signal	City of Pittsburg	E	1.09	12.7	B	0.44	11.1	B
15	Harbor Street/Garcia Avenue	TWSC	City of Pittsburg	E	**3.98**	**>50 (WB)**	**F**	**	**>50 (WB)**	F
16	Railroad Avenue/Garcia Avenue	Signal	City of Pittsburg	E	0.38	7.2	A	0.88	38	C

Notes:

Source: Wilbur Smith Associates, May 2009

AWSC – All-way Stop Control; TWSC – Two-way Stop Control

Signal – Traffic Signal

Delay presented in seconds per vehicle.

Delay and LOS presented for worst approach for two-way stop controlled intersections.

Boldface type indicates unacceptable values.

a. Represents a target LOS at the transition between LOS C and LOS D.

b. For an Urban Area V/C ratio must be between 0.85 and 0.89.

** Not computed

Table 4-2
Study Intersection Operations – 2030 No Project Conditions

		Threshold		AM Peak			PM Peak			
#	Intersection	Control	Jurisdiction	LOS	V/C	Delay	LOS	V/C	Delay	LOS
1	Civic Avenue – W.17th Street/Davi Avenue	AWSC	City of Pittsburg	E		25.7	D		9	A
2	Railroad Avenue/Civic Avenue	Signal	City of Pittsburg	D[b]	0.55	14.5	B	0.57	15.7	B
3	Railroad Avenue/Center Drive	Signal	City of Pittsburg	E	0.49	7.4	A	0.8	12.4	B
4	Railroad Avenue/SR 4 Westbound On-Ramp	Signal	Caltrans	C/D[a]	0.90	19.9	B	0.73	14.8	B
5	Railroad Avenue/SR 4 Eastbound Ramps	Signal	Caltrans	C/D[a]	0.86	19.2	B	0.97	30.6	C
6	Railroad Avenue/Bliss Avenue	Signal	City of Pittsburg	E	0.66	13.5	B	0.85	19.4	B
7	Railroad Avenue/Leland Road	Signal	City of Pittsburg	E	1.09	65.4	E	**1.27**	**>80**	**F**
8	Leland Road/Harbor Street	Signal	City of Pittsburg	D[b]	0.8	27.2	C	0.74	24.9	C
9	Leland Road/Freed Avenue	TWSC	City of Pittsburg	E	**1.58**	**>50 (SB)**	**F**	**2.7**	**>50 (SB)**	**F**
10	Leland Road/Loveridge Road	Signal	City of Pittsburg	D[b]	0.8	33.3	C	0.64	29.4	C
11	Loveridge Road/SR 4 Eastbound Ramps	Signal	Caltrans	C/D[a]	0.61	7.9	A	0.7	10.8	B
12	California Avenue/SR 4 Westbound Ramps	Signal	Caltrans	C/D[a]	0.47	16.2	B	0.82	28.7	C
13	Harbor Street/California Avenue	Signal	City of Pittsburg	D[b]	0.85	41.7	D	**1.09**	**70.2**	**E**
14	Harbor Street/Bliss Avenue	Signal	City of Pittsburg	E	0.53	4.5	A	0.58	11.7	B
15	Harbor Street/Garcia Avenue	TWSC	City of Pittsburg	E	**5.48**	**>50 (WB)**	**F**	**	**>50 (WB)**	**F**
16	Railroad Avenue/Garcia Avenue	Signal	City of Pittsburg	E	0.54	7.2	A	0.8	30.7	C

Notes

Source: Wilbur Smith Associates, May 2009

AWSC – All-way Stop Control; TWSC – Two-way Stop Control

Signal – Traffic Signal

Delay presented in seconds per vehicle.

Delay and LOS presented for worst approach for two-way stop controlled intersections.

Boldface type indicates unacceptable values.

a. Represents a target LOS at the transition between LOS C and LOS D.

b. For an Urban Area V/C ratio must be between 0.85 and 0.89.

** Not computed

Table 4-3
Study Intersection Operations – 2015 plus Project Conditions

		Threshold			AM Peak			PM Peak		
#	Intersection	Control	Jurisdiction	LOS	V/C	Delay	LOS	V/C	Delay	LOS
1	Civic Avenue – W.17th Street/Davi Avenue	AWSC	City of Pittsburg	E		8.6	A		8.3	A
2	Railroad Avenue/Civic Avenue	Signal	City of Pittsburg	D[b]	0.46	11.9	B	0.58	16.2	B
3	Railroad Avenue/Center Drive	Signal	City of Pittsburg	E	0.48	6.2	A	0.73	10	B
4	Railroad Avenue/SR 4 Westbound On-Ramp	Signal	Caltrans	C/D[a]	0.69	13.1	B	0.53	10.4	B
5	Railroad Avenue/SR 4 Eastbound Ramps	Signal	Caltrans	C/D[a]	0.73	14.9	B	0.75	15.7	B
6	Railroad Avenue/Bliss Avenue	Signal	City of Pittsburg	E	0.6	11.4	B	0.62	12.6	B
7	Railroad Avenue/Leland Road	Signal	City of Pittsburg	E	0.84	34.6	C	0.95	41.7	D
8	Leland Road/Harbor Street	Signal	City of Pittsburg	D[b]	0.73	24.5	C	0.68	24.3	C
9	Leland Road/Freed Avenue	TWSC	City of Pittsburg	E	**0.46**	**>50 (SB)**	**F**	**0.67**	**>50 (SB)**	**F**
10	Leland Road/Loveridge Road	Signal	City of Pittsburg	D[b]	0.68	29.4	C	0.52	22.1	C
11	Loveridge Road/SR 4 Eastbound Ramps	Signal	Caltrans	C/D[a]	0.52	6.6	A	0.48	4.8	A
12	California Avenue/SR 4 Westbound Ramps	Signal	Caltrans	C/D[a]	0.34	15.2	B	0.61	19.5	B
13	Harbor Street/California Avenue	Signal	City of Pittsburg	D[b]	0.82	36.2	D	0.72	28.6	C
14	Harbor Street/Bliss Avenue	Signal	City of Pittsburg	E	0.94	8.9	A	0.5	12.2	B
15	Harbor Street/Garcia Avenue	TWSC	City of Pittsburg	E	**4.21**	**>50 (WB)**	**F**	******	**>50 (WB)**	**F**
16	Railroad Avenue/Garcia Avenue	Signal	City of Pittsburg	E	0.41	8.5	A	0.95	37.6	D

Notes

Source: Wilbur Smith Associates, May 2009

AWSC – All-way Stop Control; TWSC – Two-way Stop Control

Signal – Traffic Signal

Delay presented in seconds per vehicle.

Delay and LOS presented for worst approach for two-way stop controlled intersections.

Boldface type indicates unacceptable values.

a. Represents a target LOS at the transition between LOS C and LOS D.

b. For an Urban Area V/C ratio must be between 0.85 and 0.89.

** Not computed

Table 4-4
Study Intersection Operations – 2030 plus Project Conditions

		Threshold		AM Peak			PM Peak			
#	Intersection	Control	Jurisdiction	LOS	V/C	Delay	LOS	V/C	Delay	LOS
1	Civic Avenue – W.17th Street/Davi Avenue	AWSC	City of Pittsburg	E		28.2	D		8.7	A
2	Railroad Avenue/Civic Avenue	Signal	City of Pittsburg	D[b]	0.59	16.5	B	0.48	16.4	B
3	Railroad Avenue/Center Drive	Signal	City of Pittsburg	E	0.53	8.9	A	0.94	18	B
4	Railroad Avenue/SR 4 Westbound On-Ramp	Signal	Caltrans	C/D[a]	0.90	19	B	0.64	13.3	B
5	Railroad Avenue/SR 4 Eastbound Ramps	Signal	Caltrans	C/D[a]	0.89	19.8	B	0.87	20.8	C
6	Railroad Avenue/Bliss Avenue	Signal	City of Pittsburg	E	0.78	17.7	B	0.93	31.6	C
7	Railroad Avenue/Leland Road	Signal	City of Pittsburg	E	1.02	59.4	E	**1.15**	**>80**	**F**
8	Leland Road/Harbor Street	Signal	City of Pittsburg	D[b]	0.81	28	C	0.78	41.8	D
9	Leland Road/Freed Avenue	TWSC	City of Pittsburg	E	**1.44**	**>50 (SB)**	**F**	**2.67**	**>50 (SB)**	**F**
10	Leland Road/Loveridge Road	Signal	City of Pittsburg	D[b]	0.76	32	C	0.62	23	C
11	Loveridge Road/SR 4 Eastbound Ramps	Signal	Caltrans	C/D[a]	0.56	7.1	A	0.44	7.4	A
12	California Avenue/SR 4 Westbound Ramps	Signal	Caltrans	C/D[a]	0.45	20.6	C	0.87	38.5	D
13	Harbor Street/California Avenue	Signal	City of Pittsburg	D[b]	1.01	50.7	D	1.06	78.3	E
14	Harbor Street/Bliss Avenue	Signal	City of Pittsburg	E	0.74	5.9	A	0.74	16.1	B
15	Harbor Street/Garcia Avenue	TWSC	City of Pittsburg	E	**9.44**	**>50 (WB)**	**F**	******	**>50 (WB)**	**F**
16	Railroad Avenue/Garcia Avenue	Signal	City of Pittsburg	E	0.75	17.8	B	1.11	41.8	D

Notes

Source: Wilbur Smith Associates, May 2009

AWSC – All-way Stop Control; TWSC – Two-way Stop Control

Signal – Traffic Signal

Delay presented in seconds per vehicle.

Delay and LOS presented for worst approach for two-way stop controlled intersections.

Boldface type indicates unacceptable values.

a. Represents a target LOS at the transition between LOS C and LOS D.

b. For an Urban Area V/C ratio must be between 0.85 and 0.89.

** Not computed

Table 4-5
Study Intersection Operations – 2015 plus Project (Alternative 1) Conditions

		Threshold		AM Peak			PM Peak			
#	Intersection	Control	Jurisdiction	LOS	V/C	Delay	LOS	V/C	Delay	LOS
1	Civic Avenue – W.17th Street/Davi Avenue	AWSC	City of Pittsburg	E		8.7	A		8.2	A
2	Railroad Avenue/Civic Avenue	Signal	City of Pittsburg	D[b]	0.47	12.1	B	0.4	11.7	B
3	Railroad Avenue/Center Drive	Signal	City of Pittsburg	E	0.45	6	A	0.67	8.3	A
4	Railroad Avenue/SR 4 Westbound On-Ramp	Signal	Caltrans	C/D[a]	0.69	12.9	B	0.5	10.8	B
5	Railroad Avenue/SR 4 Eastbound Ramps	Signal	Caltrans	C/D[a]	0.73	15.1	B	0.71	13.8	B
6	Railroad Avenue/Bliss Avenue	Signal	City of Pittsburg	E	0.59	11.3	B	0.73	15.6	B
7	Railroad Avenue/Leland Road	Signal	City of Pittsburg	E	0.85	33.2	C	1.05	78.9	E
8	Leland Road/Harbor Street	Signal	City of Pittsburg	D[b]	0.69	25.4	C	0.67	23.3	C
9	Leland Road/Freed Avenue	TWSC	City of Pittsburg	E	**0.43**	**>50 (SB)**	**F**	**0.61**	**>50 (SB)**	**F**
10	Leland Road/Loveridge Road	Signal	City of Pittsburg	D[b]	0.65	27.9	C	0.53	19.6	B
11	Loveridge Road/SR 4 Eastbound Ramps	Signal	Caltrans	C/D[a]	0.52	9	A	0.44	7	A
12	California Avenue/SR 4 Westbound Ramps	Signal	Caltrans	C/D[a]	0.33	15.2	B	0.61	18.8	B
13	Harbor Street/California Avenue	Signal	City of Pittsburg	D[b]	0.85	36.7	D	0.71	31.7	C
14	Harbor Street/Bliss Avenue	Signal	City of Pittsburg	E	0.82	6.8	A	0.48	11.2	B
15	Harbor Street/Garcia Avenue	TWSC	City of Pittsburg	E	**4.65**	**>50 (WB)**	**F**	******	**>50 (WB)**	**F**
16	Railroad Avenue/Garcia Avenue	Signal	City of Pittsburg	E	0.42	9.3	A	1.31	48.4	D

Notes

Source: Wilbur Smith Associates, May 2009

AWSC – All-way Stop Control; TWSC – Two-way Stop Control

Signal – Traffic Signal

Delay presented in seconds per vehicle.

Delay and LOS presented for worst approach for two-way stop controlled intersections.

Boldface type indicates unacceptable values.

a. Represents a target LOS at the transition between LOS C and LOS D.

b. For an Urban Area V/C ratio must be between 0.85 and 0.89.

** Not computed

Table 4-6
Study Intersection Operations – 2030 plus Project (Alternative 1) Conditions

		Threshold		AM Peak			PM Peak			
#	Intersection	Control	Jurisdiction	LOS	V/C	Delay	LOS	V/C	Delay	LOS
1	Civic Avenue – W.17th Street/Davi Avenue	AWSC	City of Pittsburg	E		42.1	E		8.7	A
2	Railroad Avenue/Civic Avenue	Signal	City of Pittsburg	D[b]	0.5	16.1	B	0.54	20.3	C
3	Railroad Avenue/Center Drive	Signal	City of Pittsburg	E	0.47	7.6	A	0.84	14.9	B
4	Railroad Avenue/SR 4 Westbound On-Ramp	Signal	Caltrans	C/D[a]	0.88	23.7	C	0.65	14.6	B
5	Railroad Avenue/SR 4 Eastbound Ramps	Signal	Caltrans	C/D[a]	0.85	22	C	0.86	22.4	C
6	Railroad Avenue/Bliss Avenue	Signal	City of Pittsburg	E	0.71	12.8	B	0.89	24.5	C
7	Railroad Avenue/Leland Road	Signal	City of Pittsburg	E	0.98	42.7	D	**1.15**	**>80**	**F**
8	Leland Road/Harbor Street	Signal	City of Pittsburg	D[b]	0.73	25	C	0.82	29.3	C
9	Leland Road/Freed Avenue	TWSC	City of Pittsburg	E	**1.44**	**>50 (SB)**	**F**	**1.29**	**>50 (SB)**	**F**
10	Leland Road/Loveridge Road	Signal	City of Pittsburg	D[b]	0.72	32.6	C	0.62	22.2	C
11	Loveridge Road/SR 4 Eastbound Ramps	Signal	Caltrans	C/D[a]	0.58	7.9	A	0.38	4.9	A
12	California Avenue/SR 4 Westbound Ramps	Signal	Caltrans	C/D[a]	0.48	14.9	B	0.83	29.8	C
13	Harbor Street/California Avenue	Signal	City of Pittsburg	D[b]	0.9	38.7	D	**1.16**	**78**	**E**
14	Harbor Street/Bliss Avenue	Signal	City of Pittsburg	E	0.55	5.9	A	0.62	13.5	B
15	Harbor Street/Garcia Avenue	TWSC	City of Pittsburg	E	**9.71**	**>50 (WB)**	**F**	**	**>50 (WB)**	**F**
16	Railroad Avenue/Garcia Avenue	Signal	City of Pittsburg	E	0.78	14.5	B	1.41	59.3	E

Notes

Source: Wilbur Smith Associates, May 2009

AWSC – All-way Stop Control; TWSC – Two-way Stop Control; SSSC – Side-street Stop Controlled

Signal – Traffic Signal

Delay presented in seconds per vehicle.

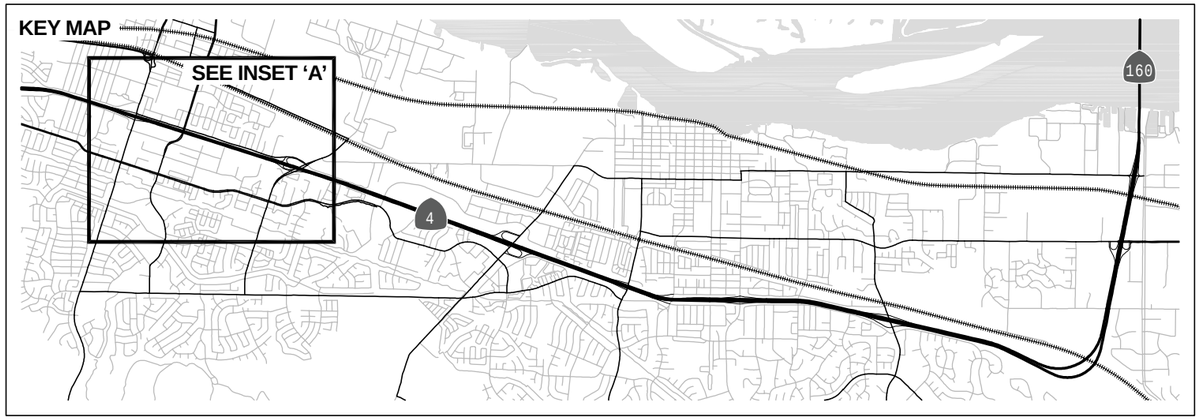
Delay and LOS presented for worst approach for two-way stop controlled intersections.

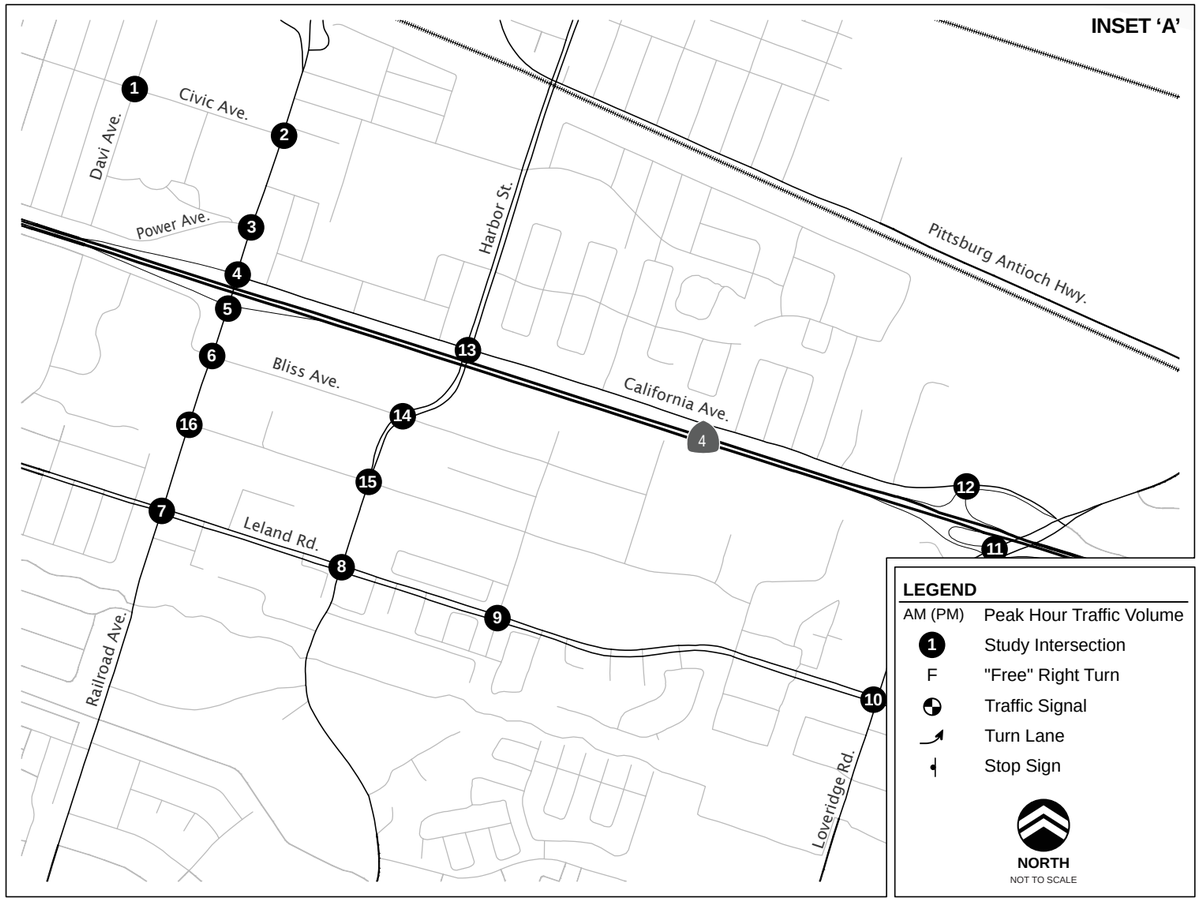
Boldface type indicates unacceptable values.

a. Represents a target LOS at the transition between LOS C and LOS D.

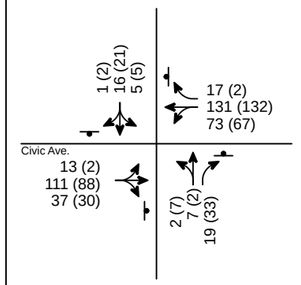
b. For an Urban Area V/C ratio must be between 0.85 and 0.89.

** Not computed





1. Civic Ave./Davi Ave.



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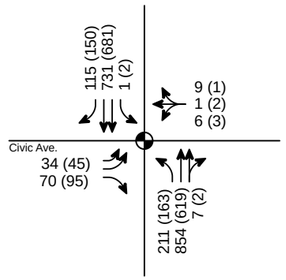

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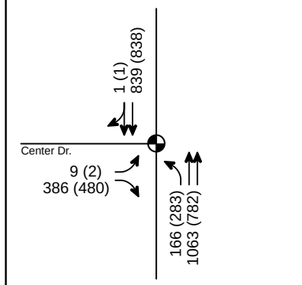

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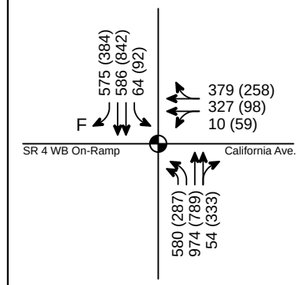

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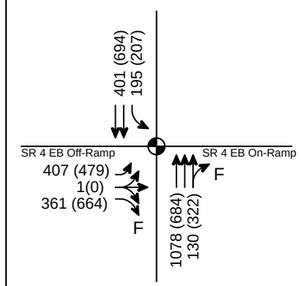
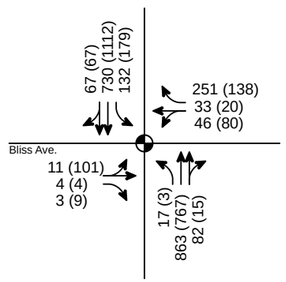


6. Bliss Ave./Railroad Ave.



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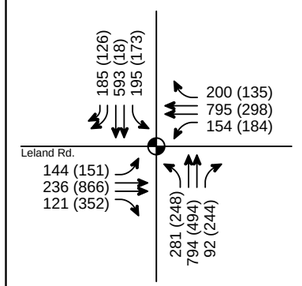

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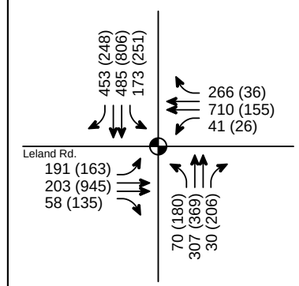
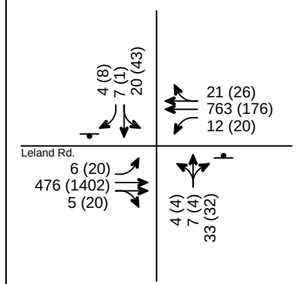


9. Leland Rd./Freed Ave.



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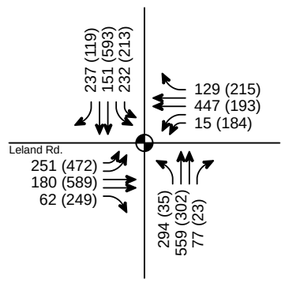

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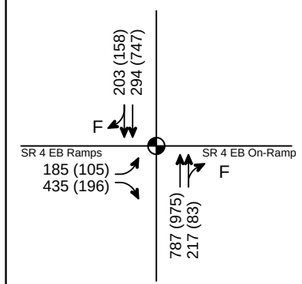
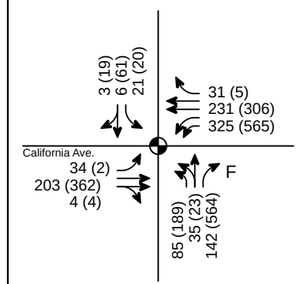
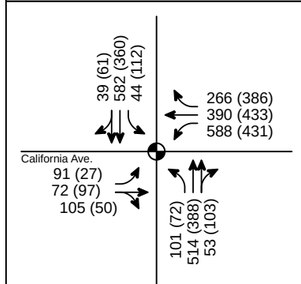


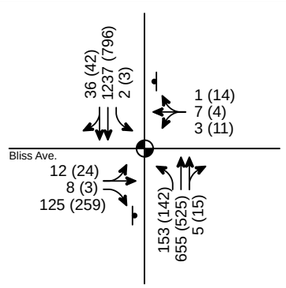
12. California Ave./SR 4 WB Ramps



13. California Ave./Harbor St.



14. Bliss Ave./Harbor St.



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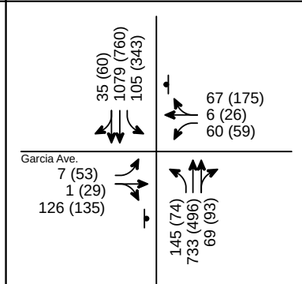
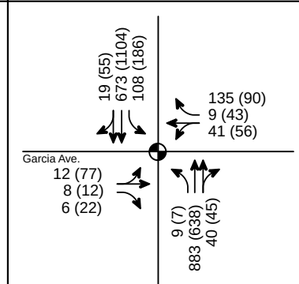


16. Garcia Ave./Railroad Ave.



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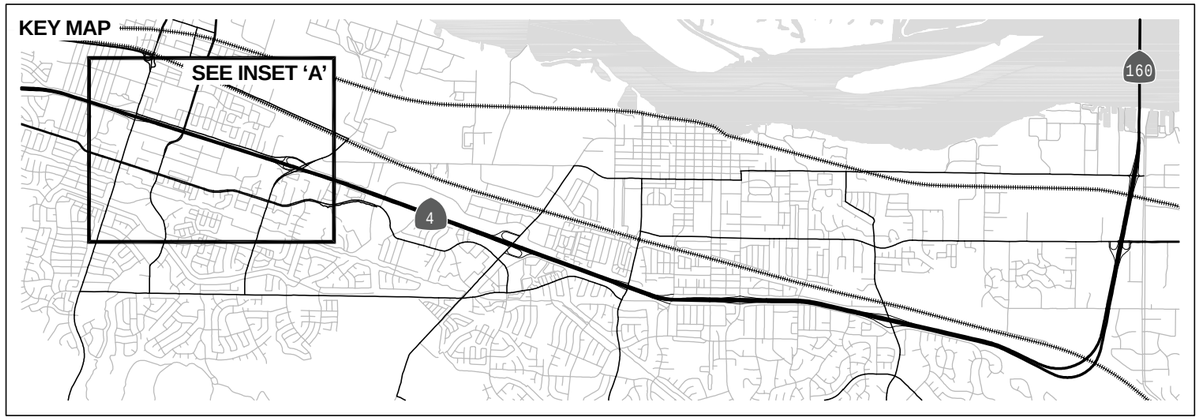
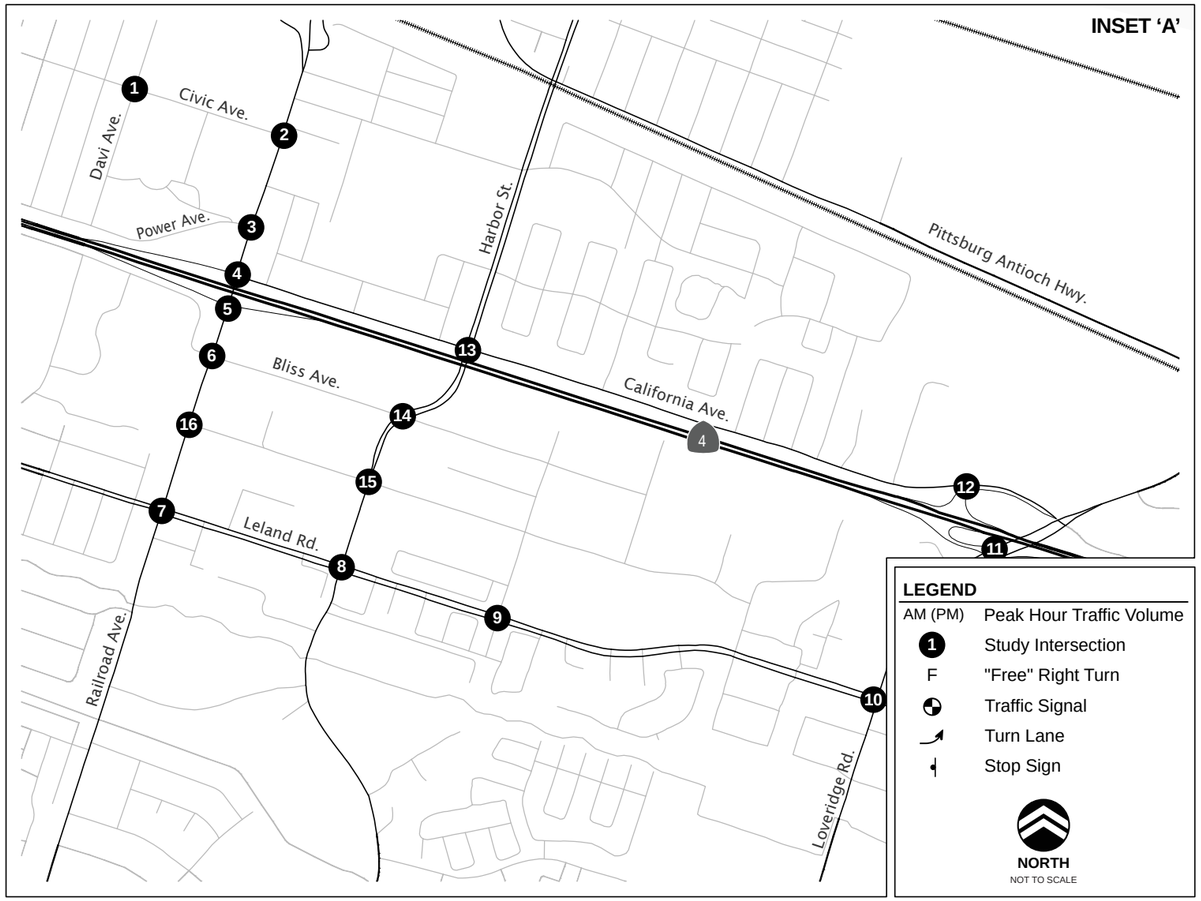
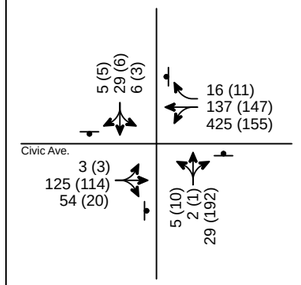
PITTSBURG TRAFFIC STUDY INTERSECTIONS - 2015 NO PROJECT CONDITIONS

FIGURE 4-1

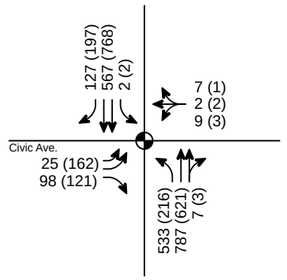




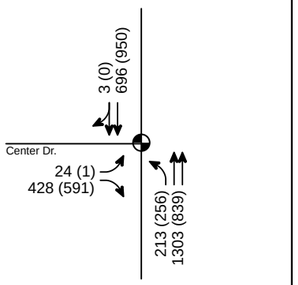
1. Civic Ave./Davi Ave.



2. Civic Ave./Railroad Ave.



3. Center Dr./Railroad Ave.



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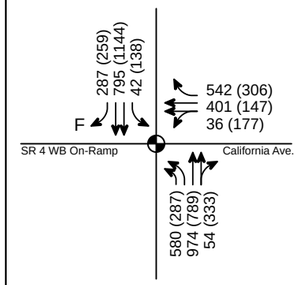
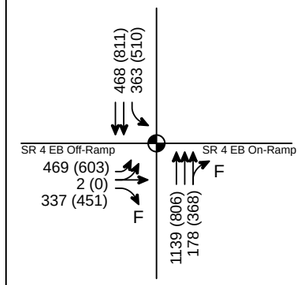
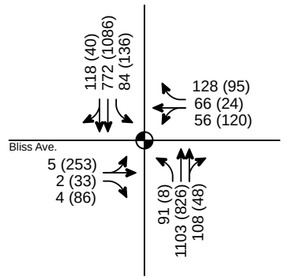


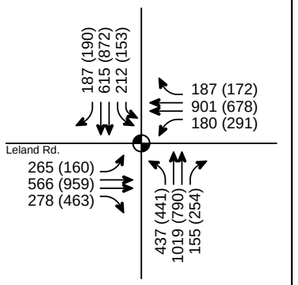
5. SR 4 EB Ramps/Railroad Ave.



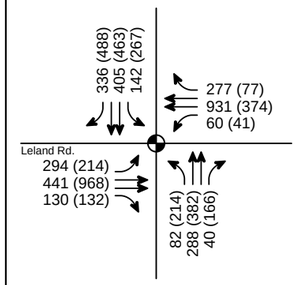
6. Bliss Ave./Railroad Ave.



7. Leland Rd./Railroad Ave.



8. Leland Rd./Harbor St.



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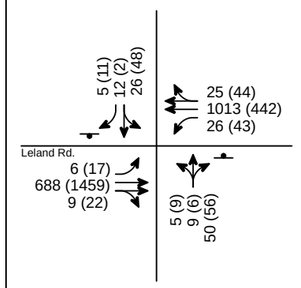

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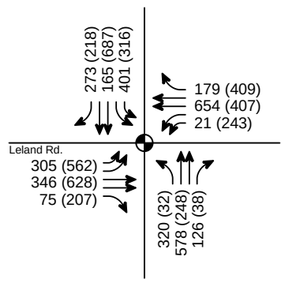

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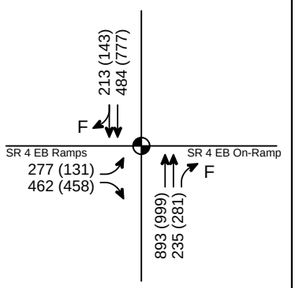
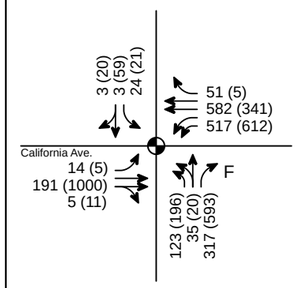


12. California Ave./SR 4 WB Ramps



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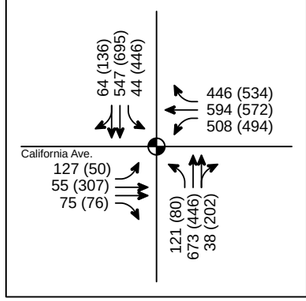
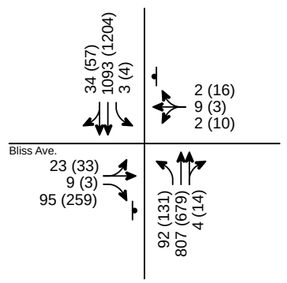
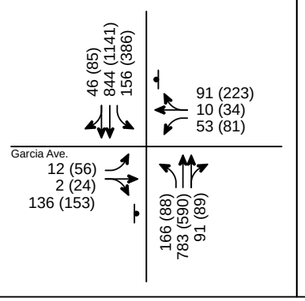


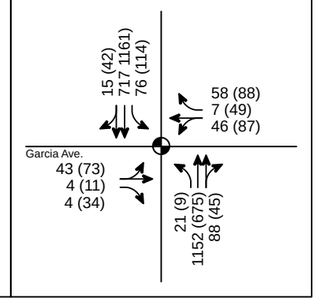
14. Bliss Ave./Harbor St.



15. Garcia Ave./Harbor St.



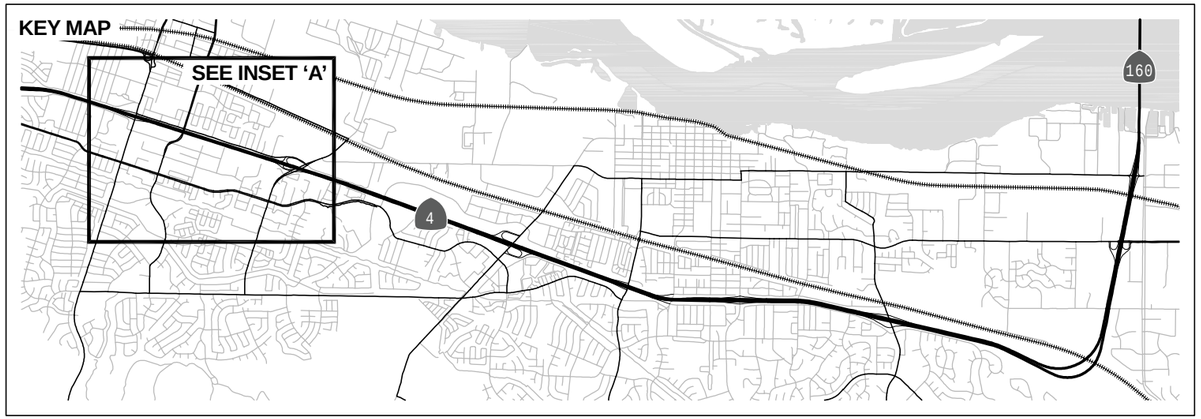
16. Garcia Ave./Railroad Ave.

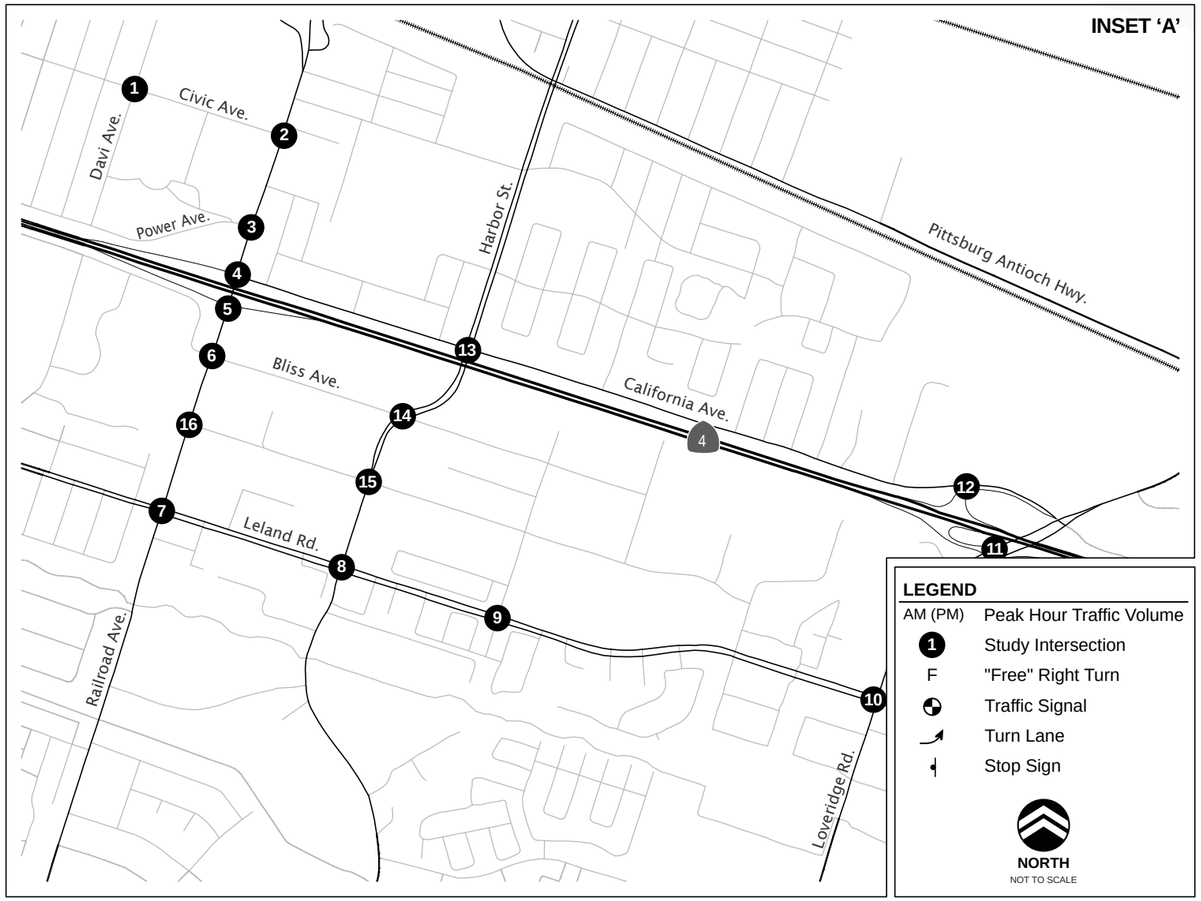


PITTSBURG TRAFFIC STUDY INTERSECTIONS - 2030 NO PROJECT CONDITIONS

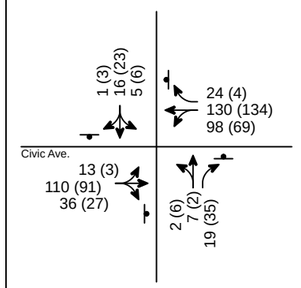
FIGURE 4-2

WilburSmith ASSOCIATES

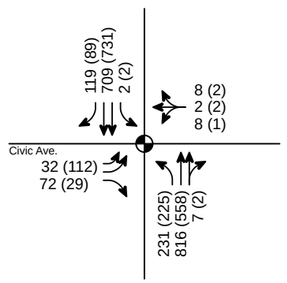




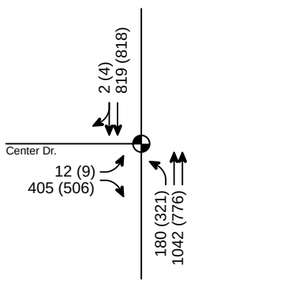
1. Civic Ave./Davi Ave.



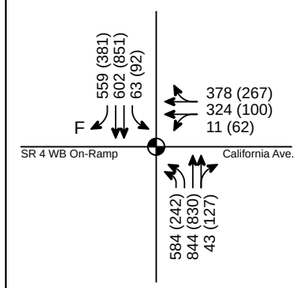
2. Civic Ave./Railroad Ave.



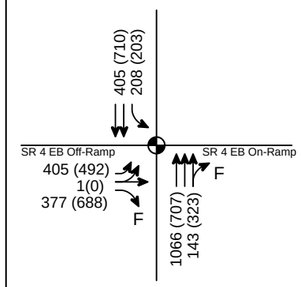
3. Center Dr./Railroad Ave.



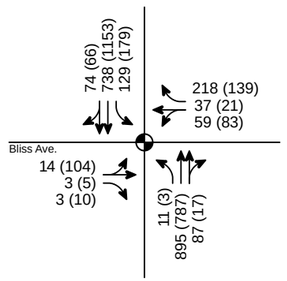
4. SR 4 WB On-Ramp/Railroad Ave.



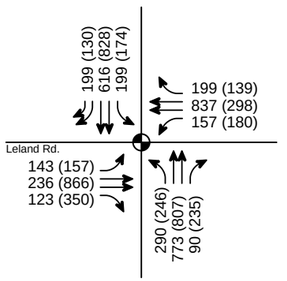
5. SR 4 EB Ramps/Railroad Ave.



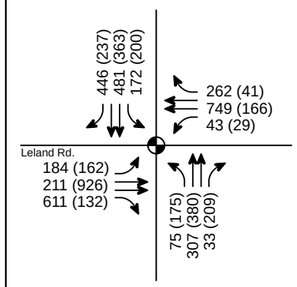
6. Bliss Ave./Railroad Ave.



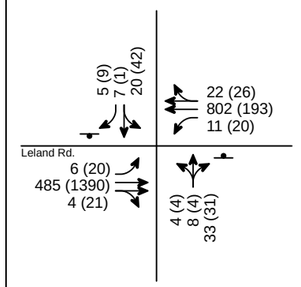
7. Leland Rd./Railroad Ave.



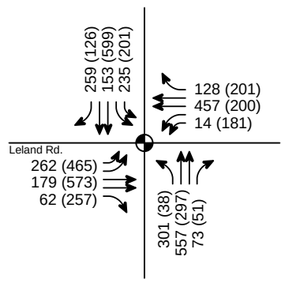
8. Leland Rd./Harbor St.



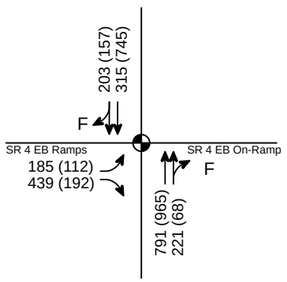
9. Leland Rd./Freed Ave.



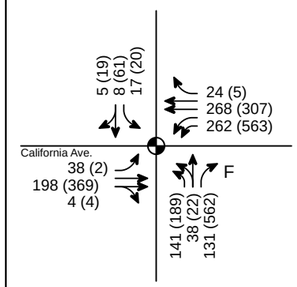
10. Leland Rd./Loveridge Rd.



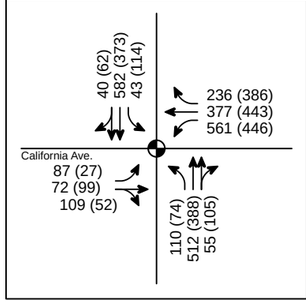
11. SR 4 EB Ramps/Loveridge Rd.



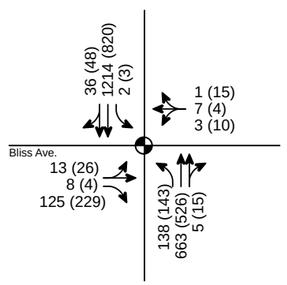
12. California Ave./SR 4 WB Ramps



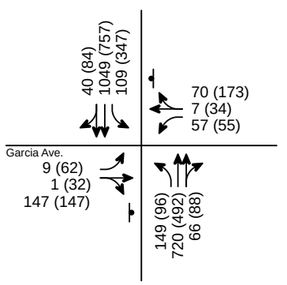
13. California Ave./Harbor St.



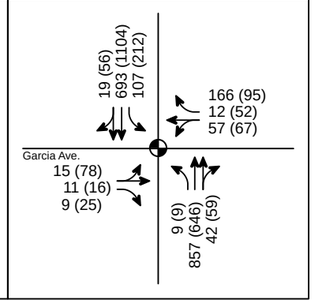
14. Bliss Ave./Harbor St.



15. Garcia Ave./Harbor St.

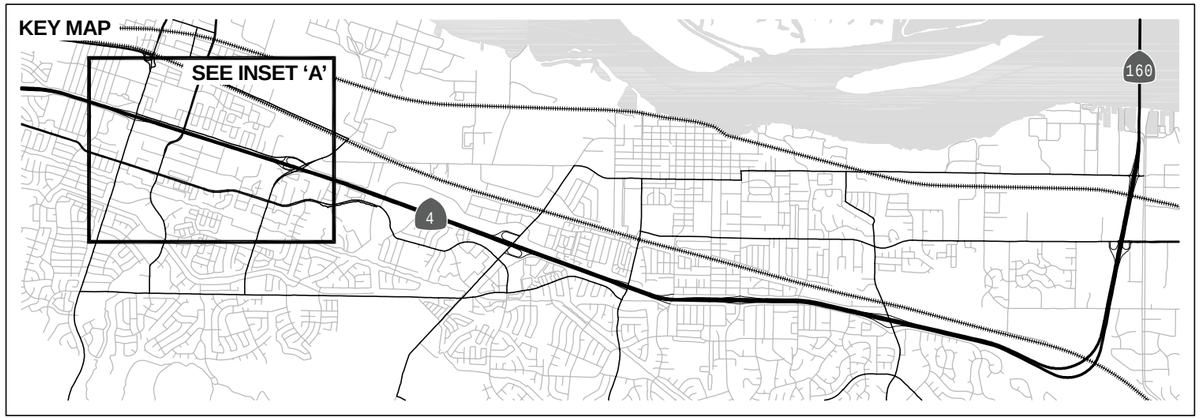


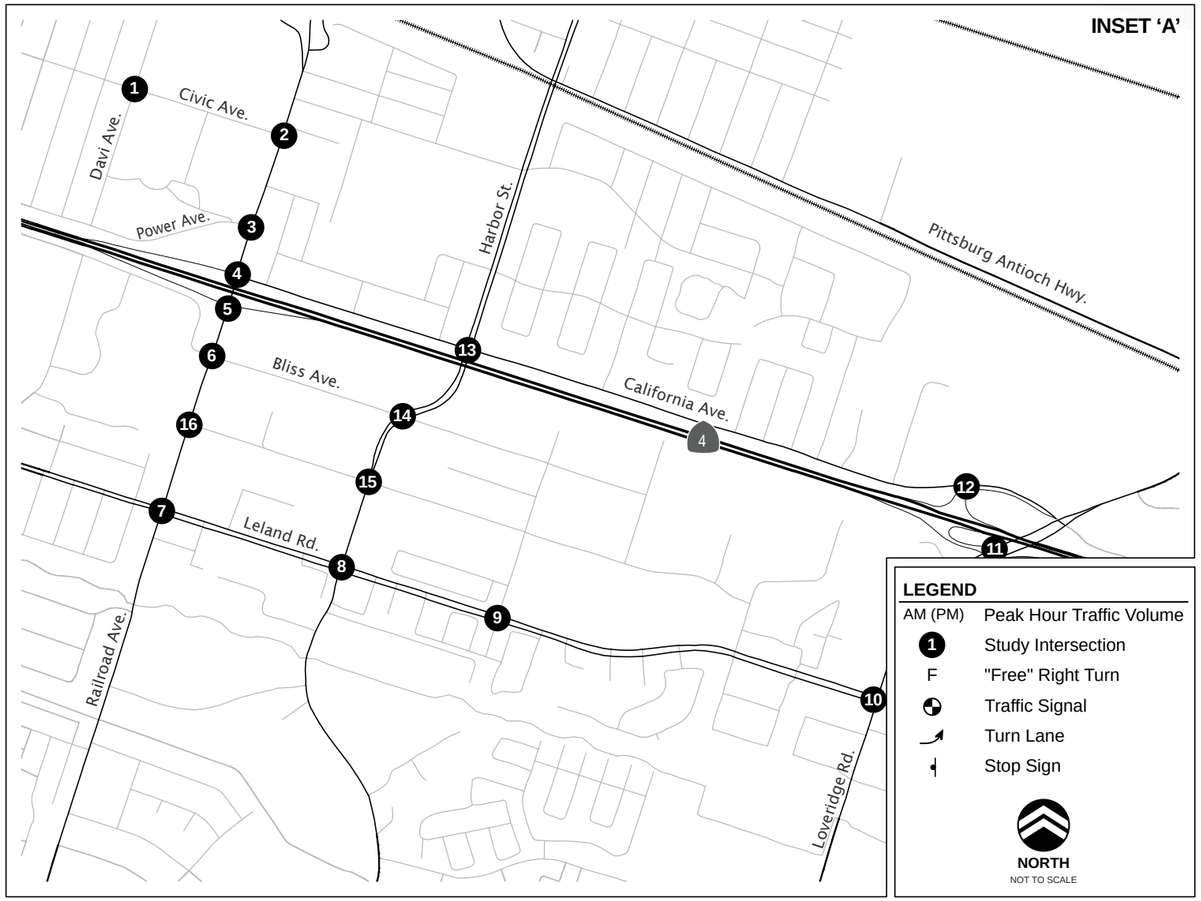
16. Garcia Ave./Railroad Ave.



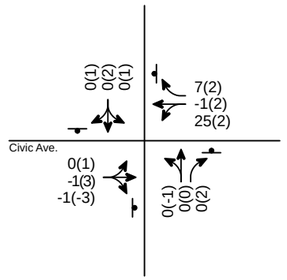
PITTSBURG TRAFFIC STUDY INTERSECTIONS - 2015 PROJECT BUILD CONDITIONS

FIGURE 4-3

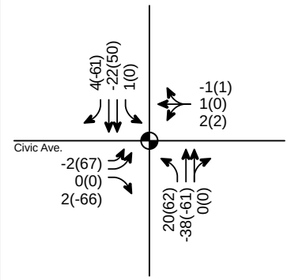




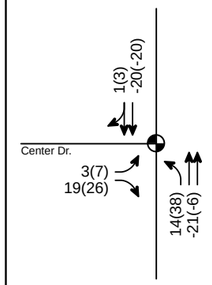
1. Civic Ave./Davi Ave.



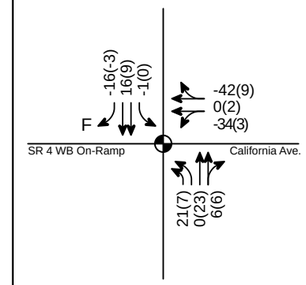
2. Civic Ave./Railroad Ave.



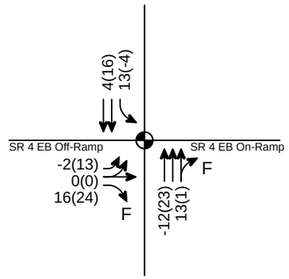
3. Center Dr./Railroad Ave.



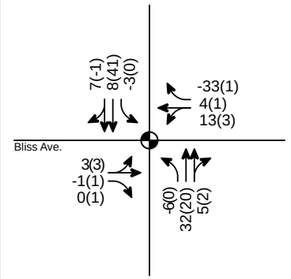
4. SR 4 WB On-Ramp/Railroad Ave.



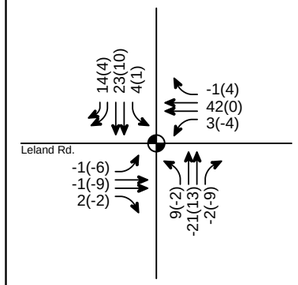
5. SR 4 EB Ramps/Railroad Ave.



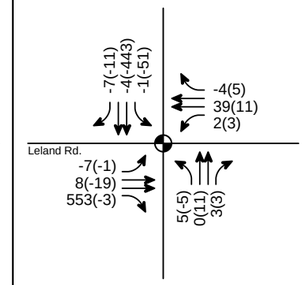
6. Bliss Ave./Railroad Ave.



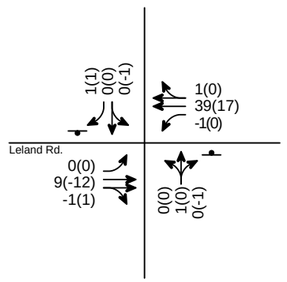
7. Leland Rd./Railroad Ave.



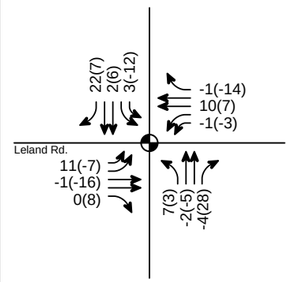
8. Leland Rd./Harbor St.



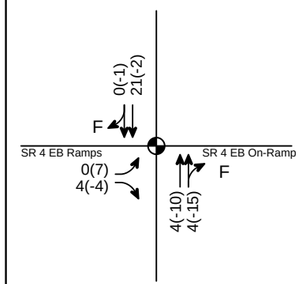
9. Leland Rd./Freed Ave.



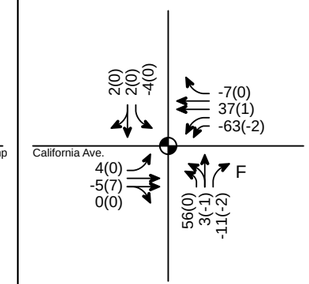
10. Leland Rd./Loveridge Rd.



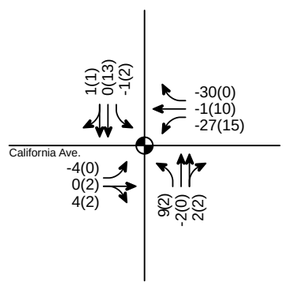
11. SR 4 EB Ramps/Loveridge Rd.



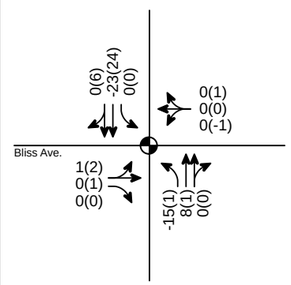
12. California Ave./SR 4 WB Ramps



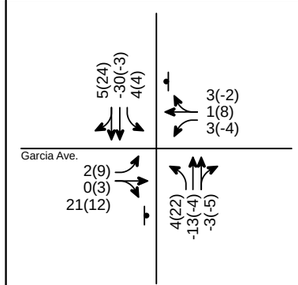
13. California Ave./Harbor St.



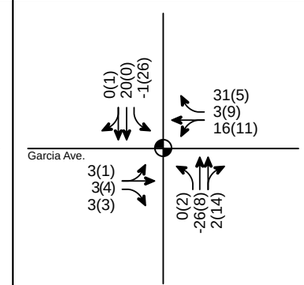
14. Bliss Ave./Harbor St.



15. Garcia Ave./Harbor St.



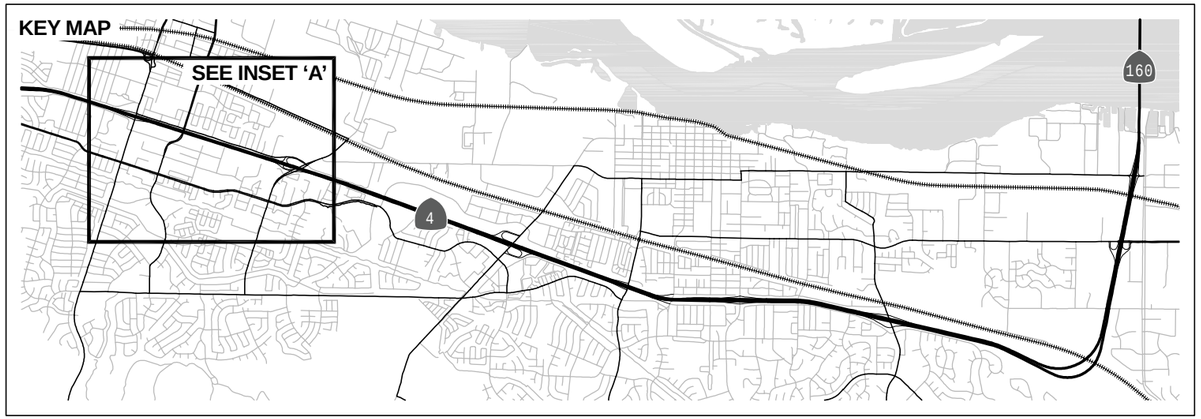
16. Garcia Ave./Railroad Ave.

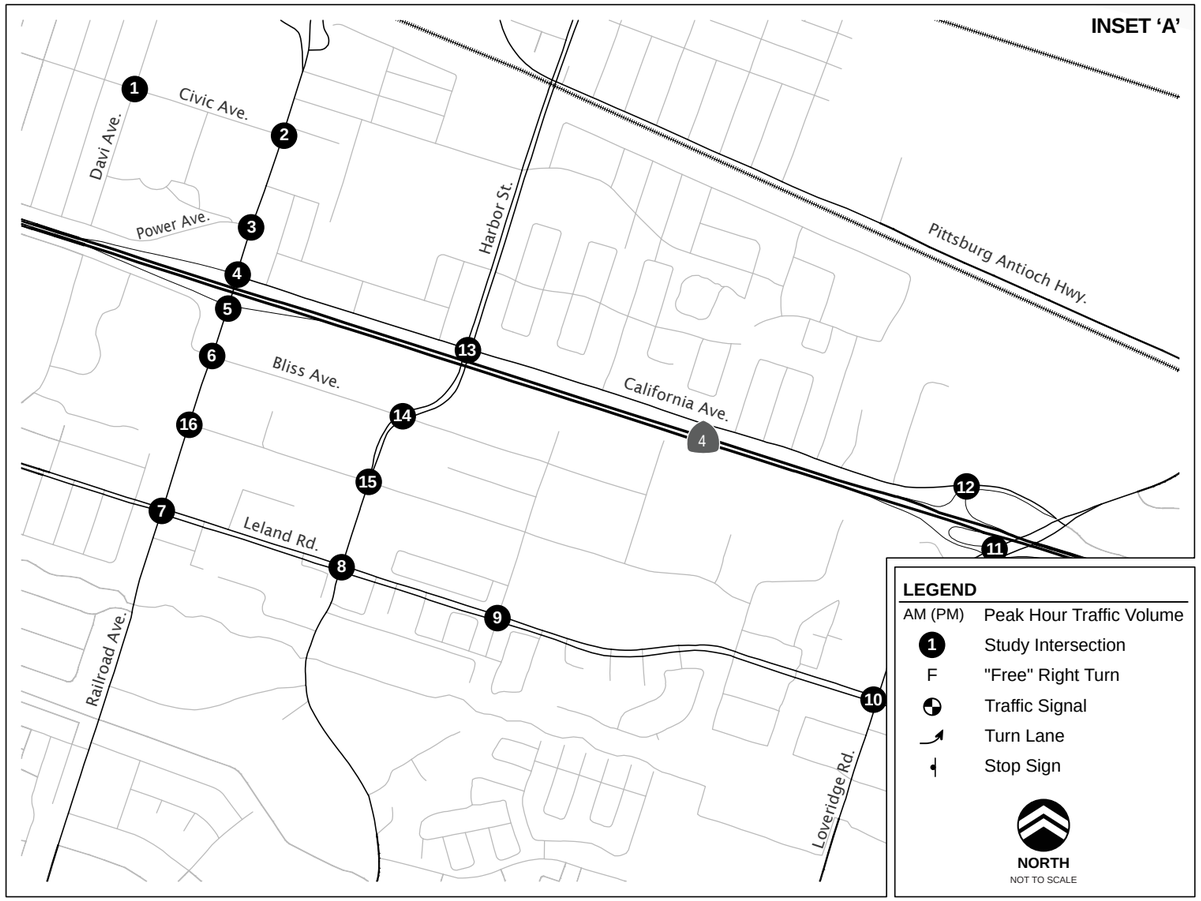


PITTSBURG TRAFFIC STUDY INTERSECTIONS - YEAR 2015 AM (PM) BUILD PROJECT TRIPS

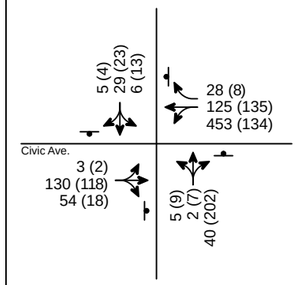
FIGURE 4-3A

WilburSmith ASSOCIATES

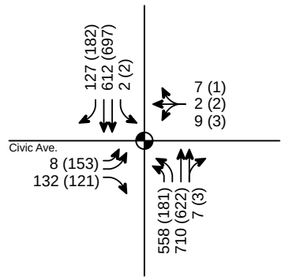




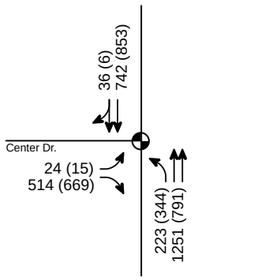
1. Civic Ave./Davi Ave.



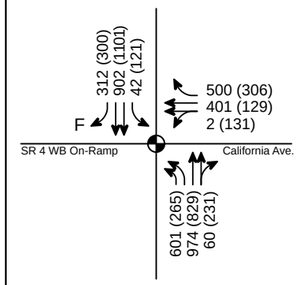
2. Civic Ave./Railroad Ave.



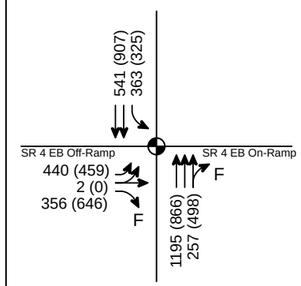
3. Center Dr./Railroad Ave.



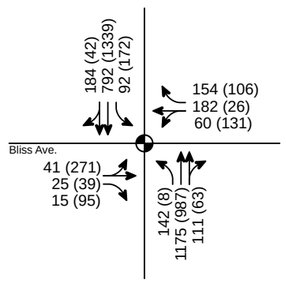
4. SR 4 WB On-Ramp/Railroad Ave.



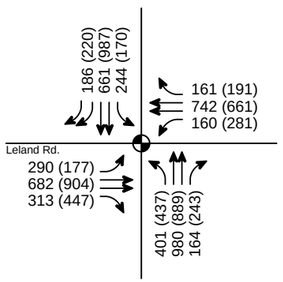
5. SR 4 EB Ramps/Railroad Ave.



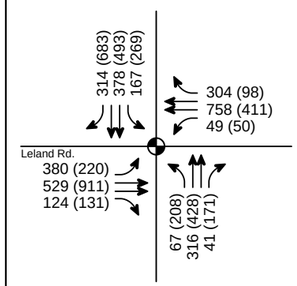
6. Bliss Ave./Railroad Ave.



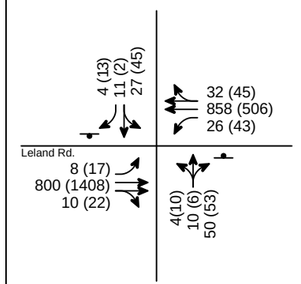
7. Leland Rd./Railroad Ave.



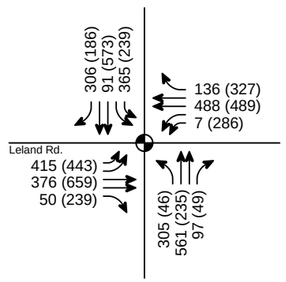
8. Leland Rd./Harbor St.



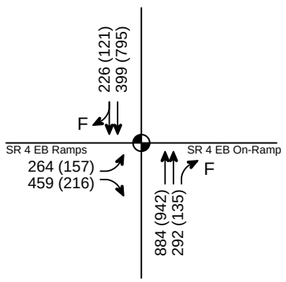
9. Leland Rd./Freed Ave.



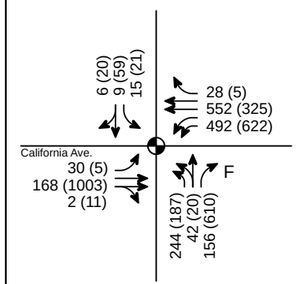
10. Leland Rd./Loveridge Rd.



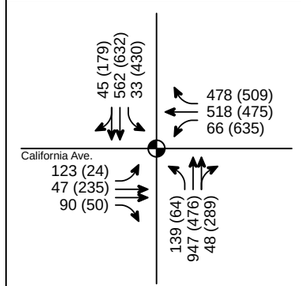
11. SR 4 EB Ramps/Loveridge Rd.



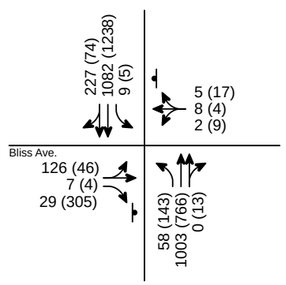
12. California Ave./SR 4 WB Ramps



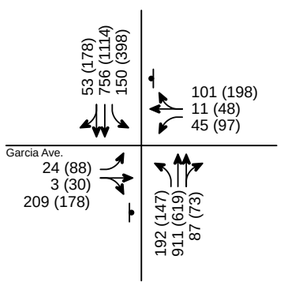
13. California Ave./Harbor St.



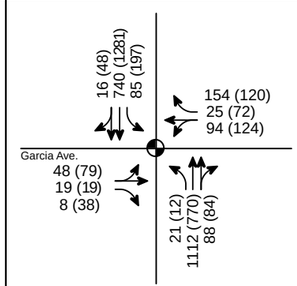
14. Bliss Ave./Harbor St.



15. Garcia Ave./Harbor St.



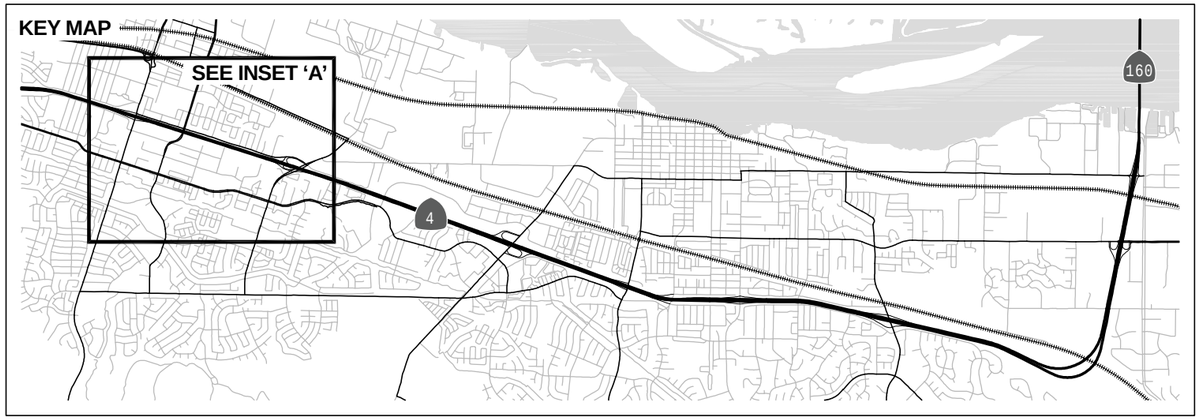
16. Garcia Ave./Railroad Ave.

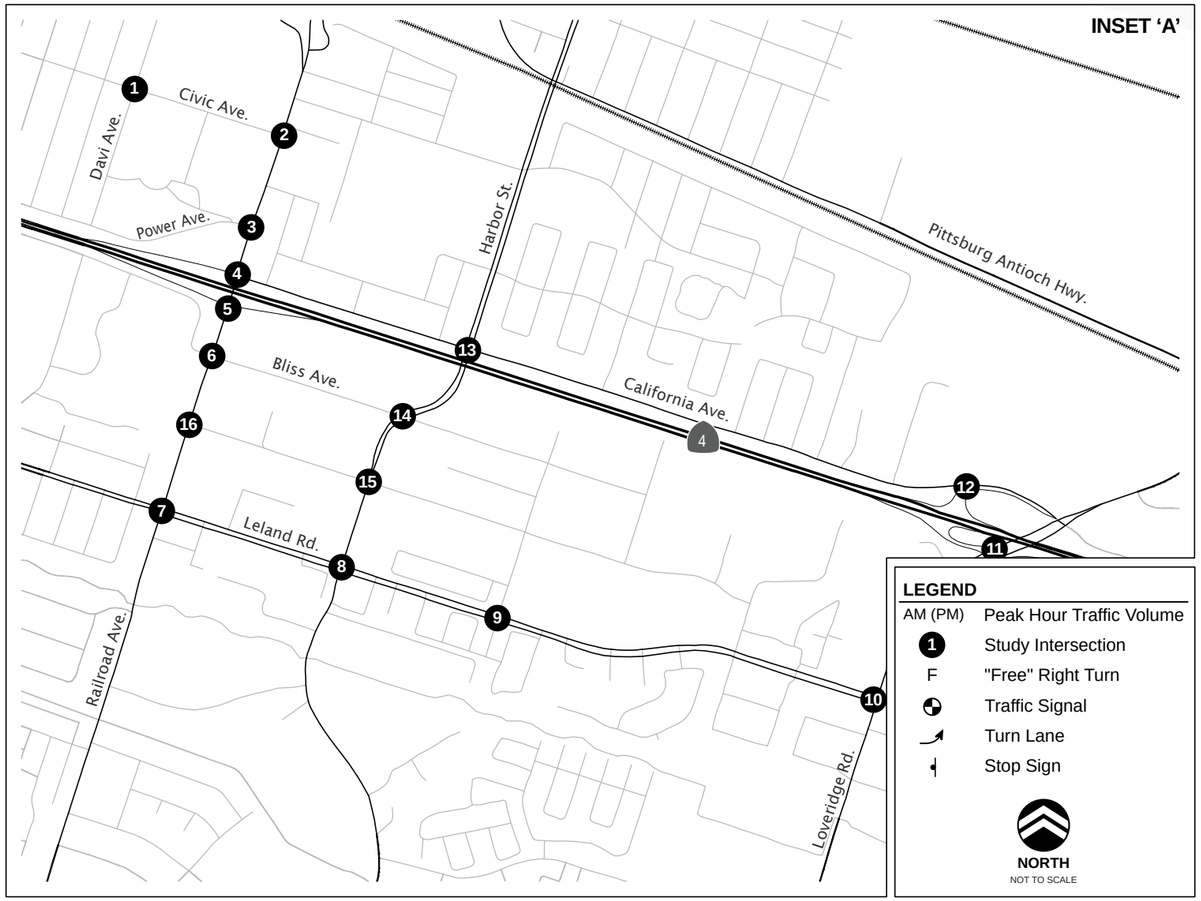


WilburSmith ASSOCIATES

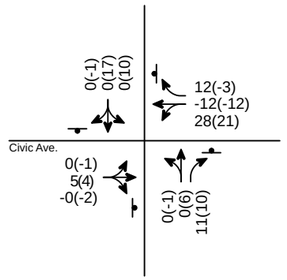
PITTSBURG TRAFFIC STUDY INTERSECTIONS - 2030 PROJECT BUILD CONDITIONS

FIGURE 4-4

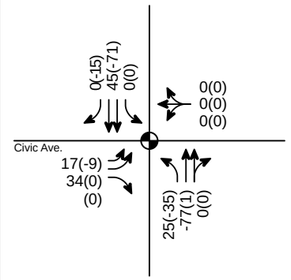




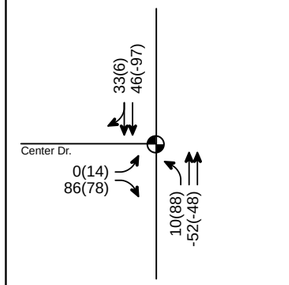
1. Civic Ave./Davi Ave.



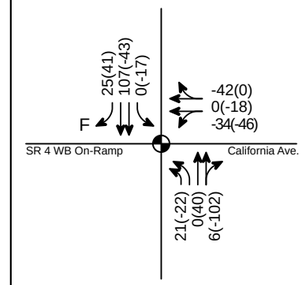
2. Civic Ave./Railroad Ave.



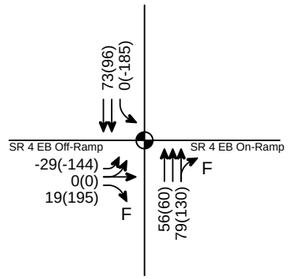
3. Center Dr./Railroad Ave.



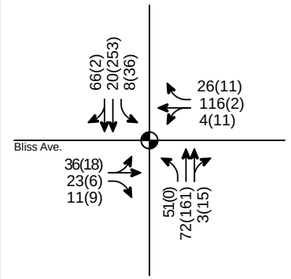
4. SR 4 WB On-Ramp/Railroad Ave.



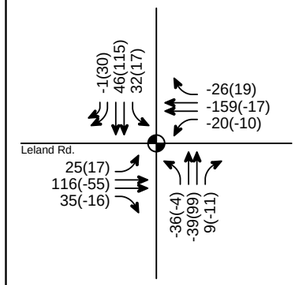
5. SR 4 EB Ramps/Railroad Ave.



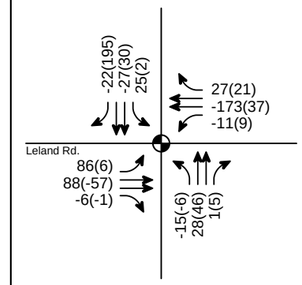
6. Bliss Ave./Railroad Ave.



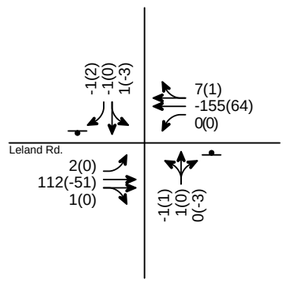
7. Leland Rd./Railroad Ave.



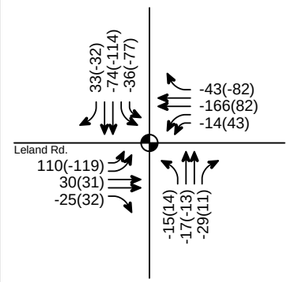
8. Leland Rd./Harbor St.



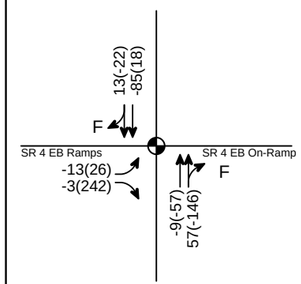
9. Leland Rd./Freed Ave.



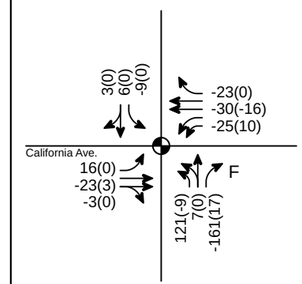
10. Leland Rd./Loveridge Rd.



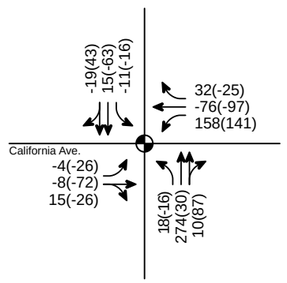
11. SR 4 EB Ramps/Loveridge Rd.



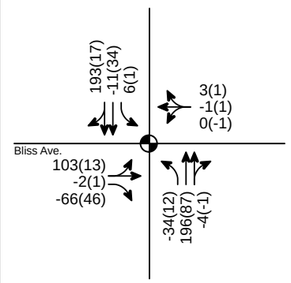
12. California Ave./SR 4 WB Ramps



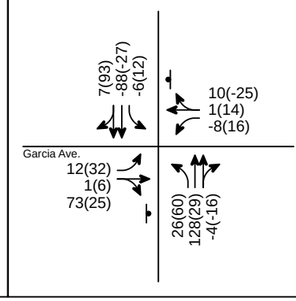
13. California Ave./Harbor St.



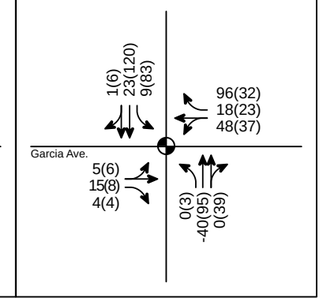
14. Bliss Ave./Harbor St.



15. Garcia Ave./Harbor St.



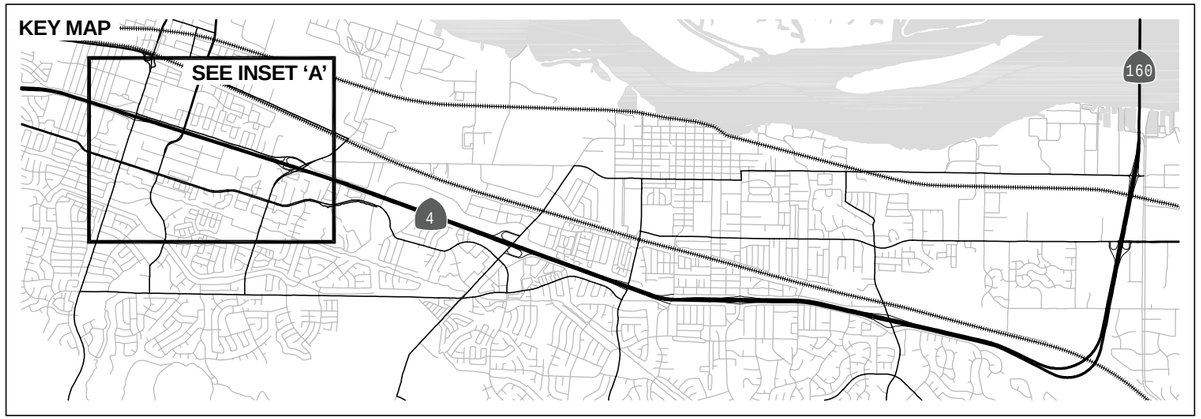
16. Garcia Ave./Railroad Ave.

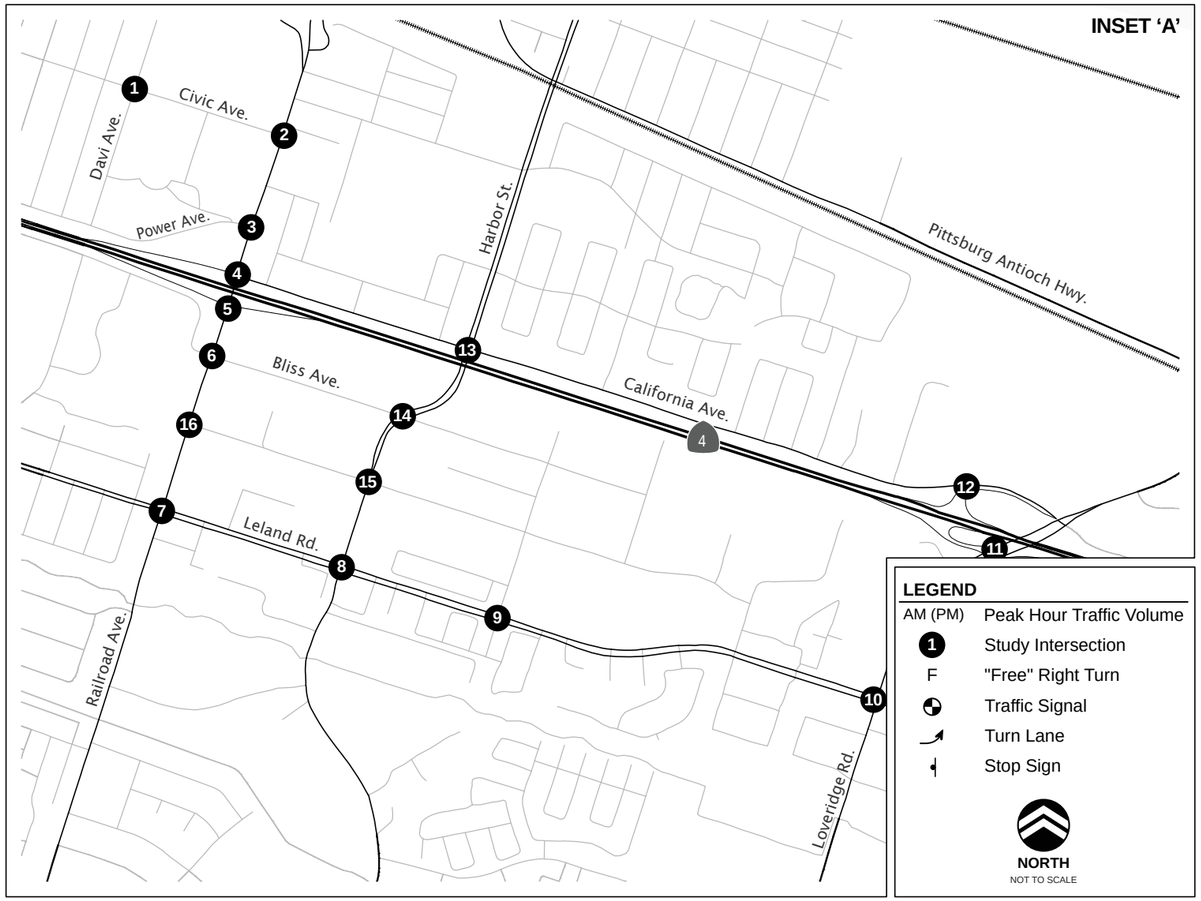


PITTSBURG TRAFFIC STUDY INTERSECTIONS - YEAR 2030 AM (PM) BUILD PROJECT TRIPS

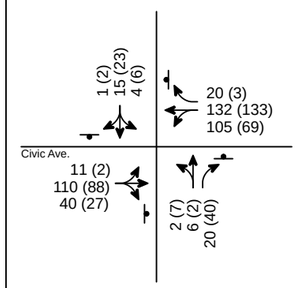
FIGURE 4-4A

WilburSmith ASSOCIATES

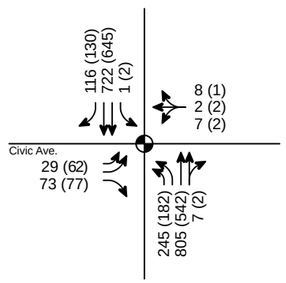




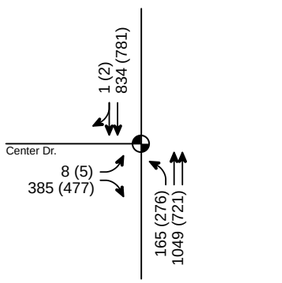
1. Civic Ave./Davi Ave.



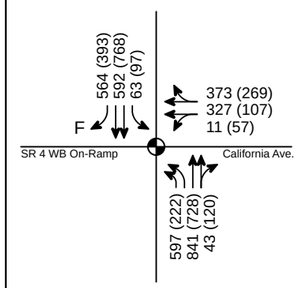
2. Civic Ave./Railroad Ave.



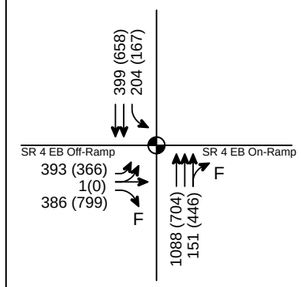
3. Center Dr./Railroad Ave.



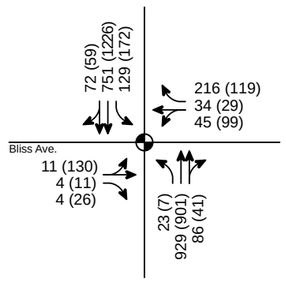
4. SR 4 WB On-Ramp/Railroad Ave.



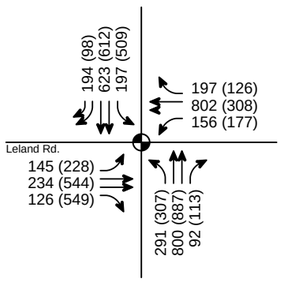
5. SR 4 EB Ramps/Railroad Ave.



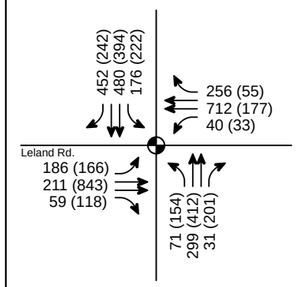
6. Bliss Ave./Railroad Ave.



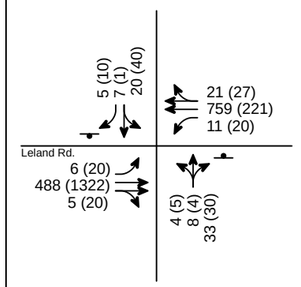
7. Leland Rd./Railroad Ave.



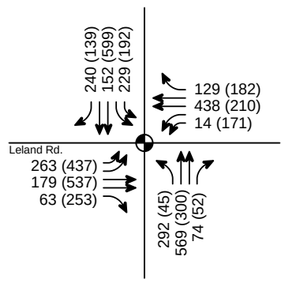
8. Leland Rd./Harbor St.



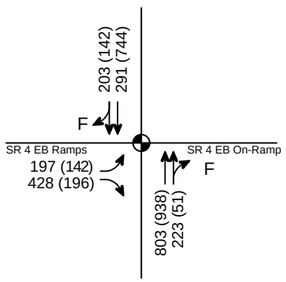
9. Leland Rd./Freed Ave.



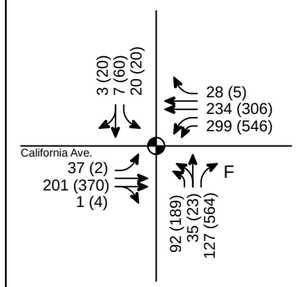
10. Leland Rd./Loveridge Rd.



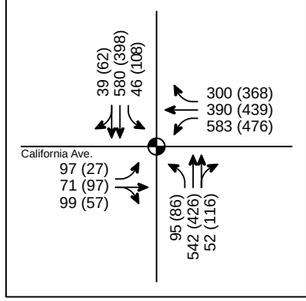
11. SR 4 EB Ramps/Loveridge Rd.



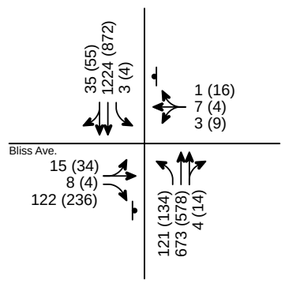
12. California Ave./SR 4 WB Ramps



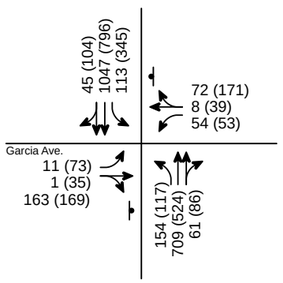
13. California Ave./Harbor St.



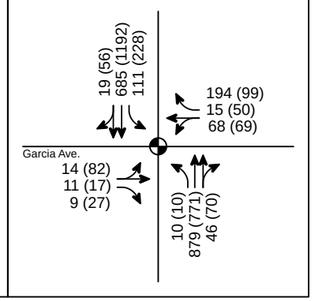
14. Bliss Ave./Harbor St.



15. Garcia Ave./Harbor St.



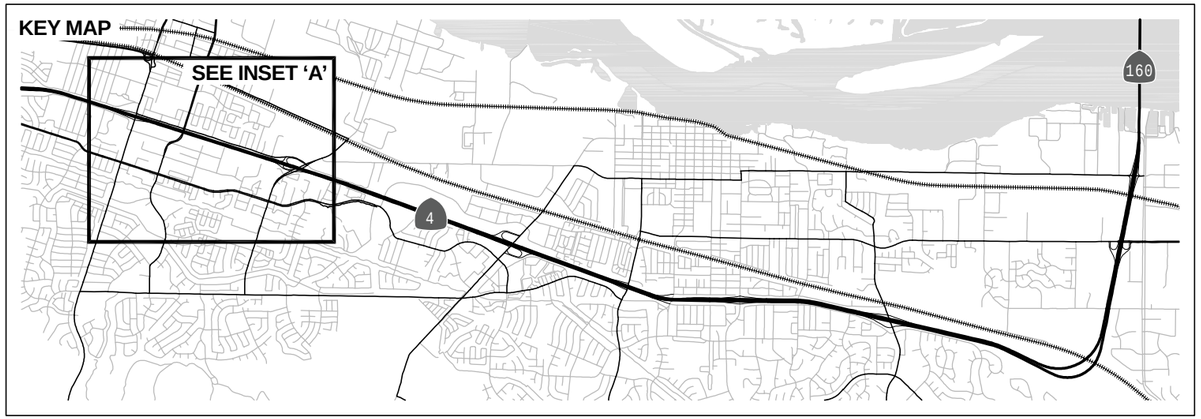
16. Garcia Ave./Railroad Ave.

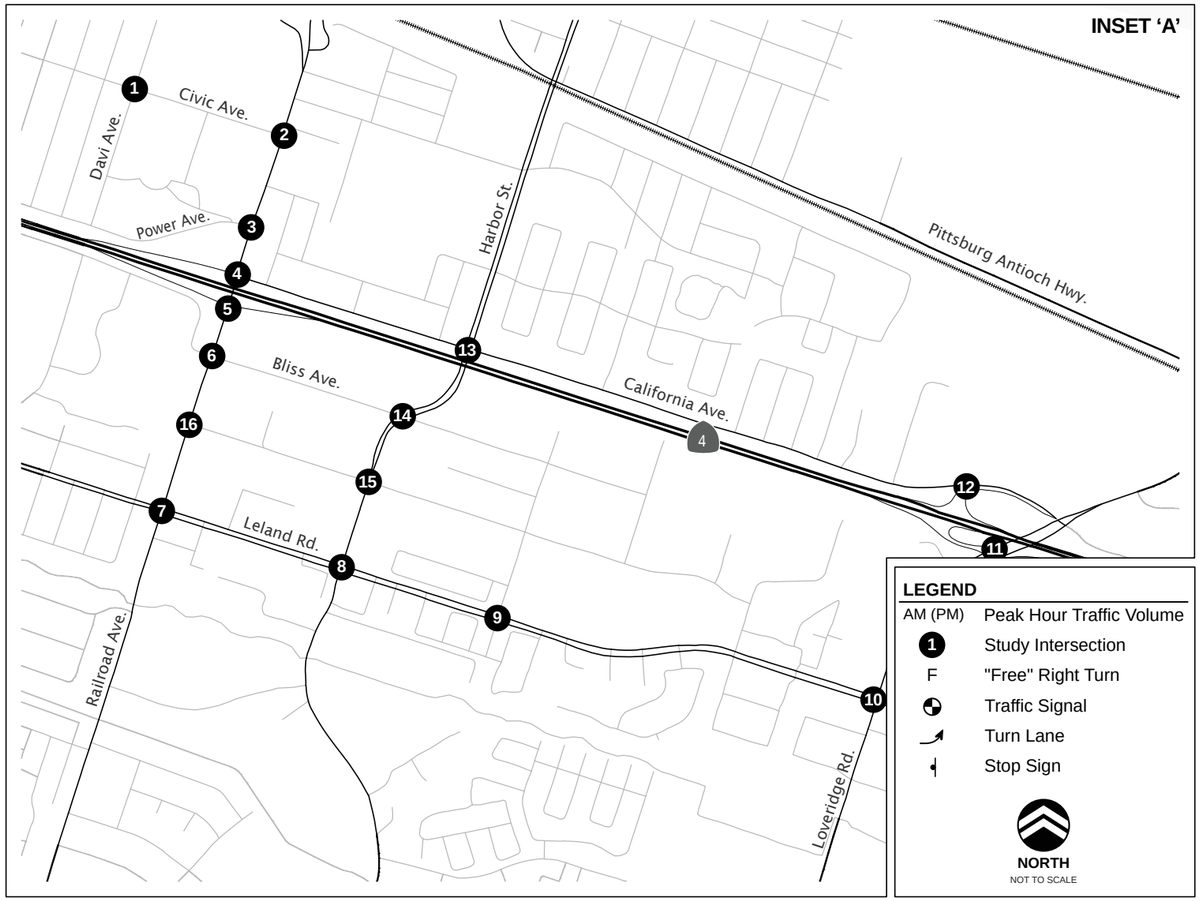


PITTSBURG TRAFFIC STUDY INTERSECTIONS - 2015 PROJECT BUILD (ALTERNATIVE 1) CONDITIONS

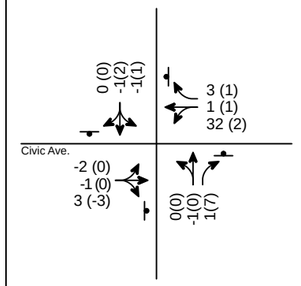
FIGURE 4-5

WilburSmith ASSOCIATES

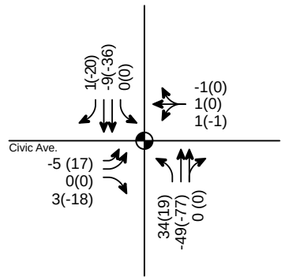




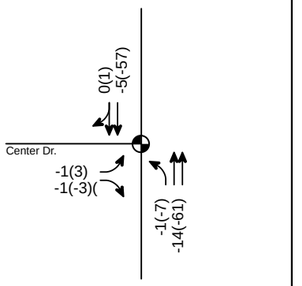
1. Civic Ave./Davi Ave.



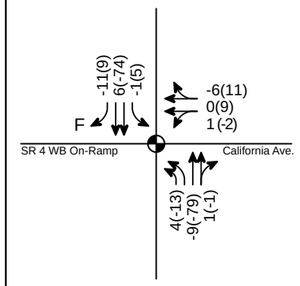
2. Civic Ave./Railroad Ave.



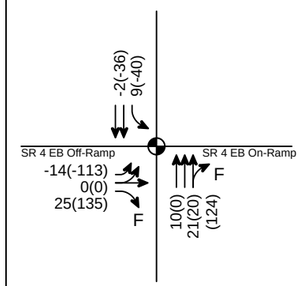
3. Center Dr./Railroad Ave.



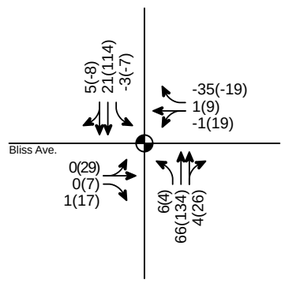
4. SR 4 WB On-Ramp/Railroad Ave.



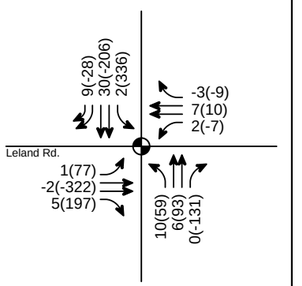
5. SR 4 EB Ramps/Railroad Ave.



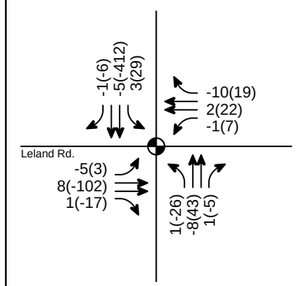
6. Bliss Ave./Railroad Ave.



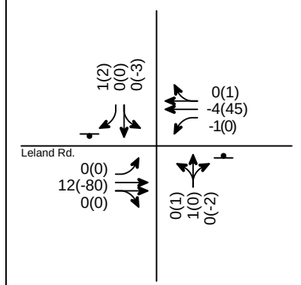
7. Leland Rd./Railroad Ave.



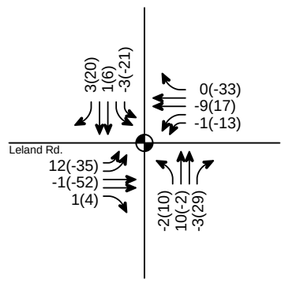
8. Leland Rd./Harbor St.



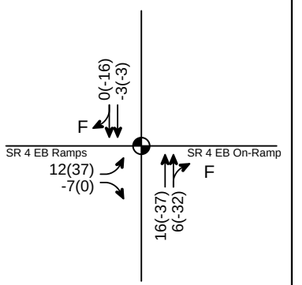
9. Leland Rd./Freed Ave.



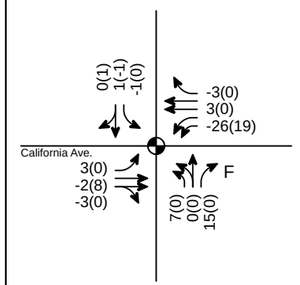
10. Leland Rd./Loveridge Rd.



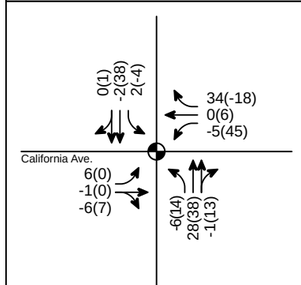
11. SR 4 EB Ramps/Loveridge Rd.



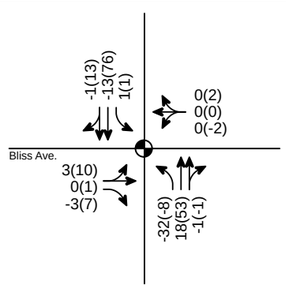
12. California Ave./SR 4 WB Ramps



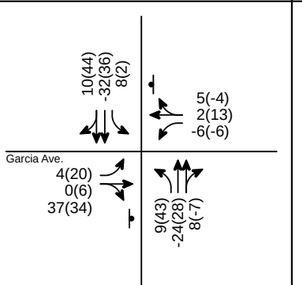
13. California Ave./Harbor St.



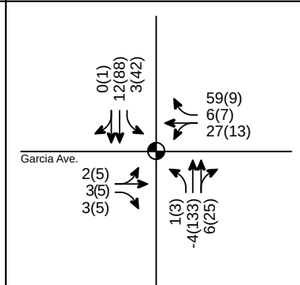
14. Bliss Ave./Harbor St.



15. Garcia Ave./Harbor St.



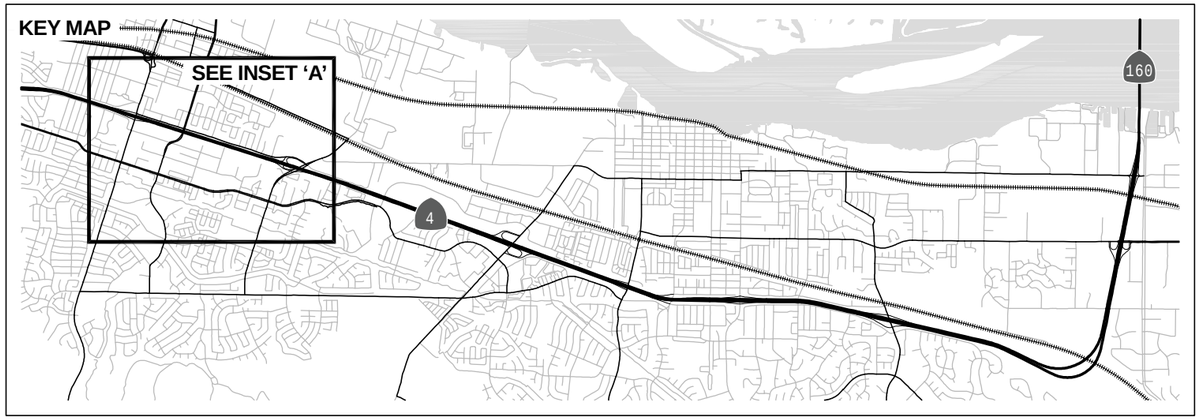
16. Garcia Ave./Railroad Ave.

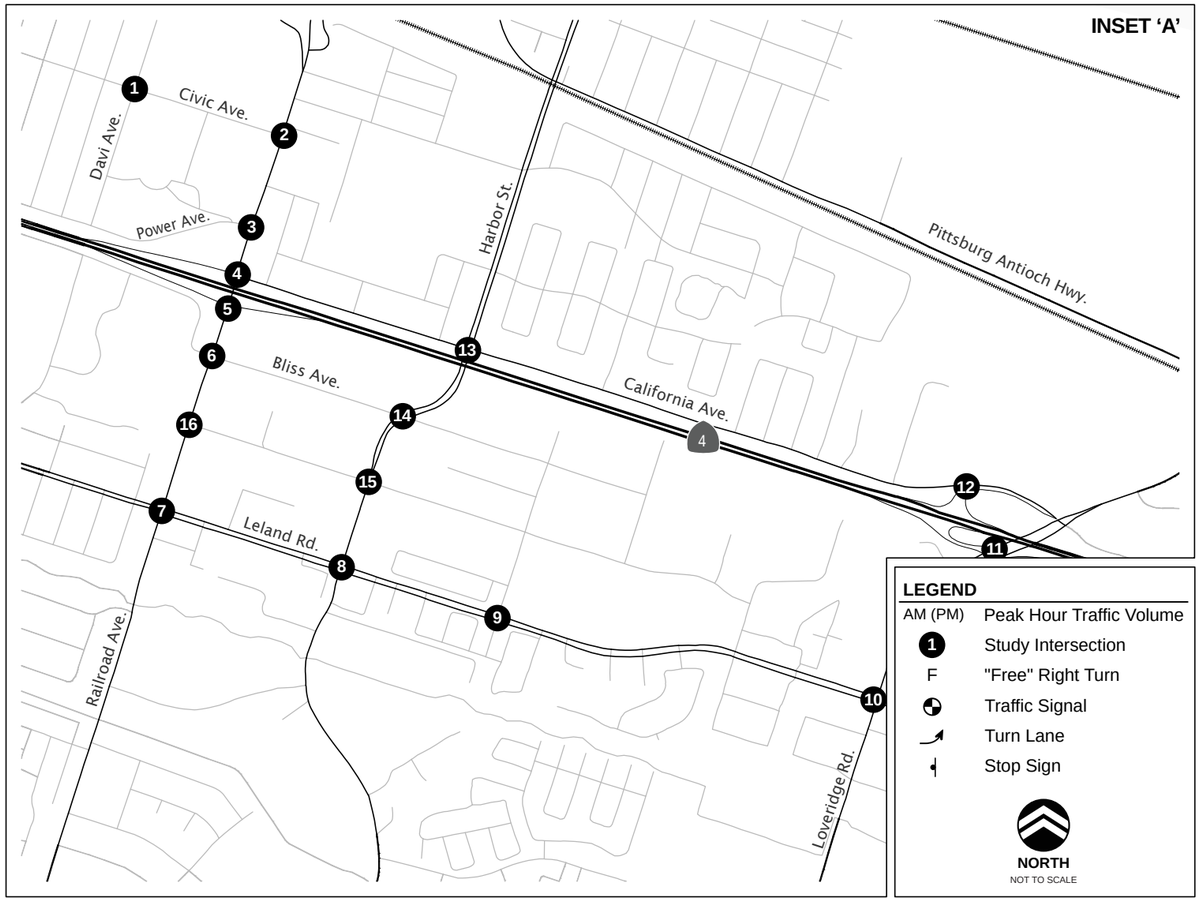


PITTSBURG TRAFFIC STUDY INTERSECTIONS - YEAR 2015 AM (PM) ALT 1 PROJECT TRIPS

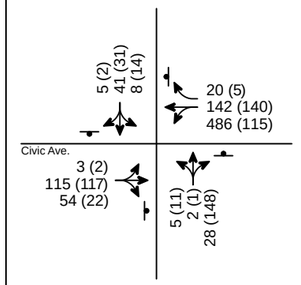
FIGURE 4-5A

WilburSmith ASSOCIATES

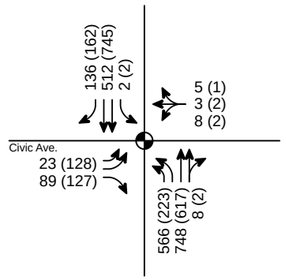




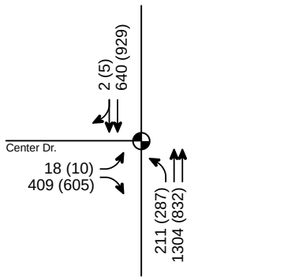
1. Civic Ave./Davi Ave.



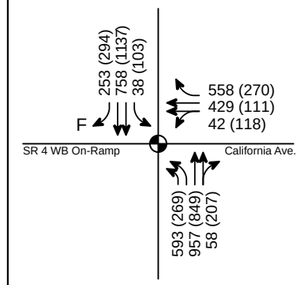
2. Civic Ave./Railroad Ave.



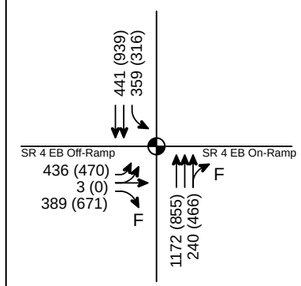
3. Center Dr./Railroad Ave.



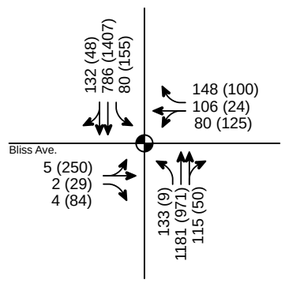
4. SR 4 WB On-Ramp/Railroad Ave.



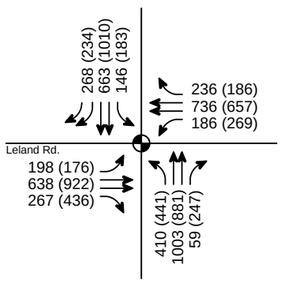
5. SR 4 EB Ramps/Railroad Ave.



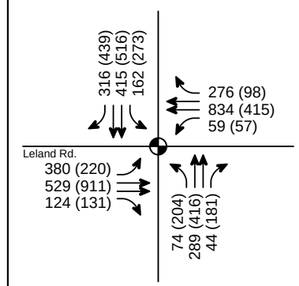
6. Bliss Ave./Railroad Ave.



7. Leland Rd./Railroad Ave.



8. Leland Rd./Harbor St.



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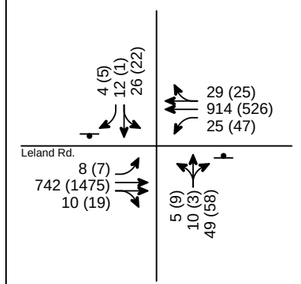

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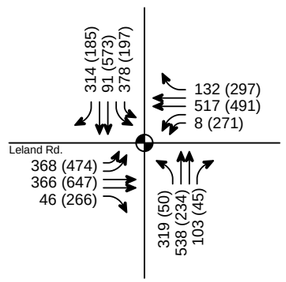

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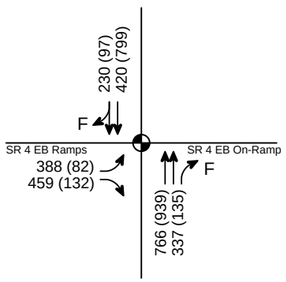

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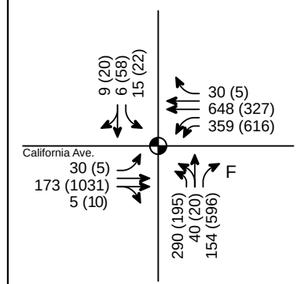

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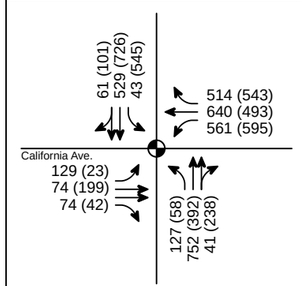
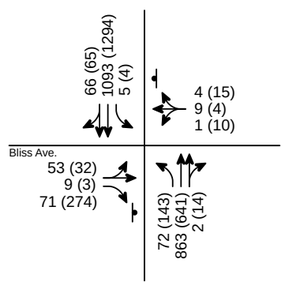


14. Bliss Ave./Harbor St.



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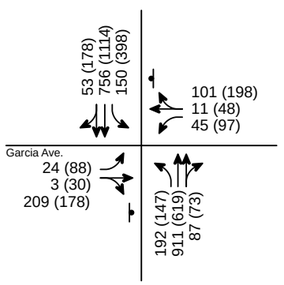
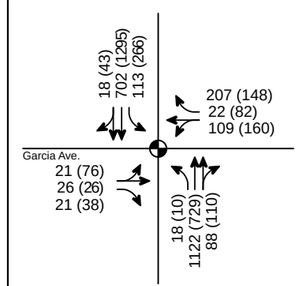


16. Garcia Ave./Railroad Ave.



PITTSBURG TRAFFIC STUDY INTERSECTIONS - 2030 PROJECT (ALTERNATIVE 1) BUILD CONDITIONS

FIGURE 4-6

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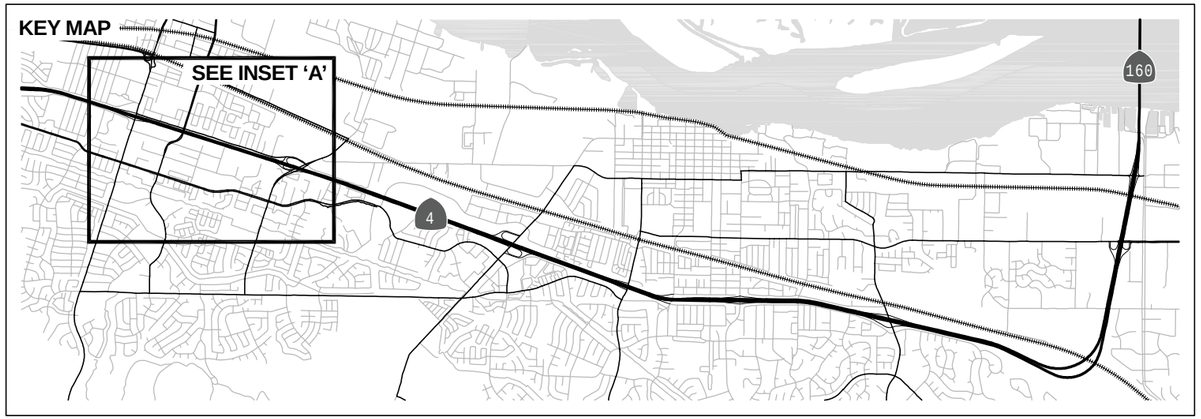
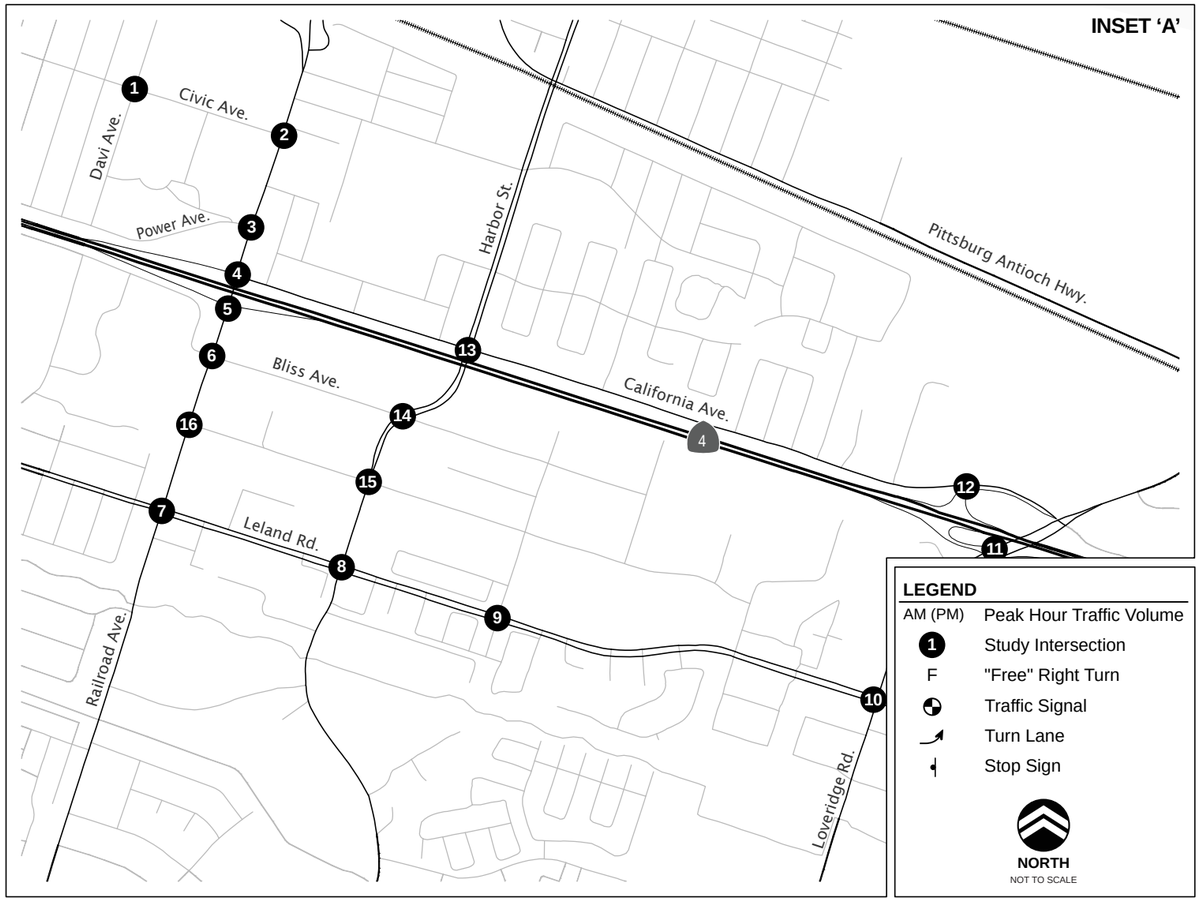
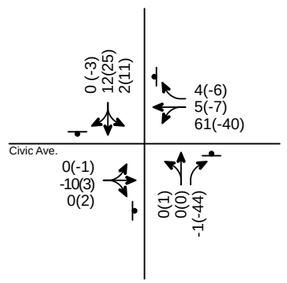




1. Civic Ave./Davi Ave.



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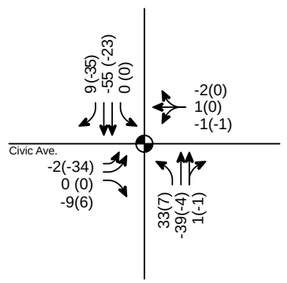
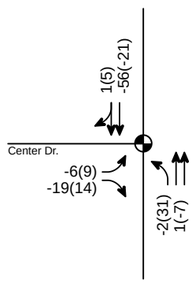
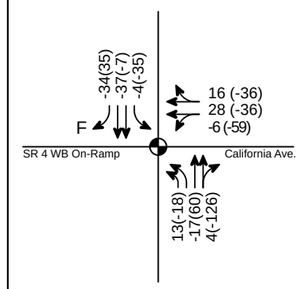


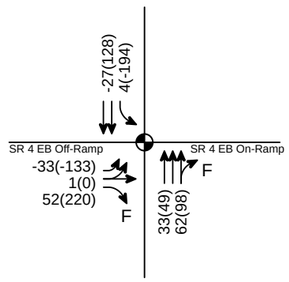
3. Center Dr./Railroad Ave.



4. SR 4 WB On-Ramp/Railroad Ave.



5. SR 4 EB Ramps/Railroad Ave.



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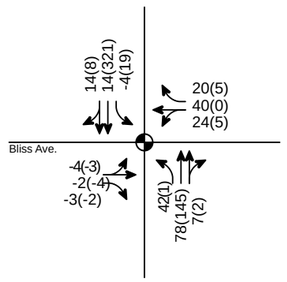

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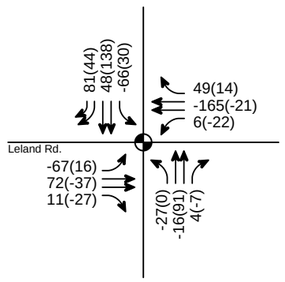

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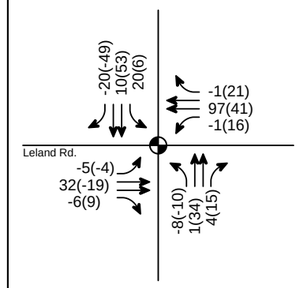

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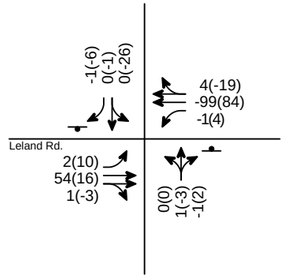
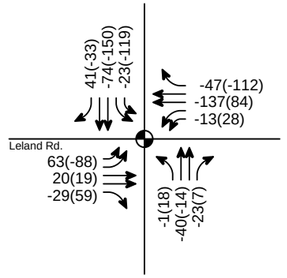


10. Leland Rd./Loveridge Rd.



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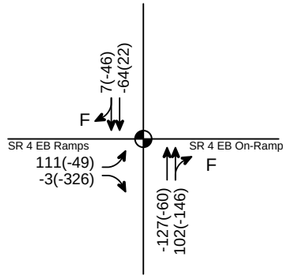
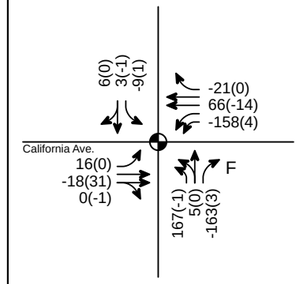


12. California Ave./SR 4 WB Ramps



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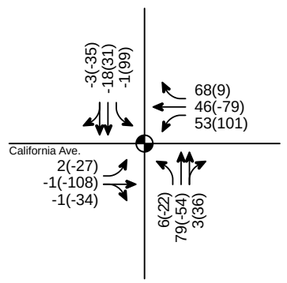

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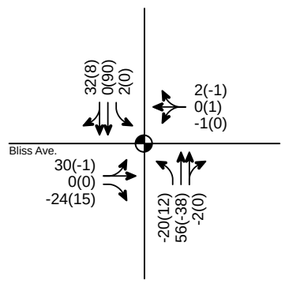

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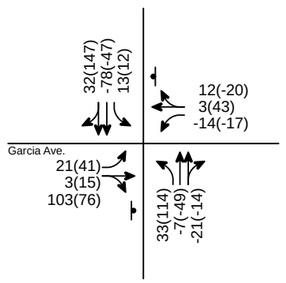
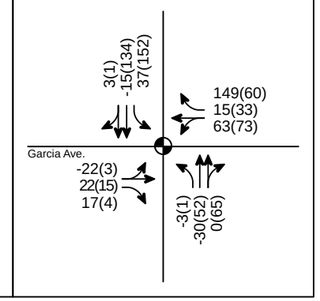


16. Garcia Ave./Railroad Ave.



PITTSBURG TRAFFIC STUDY INTERSECTIONS - YEAR 2030 AM (PM) ALT 1 PROJECT TRIPS

FIGURE 4-6A

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4.1.8 FREEWAY SEGMENT ANALYSIS

The proposed land uses in the Railroad Avenue Specific Plan were developed to meet BART's minimum ridership thresholds for the extension of BART to eastern Contra Costa County. Since the trips being generated from the Railroad Avenue Specific Plan are less than or equal to that of the *eBART DEIR*, the impacts are also less than or equal to that of the *eBART DEIR*. Therefore it is appropriate to use the *eBART DEIR* freeway operations analysis for segments in the Railroad Avenue Specific Plan Study Area. The following Freeway operating conditions were developed for the *eBART DEIR* opening year (2015) and 2030 conditions for the proposed eBART project.

eBART Freeway Operations.[2] Under the Opening Year "No eBART Project"[3] AM peak hour conditions, two of two freeway study segments would operate at unacceptable levels (i.e., worse than LOS E) in the westbound direction:

- Bailey Road – Railroad Avenue
- Railroad Avenue – Loveridge Road

During the PM peak hour, all segments in the Railroad Avenue Specific Plan study area would operate at acceptable levels in the eastbound direction.

During the 2030 "No eBART Project" AM peak hour, all study area segments would operate at unacceptable levels in the westbound direction:

- Bailey Road – Range Road
- Range Road – Railroad Avenue
- Railroad Avenue – Loveridge Road

During the PM peak hour, all study area segments would operate at unacceptable levels:

- Bailey Road – Range Road
- Range Road – Railroad Avenue
- Railroad Avenue – Loveridge Road

eBART Freeway Impacts. The following beneficial impacts or improvements were projected by the proposed eBART project:[4]

Impact TR-3(eBART): Under 2015 Proposed eBART Project conditions, one of the freeway study segments would operate worse than LOS E during the westbound AM peak hour. However, this segment would operate at an LOS equal to or better than 2015 No eBART Project conditions. Consequently, the Proposed eBART Project would have a beneficial impact on the future baseline conditions in 2015. As such the Proposed Project would be supportive of the Traffic Service Objectives for SR 4 in the East County Action Plan. The reduced traffic due to the project would improve the delay index and would increase transit ridership. (B)

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[2] *Page 3.2-51. East Contra Costa BART Extension Draft EIR, September 2008.*

[3] "No Project" in this section indicates the no project alternative for the *eBART DEIR.*

[4] *Pages 3.2-71, 72, and 85. East Contra Costa BART Extension Draft EIR. September2008.*

Freeway segment operating conditions in Year 2015 with and without the Proposed eBART Project are summarized in Table 3.2-20[5] in the *eBART DEIR* for the AM peak hour and in Table 3.2-21[6] for the PM peak hour. During the Opening Year with the Proposed eBART Project, one of the study segments in the westbound direction would operate at unacceptable levels during the AM peak hour:

- Bailey Road – Railroad Avenue

However, this segment operates no worse under Proposed eBART Project conditions than under the No eBART Project scenario. The remaining segments show an improvement in LOS compared to No eBART Project conditions. The improvement in LOS would occur due to trips on SR 4 that would be diverted to the new transit service offered by the Proposed eBART Project. This diversion would be the result of the new transit trips associated with the Proposed eBART Project, as well as trips by existing BART users that would opt to use the Hillcrest Avenue or Railroad Avenue Stations instead of driving to the Pittsburg/Bay Point Station. During the PM peak hour, no segments would operate at unacceptable levels. In the Proposed eBART Project scenario, all segments would perform better than under the No eBART Project scenario. As a result, during the PM peak hour, the Proposed Project would have a beneficial effect on freeway operations.

Impact TR-4(eBART): Under 2030 Proposed eBART Project conditions, three of the freeway study segments would operate worse than LOS E during the westbound AM peak hour, and three segments would operate worse than LOS E during the eastbound PM peak hour. However, all segments would operate at an LOS equal to or better than 2030 No eBART Project conditions. As a result, the Proposed Project would have no impact on freeway operations compared to the No eBART Project conditions in 2030. As such the Proposed Project would be supportive of the Traffic Service Objectives for SR 4 in the East County Action Plan. The reduction in traffic due to the project would improve the delay index and would increase transit ridership. (NI)[7]

Under Proposed eBART Project conditions in Year 2030, the same three segments that operate at unacceptable LOS in the No eBART Project scenario also operate at unacceptable LOS with the Proposed Project in the AM peak hour. During the PM peak hour, three of the segments operate at unacceptable levels under Proposed eBART Project conditions in Year 2030. However, these same three segments would also operate at unacceptable levels under No eBART Project conditions. The freeway segment operating conditions are summarized in Table 3.2-22[8] (AM peak) and Table 3.2-23[9] (PM peak). Based on the standards of significance, the Proposed eBART Project would not result in freeway impacts in the Year 2030, since freeway operations would be the same or better compared to No eBART Project conditions. The impact on freeway

[5] *Page 3.2-81. East Contra Costa BART Extension Draft EIR. September2008.*
[6] *Page 3.2-82. East Contra Costa BART Extension Draft EIR. September2008.*
[7] No impact on freeway segments in Railroad Avenue Study Area for 2030 Proposed eBART Project, however several segments improved under 2030 conditions in the entire *eBART DEIR* study area and as such TR-4 was labeled a beneficial impact for the *eBART DEIR*.
[8] *Page 3.2-83. East Contra Costa BART Extension Draft EIR. September2008.*
[9] *Page 3.2-84. East Contra Costa BART Extension Draft EIR. September2008.*

segment LOS would be avoided (i.e. No Impact) because trips on SR 4 would be diverted to the new transit service offered by the Proposed eBART Project.

4.2 PARKING EVALUATION

This section includes an evaluation of the parking demand based on the land use build out of each project and the projected station access mode splits developed for the *eBART DEIR* beyond the development potential in the *Pittsburg 2020 General Plan* and as evaluated in the *Pittsburg 2020 General Plan EIR*. The Railroad Avenue Specific Plan includes several proposed developments within the study area, ranging from additional BART facilities, and transit-oriented development (TOD) including new commercial, office, public, and recreational uses. The following discussion incorporates the proposed land uses and parking demand estimates defined in the Railroad Avenue Specific Plan. Furthermore, an examination of parking demand, based on the City of Pittsburg Municipal Code will serve as a basis of comparison.

4.2.1 Existing Parking Requirements

Table 4-7 presents the parking requirements according to City of Pittsburg Municipal Code 18.78.040. General off-street parking requirements, based on number of required parking spaces per unit or square feet of development for residential, commercial, office, government, and retail land uses are outlined below.

Table 4-7
City of Pittsburg Municipal Code - Existing Parking Requirements

General Land Use Classification	Off-Street Parking Spaces (per unit or square feet)
Residential	2 spaces per unit, including 1 covered
Government	1 space per 250 square feet
Commercial	1 space per 250 square feet
Restaurant	1 space per 4 seats
Office	1 space per 250 square feet
Retail	1 space per 250 square feet
Industrial	1 space per 500 square feet

Source: City of Pittsburg Municipal Code 18.78.040 for Off-Street Parking Requirements

4.2.2 Proposed Parking Requirements

As discussed in *Chapter 2*, there are two subareas within the boundaries of the Railroad Avenue Specific Plan that encompass the study area (where land use changes in the Railroad Avenue Specific Plan will result in an increase of development beyond that analyzed in the *Pittsburg 2020 General Plan* and as evaluated in the *Pittsburg 2020 General Plan EIR*). The subareas will be served by high frequency transit and a high quality pedestrian and bicycling network facilities that will encourage and support multimodal access to and within the study area. Furthermore within each subarea, there is a mix of proposed land uses that will generate new multimodal person trips and result a new mix of parking demand. Due to the character of the proposed project, the growth of trips to the study area will be captured over the entire multimodal network

including transit (eBART, Tri Delta, and County Connection), bike facilities, pedestrian facilities and the roadways network including parking lots.

In order to provide a realistic projection of future parking demand associated with these additional person trips, the Railroad Avenue Specific Plan has established TOD based parking requirements which take into account the complementary parking demand profiles of the proposed mix of uses, the proximity of high frequency transit and high quality alternative mode (bike and pedestrian) facilities thus supporting reductions from typical parking requirements. The Railroad Avenue Specific Plan TOD parking requirements are listed in Table 4-8.

Table 4-8
Railroad Avenue Specific Plan TOD Parking Requirements per Land Use

Classifications	Parking Requirements
TOD High (TOD-H)	1 space per 333 square feet of commercial
	1.5 spaces per residential unit
TOD Medium (TOD-M)	1 space per 333 square feet of commercial
	1.5 spaces per residential unit
TOD Residential (TOD-R)	1.5 spaces per residential unit
TOD Industrial Park (TOD-IP)	1 space per 500 square feet of development (west of Harbor Street)
	Municipal code requirements for all development east of Harbor Street
TOD Office Commercial (TOD-CO)	1 space per 333 square feet of commercial
	1.5 spaces per residential unit
Public/Institutional (GQ)	Municipal code requirements for all Governmental/Quasi-Public uses

Source: Railroad Avenue Specific Plan; Chapter 4.

Based on the TOD parking requirements, the following parking supply estimates have been determined for both subareas within the study area. Overall, an estimated 6,392 additional parking spaces are proposed to accommodate to future parking demand; 1,433 spaces for the Civic Center subarea developments and 3,561 spaces for the Transit Village subarea, with an additional 1,407 off-street parking spaces. In addition, a total of 2,386 parking spaces for residential use, 2,599 parking spaces for commercial use, and 1,407 spaces within a structure parking facility are proposed, respectively. Table 4-9 and Table 4-10 present the parking supply estimates based on the number of residential dwellings and total square footage of each use proposed in the *Civic Center* and *Transit Village* subareas.

Table 4-9
Proposed Parking Supply – Civic Center Subarea

Uses[(1)]	Residential Units	Commercial Size (sq.ft.)	Parking Spaces	
			Residential	Commercial
TOD-R	230		345	
TOD-M	24	13,850	36	32
Commercial/Office		147,400		620
Public/Institutional		144,000		400
Parks/Recreation	----	----	----	----
Total	**254**	**305,250**	**381**	**1,052**

Source: Railroad Avenue Specific Plan; Chapter 4.
Notes:
TOD-R: Transit-oriented development residential
TOD-M: Transit-oriented development medium density

Table 4-10
Proposed Parking Supply – Transit Village Subarea

Uses[(1)]	Residential Units	Commercial Size (sq.ft.)	Parking Spaces	
			Residential	Commercial
TOD-H	830	52,500	1,245	158
TOD-M	247	36,365	371	109
Business/Commercial		223,046		466
Community/Commercial	259	270,949	389	814
Structured Parking				1,407
Parks/Recreation	----	----	----	----
Total	**1,336**	**582,849**	**2,005**	**2,954**

Source: Railroad Avenue Specific Plan; Chapter 4.
Notes:
TOD-H: Transit-oriented development high density
TOD-M: Transit-oriented development medium density

According to the Railroad Avenue Specific Plan, at least 350 additional parking spaces will be dedicated for future BART parking two along Bliss Avenue, and one on the Civic Center sub-area block.[10] Therefore, the estimated total parking supply would be at least 6,742 parking spaces, which includes the parking supply per subarea and the additional parking spaces at the transit station.

In comparing the existing parking requirements (see Table 4-7) and the proposed parking requirements per land use within the Railroad Avenue Specific Plan (see Table 4-8); the parking requirements have been reduced and regulated. For example, the general commercial parking requirement is one space per 250 square feet of development and the proposed requirements under TOD conditions is one space per 333 square feet of development, a 33 percent adjustment in parking requirements, respectively. Overall, parking requirements have been reduced under the Railroad Avenue Specific Plan, ensuring a optimal utilization of land, regulating parking

[10] Refer to Figure 6.9 Parking Structure Locations in the Railroad Avenue Specific Plan, Chapter 6.

supply per land use, and promoting alternative modes of transportation (transit usage, walking, and bicycling) in order to control parking demand, which are important components of implementing TOD.

4.2.3 Railroad Avenue Station Parking Demand

Due to the large parking supply differentials at the Pittsburg Bay Point BART and Hillcrest Avenue eBART Stations the *eBART DEIR* states that the demand for parking at these stations will far exceed that of the demand at the Railroad Avenue eBART Station. According to Table 3.2-15 in the *eBART DEIR* only 40 percent of the entire ridership is projected to access the Railroad Avenue Station via the park and ride lot, resulting in a much lower projected parking demand than the adjacent stations in 2030.[11]

Pittsburg Bay Point BART presently fills to capacity (2,036 spaces) at 7:25 AM and approximately 500 vehicles park in surrounding streets. The unconstrained model developed for the *eBART DEIR* projected demand for 3,500 parking spaces based on a 2030 ridership of 14,600 with no eBART Project indicating a latent demand of approximately 1,000 spaces. When the future eBART stations and associated parking facilities open, the demand at Pittsburg Bay Point will decline as some demand will shift mostly to Hillcrest Station and some to Railroad Avenue Station. While the 2,036 spaces will be sufficient, the unserved latent demand at Pittsburg Bay Point is expected to cause the parking facility to remain highly utilized.[12] The *eBART DEIR* projects the Hillcrest Avenue Station in Antioch will also be in high demand at 92 percent of its capacity (2600 spaces) in 2030.[13] The Railroad Avenue Specific Plan has planned at least 350 spaces for the station and its demand will slightly exceed its projected supply (up to 366 spaces) by 2030 based on the unconstrained travel forecasts conducted for the *eBART DEIR*. It should be noted that the application of standard parking management techniques such as on-street time limits and pricing and satellite parking with complementary shuttles would help further reduce parking demand and direct riders to alternative modes of transportation in the station area.

Additionally, to accommodate BART and overflow parking demands, the City of Pittsburg will be constructing three public parking structures as development proceeds (Phases 1, 3 & 4); two structures which will contain designated eBART parking spaces will be located in the Transit Village sub-area, and one parking structure designed to accommodate uses located within the sub-area will be located in the Civic Center sub-area. The proposed parking structures will be designed to sufficiently accommodate overflow parking in the study area. Overflow parking can also be accommodated with on-street parking which will be included on the local streets proposed to be constructed with the development of the Transit Village and Civic Center sub areas (Draft Specific Plan Figures 6.1, 6.3, 6.4 and 6.5).

[11] Page 3.2-15. *East Contra Costa BART Extension Draft Environmental Impact Report (2008)* for a detailed access mode split for Future Year 2015 and Year 2030.

[12] Latent parking demand was one factor used to estimate total ridership at Pittsburg Bay Point Station in the *eBART DEIR*.

[13] Refer to Table 3.2-27 in the *East Contra Costa BART Extension Draft EIR, September 2008.*

4.3 TRANSPORTATION CIRCULATION ASSESSMENT & STATION ACCESS

WSA conducted field observations in October 2008 in order to examine and identify circulation patterns throughout the study area and near the proposed station location. As such, a qualitative review of the transportation circulation near the proposed eBART station, specifically for automobile, pedestrian, bicycle, transit facilities, and emergency vehicle access is presented. In addition, a discussion of proposed improvements and future developments near the eBART station are included in this section.

4.3.1 Station Location

According to the *eBART DEIR*, a new passenger station would be constructed at Railroad Avenue in the City of Pittsburg. The proposed alignment would traverse the median of State Route 4, with a station located specifically at State Route 4 and Railroad Avenue. In addition, the *DEIR* indicates that a significant portion (28 percent) of eBART riders at the Railroad Avenue Station are expected to walk to the station, while only 40 percent of riders would use the park-and-ride lot, partly due to the limited availability of parking.[14] It's estimated that 10 percent of riders will arrive by bus or other transit and 20 percent will be dropped-off by car. The remaining two (2) percent will bike to the station. Additionally greater amounts of (non-station access) bicycle and pedestrian activity along Railroad Avenue are expected as well.[15]

The proposed Kiss & Ride/Taxi Facility is planned to be located in the northeast quadrant of Railroad Avenue and California Avenue intersection in the High School Village sub-area. Structured parking for BART patrons is planned to be provided in surface to structure parking facilities located on the north and south of Bliss Avenue between the Railroad Avenue and Harbor Street and one parking structure for residential and commercial/office/public uses in the Civic Center sub-area.[16] Bicycle parking facilities will be provided within and outside of the structured parking facilities. Transit riders will be dropped off at the bus-only designated roadway parallel to Railroad Avenue in the Transit Village sub-area.[17] The Kiss & Ride lot, structured BART parking and bus-only roadway are all located in sub-areas east of Railroad Avenue; therefore, the majority of eBART riders would utilize the existing nine and one-half foot wide sidewalk on the eastside of the Railroad Avenue overcrossing to access the eBART station entrance. Pedestrians would have to cross one freeway on/off ramp to access the eBART Station entrance. In addition, the eBART Station will be designed with a main entrance on the east side of the Railroad Avenue overcrossing. Because the majority of people will access the eBART station from the east side overcrossing and the station will be designed with the east side as the main entrance, there will not be overcrowding on the west side of the Railroad Avenue overcrossing which currently measures approximately five feet wide; however, to provide equal

[14] These rates compare to the proposed Hillcrest Avenue eBART Station with a projected three (3) percent walk access share and a 62 percent park and ride access share.

[15] Refer to Table 3.2-15 in the *East Contra Costa BART Extension Draft Environmental Impact Report (2008)* for a detailed access mode split for Future Year 2015 and Year 2030.

[16] As shown in the Draft Railroad Avenue Specific Plan, Figure 6-10,

[17] As shown in the Draft Railroad Avenue Specific Plan, Figure 6.11.

access, stairs and an elevator to the eBART Station platform will be provided on both side of the Railraod Avenue overcrossing.

Figure 4-7 illustrates the locations of proposed bicycles, taxis, and kiss & ride facilities and structured parking facilities (park and ride) near the proposed station and the access to the station entrances from these facilities.

4.3.2 Vehicle Traffic Circulation

With regard to accessibility in and out of the project area, field observations and vehicle travel pattern projections have determined that the majority of vehicles would travel along Railroad Avenue in order to access the station. The main routes for heavy truck traffic are on Railroad Avenue and Leland Road, while the majority of vehicles in the northbound direction would originate on Leland Road and would turn onto Railroad Avenue to access the station. However, proposed BART parking lots are to be located along Bliss Avenue, directly east of the proposed station location. Therefore, vehicles traveling northbound on Railroad Avenue must turn eastbound onto Bliss Avenue to access the parking lots. Vehicles traveling northbound or southbound on Harbor Street would access the station area and parking lots by turning westbound on Bliss Avenue. Vehicles traveling southbound on Railroad Avenue would also turn eastbound onto Bliss Avenue in order access the parking lots. Vehicles may also access the station area from California Avenue, in the westbound direction. These vehicles must turn southbound onto Railroad Avenue to access the station directly or continue southbound on Railroad Avenue and turn eastbound on Bliss Avenue to access the parking lots.[18] In addition, future vehicle demand and intersection operations indicate that there would be minimal traffic impacts along each roadway in the study area; therefore roadway capacity along each roadway would accommodate to future vehicle demand associated with the proposed station.[19]

4.3.3 Transit Circulation

There are several public transit buses operating throughout the study area; however there is only one route that would serve the station directly. Currently, the Tri Delta Route 380 bus service along Railroad Avenue has a stop near the proposed station and would allow direct access to the station for eBART patrons. As stated in *Chapter 3*, Route 380 is the most productive line in the system, with connection to the existing Pittsburg/Bay Point BART station. According to the DEIR, an estimated 10 percent of eBART patrons would utilize transit service in order to access the station.[20]

The Railroad Avenue Specific Plan encourages modifications to the existing Tri Delta route and proposes implementing a dedicated shuttle service route to connect the Transit Village with Old Town Pittsburg. In parallel with the plans to extend Garcia Avenue to Railroad Avenue, an

[18] As shown in Table 3.2-15 in the *East Contra Costa BART Extension Draft Environmental Impact Report (2008),* an estimated 40 percent of patrons of the transit station will be vehicle accessing the park-and-ride lots, and 20 percent of patrons will be dropped-off at the station; the remaining 40 percent will walk, bike, or use transit in order to access the station.

[19] Refer to section 4.1 on pages 4-1 through 4-10. Refer to *Chapter 5* for detailed traffic impacts and mitigation measures.

[20] Refer to Table 3.2-15 in the *East Contra Costa BART Extension Draft Environmental Impact Report (2008).*

additional transit route would operate along Garcia Avenue, allowing patrons of the eBART station direct access to proposed park-and-ride lots and access to the station.[21]

Overall, local transit services would not experience decreased service quality or productivity as a result of the proposed station or the implementation of the Railroad Avenue Specific Plan. Feeder routes to the new station would experience an increase in ridership; however Tri Delta is proposing to reconfigure existing routes to accommodate to increased demand. As such, Tri Delta plans to use the buses removed from SR 4 express service to improve bus service to the proposed station at Railroad Avenue. These improvements should result in improved service reliability and schedule adherence as well as increase connectivity between the surrounding neighborhoods and the proposed station area.[22] Refer to Section 4.3.1 for transit patron access to the proposed station.

4.3.4 Bicycle Circulation

As defined in *Chapter 3*, Crestview Avenue includes a Class II bicycle facility that connects to a Class I multi-use trail that extends east along Frontage Road to Railroad Avenue. Currently, there are no designated bicycle facilities along Railroad Avenue south of State Route 4. Other existing bicycle facilities are located along Harbor Street, from Buchanan Road to East 3rd Street; East Leland Road, from Railroad Avenue to East City Limits. Other proposed bicycle facilities include Power Avenue, from Davi Avenue to west of Case Drive; and Central Avenue, from Railroad Avenue to Columbia Street.[23]

In proximity to the proposed station, field observations indicated a low-to-moderate level of bicycle activity. Bicycle counts conducted by the City of Pittsburg recorded few bicyclists traveling during AM and PM peak hours of observation along Railroad Avenue and along Harbor Street at each intersection with California and Bliss avenues.[24] In regards to accessibility, the proposed bicycle route along Railroad Avenue would provide cyclists with direct access to the proposed station. Refer to Section 4.3.1 for bicycle parking facilities and access to the proposed station.

According to the Railroad Avenue Specific Plan, there are several proposed bicycle lanes within the study area and near the proposed station. For example, Year 2015 roadway improvements include an extension and implementation of Class II bicycle lanes and Class III bicycle routes along Railroad and Central Avenues. Additional bicycle facility extensions are proposed beyond the study area; this will increase connectivity and biking mode share to the station area by extending the bicycle network throughout many neighborhoods in Pittsburg. Refer to Table 3-6 in *Chapter 3* for a list of existing and planned bicycle facilities.

[21] Refer to Figure 6.10 in the Railroad Avenue Specific Plan for an illustration of the proposed transit route and shuttle service.

[22] Refer to *East Contra Costa BART Extension Draft Environmental Impact Report (2008);* pp.3.2-92 in regards to impacts to local transit service associated with the proposed station.

[23] Source: Railroad Avenue eBART Station Area Specific Plan –Existing Conditions Report (November 2006).

[24] Refer to Appendix B for bicycle count inventory provided by the City of Pittsburg (September 2008).

4.3.5 Pedestrian Circulation

There are several sidewalks along major roadways throughout the study area. In proximity to the proposed station, there are sidewalks along both sides of Railroad Avenue, ranging from 5 to 10 feet in width, respectively. Pedestrian counts conducted by the City of Pittsburg observed a high amount of pedestrians traveling along and crossing Railroad Avenue, specifically at Civic Avenue and the SR 4 on- and off-ramps during the AM and PM peak hours. A moderate-to-low amount of pedestrian activity was observed Bliss and California avenues as well as along Harbor Street. Field observations have indicated that a high level of pedestrian activity along Railroad Avenue, north of Bliss Avenue is primarily associated with the nearby Pittsburg High School. According to the *East Contra Costa BART Extension Draft Environmental Impact Report (2008),* the proposed transit station would generate additional walk trips throughout the area. As mentioned above, the *DEIR* estimated 28 percent of patrons would access the proposed station by walking, which is largest percentage of alternative mode access to the station. Total single occupancy vehicle (SOV) access is estimated at 60 percent of all access to the station.[25]

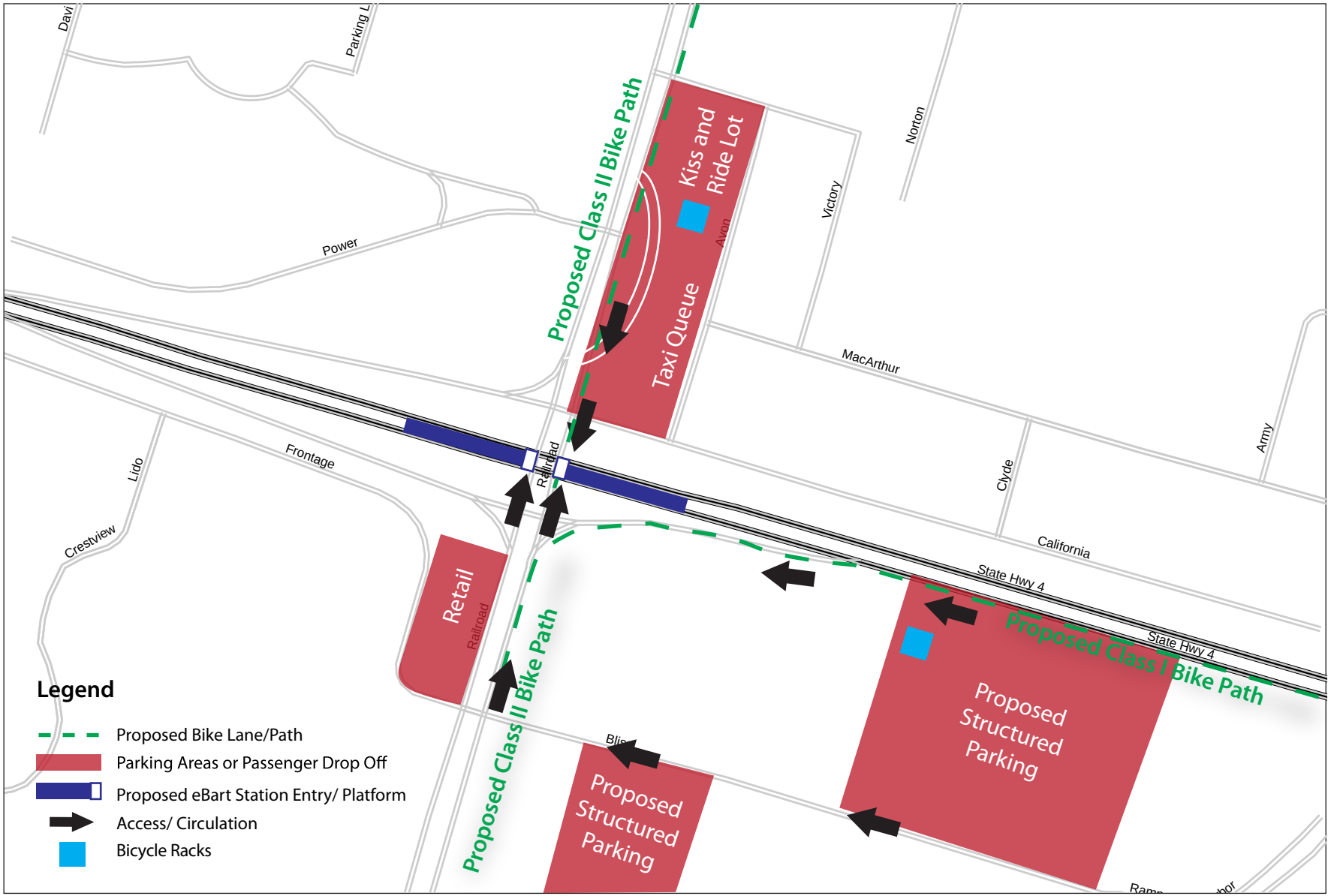
All of the intersections crossing freeway on- and off-ramps are signalized intersections that offer a designated time for pedestrians to cross the on-and off-ramps; however, there is a free right hand turn on a portion of the northbound Railroad Avenue entrance to westbound State Route 4 intersection. The Draft Specific Plan includes crosswalk improvements to ensure pedestrian safety at all crosswalks, including, but not limited to, the following:

- Provide clearly marked minimum 10 feet wide cross walks
- Clear signage such as posted Yield signs
- Increased lighting

Finally, the design of the station area recognizes that the sidewalk along the east side of Railroad Avenue overcrossing of SR 4 is five feet in width, and thus would be widened to reduce potential pedestrian impacts near the station area.[26] Refer to Section 4.3.1 for pedestrian access to the proposed station.

[25] Refer to Table 3.2-15 in the *East Contra Costa BART Extension Draft Environmental Impact Report (2008).*

[26] Refer to *East Contra Costa BART Extension Draft Environmental Impact Report (2008);* pp.3.2-96 in regards to impacts to pedestrian associated with the proposed station.



WilburSmith ASSOCIATES

Proposed Bicycle, Taxi, Kiss & Ride Facilities
FIGURE 4-7

4.4 MULTIMODAL LEVEL OF SERVICE – FUTURE CONDITIONS

The following section evaluates the transportation facilities under future conditions based on the Multimodal Level of Service (MMLOS) criteria. The transportation conditions were analyzed under Year 2030 plus Project conditions; therefore the analysis considers roadway network modifications (as discussed in *Chapter 2*) as well as forecasted traffic and proposed transportation network improvements associated with the Railroad Avenue Specific Plan.

4.4.1 Facility 1

Facility 1 operates along Railroad Avenue, from Civic Avenue (to the north) to Leland Road (to the south) with five segments in the northbound and southbound directions. Under future conditions, several transportation improvements have been incorporated into the MMLOS analysis for Facility 1. Road widening to allow an exclusive right-turn lane at Railroad Avenue and SR 4 ramps is proposed and additional eastbound and southbound right-turn lanes at Railroad Avenue and Leland Road are proposed. Roadway widening along California Avenue from Loveridge Road to Railroad Avenue is also proposed, which will increase the need to expand crosswalks for pedestrians and allow additional crossing time. According to the Railroad Avenue Specific Plan, an additional left-turn lane on northbound Railroad Avenue at Civic Avenue is proposed as well as sidewalk improvements (construction of six to 10-foot-wide sidewalks, on-street parking, five-foot-wide planter strips for roadway buffers, and provide bulbouts where appropriate) along Railroad Avenue intersecting at California, Bliss, Garcia avenues and Leland Road. A five-foot-wide Class II and III Bicycle Facilities from Leland Road to East 10th Street are also planned to operate along Railroad Avenue. Table 4-11 and Figure 4-7 presents the MMLOS for Facility 1 under future conditions.

Northbound Segment 1 seems to exhibit improved northbound Auto LOS in the future conditions. This, in fact, results from the splitting of existing conditions' Segment 1 into two segments in the future conditions analysis, as a result of signalization at the Railroad Avenue/Garcia Avenue intersection. Auto LOS is lower between Garcia Avenue and Bliss Avenue (future Segment 2) than between Leland Avenue and Garcia Avenue (future Segment 1). While existing Segment 1 (Leland Avenue to Bliss Avenue) is LOS F on average, when this larger segment is split into two segments in future conditions, future Segment 1 (Leland Avenue to Garcia Avenue) exhibits an Auto LOS D and future Segment 2 (Garcia Avenue to Bliss Avenue) exhibits an Auto LOS F.

The Northbound Facility 1 average Auto LOS improves in future conditions due to lower traffic volumes between SR-4 and Center Drive (as indicated by the travel demand model), which shifted the distance-weighted average into the next LOS rating. The Bicycle LOS improves in both directions, primarily due to the planned five-foot-wide Class II and Class III bicycle lanes, reduced lane widths (where appropriate), and proposed five-foot-wide planters (buffers). Transit and Pedestrian LOS values do not change as a result of these planned improvements. Table 4-11 and Figure 4-8 presents the MMLOS for Facility 1 under future conditions.

Table 4-11 Multimodal Level of Service Analysis - Facility 1 Future Conditions				
Segment	**Auto LOS**	**Transit LOS**	**Bicycle LOS**	**Pedestrian LOS**
Northbound				
1	D	C	D	D
2	F	C	D	D
3	F	C	D	E
4	C	C	C	D
5	C	C	C	D
6	B	C	D	C
Facility NB	**D**	**C**	**D**	**D**
Southbound				
1	B	C	D	E
2	C	C	C	F
3	C	C	C	E
4	E	C	C	E
5	D	C	C	E
6	F	C	C	F
Facility SB	**C**	**C**	**C**	**E**

4.4.2 Facility 2

Facility 2 operates along Leland Road, from Railroad Avenue (to the west) to Loveridge Road (to the east) with three segments in the eastbound and westbound directions. Under future conditions, transportation improvements along Leland Road have been incorporated into the MMLOS analysis for Facility 2. As such, an additional northbound right-turn lane is proposed at Leland Road and Loveridge Road. According to the Railroad Avenue Specific Plan, several crosswalk improvements and widening of sidewalks to 10 feet are proposed along Leland Road, specifically at East Leland and Freed avenues, and Harbor Street. Proposed sidewalk improvements, including safety buffers, and bulbouts where appropriate are also planned along Facility 2.

Westbound Segment 3 (Harbor Street to Railroad Avenue) exhibits improved Auto LOS in the future conditions due to fewer projected stops per vehicle in the travel demand model. Stops per vehicle is a large component of the Auto LOS under the MMLOS methodology, and this improvement shifted the segment score into the next LOS rating.

The Eastbound Facility 2 average Auto LOS improves in future conditions due to lower traffic volumes between Railroad Avenue and Freed Way (as indicated by the travel demand model), which shifted the distance-weighted average into the next LOS rating. Bicycle and Pedestrian LOS values would improve significantly, primarily due to widening sidewalks to 10 feet in width, planned crosswalks (to improve accessibility), and the presence of a Class II bicycle lane along Facility 2. Transit LOS values would not improve nor deteriorate under future conditions. Table 4-12 and Figure 4-9 presents the MMLOS for Facility 2 under future conditions.

Table 4-12 Multimodal Level of Service Analysis - Facility 2 Future Conditions				
Segment	**Auto LOS**	**Transit LOS**	**Bicycle LOS**	**Pedestrian LOS**
Eastbound				
1	B	A	E	E
2	B	A	D	D
3	B	A	E	E
Facility EB	**B**	**A**	**E**	**E**
Westbound				
1	B	A	D	D
2	D	F	D	E
3	D	A	E	E
Facility WB	**C**	**A**	**D**	**E**

4.4.3 Facility 3

Facility 3 operates along California Avenue, from Railroad Avenue (to the west) to State Route 4 Ramps (to the east) with two segments in the eastbound and westbound directions. Under future conditions, several transportation improvements along California Avenue have been incorporated into the MMLOS analysis for Facility 3. At the California Avenue/SR 4 westbound off-ramp intersection, an additional eastbound through lane is proposed. In addition, a three-phase construction plan has been proposed to widen California Avenue from Loveridge Road to Railroad Avenue, thus increasing the need to improve sidewalk, streetscape, and crosswalk conditions and allowing pedestrians enough crossing time at each intersection. Table 4-13 and Figure 4-9 presents the MMLOS for Facility 1 under future conditions.

The westbound Segment 1 Auto LOS improves in future conditions from LOS F to LOS C due to the widening of California Avenue. In existing conditions, the MMLOS model determined that the volume to capacity ratio was greater than one, which automatically results in LOS F; with increased capacity, the model instead determined LOS using other parameters such as average stops per vehicle. The volume to capacity threshold is also responsible for the Facility 3 average Auto LOS improving from LOS F to LOS C in future conditions, as average capacity was increased. Bicycle and Pedestrian LOS values would improve whereas Transit LOS would not change under future conditions. Table 4-13 and Figure 4-10 presents the MMLOS for Facility 3 under future conditions.

Table 4-13 Multimodal Level of Service Analysis - Facility 3 Future Conditions				
Segment	**Auto LOS**	**Transit LOS**	**Bicycle LOS**	**Pedestrian LOS**
Eastbound				
1	B	F	F	E
2	B	F	D	D
Facility EB	**B**	**F**	**E**	**E**
Westbound				
1	C	F	E	E
2	B	F	F	E
Facility WB	**C**	**F**	**F**	**E**

4.4.4 Facility 4

Facility 4 operates along Harbor Street, from California Avenue (to the north) to Leland Road (to the south) with two segments in the northbound and southbound directions. Under future conditions, transportation improvements along Harbor Street have been incorporated into the MMLOS analysis for Facility 4. According to the Railroad Avenue Specific Plan, sidewalk and crosswalk improvements are proposed along Harbor Street, specifically at Garcia and Bliss avenues and Leland Road. These improvements include sidewalk widening and construction of ramps at sidewalks. Signal installation at Harbor Street and Garcia Avenue would provide a mid-segment signalized crossing along Harbor Street, between State Route 4 and Leland Road reducing the current signalized crossing distance for pedestrians almost in half. Auto, Transit, and Pedestrian LOS values do not change under future conditions; however the Bicycle LOS would improve under future conditions. Table 4-14 and Figure 4-11 presents the MMLOS for Facility 4 under future conditions.

Table 4-14 Multimodal Level of Service Analysis - Facility 4 Future Conditions				
Segment	**Auto LOS**	**Transit LOS**	**Bicycle LOS**	**Pedestrian LOS**
Northbound				
1	B	A	D	D
2	F	F	D	E
Facility NB	**F**	**B**	**D**	**D**
Southbound				
1	B	F	C	D
2	F	A	D	E
Facility SB	**F**	**B**	**D**	**E**

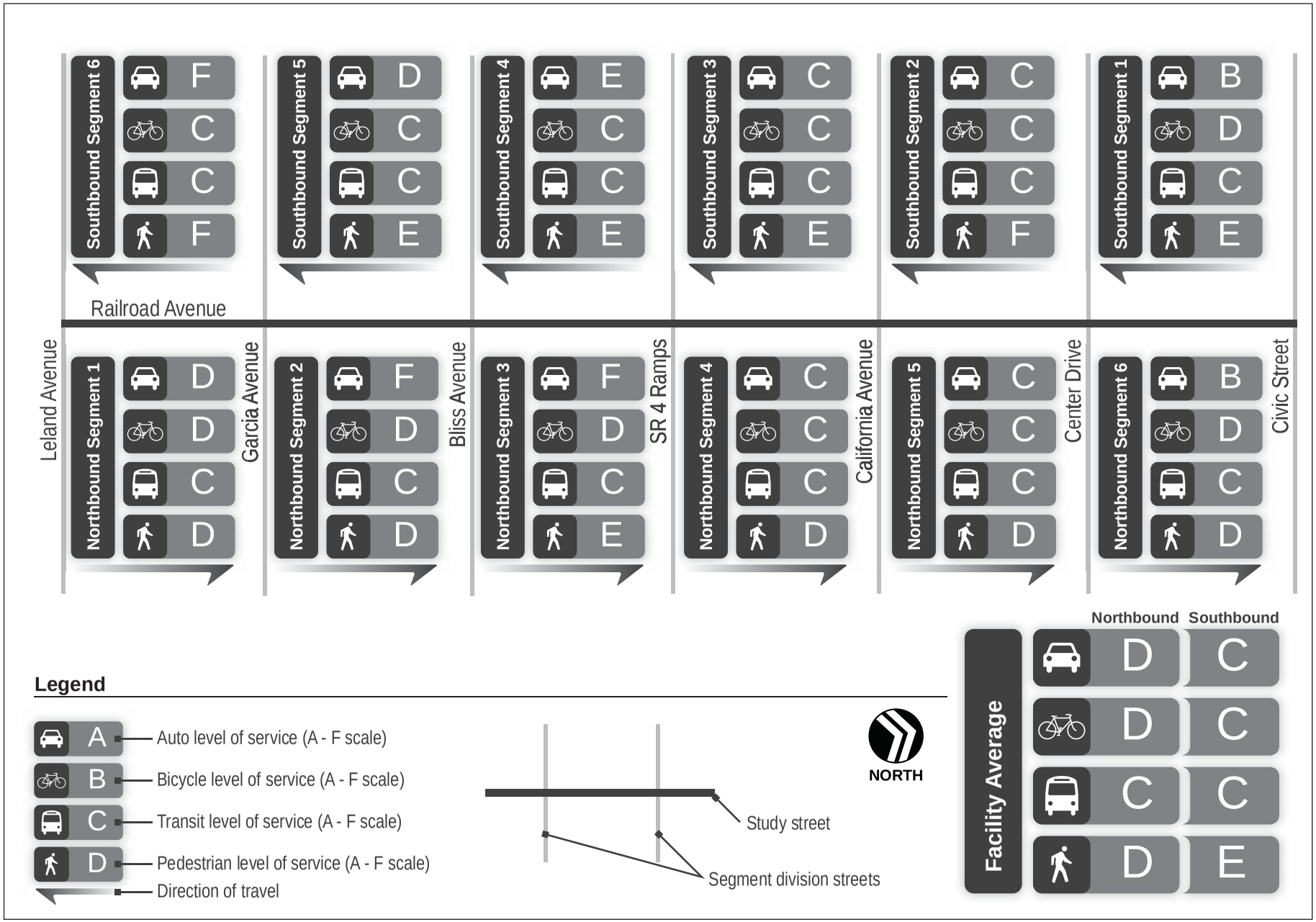
4.4.5 Facility 5

Facility 5 operates along Bliss Avenue, from Railroad Avenue (to the west) to Harbor Street (to the east) with one segment in the eastbound and westbound directions. Under future conditions, transportation improvements along Bliss Avenue have been incorporated into the MMLOS analysis for Facility 5. According to the Railroad Avenue Specific Plan, Bliss Avenue will be converted to a public street that contains two 19-foot deep diagonal parking lanes, two 13-foot wide travel lanes, curbs, and widened, 15-foot sidewalks between Railroad Avenue and Harbor Street. A planned Class I bicycle/pedestrian path would be located along Facility 5. Table 4-14 and Figure 4-11 presents the MMLOS for Facility 1 under future conditions.

The westbound Segment 1 Auto LOS improves in future conditions from LOS F to LOS B due to lower traffic volumes in the future conditions (as indicated by the travel demand model). Under existing conditions, the MMLOS model determined that the volume to capacity ratio was greater than one, which automatically results in LOS F; with the decreased volumes, the model instead determined LOS both through volume and average stops per vehicle. Bicycle LOS and Pedestrian LOS values improve due to the planned Class I bicycle/pedestrian path (which will provide direct access to the proposed commuter rail station), expanded sidewalks, planters, crosswalks, and on-street parking, which would increase the distance between pedestrians and vehicles along the roadway. Table 4-15 and Figure 4-12 presents the MMLOS for Facility 5 under future conditions.

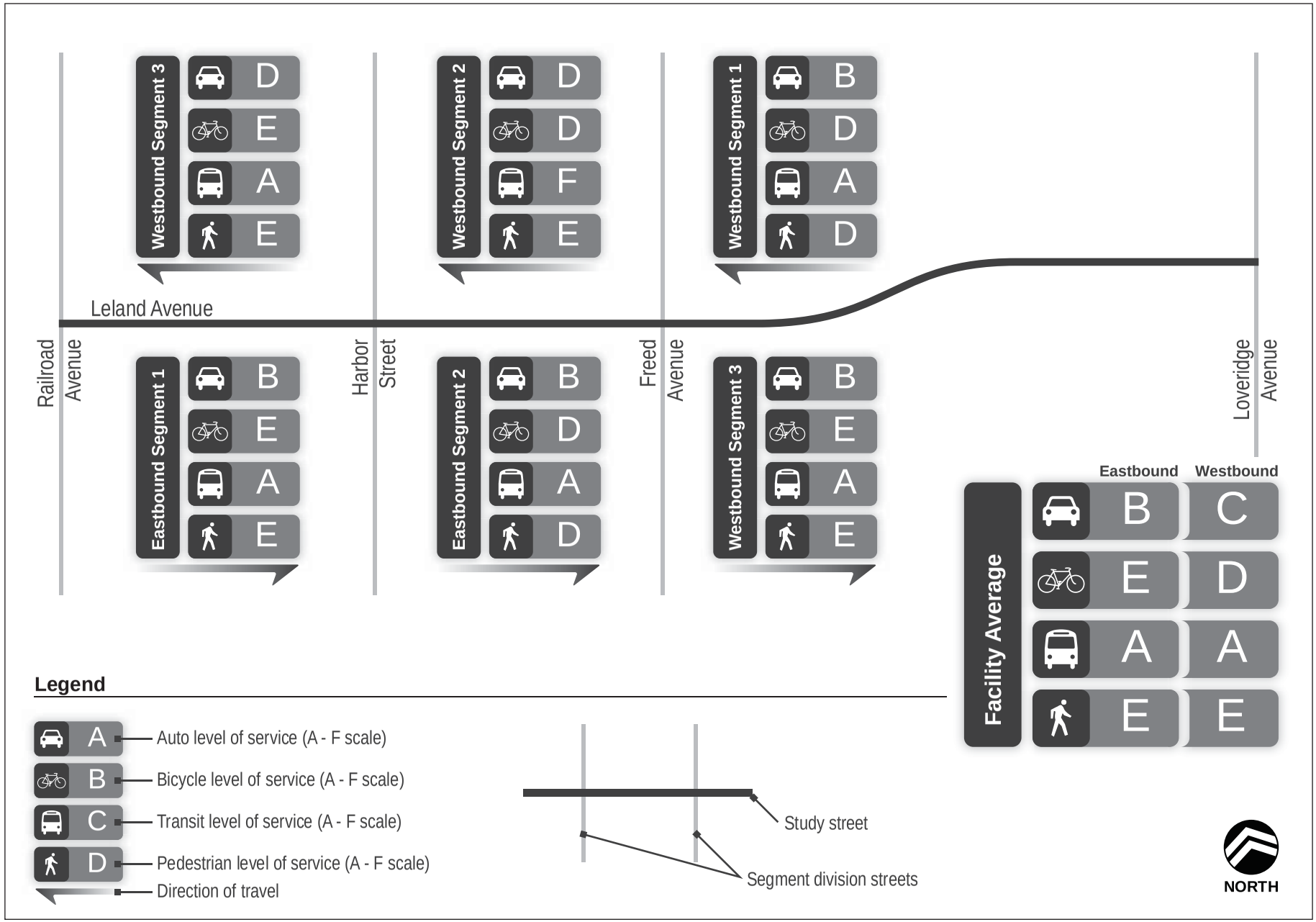
Table 4-15
Multimodal Level of Service Analysis - Facility 5 Future Conditions

Segment	Auto LOS	Transit LOS	Bicycle LOS	Pedestrian LOS
Eastbound				
1	B	F	B	D
Facility EB	**B**	**F**	**B**	**D**
Westbound				
1	C	F	B	D
Facility WB	**C**	**F**	**B**	**D**



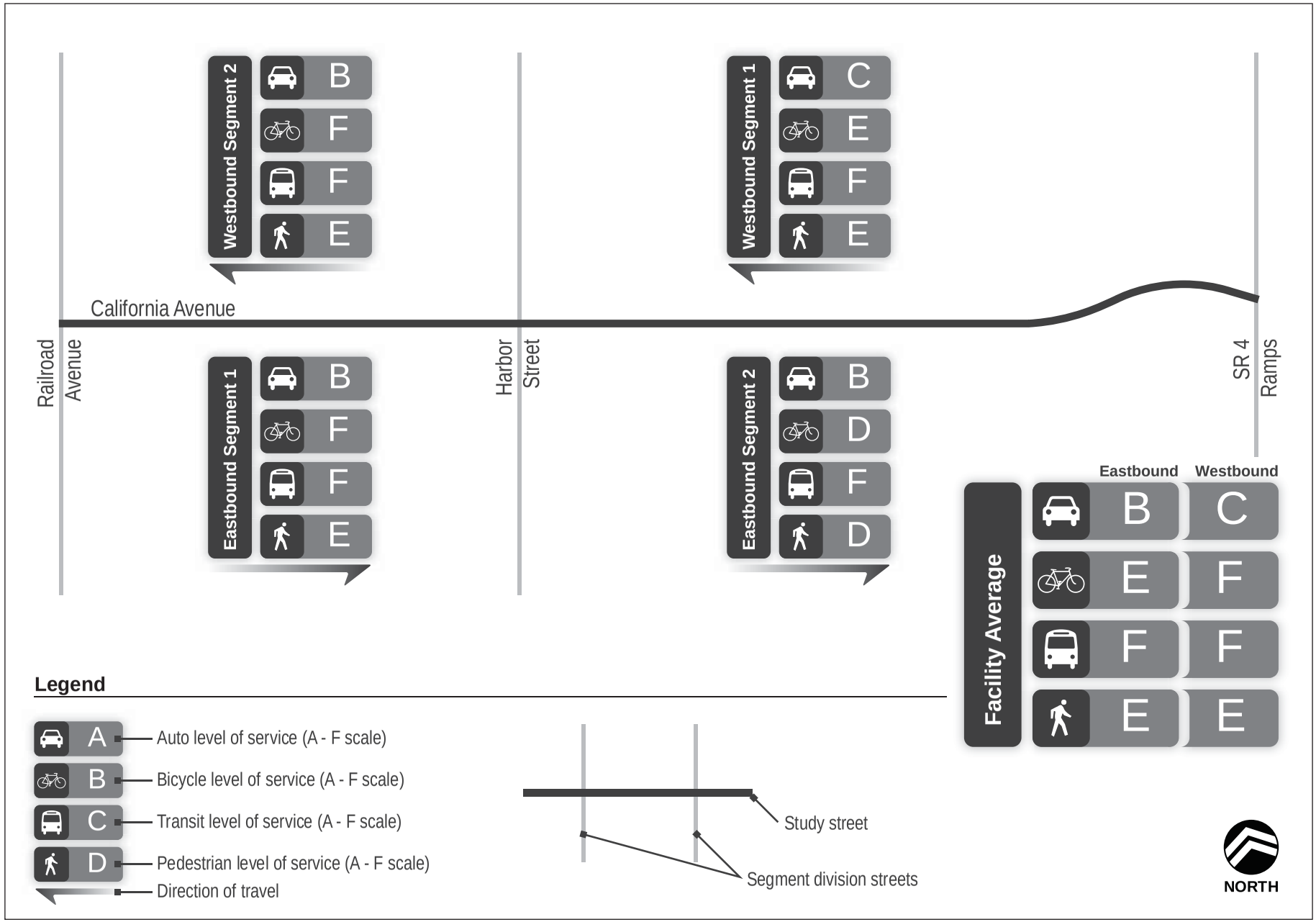
FACILITY 1: RAILROAD AVENUE FUTURE CONDITIONS MMLOS

FIGURE 4-8



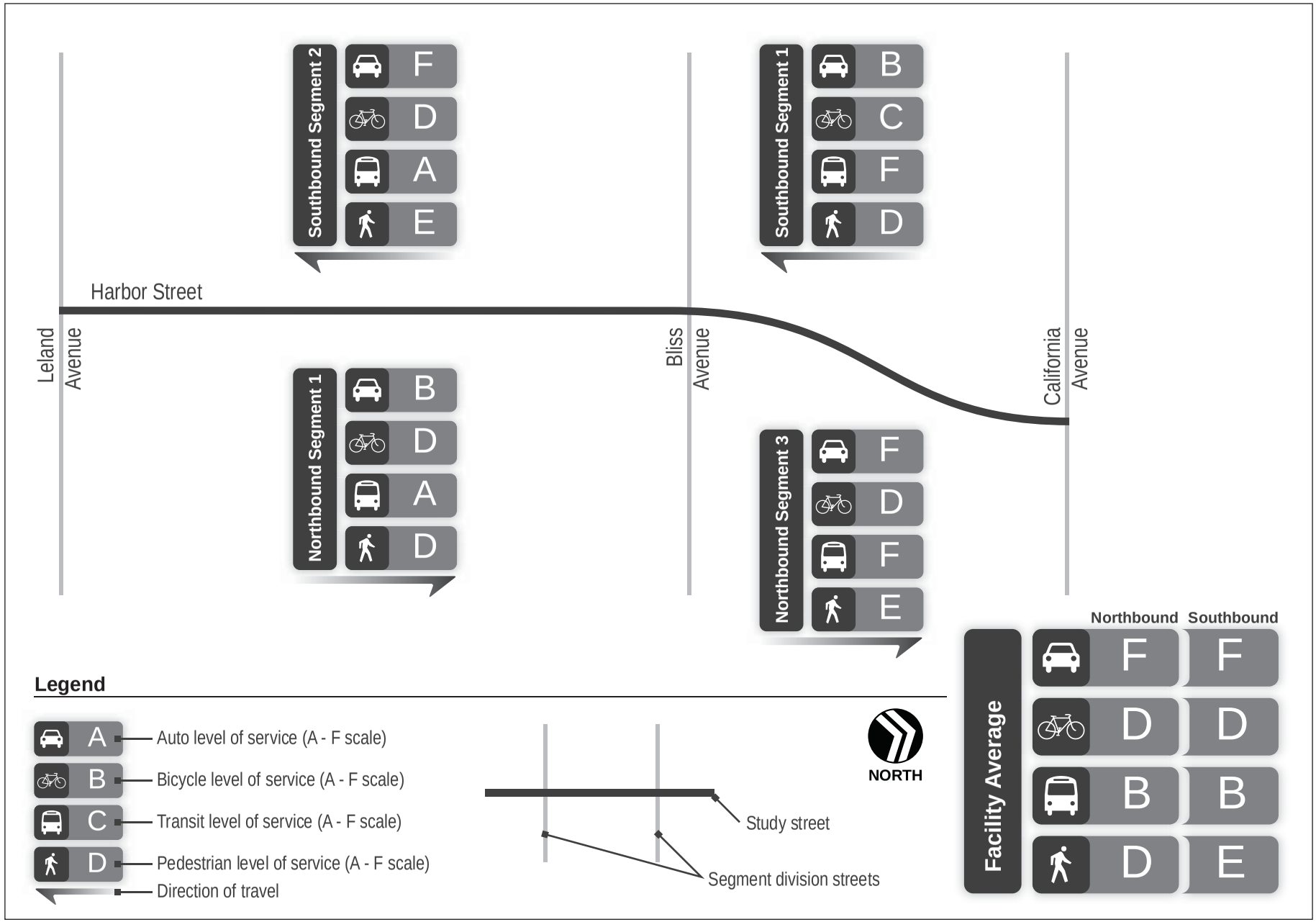
FACILITY 2: LELAND AVENUE FUTURE MMLOS

FIGURE 4-9



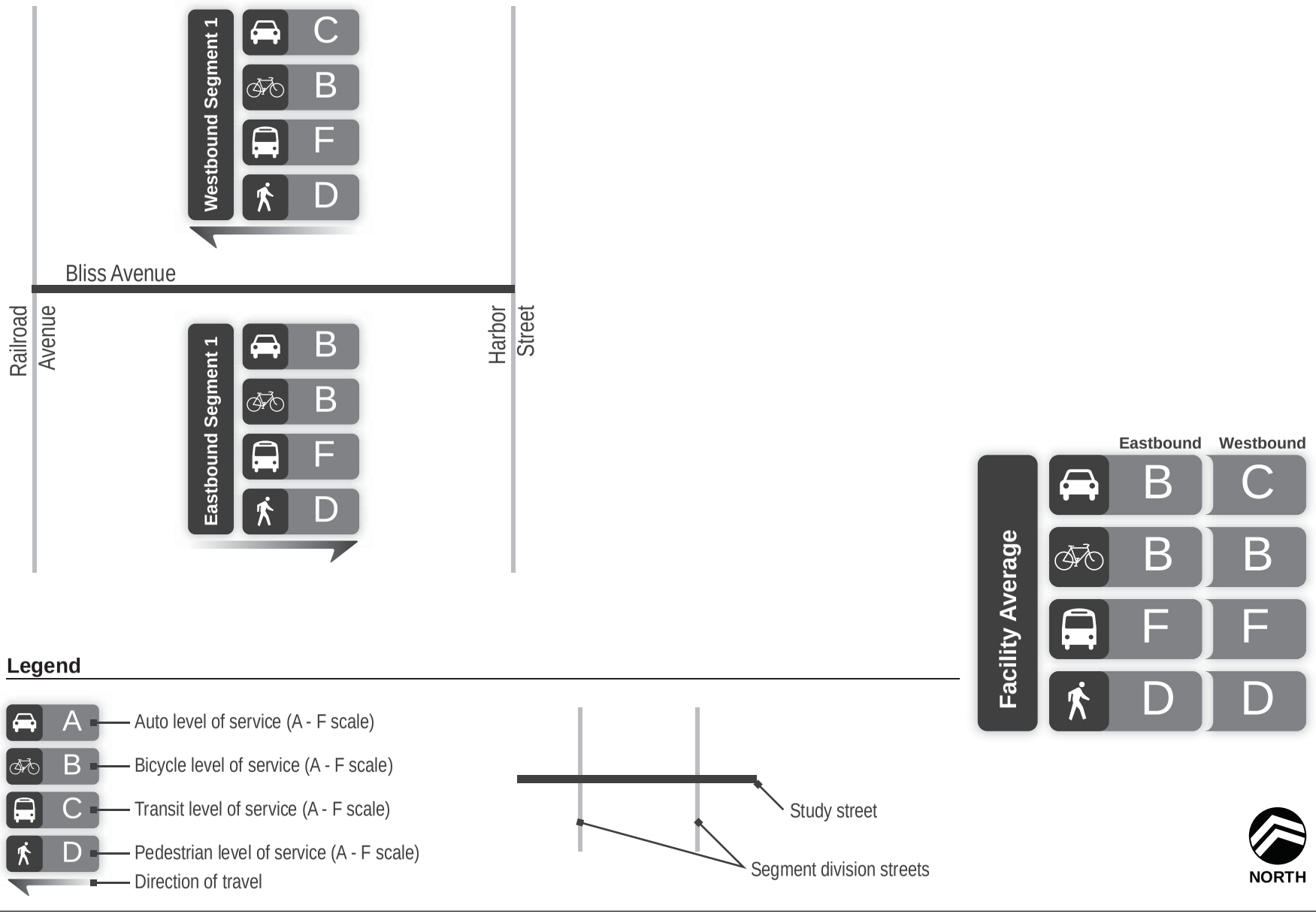
FACILITY 3: CALIFORNIA AVENUE FUTURE CONDITIONS MMLOS

FIGURE 4-10



FACILITY 4: HARBOR STREET FUTURE CONDITIONS MMLOS

FIGURE 4-11



FACILITY 5: BLISS AVENUE FUTURE MMLOS

FIGURE 4-12

Chapter 5
PROJECT IMPACTS AND MITIGATION MEASURES

This chapter identifies and summarizes the potential transportation impacts on the roadway network due to travel demand generated by land use changes in the Railroad Avenue Specific Plan. Recommended improvements to the surrounding transportation system are proposed at the locations where significant impacts are identified.

5.1 SIGNIFICANT PROJECT IMPACTS & MITIGATION MEASURES

This section documents the significant impacts that were identified in *Chapter 4*, and includes mitigation measures to reduce the level of impact to a less than significant level.[1] Significant impacts for traffic, parking, bicycle, and pedestrian operations under Year 2015 and 2030 plus Project and plus Project (Alternative 1) conditions are also discussed in this section. Mitigation measures are proposed for only one intersection in the study area: Harbor Street and Garcia Avenue. The proposed mitigation measure includes signalization of the intersection in order to improve traffic conditions, which is not anticipated to have any adverse impacts to transit, bicycle, parking, and pedestrian facilities.

TRAFFIC IMPACTS

5.1.1 Year 2015 plus Project Impacts

- **Significant Impact 1:** The intersection of Harbor Street/Garcia Avenue would operate at LOS F, with significant delays along the eastbound and westbound approaches under Year 2015 plus Project conditions during the PM peak hour.

- **Mitigation:** Per the California Manual on Uniform Traffic Control Devices (MUTCD), a signal warrant analysis was conducted to determine the feasibility of signalization of the Harbor Street/Garcia Avenue intersection. As shown in Appendix C, the criteria for signal warrants were satisfied. Therefore, signalization was proposed as the mitigation measure for this intersection.

  It is proposed that the intersection be converted from a two-way stop-controlled (TWSC) intersection to a signalized intersection with a cycle length of 75 seconds. With this improvement, the intersection would operate at LOS A, with 8.4 seconds of average delay. Thus, signalization of the intersection would improve the intersection operations from LOS F to LOS A, and reduce delay significantly for Year 2015 plus Project conditions. Hence, this mitigation measure would reduce impacts of the Proposed

[1] Signal warrant analyses are presented in Appendix C and Traffic mitigation outputs are presented in Appendix D.

Project to a less than significant level. Table 5-1 summarizes the LOS results after this mitigation measure is applied.

Table 5-1
Intersection Level of Service (LOS) and Average Delay Comparison
Year 2015 plus Project Conditions with Mitigation Measures – PM Peak Hour

Intersection		Year 2015 plus Project Conditions		Year 2015 plus Project with Mitigation Measures	
		Average Delay[1]	LOS[2]	Average Delay	LOS
16.	Harbor Street/Garcia Avenue	**>50 (WB)**	**F**	8.4	A

Source: Wilbur Smith Associates, December 2008
NOTES: (1) Delay in seconds per vehicle.
(2) Intersections operating at an unacceptable level of service are highlighted in bold.

5.1.2 Year 2030 plus Project Impacts

- **Significant Impact 2:** The intersection of Harbor Street/Garcia Avenue would operate at LOS F, with significant delays along the eastbound and westbound approaches under Year 2030 plus Project conditions during the AM peak hour.

- **Mitigation:** Per the California Manual on Uniform Traffic Control Devices (MUTCD), a signal warrant analysis was conducted to determine the feasibility of signalization of the Harbor Street/Garcia Avenue intersection. As shown in Appendix C, the criteria for signal warrants were satisfied. Therefore, signalization was proposed as the mitigation measure for this intersection.

  It is proposed that the intersection be converted from a two-way stop-controlled (TWSC) intersection to a signalized intersection with a cycle length of 70 seconds. With this improvement, the intersection would operate at LOS A, with 7.7 seconds of average delay. Signalization of the intersection would improve the intersection operations from LOS F to LOS A and reduce delay significantly for Year 2030 plus Project conditions. Hence, this mitigation measure would reduce impacts of the Proposed Project to a less than significant level. Table 5-2 summarizes the LOS results after this mitigation measure is applied.

Table 5-2
Intersection Level of Service (LOS) and Average Delay Comparison
Year 2030 plus Project Conditions with Mitigation Measures – AM Peak Hour

Intersection		Year 2030 plus Project Conditions		Year 2030 plus Project with Mitigation Measures	
		Average Delay[1]	LOS[2]	Average Delay	LOS
16.	Harbor Street/Garcia Avenue	**>50 (WB)**	**F**	7.7	A

Source: Wilbur Smith Associates, December 2008
NOTES: (1) Delay in seconds per vehicle.
(2) Intersections operating at an unacceptable level of service are highlighted in bold.

- **Significant Impact 3:** The intersection of Harbor Street/Garcia Avenue would operate at LOS F, with significant delays in the eastbound and westbound approaches under Year 2030 plus Project conditions during the PM peak hour.

- **Mitigation:** Per the California Manual on Uniform Traffic Control Devices (MUTCD), a signal warrant analysis was conducted to determine the feasibility of signalization of the Harbor Street/Garcia Avenue intersection. As shown in Appendix C, the criteria for signal warrants were satisfied. Therefore, signalization was proposed as the mitigation measure for this intersection.

  It is proposed that the intersection be converted from a two-way stop-controlled (TWSC) intersection to a signalized intersection (with the application of 80 seconds of cycle length). With this improvement, the intersection would operate at LOS B, with 13 seconds of average delay. Signalization of the intersection would improve the intersection operations from LOS F to LOS B, and reduce delay significantly for Year 2030 plus Project conditions. Hence, this mitigation measure would reduce impacts of the Proposed Project to a less than significant level. Table 5-3 summarizes the LOS results after this mitigation measure is applied.

Table 5-3
Intersection Level of Service (LOS) and Average Delay Comparison
Year 2030 plus Project Conditions with Mitigation Measures – PM Peak Hour

Intersection		Year 2030 plus Project Conditions		Year 2030 plus Project with Mitigation Measures	
		Average Delay[1]	LOS[2]	Average Delay	LOS
16.	Harbor Street/Garcia Avenue	**>50 (WB)**	**F**	13	B

Source: Wilbur Smith Associates, December 2008
NOTES: (1) Delay in seconds per vehicle.
(2) Intersections operating at an unacceptable level of service are highlighted in bold.

5.1.3 Year 2015 plus Project (Alternative 1) Impacts

- **Significant Impact 4:** The intersection of Harbor Street/Garcia Avenue would operate at LOS F, with significant delays in the eastbound and westbound approaches under Year 2015 plus Project (Alternative 1) conditions during the AM peak hour.

- **Mitigation:** Per the California Manual on Uniform Traffic Control Devices (MUTCD), a signal warrant analysis was conducted to determine the feasibility of signalization of the Harbor Street/Garcia Avenue intersection. As shown in Appendix C, the criteria for signal warrants were satisfied. Therefore, signalization was proposed as the mitigation measure for this intersection.

  It is proposed that the intersection be converted from a two-way stop-controlled (TWSC) intersection to a signalized intersection with a cycle length of 100 seconds. With this improvement, the intersection would operate at LOS A, with 9.3 seconds of average delay. Signalization of the intersection would improve the intersection operations from LOS F to LOS A, and reduce delay significantly for Year 2015 plus Project (Alternative 1) conditions. Hence, this mitigation measure would reduce impacts of the Proposed Project to a less than significant level. Table 5-4 summarizes the LOS results after this mitigation measure is applied.

Table 5-4
Intersection Level of Service (LOS) and Average Delay Comparison
Year 2015 plus Project (Alternative 1) Conditions with Mitigation Measures – AM Peak Hour

Intersection		Year 2015 plus Project (Alternative 1) Conditions		Year 2015 plus Project (Alternative 1) with Mitigation Measures	
		Average Delay[1]	LOS[2]	Average Delay	LOS
16.	Harbor Street/Garcia Avenue	**>50 (WB)**	**F**	9.3	A

Source: Wilbur Smith Associates, December 2008
NOTES: (1) Delay in seconds per vehicle.
(2) Intersections operating at an unacceptable level of service are highlighted in bold.

- **Significant Impact 5:** The intersection of Harbor Street/Garcia Avenue would operate at LOS F, with significant delays in the eastbound and westbound approaches under Year 2015 plus Project (Alternative 1) conditions during the PM peak hour.

- **Mitigation:** Per the California Manual on Uniform Traffic Control Devices (MUTCD), a signal warrant analysis was conducted to determine the feasibility of signalization of the Harbor Street/Garcia Avenue intersection. As shown in Appendix C, the criteria for signal warrants were satisfied. Therefore, signalization was proposed as the mitigation measure for this intersection.

It is proposed that the intersection be converted from a two-way stop-controlled (TWSC) intersection to a signalized intersection a cycle length of 80 seconds. With this improvement, the intersection would operate at LOS B, with 11.2 seconds of average delay. Signalization of the intersection would improve intersection operations from LOS F to LOS B, and reduce delay significantly for Year 2015 plus Project (Alternative 1) conditions. Hence, this mitigation measure would reduce impacts of the Proposed Project to a less than significant level. Table 5-5 summarizes the LOS results after this mitigation measure is applied.

Table 5-5
Intersection Level of Service (LOS) and Average Delay Comparison
Year 2015 plus Project (Alternative 1) Conditions with Mitigation Measures – PM Peak Hour

Intersection		Year 2015 plus Project (Alternative 1) Conditions		Year 2015 plus Project (Alternative 1) with Mitigation Measures	
		Average Delay[1]	LOS[2]	Average Delay	LOS
16.	Harbor Street/Garcia Avenue	**>50 (WB)**	**F**	11.2	B

Source: Wilbur Smith Associates, December 2008
NOTES: (1) Delay in seconds per vehicle.
(2) Intersections operating at an unacceptable level of service are highlighted in bold.

5.1.4 Year plus 2030 Project (Alternative 1) Impacts

- **Significant Impact 6:** The intersection of Harbor Street/Garcia Avenue would operate at LOS F, with significant delays in the eastbound and westbound approaches under Year 2030 plus Project (Alternative 1) conditions during the AM peak hour.

- **Mitigation:** Per the California Manual on Uniform Traffic Control Devices (MUTCD), a signal warrant analysis was conducted to determine the feasibility of signalization of the Harbor Street/Garcia Avenue intersection. As shown in Appendix C, the criteria for signal warrants were satisfied. Therefore, signalization was proposed as the mitigation measure for this intersection.

  It is proposed that the intersection be converted from a two-way stop-controlled (TWSC) intersection to a signalized intersection with a cycle length of 90 seconds. With this improvement, the intersection would operate at LOS A, with 9.8 seconds of average delay. Signalization of the intersection would improve intersection operations from LOS F to LOS A, and reduce delay significantly for Year 2030 plus Project (Alternative 1) conditions. Hence, this mitigation measure would reduce impacts of the Proposed Project to a less than significant level. Table 5-6 summarizes the LOS results after this mitigation measure is applied.

Table 5-6
Intersection Level of Service (LOS) and Average Delay Comparison
Year 2030 plus Project (Alternative 1) Conditions with Mitigation Measures – AM Peak Hour

Intersection		Year 2030 plus Project (Alternative 1) Conditions		Year 2030 plus Project (Alternative 1) with Mitigation Measures	
		Average Delay[1]	LOS[2]	Average Delay	LOS
16.	Harbor Street/Garcia Avenue	**>50 (WB)**	**F**	9.8	A

Source: Wilbur Smith Associates, December 2008
NOTES: (1) Delay in seconds per vehicle.
(2) Intersections operating at an unacceptable level of service are highlighted in bold.

- **Significant Impact 7:** The intersection of Harbor Street/Garcia Avenue would operate at LOS F, with significant delays in the eastbound and westbound approaches under Year 2030 plus Project (Alternative 1) conditions during the PM peak hour.

- **Mitigation:** Per the California Manual on Uniform Traffic Control Devices (MUTCD), a signal warrant analysis was conducted to determine the feasibility of signalization of the Harbor Street/Garcia Avenue intersection. As shown in Appendix C, the criteria for signal warrants were satisfied. Therefore, signalization was proposed as the mitigation measure for this intersection.

  It is proposed that the intersection be converted from a two-way stop-controlled (TWSC) intersection to a signalized intersection with a cycle length of 110 seconds. With this improvement, the intersection would operate at LOS C, with 27.2 seconds of average delay. Signalization of the intersection would improve intersection operations from LOS F to LOS C, and reduce delay significantly for Year 2030 plus Project (Alternative 1) conditions. Hence, this mitigation measure would reduce impacts of the Proposed Project to a less than significant level. Table 5-7 summarizes the LOS results after this mitigation measure is applied

Table 5-7
Intersection Level of Service (LOS) and Average Delay Comparison
Year 2030 plus Project (Alternative 1) Conditions with Mitigation Measures – PM Peak Hour

Intersection		Year 2030 plus Project (Alternative 1) Conditions		Year 2030 plus Project (Alternative 1) with Mitigation Measures	
		Average Delay[1]	LOS[2]	Average Delay	LOS
16.	Harbor Street/Garcia Avenue	**>50 (WB)**	**F**	27.2	C

Source: Wilbur Smith Associates, December 2008
NOTES: (1) Delay in seconds per vehicle.
(2) Intersections operating at an unacceptable level of service are highlighted in bold.

5.1.5 PARKING IMPACTS

As stated in the previous chapters, there is a significant amount of existing off-street parking facilities as well as on-street parking near the proposed station area and within the boundaries of the Railroad Avenue Specific Plan. As presented in *Chapter 4*, the Railroad Avenue Specific Plan proposes 6,722 additional spaces to accommodate growth as well as to provide 350 parking spaces for future transit demand. Furthermore, parking requirements have been reduced to accommodate transit-oriented development near the proposed station area. These modified parking minimum requirements permit developers and the other stakeholders to provide adequate parking while utilizing the maximum benefit of use in the study area. Due to the large parking supply differentials at the Pittsburg Bay Point BART and Hillcrest Avenue eBART Stations the demand for parking at these stations will far exceed that of the demand at the Railroad Avenue eBART Station. Additionally, only 40 percent of the entire ridership from the Railroad Avenue Station is projected to access the Station via the park and ride lot, resulting in a much lower projected parking demand than the adjacent stations in 2030.

- *No significant impacts related to parking conditions were identified as a result of the Proposed Project. Therefore, no mitigation or improvement measures are recommended.*

5.1.6 TRANSIT IMPACTS

Local transit services would not experience decreased service quality or productivity as a result of the proposed station or the implementation of the Railroad Avenue Specific Plan. In order to accommodate to projected ridership growth, local transit agencies, specifically Tri Delta Transit will reconfigure its existing system in order to provide additional access to and from the proposed station as well as perform schedule adjustments and provide shuttle services to enhance performance.

- *No significant impacts related to transit conditions were identified as a result of the Proposed Project. Therefore, no mitigation or improvement measures are recommended.*

5.1.7 PEDESTRIAN IMPACTS

There are several sidewalks along major roadways throughout the study area and near the proposed station. As stated in *Chapter 4*, the Proposed Project would generate a significant number of pedestrian trips to and from the station. In order to accommodate to this projected growth, several sidewalk improvements have been established throughout the study area, specifically increasing the connectivity and sidewalk network near the proposed station area. According the Railroad Avenue Specific Plan, primary improvements to pedestrian facilities will occur along Railroad, Bliss, California avenues as well as along Leland Road and Harbor Street. Secondary improvements, specifically along Civic and Garcia avenues will occur throughout the network as the developments throughout the study area intensify.

As stated in *Chapter 4*, all of the intersections crossing freeway on- and off-ramps are signalized intersections that offer a designated time for pedestrians to cross the on-and off-ramps; however, there is a free right hand turn on a portion of the northbound Railroad Avenue entrance to westbound State Route 4 intersection. The Draft Specific Plan includes crosswalk improvements to ensure pedestrian safety at all crosswalks, including, but not limited to, the following:

- Provide clearly marked minimum 10 feet wide cross walks
- Clear signage such as posted Yield signs
- Increased lighting

- *No significant impacts related to pedestrian conditions were identified as a result of the Proposed Project. Therefore, no mitigation or improvement measures are recommended.*

5.1.8 BICYCLE IMPACTS

Existing bicycle facilities throughout the study area would provide direct access to the proposed station. As discussed in the Railroad Avenue Specific Plan, additional bike lanes, primarily near the proposed station location (along Railroad Avenue, south of SR 4 and along Bliss Avenue), are planned. Geometric changes to several roadways, including lane widening, separated greenways and striping dedicated right-of-way for bike lanes have been proposed. As stated in the Railroad Avenue Specific Plan, bicycle facilities will be provided at structured parking facilities near the proposed station.

- *No significant impacts related to bicycle conditions were identified as a result of the Proposed Project. Therefore, no mitigation or improvement measures are recommended.*

Chapter 6
CONCLUSION

To asses the transportation impacts associated with the land use changes in the Railroad Avenue Specific Plan beyond the development potential in the *Pittsburg 2020 General Plan* and as evaluated in the *Pittsburg 2020 General Plan EIR*, a Transportation Impact Analysis (TIA) was conducted. The study incorporated two analyses: a level of service (LOS) analysis of traffic operations at 16 key intersections under Existing and Future Year Conditions during the morning and evening peak hours; and a Multimodal Level of Service (MMLOS) analysis of multiple transportation facilities throughout the study area under Existing and Future Year Conditions.

The Railroad Avenue Specific Plan includes densification and intensification of residential and commercial uses surrounding the proposed eBART station in Pittsburg, California. Land use codes and building standards have been modified in order to accommodate transit-oriented development (TOD) near the station. Additional modifications include the construction of high-intensity mixed-use development while improving existing roadway, pedestrian, transit, and bicycle facilities between the potential eBART station and the surrounding community.

Impacts of the proposed project on the study intersections were evaluated with level of service calculations. The results of the analysis indicate that the land use changes beyond the development potential in the *Pittsburg 2020 General Plan* and as evaluated in the *Pittsburg 2020 General Plan EIR* would result in significant impact to one (1) intersection under Future Year conditions. A signal warrant analysis was conducted for the Harbor Street/Garcia Avenue intersection to determine if the criterion for the peak hour warrant justifying a traffic signal were met under these conditions. It was determined that this location does justify installation of a traffic signal based on the peak hour warrant.

No adverse impacts are envisioned as a result of the project. The proposed projects will strengthen the public transit service in the region and therefore should increase ridership. Bicycle and pedestrian facility improvements throughout the network and near the planned eBART station are proposed, thus decreasing auto trips, and increasing accessibility and connectivity throughout the network. Therefore, the planned developments surrounding the proposed eBART station area would have no adverse impacts and should provide benefits to bicyclists and pedestrians.

The Railroad Avenue Specific Plan has established TOD based parking requirements which take into account the complementary parking demand profiles of the proposed mix of uses, the proximity of high frequency transit and high quality alternative mode (bike and pedestrian) facilities thus supporting reductions from typical parking requirements. However, the Railroad Avenue Specific Plan has planned at least 350 spaces for the station. The projected demand will exceed its projected supply by Year 2030 based on unconstrained travel forecasts by 16 spaces. The application of parking management techniques and transportation demand management

strategies would reduce parking demand and direct riders to alternative modes of transportation in the station area.

Appendices A through E of Appendix C

are available at:
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