

This chapter includes minor edits to the EIR. These modifications resulted from responses to comments received during the Draft EIR public review period.

Revisions herein do not result in new significant environmental impacts, do not constitute significant new information, and do not alter the conclusions of the environmental analysis that would warrant recirculation of the Draft EIR pursuant to State CEQA Guidelines Section 15088.5. Changes are provided in revision marks with underline for new text and ~~strike out for deleted text~~.

3.1 REVISIONS TO THE DRAFT EIR

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DRAFT EIR

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EXECUTIVE SUMMARY

No changes were made to Chapter 1.0 of the Draft EIR.

1.0 INTRODUCTION

No changes were made to Chapter 1.0 of the Draft EIR.

2.0 PROJECT DESCRIPTION

The following changes were made to pages 2.0-10 and 2.0-11:

<i>LAND USE DESIGNATION</i>	<i>CITY</i>	<i>SOI</i>	<i>PLANNING AREA</i>	<i>TOTAL</i>
<i>RESIDENTIAL DESIGNATIONS</i>				
Hillside Low Density Residential	146.1	66.2	0	212.3
Low Density Residential	2,842.6	1,054.0	0	3,896.6
Medium Density Residential	511.9	45.3	0	557.2
High Density Residential	214.6	159.5	0	374.1
Very High Density Residential	18.7	0	0	18.7
Downtown Low Density Residential	50.6	0	0	50.6
Downtown Medium Density Residential	111.3	0	0	111.3
Downtown High Density Residential	14.1	0	0	14.1
Subtotal Residential	3,909.8	1,325	0	5,234.9
<i>MIXED USE DESIGNATIONS</i>				
Mixed Use (Community Commercial)	21.3	0	0	21.3
Mixed Use (Downtown)	18.5	0	0	18.5
Mixed Use (General)	30.2	0	0	30.2
Mixed Use (P/BP BART)	52.7	0	0	52.7
Mixed Use (Railroad Ave SPA)	110.1	0	0	110.1
Subtotal Mixed Use	232.8	0	0	232.8
<i>COMMERCIAL AND INDUSTRIAL DESIGNATIONS</i>				
Community Commercial	203.6 203.6	56.0	0	237.1
Downtown Commercial	8.9	0	0	8.9
Employment Center Industrial	691.7	16.9	0	708.6
Industrial	981.6	382.9	0	1,364.5
Marina Commercial	89.8	51.5	0	141.3
Regional Commercial	174.9	0	0	174.9
Service Commercial	93.3 93.3	0	0	115.8
Subtotal Commercial and Industrial	2,243.8	507.3	0	2,751.1
<i>OTHER DESIGNATIONS</i>				
Landfill	0	0	195.7	195.7
Public/Institutional	457.3	725.0	0	1,182.3
Park	1,258.1	176.2	1,431.8	2,866.1
Open Space	1,521.6	1,771.3	5,354.1	8,647.0
Roadway	62.1	6.0	0	68.1

3.0 ERRATA

<i>LAND USE DESIGNATION</i>	<i>CITY</i>	<i>SOI</i>	<i>PLANNING AREA</i>	<i>TOTAL</i>
Utility/ROW	161.9	109.5	387.8	659.2
Water	221.7	351.0	0	572.7
<i>Subtotal Other</i>	<i>3,682.7</i>	<i>3,139.0</i>	<i>7,369.4</i>	<i>14,191.1</i>
TOTAL	10,069.9	4,971.3	7,369.4	22,409.9

The following change was made to pages 2.0-10 and 2.0-11:

<i>MIXED USE DESIGNATIONS</i>	
<p>Mixed Use (P/BP BART) Applied to the approximately 54-acre area west of the Oak Hills Shopping Center, including the Pittsburg/Bay Point BART station parking lot. Allows for residential and non-residential uses up to the maximum permitted density and FAR.</p>	<p>Density: 30-65 units per gross acre FAR: Non-residential: Up to 1.0</p>
<p>Mixed Use (Railroad Ave) Applied to the approximately 97-acre area located within approximately ½-mile of the Railroad Avenue/State Route 4 intersection. Allows for mixed uses that implement the Railroad Avenue Specific Plan, including high density and intensity office, residential, and community services and retail that support the City Pittsburg Center BART station and promote economic development.</p>	<p>Density: 15-65 units per acre FAR: Up to 1.0</p>

The following changes were made to page 2.0-11:

<p>Marina Commercial Accommodates waterfront-oriented <u>uses, including recreational, visitor and community uses, business and professional services, offices, convenience sales, restaurants, public marketplaces, repair services, specialty retail (such as boat sales and repair), hotel/motel with a coastal orientation, recreational facilities, research and development, custom manufacturing, and marinas.</u></p>	<p>Density: 0-40 FAR: 0.0-0.5 for retail, recreation, and restaurant uses; 0.0-1.5 for offices; 0.0-1.0 for hotels and other water-oriented uses; no separate FAR for residential</p>
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The following changes were made to page 2.0-12:

<i>OVERLAYS</i>	
<p>BART TOD New overlay designation applied to Bay Area Rapid Transit (BART)-owned parcels to implement minimum density and maximum FAR standards required by State law (Assembly Bill 2923).</p>	<p>Density: 30-75 units per gross acre FAR: 0.0-3.0</p>
<p>PG&E Conversion Corridor New overlay designation applied to the PG&E transmission line corridor extending from the Pittsburg PG&E Power Plant through the City to the Contra Costa Canal. This overlay designation is intended to provide for the relocation of the power plant and the conversion</p>	<p>To be established by a corridor conversion plan</p>

of the transmission line corridor to urban and recreation uses. <u>The underlying land use designations shown are conceptual and not a commitment that the specific uses will occur. Future allowed uses will need to be established by a corridor conversion plan.</u>	
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The following change was made to page 2.0-14:

The EIR evaluates the anticipated development that could occur within the Planning Area if every parcel in the city developed at the densities and intensities expected under the proposed General Plan. While no specific development projects are proposed as part of the General Plan Update, the General Plan will accommodate future growth in Pittsburg, including new businesses, expansion of existing businesses, and new residential uses. The buildout analysis utilizes a 20-year horizon, and 2040 is assumed to be the buildout year of the General Plan. Full buildout is not anticipated to occur by 2040; buildout could occur over a much longer period and is based on a number of factors, including the economy, demand for housing, interest rates, and developer and property owner interest that are outside of the City's control. While buildout is not anticipated to occur by 2040 (the horizon year), this EIR provides a conservative analysis by modeling impacts against the 2040 condition.

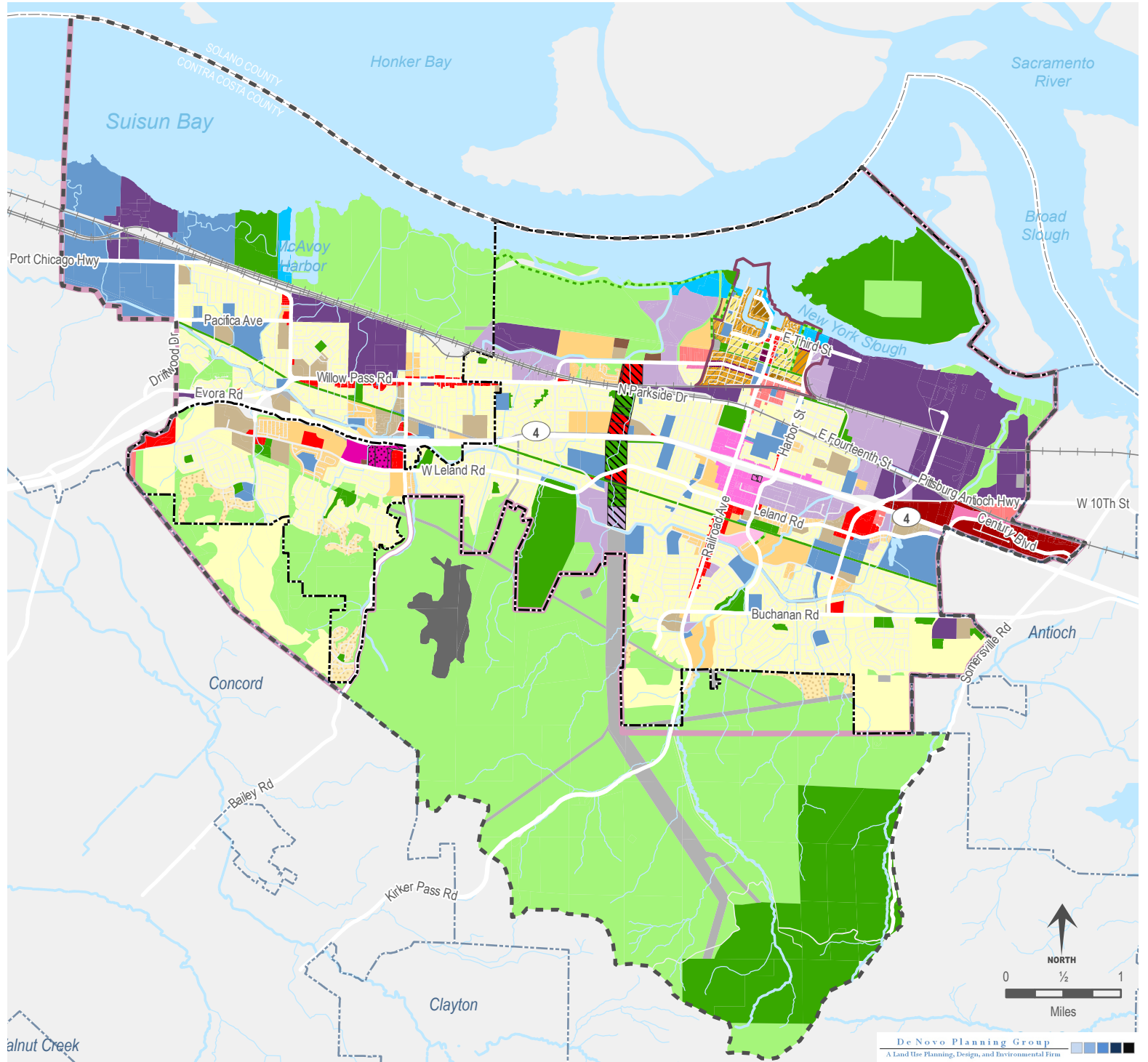
Figure 2.0-3, Land Use Map, is revised to remove the Future Park Site as shown on Figure 2.0-3.

Figure 2.0-3:

LAND USE MAP

Legend

-  Pittsburg City Limits
-  Pittsburg Sphere of Influence
-  Downtown Subarea
-  Planning Area
-  Neighboring City
- General Plan Land Use Designation**
-  Hillside Low Density Residential
-  Low Density Residential
-  Medium Density Residential
-  High Density Residential
-  Very High Density Residential
-  Regional Commercial
-  Service Commercial
-  Community Commercial
-  Mixed Use (General)
-  Mixed Use (Community Commercial)
-  Mixed Use (Downtown)
-  Mixed Use (P/BP BART)
-  Mixed Use (Railroad Ave SPA)
-  Marina Commercial
-  Employment Center Industrial
-  Industrial
-  Landfill
-  Open Space
-  Park
-  Public/Institutional
-  Utility/ROW
-  Downtown Low Density Residential
-  Downtown Medium Density Residential
-  Downtown High Density Residential
-  Downtown Commercial
-  Water
-  PG&E Corridor Conversion Overlay
-  BART TOD Overlay
-  Park/Greenway



3.1 AESTHETICS AND VISUAL RESOURCES

No changes were made to Section 3.1 of the Draft EIR.

3.2 AGRICULTURAL AND FOREST RESOURCES

No changes were made to Section 3.2 of the Draft EIR.

3.3 AIR QUALITY

No changes were made to Section 3.3 of the Draft EIR.

3.4 BIOLOGICAL RESOURCES

The following changes were made to page 3.4-29:

10-P-2.14: Collaborate with developers to ~~establish and/or retain~~ maintain, and where feasible establish enhancements to, creeks, marshes, wetlands, and riparian corridors in the design of new development.

The following changes were made to page 3.4-31:

10-A-2.h: Require an encroachment permit from Contra Costa Water District (CCWD) for any storm drain facility or increase in runoff, as determined by a hydrological study, that will add load to existing facilities crossing or encroaching onto Contra Costa Canal rights-of-way.

10-A-2.i: Require all crossings to be constructed in accordance with CCWD standards and requirements.

10-A-2.j: Establish development standards for new construction adjacent to riparian zones to reduce sedimentation and flooding. Standards should include:

- ~~_____~~—Requirements that low berms or other temporary structures such as protection fences be built between a construction site and riparian corridor to preclude sheet-flooding stormwater from entering the corridors during the construction period.
- —Requirements for installation of storm sewers before construction occurs to collect stormwater runoff during construction.

10-A-2.k: Establish regulations as part of the Zoning Code to require that:

- (a) Revegetation of cut-and-fill slopes for new development includes native plant species
- (b) Mature trees are preserved, including measures for the replacement of all mature trees removed

- (c) Building pads and structural elements are located at least 150 feet (horizontally) away from the crest of a major ridgeline in order to preserve viewsheds of the southern hills
- (d) Creek setbacks are established along riparian corridors. Development standards shall include expanded setback buffers as needed to preserve habitat areas of identified special status species and wetlands (50-150 feet on each side), prohibition of development within creek setback areas (except as part of greenway (trails and bikeways, etc.) enhancement), and preservation of land where endangered species habits exist.

10-A-2.l: Create interpretive facilities with educational displays along the marshlands to heighten public awareness of the importance of local marshlands for roosting and nesting sites for migrating waterfowl.

10-A-2.m: Consider establishing maintenance districts to ensure uniform maintenance of selected channels and creeks.

The following changes were made to page 3.4-34:

10-P-4.6: Encourage rehabilitation and revegetation of riparian corridors and wetlands throughout the City to contribute to bioremediation and improved water quality.

10-P-4.9: Require projects to comply with best management practices for development and construction on sites where the erosion potential is moderate to severe or which may affect riparian areas, which may include:

- Use of bench terraces where areas of long slopes may create a stormwater gradient flow;
- Construction of berms between any riparian corridor and the construction site to preclude sediment in stormwaters and sheet-floods from entering riparian zones; and
- Completing the storm drainage system in the early phase of construction to manage stormwater runoff during construction.

The following changes were made to page 3.4-36:

Pittsburg contains numerous aquatic and riparian habitats that qualify as state or federally protected wetlands and jurisdictional waters. The Fresh Emergent Wetland, Saline Emergent Wetland, Riverine, Lacustrine, Estuarine, Marsh, and Water habitat types include wetlands. As described in Impact 3.4-2, Suisun Bay, Sacramento River, Kirker Creek, and associated features are located in the Planning Area.

The following changes were made to page 3.4-37:

GENERAL PLAN POLICIES AND ACTIONS THAT REDUCE THE POTENTIAL FOR IMPACTSPOLICIES – LAND USE ELEMENT

2-P-6.5: Ensure that all proposed projects in the Northeast River area complete an assessment of biological resources, including wetlands, before site layout and design is completed.

2-P-6.6: Ensure—through a combination of on- and off-site mitigation—that new development results in no net loss of wetlands. If wetlands are located on-site, on-site wetland mitigation (including but not limited to preservation in place, wetland restoration, wetland enhancement, and wetland establishment) shall be encouraged and preferred.

2-P-16.1: Preserve the wetlands and salt marsh habitats along the Suisun Bay waterfront and allow only the development of multi-use trails and recreation facilities in these areas.

3.5 CULTURAL AND TRIBAL RESOURCES

No changes were made to Section 3.5 of the Draft EIR.

3.6 GEOLOGY AND SOILS

The following changes were made to page 3.6-23:

11-P-1.12: Ensure that City regularly reviews the local Hazard Mitigation Plan (HMP) recommendations and implements projects to protect critical facilities and infrastructure and to reduce risk of exposure to identified hazards.

The following changes were made to page 3.6-24:

11-A-1.e: Prioritize and implement mitigation projects identified in the HMP to ensure that critical facilities and infrastructure, including water (storage tanks, treatment facilities, and distribution system), wastewater (collection infrastructure and wastewater treatment pump stations), and energy infrastructure, are operational in the event of a disaster.

3.7 GREENHOUSE GAS EMISSIONS, CLIMATE CHANGE, AND ENERGY

The following changes were made to page 3.7-33:

11-P-2.8: Make allowances for climate change in flood risk assessments to help minimize vulnerability and provide resilience to flooding and coastal change where protection, accommodation and managed relocation strategies should be considered.

The following changes were made to page 3.7-39:

10-P-6.14: Encourage development of green and clean energy infrastructure and maintain land use designations to support and accommodate energy infrastructure projects that assist in meeting the State’s goals to reduce carbon in the energy supply and reduce carbon-related emissions.

3.8 HAZARDS AND HAZARDOUS MATERIALS

The following changes were made to page 3.8-40:

11-P-1.12: Ensure that City regularly reviews the local Hazard Mitigation Plan (HMP) recommendations and implements projects to protect critical facilities and infrastructure and to reduce risk of exposure to identified hazards.

The following changes were made to page 3.8-41:

ACTIONS – SAFETY & RESILIENCY ELEMENT

11-A-1.e: Prioritize and implement mitigation projects identified in the HMP to ensure that critical facilities and infrastructure, including water (storage tanks, treatment facilities, and distribution system), wastewater (collection infrastructure and wastewater treatment pump stations), and energy infrastructure, are operational in the event of a disaster.

3.9 HYDROLOGY AND WATER QUALITY

The following changes were made to page 3.9-24:

Additionally, the proposed 2040 General Plan includes policies and actions related to drainage and water quality. As shown below, Policy 12-P-3.5 maintains the ability to handle peak discharge flow while meeting State Regional Water Quality Control Board Standards as established in the current NPDES Permit. Policy 10-P-4.2 aims to protect the water availability and quality of the San Joaquin River Delta for beneficial uses and habitat protection. Policy 10-P-4.3 requires compliance with RWQCB regulations and standards to maintain and improve the quality of both surface water and groundwater resources. Policy 10-P-4.7 requires monitoring of water quality in the local creek and reservoir system to ensure clean supplies for human consumption and ecosystem health. Policy 10-P-4.8 requires protection of water quality by reducing non-point sources of pollution and the dumping of debris in and near creeks, storm stains, and Contra Costa Canal. Further, Action 10-A-4.b requires an assessment of downstream drainage (creeks and channels) and City storm-water facilities impacted by potential project runoff as part of project water quality review and CEQA documentation. Lastly, Action 10-A-4.j requires that, as part of project review and CEQA documentation, an assessment of downstream drainage (creeks and channels) and City storm-water facilities impacted by potential project runoff be completed.

The following changes were made to pages 3.9-25 and 26:

10-P-4.8: Protect water quality by reducing non-point sources of pollution and the dumping of debris in and near creeks, storm stains, and Contra Costa Canal. All drainage from new development should either be directed to an appropriate storm drain system that avoids CCWD facilities and Contra Costa Canal right-of-way, or obtain an encroachment permit from CCWD consistent with Action 10-A-2.h.

10-P-4.9: Require projects to comply with best management practices for development and construction on sites where the erosion potential is moderate to severe or which may affect riparian areas, which may include:

- Use of bench terraces where areas of long slopes may create a stormwater gradient flow;
- Construction of berms between any riparian corridor and the construction site to preclude sediment in stormwaters and sheet-floods from entering riparian zones; and
- Completing the storm drainage system in the early phase of construction to manage stormwater runoff during construction.

10-P-4.109: Continue use and implementation of the City's storm drain marking program in newly developed or redeveloped areas.

10-P-4.1110: Encourage groundwater recharge through water management strategies, including reducing urban runoff through low impact development designed to conserve natural resources and facilitate groundwater recharge.

The following change was made to page 3.9-27:

10-A-4.i: ~~Require~~ As part of the development review process, require new development to identify and implement use BMPs to minimize creek bank instability, runoff of construction sediment, and flooding.

The following changes were made to page 3.9-31:

10-A-2.h: Require an encroachment permit from Contra Costa Water District (CCWD) for any storm drain facility or projected increase in runoff based on a hydrological study that will add load to existing facilities crossing or encroaching onto Contra Costa Canal rights-of-way.

3.10 LAND USE, POPULATION, AND HOUSING

The following changes were made to pages 3.10-1 and 3.10-2:

In addition to the lands within the City boundaries, state law requires that a municipality adopt a General Plan that addresses “any land outside its boundaries which in the planning agency’s judgment bears relation to its planning (California Government Code §65300).” The City’s Planning Area is the extent of the area addressed by the General Plan. The Planning Area includes lands within the City, the City’s SOI, and lands outside of the SOI. The Planning Area includes the unincorporated community of Bay Point to the northwest, west and a much larger area south of the City that predominantly includes open space uses. See Figure ~~2-0-23.10-1~~, 3.10-1, Planning Areas, in Chapter 2.0, Project Description.

The following changes were made to page 3.10-18:

The City’s current General Plan was last comprehensively updated in 2001, and an update to the Housing Element was completed in 2015. The existing General Plan Diagram is shown in Figure 3.10-3. The General Plan Diagram embodies several ideas and principles, including:

3.11 MINERAL RESOURCES

No changes were made to Section 3.11 of the Draft EIR.

3.12 NOISE

No changes were made to Section 3.12 of the Draft EIR.

3.13 PUBLIC SERVICES AND RECREATION

The following change was made to page 3.13-7:

The school district boundaries are shown in Figure 3.13-2. PUSD is a K-12 district that serves the community of Pittsburg, California. PUSD is approximately 50 minutes from downtown San Francisco with a direct line on Bay Area Rapid Transit (BART). PUSD has a close relationship with Los Medanos Community College, which is located in Pittsburg.

The following changes were made to page 3.13-8:

TABLE 3.13-7: PUBLIC SCHOOLS SERVING PITTSBURG

<i>SCHOOL</i>	<i>GRADES SERVED</i>	<i>ADDRESS</i>	<i>ENROLLMENT (2021-2022 SCHOOL YEAR)</i>
<i>ELEMENTARY SCHOOLS</i>			
Parkside	K-5	985 West 17th Street, Pittsburg	577
Marina Vista	K-5	50 East 8th Street, Pittsburg	575
Foothill	K-5	1200 Jensen Drive, Pittsburg	556
Los Medanos	K-5	610 Crowley Avenue, Pittsburg	632
Highlands	K-5	4141 Harbor Street, Pittsburg	484
Heights	TK-5	40 Seeno Street, Pittsburg	517
Shore Acres	K-5	351 Marina Road, Bay Point	413
Rio Vista	K-5	611 Pacifica Ave, Bay Point	446
Delta View	K-5	2916 Rio Verde, Bay Point	569
Fremont	K-5	510 G Street, Antioch	398
Turner	K-5	4207 Delta Fair Boulevard, Antioch	397
<u>Stoneman</u>	<u>K-5</u>	<u>2929 Loveridge Road, Pittsburg</u>	<u>583</u>
<u>Willow Cove</u>	<u>K-5</u>	<u>1880 Hanlon Way, Pittsburg</u>	<u>608</u>
<i>JUNIOR/MIDDLE SCHOOLS</i>			
Martin Luther King Jr.	6-8	2012 Carion Court, Pittsburg	700
Rancho Medanos Jr.	6-8	2301 Range Road, Pittsburg	799

<i>SCHOOL</i>	<i>GRADES SERVED</i>	<i>ADDRESS</i>	<i>ENROLLMENT (2021-2022 SCHOOL YEAR)</i>
Hillview	6-8	333 Yosemite Drive, Pittsburg	905
<i>HIGH SCHOOLS</i>			
Pittsburg	9-12	1750 Harbor Street, Pittsburg	3,637
Black Diamond	9-12	1131 Stoneman Avenue, Pittsburg	187
<u>Pittsburg Adult Education Center</u>	<u>N/A</u>	<u>1151 Stoneman Ave, Pittsburg</u>	<u>N/A</u>

SOURCES: SCHOOL ACCOUNTABILITY REPORT CARDS FOR PITTSBURG UNIFIED SCHOOL DISTRICT (PUSD), ANTIOCH UNIFIED SCHOOL DISTRICT (AUSD), AND MT. DIABLO UNIFIED SCHOOL DISTRICT (MDUSD).

The following changes were made to page 3.13-24:










9-P-6.2: Work with Pittsburg Unified School District, and ~~Mount Diablo Unified School District, and Antioch Unified School District~~ to ensure that the timing of school construction and/or expansion is coordinated with phasing of new residential development.

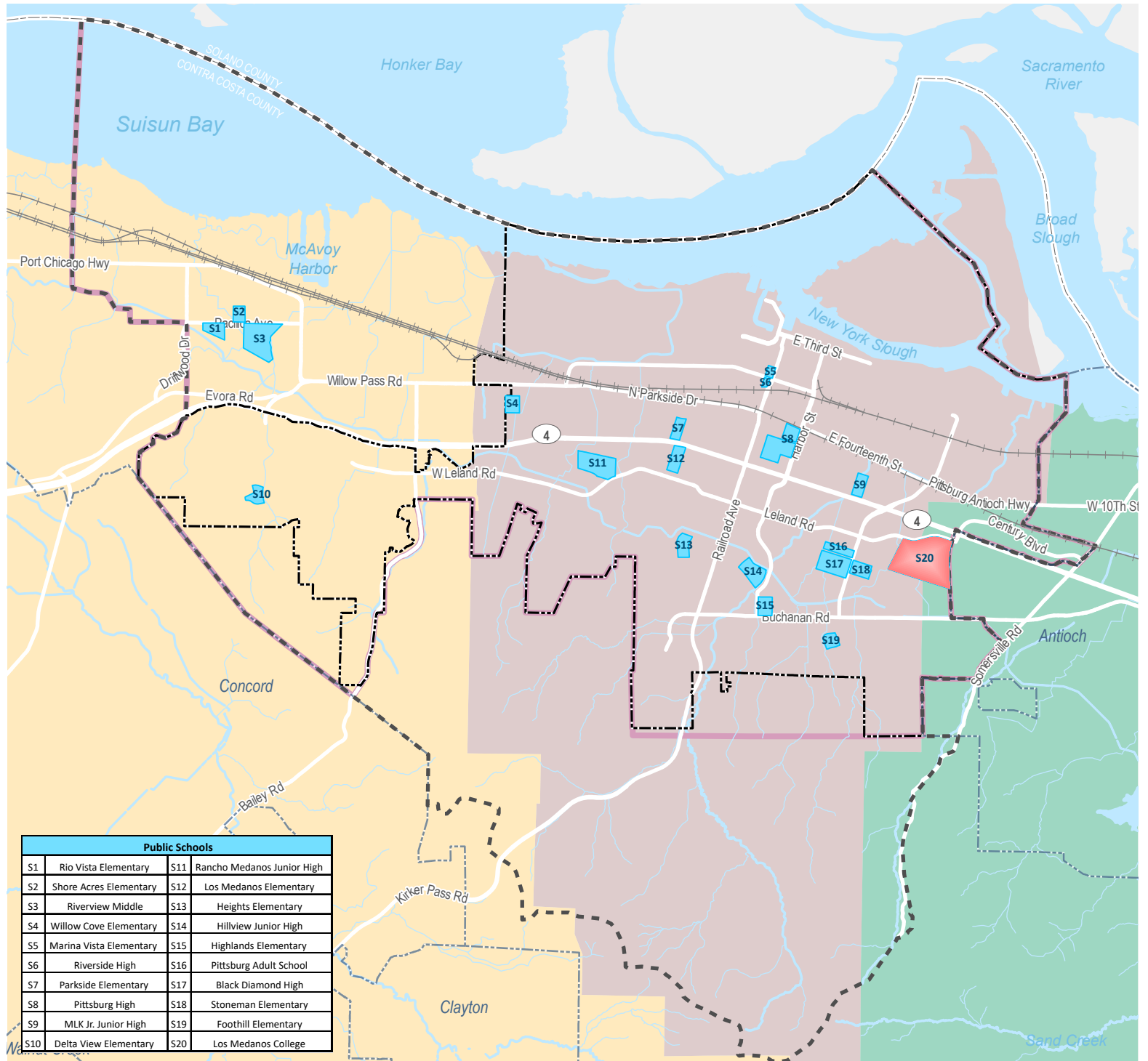
A new figure which shows the school district boundaries in the Planning Area was added. The following figure was added to page 3.13-39:

Figure 3.13-2:

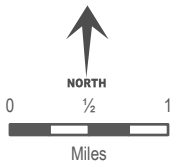
SCHOOL DISTRICT BOUNDARIES

Legend

-  Pittsburg City Limits
-  Pittsburg Sphere of Influence
-  Planning Area
-  Neighboring City
-  Public School (K-12)
-  Los Medanos College
-  Mt Diablo Unified School District (MUSD)
-  Pittsburg Unified School District (PUSD)
-  Antioch Unified School District (AUSD)



Public Schools			
S1	Rio Vista Elementary	S11	Rancho Medanos Junior High
S2	Shore Acres Elementary	S12	Los Medanos Elementary
S3	Riverview Middle	S13	Heights Elementary
S4	Willow Cove Elementary	S14	Hillview Junior High
S5	Marina Vista Elementary	S15	Highlands Elementary
S6	Riverside High	S16	Pittsburg Adult School
S7	Parkside Elementary	S17	Black Diamond High
S8	Pittsburg High	S18	Stoneman Elementary
S9	MLK Jr. Junior High	S19	Foothill Elementary
S10	Delta View Elementary	S20	Los Medanos College



3.14 TRANSPORTATION AND CIRCULATION

The following changes were made to page 3.14-18 and 3.14-19:

Caltrans Director's Policy 37 (DP-37): Complete Streets~~Deputy Directive 64-R1: Complete Streets – Integrating the Transportation System~~

Director's Policy 37 regards the use of complete streets for all transportation projects funded or overseen by Caltrans. DP-37 specifies in locations with current and/or future pedestrian, bicycle, or transit needs, all transportation projects funded or overseen by Caltrans will provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail unless an exception is documented and approved. DP-37 defines, for Caltrans purposes, the terms used in the policy. DP-37 includes Caltrans' commitment to removing unnecessary policy and procedural barriers and partnering with communities and agencies to ensure projects on local and state transportation systems improve the connectivity to existing and planned pedestrian, bicycle, and transit facilities, and accessibility to existing and planned destinations, where possible.

~~In 2001, Caltrans adopted Deputy Directive (DD) 64, a policy directive related to non-motorized travel throughout the state. In October 2008, DD 64 was strengthened to reflect changing priorities and challenges. DD 64 R1 states:~~

~~*The Department views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system.*~~

~~*The Department develops integrated multimodal projects in balance with community goals, plans, and values. Addressing the safety and mobility needs of bicyclists, pedestrians, and transit users in all projects, regardless of funding, is implicit in these objectives. Bicycle, pedestrian, and transit travel is facilitated by creating "complete streets" beginning early in system planning and continuing through project delivery and maintenance and operations. Developing a network of "complete streets" requires collaboration among all Department functional units and stakeholders to establish effective partnerships.*~~

~~*Providing safe mobility for all users, including motorists, bicyclists, pedestrians, and transit riders, contributes to the Department's vision: "Provide a safe, sustainable, integrated, and efficient transportation system to enhance California's economy and livability."*~~

~~Successful long-term implementation of this policy is intended to result in more options for people to go from one place to another, less traffic congestion and greenhouse gas emissions, more walkable communities (with healthier, more active people), and fewer barriers for older adults, children, and people with disabilities.~~

~~Economically, complete streets can help revitalize communities, and they can give families the option to lower transportation costs by using transit, walking, or bicycling rather than driving to reach their destinations. The Department is actively engaged in implementing its complete streets policy in all planning, programming, design, construction, operations, and maintenance activities and products on the State Highway System.~~

The following changes were made to page 3.14-19 and 3.14-20:

Caltrans District 4 Pedestrian Plan (2021)

The Caltrans District 4 Pedestrian Plan provides an overview of existing conditions for pedestrians using Caltrans facilities, locations where significant needs exist, and steps to make it safer, more comfortable, and more convenient for people to walk more often by identifying needs and priorities for future investments. The Pedestrian Plan is guided by four goals:

- Mobility: Reduce dependency on vehicles by shifting trips to biking, walking, and transit.
- Safety: Facilitate safe travel for everyone, regardless of age, ability, and how they travel.
- Equity: Improve accessibility and healthier transportation options for disadvantaged communities.
- Preservation: Address long-term maintenance needs and resources so highways remain in good repair.

The Pedestrian Plan identified the need to improve crossings at multiple junctions with SR-4 to support bicycle and pedestrian movements.

Caltrans District 4 Bike Plan (2018)

The Caltrans District 4 Bike Plan identifies infrastructure improvements that can enhance bicycle safety and mobility throughout District 4 and remove some of the barriers to bicycling in the region. The Bike Plan will help inform future investments on the State transportation network by Caltrans and other agencies.

The Plan envisions that by 2040, people in California of all ages, abilities, and incomes can safely, conveniently, and comfortably bike for their everyday transportation needs. The Plan was developed in cooperation with local and regional partners to ensure that the improvements on the State highway system complement proposals for local networks.

The Plan considers all potential bicycle trips, but prioritizes utilitarian bicycle travel to work, school, shopping, and other similar purposes, or to connect to transit. State highways that serve as recreational or touring routes for bicyclists are also considered in this Plan to meet the safety needs of all highway users.

The Plan identified that the area surrounding SR-4 experience higher bicycle collisions on average, higher stress (especially at junctions), lower connectivity, and more demand on

average when compared to the rest of District 4. The Plan called for minor interchange improvements to facilitate the inclusion of bicycle lanes at junctions going over SR-4.

The following changes were made to page 3.14-29:

POLICIES – CIRCULATION & TRANSPORTATION ELEMENT

7-P-1.1: Ensure that the City’s circulation network is a well-connected system of streets, roads, highways, sidewalks, trails, and paths that effectively and safely accommodate all users in a manner that considers the context of surrounding land uses, the needs of all roadway users, and is maintained and improved over time to support buildout of the General Plan.

7-P-1.2: Consider opportunities to increase access and connectivity for all modes of travel and to address the needs all users, including those with disabilities, ~~including opportunities to increase access and connectivity,~~ in planning, design, and construction of all transportation projects to create safer, more livable, and more inviting environments for pedestrians, bicyclists, motorists and public transit users of all ages and capabilities with an emphasis on Vision Zero and Complete Streets best practices.

The following changes were made to pages 3.14-30 through 3.14-32:

7-P-1.7: Strive to maintain delay-based level of service (LOS) D for motor vehicle traffic as the minimum acceptable service standard for all signalized and stop-controlled intersections at all times (including during peak periods) unless maintenance of LOS D would, in the City’s judgement, be infeasible and/or conflict with the achievement if other City goals identified in this General Plan. Congestion in excess of LOS D may be acceptable in these cases, provided that provisions are made to improve traffic flow and/or promote multimodal or non-vehicular transportation as part of a development project or City-initiated project. In the designated Downtown core, as defined by the City’s General Plan and illustrated by the City’s Subdivision map, LOS E would be considered as an acceptable service standard to account for the more urban, pedestrian-oriented character of the area.

7-P-1.8: Maximize the carrying capacity and safety of arterial roadways by controlling the number of intersections, commercial driveways, and residential access points.

7-P-1.9: Implement transportation improvements to maintain and enhance roadway operations and safety while striving to improve accessibility and comfort ~~of for~~ all users.

7-P-4.2: Use the adopted regional and local Transportation Impact Mitigation Fee (TIMF) ordinances, as may be amended or replaced, to ensure that all new developments pay a fair share of the cost of transportation improvements, or require mitigation for development proposals that are not part of the TIMF program which contribute more than one percent of the volume to an existing roadway or intersections.

ACTIONS – CIRCULATION & TRANSPORTATION ELEMENT

7-A-1.a: Evaluate projects traffic and Vehicle Miles Traveled (VMT) impacts of development projects based on the City's Transportation Impact Analysis Guidelines to determine transportation impacts to all users, including pedestrians, bicyclists, transit riders, and motorists, and to require projects to address impacts consistent with the requirements of CEQA.

7-A-1.b: Require proposed development projects with VMT levels above the City's threshold to consider reasonable and feasible project modifications and other measures during the project design and review stage and the environmental review stage that would reduce VMT effects in a manner consistent with the City's sustainability goals, the City's Transportation Impact Analysis Guidelines, and with State guidance on VMT reduction.

7-A-1.c: Adopt a Vision Zero or similar policy with ~~a~~the goal of eliminating severe injury and fatal collisions, including establishing measures to monitor the circulation system and prioritize locations with high injury rates and high collision/crash rates.

7-A-1.d: Require new development to pay its fair share of the costs of street and other transportation improvements in conformance with the goals and policies established in this Circulation Element and the Transportation Impact Mitigation Fee (TIMF) program .

~~Use the adopted regional and local TIMF ordinances, as may be amended or replaced, to ensure that all new developments pay a fair share of the cost of transportation improvements, or require mitigation for development proposals that are not part of the TIMF program which contribute more than one percent of the volume to an existing roadway or intersections.~~

7-A-1.e: Use traffic calming tools and speed reduction strategies in new development and the design of roadway improvements to assist in implementing complete street principles and encouraging active transportation. ~~P~~ossible tools include roundabouts, raised intersections, curb extensions, reduced roadway width, and high visibility crosswalks, and rapid flashing beacons.

7-A-1.f: Implement identified intersections improvements illustrated in Table 7.2.

7-A-1.g: Provide regular maintenance, including programming maintenance projects in the Capital Improvement Program, for to maintain high-quality transportation facilities including streets, sidewalks, and bicycle facilities

7-A-1.hg: Implement vehicle weight limit restrictions on roadways near sensitive uses like schools and residential neighborhoods to prohibit cut-through truck traffic prior to approving new industrial development or other development with high levels of truck traffic.

7-A-1.ih: Strongly discourage pass-through vehicle traffic and speeding on local residential streets.

7-A-1.jj: Continue to designate, ~~and monitor,~~ and maintain appropriate truck routes to support truck mobility to serve local and regional commerce and to discourage unnecessary through traffic on local streets and in residential areas.

The following changes were made to page 3.14-32:

Although the General Plan Update policies and actions help make the circulation system, including transit, bicycle, and pedestrian facilities, consistent with applicable programs, plans, policies, and ordinances and address the needs of growth accommodated by the proposed General Plan, increasing vehicle traffic (should full buildout of the General Plan occur by the conservative horizon year or later) may increase the number of collisions on Pittsburg roadways, including collisions involving transit users, bicyclists, and pedestrians. The City cannot demonstrate definitively at this time that implementation of these policies would maintain the number of collisions for vehicles, pedestrians, and bicyclists at current or lower levels. Therefore, full buildout of the plan may conflict with policies for safe travel, including by transit users, bicyclists, and pedestrians. This impact is **significant**.

The General Plan goals, policies, and implementation measures may achieve meaningful reductions in collisions within the City. The City at this time cannot demonstrate that collisions will be reduced to the degree that it meets these thresholds. Collision reduction also depends on factors such as user behavior, demographic change, household preferences for travel, the cost of fuel, and the competitiveness of other transportation modes relative to driving. Therefore, this impact is considered **significant and unavoidable**.

The following changes were made to page 3.14-33:

7-P-2.1: Cooperate with ~~other~~ private entities and other public agencies to promote and enhance local and regional transit serving Pittsburg.

7-P-2.2: Encourage employers to provide programs for carpooling/transit/biking/walking subsidies, bicycle facilities, alternative work schedules, ridesharing, telecommuting, working at home, employee education, and preferential parking for carpools/vanpools.

7-P-2.3: Support transit use by providing safe and convenient access to transit service, supporting increased BART and bus frequency and reliability, ~~and~~ regularly reviewing existing transportation routes and headways to match community needs, promoting use of the City's park-and-ride lots, and coordinating with transit agencies to provide safe and sheltered seating facilities at transit stops.

7-P-2.4: Ensure that safe and contiguous routes for pedestrians and bicyclists are provided within new development projects and on any roadways that are impacted as a result of new development.

7-P-2.5: Work with school districts, school administrators, and parents of school students to develop a “~~suggested-safe~~ routes to school” program for students who bicycle and walk in concurrence with the Pittsburg Moves Active Transportation Plan.

7-P-2.6: Endorse Transportation Demand Management (TDM) strategies to reduce reliance on single-occupant~~ey~~ motor vehicle trips and reduce commuter traffic.

7-P-3.1: Continue to promote active transportation modes and review and update Pittsburg Moves, the City’s active transportation plan, as needed to reflect the needs of the City and to promote a healthier future supporting bicycle and pedestrian networks across the City.

7-P-3.2: Pursue the completion of the City’s bicycle and pedestrian networks by filling in missing gaps and improve the existing networks through periodic servicing.

~~7-P-3.3: Require that all new roadways, and developments accommodate bicyclists and pedestrians.~~

7-P-3.4~~3~~: Pursue opportunities for public-private partnerships to enhance transportation infrastructure and services.

7-P-3.5~~4~~: Ensure continued compliance with Title 24 of the California Building Code, requiring the removal of all barriers to disabled persons on City streets, and compliance with the Americans with Disabilities Act (ADA) to allow mobility-impaired users such as the disabled and elderly to safely and effectively use the City’s circulation network.

The following changes were made to page 3.14-34:

ACTIONS – CIRCULATION & TRANSPORTATION ELEMENT

7-A-2.a: Support efforts by public agencies and/or private ~~interests-entities~~ to promote use and expansion of BART, regional heavy and light passenger rail transit-as-an-alternative-or adjunct-to-BART, with connections to BART, and other multi-modal transit.

7-A-2.b: Support the expansion of the existing transit service area and an increase in the service levels of existing transit. Support increased Tri-Delta and County Connection express bus service to the Pittsburg/Bay Point and Pittsburg Center BART stations.

7-A-2.c: Revise existing and provide new bus routes and facilities to increase bus utilization and decrease reliance on single-occupancy vehicle trips.

7-A-2.d: Coordinate with public transportation agencies to facilitate safe, efficient, and convenient pedestrian access to transit stops; work with agencies to relocate stops when necessary.

7-A-2.e: Preserve options for future transit use when designing improvements for roadways. Ensure that developers provide bus turnouts and/or shelters, where appropriate, as part of projects.

7-A-2.f: Require new developments to provide public access and infrastructure, as appropriate, that support internal connectivity, multimodal transportation, and integration into the surrounding transportation networks.

7-A-2.g: Work with Tri-Delta and County Connection to schedule signal timing for arterials with heavy bus traffic in order that buses move quickly and efficiently, ~~where air quality benefits can be demonstrated.~~

7-A-2.h: Require mitigation for development ~~proposals~~ projects which that increase transit demand above the service levels provided by public transit operators and agencies, or, create conflicts with existing transit operations ~~and fail to provide adequate facilities for pedestrians and bicyclists.~~

7-A-2.i: As part of development approval, ensure that safe and contiguous routes for pedestrians and bicyclists are provided within ~~new~~ the development projects and on any roadways that are impacted as a result of new development.

7-A-2.0: Require development projects to provide or fund their fair-share of bicycle and pedestrian facilities improvements in order that sufficient facilities for pedestrians and bicyclists may be constructed throughout the City.

The following changes were made to page 3.14-35:

7-A-2.l: Review and consider opportunities to reduce transportation impact fees on new non-residential development commensurate with provision of TDM measures, where TDM measures will reduce demands on the transportation system and where reductions are feasible. Project proponents taking advantage of such reductions must agree to adopt and implement the specified TDM measures and monitoring practices as a condition of project approval.

7-A-2.m: Encourage major employers to establish designated ~~carpool~~ parking areas for carpools, designated electric vehicles, and clean air vehicles (EV) / Clean Air Vehicle (CAV) parking, and secure on-site bicycle facilities. Encourage the provision of charging stations/outlets for electric vehicles.

7-A-2.n: Coordinate with the school district to develop a ~~“suggested safe~~ “safe routes to school” program that promotes safety for students who bicycle and walk to school. As part of this effort, update the Pittsburg Moves Active Transportation Plan to reflect recommended routes to school and, where feasible, include improvements to implement the program in the City’s TIMF program and Capital Improvement Program.

7-A-3.a: Increase connectivity with regional trails as envisioned in the Contra Costa Countywide Bicycle and Pedestrian Plan and trails plans from neighboring jurisdictions.

7-A-3.b: Provide adequate roadway width dedications for pedestrian and bicycle facilities~~lanes, paths, and routes on all new streets.~~

7-A-3.c: Repair or replace crosswalks and bike lane markings that are faded, ~~or damaged,~~ or missing. ~~Review of the e~~Existing roadways conditions should be assessed periodically.

7-A-3.d: Continue to look for opportunities to eliminate sidewalk and bike lane gaps that limit connectivity between existing neighborhoods and ensure new connections are provided with all new developments.

7-A-3.e: Implement a clear and consistent bicycle signage and wayfinding program, with directional signs along bike routes indicating major destinations.

7-A-3.f: Identify and implement opportunities to reconfigure roadways with excessive ~~vehicular~~ capacity to accommodate new or enhanced bicycle and pedestrian facilities, prioritizing improvements to roadways in high pedestrian or bicycle demand areas, such as the Downtown, to facilitate safe and efficient pedestrian movement.

7-A-3.g: Implement a Safe Routes to School program which will aim to protect the safety of students walking and biking to school.

7-A-3.h: ~~Promote reduced vehicle ownership to encourage use of transit facilities.~~

7-A-3.i: ~~Encourage, and where appropriate, require, new development to provide bicycle access to parks, schools, and transit stops~~ located within or adjacent to the project in the design of new residential ~~neighborhoods~~project.

7-A-3.ij: Incorporate urban design measures in commercial and mixed use districts which accommodate pedestrians and support walking.

The following changes were made to page 3.14-36:

7-A-3.jk: Continue to support public and private organizations' efforts to provide paratransit service for the elderly and disabled.

7-A-3.k: Through the review of development projects and programming of Capital Improvement Program projects, include bike lanes on both sides (or one side of a roadway if a Class 1 facility is located parallel to the roadway) of existing and proposed arterial streets throughout the City, where feasible.

The following changes were made to pages 3.14-37 and 3.14-38:

7-P-1.1: Ensure that the City's circulation network is a well-connected system of streets, roads, highways, sidewalks, trails, and paths that effectively and safely accommodate all users in a manner that considers the context of surrounding land uses, the needs of all

roadway users, and is maintained and improved over time to support buildout of the General Plan.

7-P-1.2: Consider opportunities to increase access and connectivity for all modes of travel and to address the needs all users, including those with disabilities, including opportunities to increase access and connectivity, in planning, design, and construction of all transportation projects to create safer, more livable, and more inviting environments for pedestrians, bicyclists, motorists and public transit users of all ages and capabilities with an emphasis on Vision Zero and Complete Streets best practices.

7-P-1.6: Design streets to operate with vehicle speeds that are safer for all users, especially pedestrian and bicyclists, while providing adequate access for emergency vehicles. Speed reductions strategies should include reduced lane widths and application of traffic calming measures on local and collector streets and especially near parks, schools, trails, and in the Downtown core.

7-P-2.3: Support transit use by providing safe and convenient access to transit service, supporting increased BART and bus frequency and reliability, ~~and~~ regularly reviewing existing transportation routes and headways to match community needs, promoting use of the City's park-and-ride lots, and coordinating with transit agencies to provide safe and sheltered seating facilities at transit stops.

7-P-2.4: Ensure that safe and contiguous routes for pedestrians and bicyclists are provided within new development projects and on any roadways that are impacted as a result of new development.

7-P-2.5: Work with school districts, school administrators, and parents of school students to develop a "suggested safe routes to school" program for students who bicycle and walk in concurrence with the Pittsburgh Moves Active Transportation Plan.

7-P-3.1: Continue to promote active transportation modes and review and update Pittsburgh Moves, the City's active transportation plan, as needed to reflect the needs of the City and to promote a healthier future supporting bicycle and pedestrian networks across the City.

7-P-3.3: Require that all new roadways and developments accommodate bicyclists and pedestrians.

ACTIONS – CIRCULATION & TRANSPORTATION ELEMENT

7-A-1.a: Evaluate projects traffic and Vehicle Miles Traveled (VMT) impacts of development projects based on the City's Transportation Impact Analysis Guidelines to determine transportation impacts to all users, including pedestrians, bicyclists, transit riders, and motorists, and to require projects to address impacts consistent with the requirements of CEQA.

7-A-1.b: Require proposed development projects with VMT levels above the City's threshold to consider reasonable and feasible project modifications and other measures during the project design and review stage and the environmental review stage that would reduce VMT effects in a manner consistent with the City's sustainability goals, the City's Transportation Impact Analysis Guidelines, and with State guidance on VMT reduction.

7-A-1.c: Adopt a Vision Zero or similar policy with ~~a~~the goal of eliminating severe injury and fatal collisions, including establishing measures to monitor the circulation system and prioritize locations with high injury rates and high collision/crash rates.

7-A-1.~~h~~g: Implement vehicle weight limit restrictions on roadways near sensitive uses like schools and residential neighborhoods to prohibit cut-through truck traffic prior to approving new industrial development or other development with high levels of truck traffic.

The following changes were made to page 3.14-39:

7-A-1.~~h~~i: Strongly dDiscourage pass-through vehicle traffic and speeding on local residential streets.

7-A-1.i: Continue to designate, ~~and~~monitor, and maintain appropriate truck routes to support truck mobility to serve local and regional commerce and to discourage unnecessary through traffic on local streets and in residential areas.

7-A-2.d: Coordinate with public transportation agencies to facilitate safe, efficient, and convenient pedestrian access to transit stops; work with agencies to relocate stops when necessary.

7-A-2.e: Preserve options for future transit use when designing improvements for roadways. Ensure that developers provide bus turnouts and/or shelters, where appropriate, as part of projects.

7-A-2.f: Require new developments to provide public access and infrastructure, as appropriate, that support internal connectivity, multimodal transportation, and integration into the surrounding transportation networks.

7-A-2.i: As part of development approval, ensure that safe and contiguous routes for pedestrians and bicyclists are provided within ~~new~~the development projects and on any roadways that are impacted as a result of new development.

7-A-3.b: Provide adequate roadway width dedications for pedestrian and bicycle facilities~~lanes, paths, and routes~~ on all new and upgraded public streets.

7-A-3.c: Repair or replace crosswalks and bike lane markings that are faded, ~~or~~damaged, or missing. ~~Review of the e~~Existing roadways conditions should be assessed periodically.

7-A-3.d: Continue to look for opportunities to eliminate sidewalk and bike lane gaps that limit connectivity between existing neighborhoods and ensure new connections are provided with all new developments.

7-A-3.e: Implement a clear and consistent bicycle signage and wayfinding program, with directional signs along bike routes indicating major destinations.

7-A-3.f: Identify and implement opportunities to reconfigure roadways with excessive ~~vehicular~~ capacity to accommodate new or enhanced bicycle and pedestrian facilities, prioritizing improvements to roadways in high pedestrian or bicycle demand areas, such as the Downtown, to facilitate safe and efficient pedestrian movement.

3.15 UTILITIES AND SERVICE SYSTEMS

The following changes were made to pages 3.15-31 and 3.15-32:

POLICIES – COMMUNITY FACILITIES ELEMENT

12-P-7.1: Require all development projects to demonstrate how storm water runoff will be detained or retained on-site and/or conveyed to the nearest drainage facility as part of the development review process, including consideration of the near-term and cumulative capacity of the system serving the drainage area, and as required by the City’s NPDES Municipal Regional Permit. Project applicants shall mitigate any drainage impacts as necessary and shall demonstrate that the project will not result in any increase in off-site runoff during rain and flood events.

12-P-7.2: Assure through the City standards, including the Master Drainage Plan and development ordinances, that proposed new development (residential, commercial, or industrial) adequately provides for on-site and downstream mitigation of potential flood hazards, including construction of required drainage improvements.

12-P-7.3: Ensure adequate minimum setbacks to reduce potential for property damage from storm flooding.

12-P-7.4: Reduce the risk of localized and downstream flooding and runoff through the use best management practices to minimize runoff from the site to the storm drainage system, including

- High infiltration measures, including the maximization of permeable landscape,
- Using permeable surfaces for parking lots, sidewalks, and bike paths,
- Where feasible, using roof runoff as irrigation.

12-P-7.5: During the review of development plans, require all commercial projects to construct on-site retention facilities. Such facilities could be in the form of landscape features or underground swells.

12-P-7.6: Allow the construction of detention basins as mitigation in new developments. Ensure that detention basins located in residential neighborhoods, schools, or child-care facilities are surrounded by a gated enclosure, or protected by other safety measures.

12-P-7.7: Continue to work cooperatively with outside agencies such as the Contra Costa Water District and Contra Costa County Flood Control District regarding regional storm drainage, flood control management, and water quality issues.

ACTIONS – COMMUNITY FACILITIES ELEMENT

12-A-7.a: As part of project review and CEQA documentation, require an assessment of downstream drainage (creeks and channels) and City storm-water facilities impacted by potential project runoff and require development to include measures, including on-site improvements, to ensure that off-site runoff is not increased during rain and flood events.

12-A-7.b: Consider adopting a Storm Flooding Mitigation Fee Program to fund required drainage improvements during construction of new development.

12-A-7.c: Annually identify storm water and drainage facilities are in need of repair and address these needs through the City’s Capital Improvement Program.

The following changes were made to page 3.15-33:

10-A-2.h: Require an encroachment permit from Contra Costa Water District (CCWD) for any storm drain facility or projected increase in runoff based on a hydrological study that will add load to existing facilities crossing or encroaching onto Contra Costa Canal rights-of-way.

3.16 WILDFIRE

No changes were made to Section 3.16 of the Draft EIR.

4.0 CUMULATIVE/OTHER CEQA-REQUIRED TOPICS

No changes were made to Chapter 5.0 of the Draft EIR.

5.0 ALTERNATIVES

The following changes were made to page 5.0-4:

- **Alternative C: Reduced Intensity.** Alternative C would revise the General Plan Land Use Map to update the North Central River subarea to reflect the ~~proposed~~-pending Bay Walk project. This modification affects approximately 1,000 acres and would place more emphasis on residential land uses, open space preservation, and brownfields remediation. This Alternative would result in a reduction of 266 housing units, 6.3 million square feet of employment-generating uses, and 5,479 jobs in comparison to the General Plan. This alternative was developed to potentially reduce the severity of less than significant impacts related to biological resources, public services, and utilities and to reduce impacts associated with air quality, greenhouse gases, energy, and transportation.

The following changes were made to page 5.0-16:

Alternative C would revise the General Plan Land Use Map to update the North Central River subarea to reflect the ~~proposed~~-pending Bay Walk project. This modification affects approximately 1,000 acres and would place more emphasis on residential land uses, open space preservation, and brownfields remediation. This Alternative would result in a reduction of 266 housing units, 6.3 million square feet of employment-generating uses, and 5,479 jobs in comparison to the General Plan. This alternative was developed to potentially reduce the severity of less than significant impacts related to biological resources, public services, and utilities and to reduce impacts associated with air quality, greenhouse gases, energy, and transportation.

The following changes were made to pages 5.0-17 and 5.0-18:

TABLE 5.0-7: ALTERNATIVE C v. PROPOSED GENERAL PLAN LAND USE DESIGNATIONS COMPARISON

<i>LAND USE DESIGNATION</i>	<i>PROPOSED GENERAL PLAN</i>	<i>ALTERNATIVE C</i>	<i>DIFFERENCE</i>
<i>RESIDENTIAL DESIGNATIONS</i>			
Hillside Low Density Residential	212.3	212.3	0.0
Low Density Residential	3,896.6	3,915.7	-19.1
Medium Density Residential	557.2	462.0	95.2
High Density Residential	374.1	367.0	7.1
Very High Density Residential	18.7	2.1	16.6
Downtown Low Density Residential	50.6	50.6	0.0
Downtown Medium Density Residential	111.3	111.3	0.0
Downtown High Density Residential	14.1	14.1	0.0
<i>Subtotal Residential</i>	<i>5,234.9</i>	<i>5,135.1</i>	<i>99.8</i>
<i>MIXED USE DESIGNATIONS</i>			
Mixed Use (Community Commercial)	21.3	21.3	0.0
Mixed Use (Downtown)	18.5	18.5	0.0
Mixed Use (General)	30.2	30.2	0.0
Mixed Use (P/BP BART)	52.7	52.7	0.0
Mixed Use (Railroad Ave SPA)	110.1	110.1	0.0
<i>Subtotal Mixed Use</i>	<i>232.8</i>	<i>232.8</i>	<i>0.0</i>
<i>COMMERCIAL AND INDUSTRIAL DESIGNATIONS</i>			
Bay Walk Development ¹	0.0	296.5	-296.5
Community Commercial	237.1	237.1	0.0
Downtown Commercial	8.9	8.9	0.0
Employment Center Industrial	708.6	585.4	123.2
Industrial	1,364.5	1,286.6	77.9
Marina Commercial	141.3	89.3	52.0
Regional Commercial	174.9	174.9	0.0
Service Commercial	115.8	115.8	0.0
<i>Subtotal Commercial and Industrial</i>	<i>2,751.1</i>	<i>2,794.4</i>	<i>-43.3</i>
<i>OTHER DESIGNATIONS</i>			
Landfill	195.7	195.7	0.0
Public/Institutional	1,182.3	1,182.2	0.1

3.0 ERRATA

<i>LAND USE DESIGNATION</i>	<i>PROPOSED GENERAL PLAN</i>	<i>ALTERNATIVE C</i>	<i>DIFFERENCE</i>
Park	2,866.1	2,839.9	26.2
Open Space	8,647.0	8,733.6	-86.6
Roadway	68.1	68.2	-0.1
Utility/ROW	659.2	656.7	2.5
Water	572.7	572.7	0.0
<i>Subtotal Other</i>	<i>14,191.1</i>	<i>14,248.8</i>	<i>-57.7</i>
TOTAL	22,409.9	22,411.2	-1.3

NOTE: ¹ THE BAY WALK DEVELOPMENT DESIGNATION IS A PENDING PROJECT WHICH INCLUDES A MIXTURE OF RESIDENTIAL, NON-RESIDENTIAL AND/OR MIXED-USE, PARK, OPEN SPACE, AND/OR RECREATIONAL USES AS DETERMINED AND DESCRIBED THROUGH A SITE-SPECIFIC SPECIFIC PLAN AND PLANNED UNIT DEVELOPMENT.

SOURCE: DE NOVO PLANNING GROUP, 2023.

The following changes were made to page 5.0-20:

Additionally, under Alternative C, much of the area surrounding the former PG&E Pittsburg Power Plant area (i.e., along the north-central portion of the Planning Area along the waterfront) is designated for Bay Walk Development by the Alternative C Land Use Map. The Bay Walk Mixed-Use Project is a ~~previously approved~~ pending project in the City of Pittsburg; The Bay Walk Development land use for Alternative C reflects the Bay Walk Project. As such, remediation of hazardous contaminants at the former PG&E Pittsburg Power Plant area could be completed more quickly under Alternative C than under the proposed Project, Alternative A, or Alternative B due to the ~~under development~~ pending Bay Walk project. As such, impacts related to the routine transport, use, or disposal of hazardous materials, or through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment (Impact 3.8-1) could be reduced under this alternative.

The following changes were made to page 5.0-21:

As shown in Table 5.0-8, Alternative A (the No Project Alternative) is the environmentally superior alternative. However, as required by CEQA, when the No Project (No Build) Alternative is the environmentally superior alternative, the environmentally superior alternative among the others must be identified. Therefore, Alternative C (the Reduced Intensity Alternative) is the environmentally superior alternative when looked at in terms of all potential environmental impacts. While Alternative C has the ~~highest~~ lowest score, Alternative C fails to reduce the severity of any of the significant and unavoidable impacts of the proposed project.

6.0 REPORT PREPARERS

No changes were made to Chapter 6.0 of the DEIR.

7.0 REFERENCES

No changes were made to Chapter 7.0 of the DEIR.