APPENDIX K

Transportation Impact Assessment

Pittsburg Technology Park Specific Plan

Transportation Assessment

Prepared for:
WSP USA and
AVAIO Digital Partners

April 2024

WC23-4031

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1. Introduction

This report presents the analysis and findings of the Final Transportation Assessment prepared for the Pittsburg Technology Park Specific Plan proposed in the City of Pittsburg, California. This section discusses the study's purpose, project description, and report organization.

Study Purpose and Project Description

The study evaluates potential transportation impacts of the proposed project, located in Pittsburg, California just south of the West Leland Avenue/Golf Club Road intersection, as illustrated in **Figure 1**. Implementation of the proposed Specific Plan would allow for a range of potential land uses to be developed on the site, including the following:

- Research and Development
- Custom and Light Manufacturing
- Limited Assembly
- Warehouse and Distribution
- Data Center
- Technology and Innovation
- Energy
- Light and Heavy Automobile Services
- Administrative, Financial, Business, Professional, Medical, and Public Offices
- Business Incubators

Under the Specific Plan, the maximum number of employees accommodated on the site is 1,582. The plan would allow for the development of up to 1,108,858 square-feet of total space on the 101.79-acre site. The project's proposed site plan is shown on **Figure 2**. Vehicle, pedestrian, and bicycle access to the project site would be provided via a southerly extension of Golf Club Road.

The City of Pittsburg recently released its *Draft 2040 General Plan* (City of Pittsburg, December 2023) along with the *Draft Environmental Impact Report for the Pittsburg 2040 General Plan Update* (SCH #2022040427, Denovo Planning Group, December 2023). Per the 2040 General Plan Update, the proposed site would be zoned as "Employment Center Industrial (ECI)," and a total of 3,300 employees are anticipated within the proposed Specific Plan area. The General Plan's ECI land use designation would allow for all the land uses listed above as permitted within the Specific Plan, as well as for the construction of hospitals and large-scale medical facilities.

The study has been prepared in accordance with the City of Pittsburg's *Final Traffic Impact Analysis Guidelines* (May 2023) and follows industry standard approaches and methodologies. The study is also consistent with the requirements and guidelines of the Contra Costa Transportation Authority (CCTA). The study answers California Environmental Quality Act (CEQA) Appendix G Checklist questions for transportation impacts including VMT, impacts to bicycle/pedestrian facilities, transit facilities and services, emergency vehicle access, and roadway safety-related impacts arising from nonstandard design features. It should also be noted that CEQA Guidelines were updated in 2020 per Senate Bill (SB) 743 to require the use of vehicle miles traveled (VMT) to evaluate a project's environmental effect on the transportation system. The passage of SB 743 includes the elimination of automobile delay, level of service (LOS), and other similar measures of vehicular capacity or traffic congestion as a basis for determining a project's significant impacts to the transportation system.

Report Organization

This report is divided into six chapters as described below:

- **Chapter 1 – Introduction** discusses the purpose and organization of the report as well as the project's description.
- **Chapter 2 – Regulatory Setting and Significance Criteria** delineates the relevant state, regional, and local policies. The applicable regulations, guidelines, and methodologies used for the VMT, and other transportation analyses are also described.
- **Chapter 3 – Transportation Setting** describes the transportation system in the project's vicinity, including the surrounding roadway network, bicycle, pedestrian, and transit facilities.
- **Chapter 4 – Multimodal Access and Policy Review** discusses the assessment of multimodal access to the project site, including bicycle, pedestrian, and transit facilities. In addition, the project's consistency with relevant applicable state, regional, and local policies is discussed.
- **Chapter 5 – Vehicle Miles Traveled Assessment** presents the results of the VMT evaluation conducted for the project.
- **Chapter 6 – Hazards and Emergency Vehicle Access** presents the results of the safety and emergency vehicle access assessments.

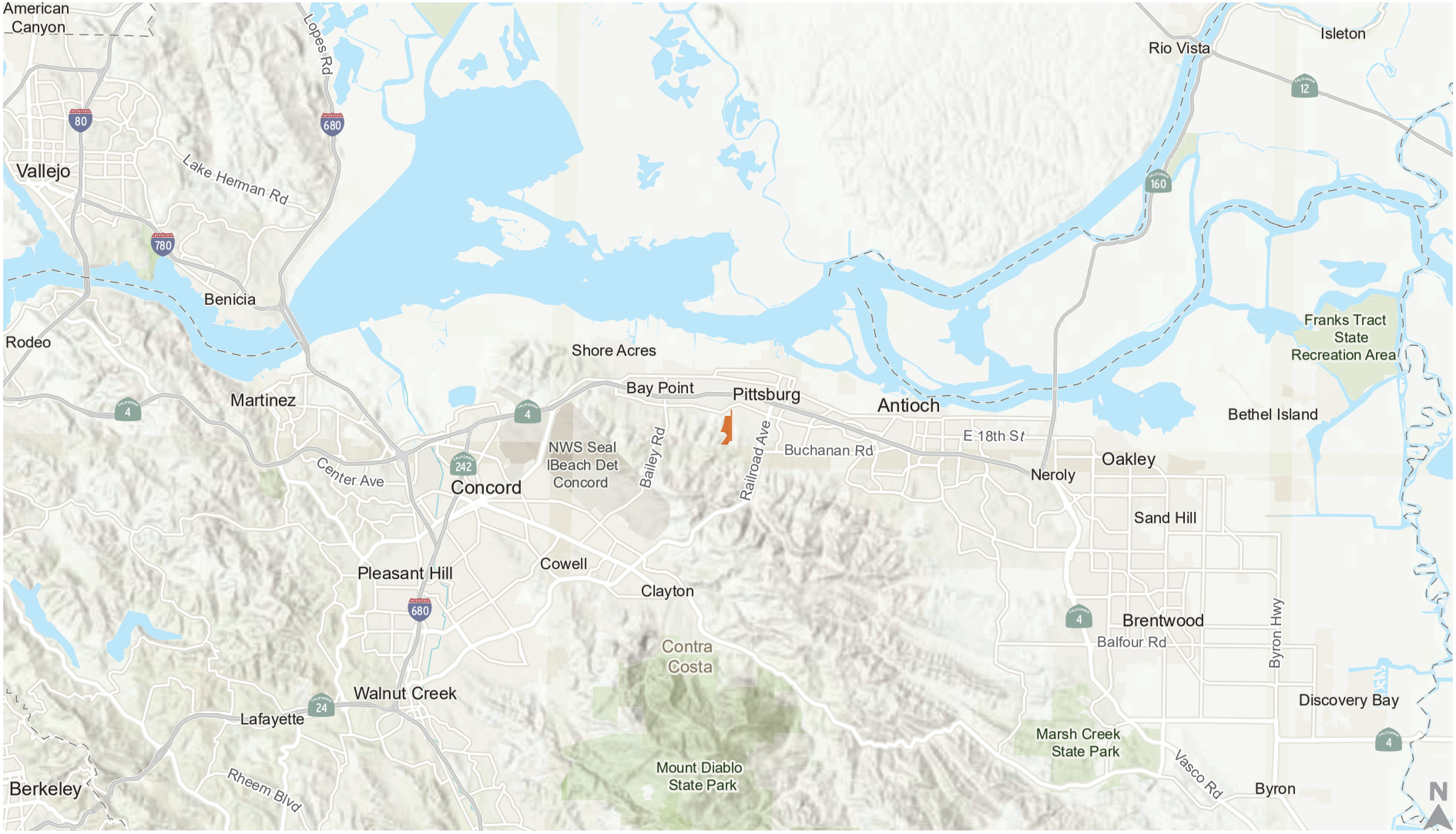

Figure 1

Project Site Location

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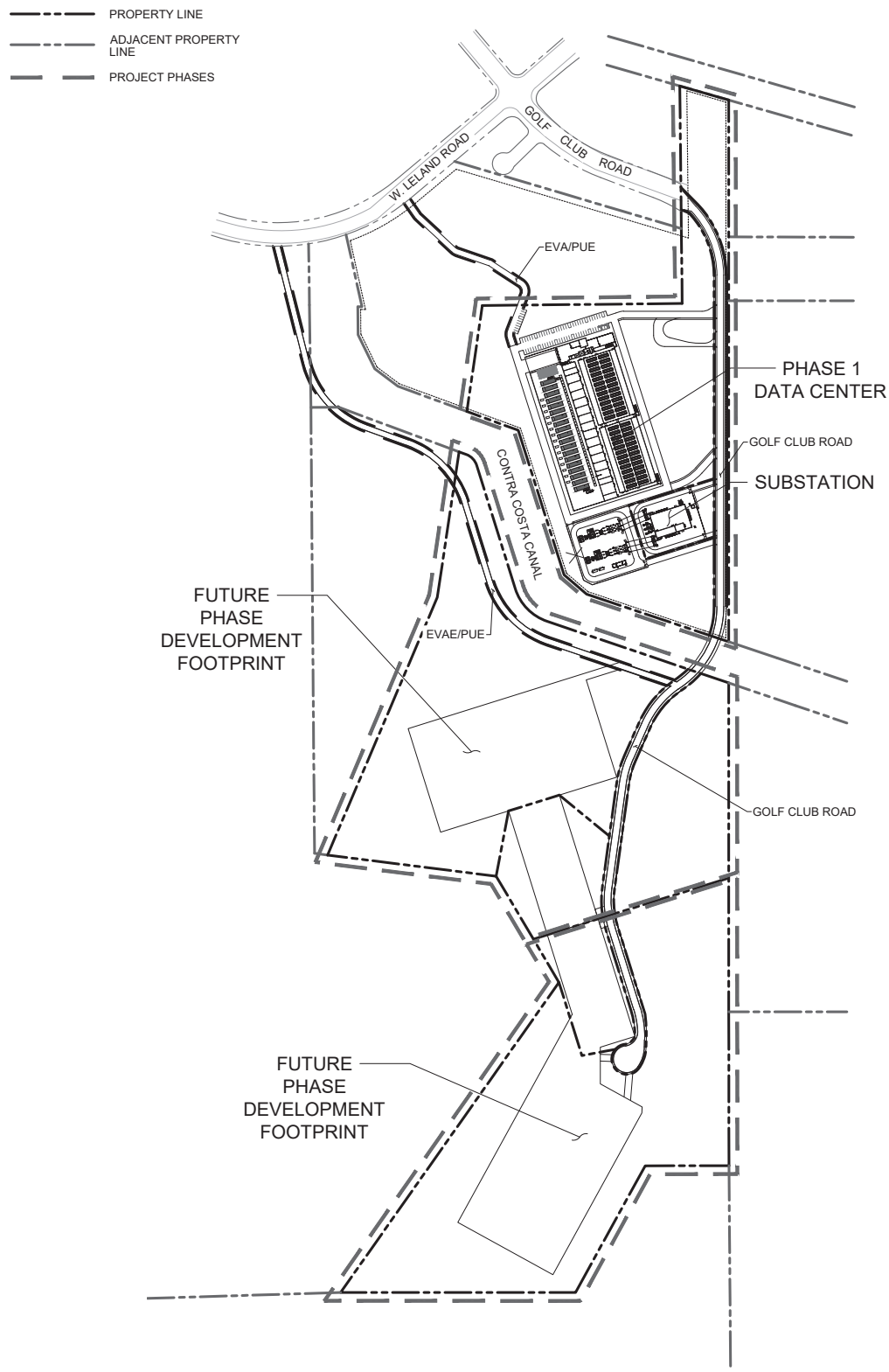


Site Plan Source: Kimley-Horn, January 17, 2024

Figure 2

Conceptual Project Site Plan

2. Regulatory Setting and Significance Criteria

Regulatory Framework

This section describes the existing state, regional, and local regulatory frameworks related to transportation.

State

The following section describes the existing State of California regulatory environment related to transportation.

Assembly Bill 1358

Assembly Bill 1358, also known as the California Complete Streets Act of 2008, requires cities and counties to include "Complete Streets" policies in their general plans. These policies address the safe accommodation of all users including bicyclists, pedestrians, motorists, public transit vehicles and riders, children, the elderly, and people with disabilities. These policies can apply to new streets as well as the redesign of corridors.

Senate Bill 375

Senate Bill 375 provides guidance on how to curb emissions from cars and light trucks. There are four major components to SB 375. First, SB 375 requires regional greenhouse gas emission targets. These targets must be updated every eight years in conjunction with the revision schedule of the housing and transportation elements of local general plans. Second, Metropolitan Planning Organizations are required to create a Sustainable Communities Strategy (SCS) that provides a plan for meeting regional targets. Third, SB 375 requires housing elements and transportation plans to be synchronized on eight-year schedules. Finally, Metropolitan Planning Organizations must use transportation and air emissions modeling techniques consistent with the guidelines prepared by the California Transportation Commission.

Senate Bill 743

Passed in 2013, California Senate Bill 743 changes the focus of CEQA transportation impact analysis from measuring impacts to drivers to measuring the impact of driving. The change replaces level of service as a

performance metric with a vehicle miles traveled approach. This shift in transportation impact focus is intended to better align transportation impact analysis and mitigation outcomes with the state's goals to reduce greenhouse gas (GHG) emissions, encourage infill development, and improve public health through development of multimodal transportation networks. LOS or other delay metrics may still be used to evaluate the impact of projects on drivers as part of land use entitlement review and impact fee programs.

In December 2018, the Natural Resources Agency finalized updates to Section 15064.3 of the CEQA Guidelines, including the incorporation of SB 743 modifications. The Guidelines' changes were approved by the Office of Administrative Law and as of July 1, 2020, are now in effect statewide.

To help lead agencies with SB 743 implementation, the Governor's Office of Planning and Research (OPR) produced the Technical Advisory on Evaluating Transportation Impacts in CEQA (Technical Advisory) that provides guidance about the variety of implementation questions they face with respect to shifting to a VMT metric. Key guidance from this document includes the following:

- VMT is the most appropriate metric to evaluate a project's transportation impact.
- OPR recommends tour- and trip-based travel models to estimate VMT, but ultimately defers to local agencies to determine the appropriate tools.
- OPR recommends measuring VMT for residential and office projects on a "per rate" basis.
- OPR recommends that a per capita or per employee VMT that is 15 percent below that of existing development may be a reasonable threshold. In other words, an office project that generates VMT per employee that is more than 85 percent of the regional VMT per employee could result in a significant impact. OPR notes that this threshold is supported by evidence that connects this level of reduction to the state's emissions goals.
- OPR recommends that where a project replaces existing VMT-generating land uses, if the replacement leads to a net overall decrease in VMT, the project would lead to a less-than-significant transportation impact. If the project leads to a net overall increase in VMT, then the thresholds described above should apply.
- Lead agencies have the discretion to set or apply their own significance thresholds.

Caltrans

Caltrans issued the VMT-Focused Transportation Impact Study Guide (TISG) in May 2020, outlining the process by which Caltrans will review and assess VMT impacts of land development projects. The TISG generally aligns with the guidance in the OPR Technical Advisory.

Caltrans also issued the Transportation Analysis Framework (TAF) in September 2020, which details methodology for calculating induced travel demand for capacity-increasing transportation projects on the State Highway System. Caltrans also issued the Transportation Analysis Under CEQA (TAC) guidance in

September 2020, which describes significance determinations for capacity-increasing projects on the State Highway System. It is noted that the Project does not propose any changes to the Caltrans owned and operated network.

Caltrans also issued Traffic Safety Bulletin 20-02-R1: Interim Local Development Intergovernmental Review Safety Review Practitioner Guidance in December 2020, describing the methods by which Caltrans will assess the safety impacts of projects on the Caltrans owned and operated network. This guidance states that Caltrans will provide its safety assessment to lead agencies for inclusion in environmental documents.

Finally, Caltrans adopted procedures to oversee construction activities on and around its facilities. The Caltrans Construction Manual describes best practices for construction activities, including personnel and equipment safety requirements, temporary traffic control, signage, and other requirements aimed at reducing construction-related hazards and constructing projects safely and efficiently. Any work proposed on Caltrans facilities must abide by these requirements.

Regional

The following section describes the existing regional regulatory environment related to transportation.

Contra Costa Countywide Transportation Plan

The Contra Costa Countywide Transportation Plan incorporates five sub-regional Action Plans for Routes of Regional Significance (Action Plans). This is one of the primary vehicles for achieving the Measure J Growth Management Program's goal of reducing the cumulative impacts of growth. The Action Plans also fulfill a key requirement of CCTA's Congestion Management Program. This is a state-mandated program for evaluating the impact of land use decisions on the regional transportation system and establishing performance measures. Each Action Plan contains these components:

- Long range assumptions about future land uses based on local general plans and travel demand based on household and job growth.
- Multimodal transportation objectives that can be measured and timed.
- Specific actions to be implemented by each jurisdiction.
- A process for consultation on environmental documents.
- A procedure for reviewing the impacts of local General Plan amendments that could affect the transportation objectives.
- A schedule for reviewing and updating the Action Plans.

The City of Pittsburg is included in the East County Action Plan.

CCTA VMT Guidance for Member Agencies

The CCTA has developed guidance for member jurisdictions to use in developing their own VMT analysis methods, metrics, and thresholds of significance. The CCTA's Growth Management Program Implementation Guide (Revised February 17, 2021), Appendix F (CCTA Recommended Methodology) describes the recommendations.

Contra Costa County Congestion Management Program

The CCTA is Contra Costa County's designated Congestion Management Agency (CMA). It is responsible for implementing programs to ensure traffic levels remain manageable. Pittsburg serves on the TRANSPLAN Committee which coordinates the transportation interests of the communities in eastern Contra Costa County, California. The five member governments of TRANSPLAN include Antioch, Brentwood, Oakley, Pittsburg, and Contra Costa County. In addition to the four cities, the region includes the unincorporated communities of Bay Point, Bethel Island, Byron, Discovery Bay, and Knightsen, which are governed by the County.

As the CMA, CCTA is in charge of coordinating land use, air quality, and transportation planning among local jurisdictions. A Congestion Management Program (CMP) was created to spend the funds allocated to these projects, known as Measure J. This measure is a one half-cent countywide sales tax used for transportation improvements within the County. The revenue must be spent on projects and programs included in the CCTA Transportation Expenditure Plan (Expenditure Plan). The Expenditure Plan designates 18 percent of the annual sales tax revenue as "return-to-source" funds. The City's eligibility for these funds is contingent on compliance with the City's Growth Management Program (GMP), reflected in the Growth Management section of the General Plan.

The CMP network is a subset of the network of Routes of Regional Significance adopted by the Authority. In the study area Bailey Road, Railroad Avenue, West Leland Road, and State Route 4 are designated Routes of Regional Significance.

For all roads on the CMP network, the CMP must establish traffic level-of-service standards. To be included in the network all roads should meet three conditions:

1. The road is four lanes or wider for at least one mile;
2. Average daily traffic on the road equals or exceeds 20,000 vehicles per day for a segment of one mile or greater; and
3. The road has been designated as a Route of Regional Significance.

The CMP legislation states that, "In no case shall the LOS standards established be below level of service E or the current level, whichever is farthest from level of service A…." . Therefore, if the current level of service is F, representing significant congestion, the LOS standard can be set at level of service F.

Alternatively, if the current level of service is A, the CMA has the option of setting the LOS standard between A and E. It was determined that the portion of SR 4 that runs through Pittsburg would have a level of service standard of F.

Local

The following section describes the existing local regulatory environment related to transportation.

City of Pittsburg 2040 General Plan

The City of Pittsburg recently released its *Draft 2040 General Plan* (City of Pittsburg, December 2023) along with the *Draft Environmental Impact Report for the Pittsburg 2040 General Plan Update* (SCH #2022040427, Denovo Planning Group, December 2023). The Circulation Element of the General Plan provides the framework for decisions concerning the City of Pittsburg's multimodal transportation system, which includes roadway, transit, bicycle, pedestrian, and rail modes of travel. The Circulation Element includes the following goals, actions, and policies related to transportation facilities.

Goal-7-1: Provide a multimodal transportation network that enhances safety, access, comfort, and convenience for all users and minimizes vehicle miles traveled (VMT).

Policies

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

7-P-1.2: Consider all modes of travel, 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 best practices.

7-P-1.3: Promote development of a future roadway system as shown in the Circulation Diagram, Figure 7-1, with streets designed in accordance with the City's standard plans to provide multiple, direct, and convenient routes for all modes and to provide high-volume, multi-lane facilities with access controls, as needed, to preserve the through traffic carrying capacity of the facility.

7-P-1.4: Monitor deployment of new transportation technologies and services and develop policies that implement best practices to ensure these technologies and services benefit the public and the multimodal transportation system.

7-P-1.5: Implement and continue to increase efforts to reduce regional vehicle miles traveled (VMT) by supporting land use patterns and site designs that promote active modes of transportation, and public transit.

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

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 would, in the City's judgement, be infeasible and/or conflict with the achievement if other City goals. Congestion in excess of LOS D may be acceptable in these cases, provided that provisions are made to improve traffic flow and/or promote 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 comfort of all users.

Actions

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 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 goal of eliminating severe injury and fatal collisions.

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; possible tools include roundabouts, raised intersections, curb extensions, reduced roadway width, and high visibility crosswalks.

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

7-A-1.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.

7-A-1.h: Discourage pass-through vehicle traffic and speeding on local residential streets.

7-A-1.i: Continue to designate and monitor appropriate truck routes to discourage unnecessary through traffic in residential areas.

Goal-7-2: Coordinate with regional transportation agencies and developers to promote connectivity, manage commuter traffic, and promote the use of alternatives to single-occupant vehicle trips.

Policies

7-P-2.1: Cooperate with other private entities and 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.

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 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-occupancy trips and commuter traffic.

Actions

7-A-2.a: Support efforts by public agencies and/or private interests to promote regional heavy and light passenger rail transit as an alternative or adjunct to BART, with connections to BART and other multimodal 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, where air quality benefits can be demonstrated.

7-A-2.h: Require mitigation for development proposals which increase transit demand above the service levels provided by public transit operators and agencies, or, create conflicts 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 development projects and on any roadways that are impacted as a result of new development.

7-A-2.j: Adopt a citywide TDM plan to encourage vehicle trip reduction at employment sites, businesses, schools, and multi-unit residential facilities by 15 percent or more during commuter peak periods, and dedicate staff to work closely with communities throughout the City on ongoing education and encouragement efforts.

7-A-2.k: Encourage developers to provide enhanced TDM programs and alternative transportation infrastructure that exceeds minimum requirements, as per 7-A-2.j, in exchange for reduced parking requirements, with a focus on priority development areas and locations in proximity to high capacity transit.

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 transportation system and where reductions are feasible. Project proponents taking advantage of reductions must agree to adopt and implement 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, designated electric vehicle (EV) / Clean Air Vehicle (CAV) parking, and secure on-site bicycle facilities.

7-A-2.n: Coordinate with the school district to develop a "suggested 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.

Goal-7-3: Proactively support and encourage travel by non-automobile modes by maintaining and expanding safe and efficient pedestrian, bicycle, and transit networks.

Policies

7-P-3.1: 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: Pursue opportunities for public-private partnerships to enhance transportation infrastructure and services.

7-P-3.5: Ensure continued compliance with Title 24 of the California Building Code, requiring the removal of all barriers to disabled persons on City streets.

7-P-3.6: Encourage secure bicycle facilities and other alternative transportation facilities to be provided as part of new developments, especially future employment sites, public facilities, and multi-family residential complexes.

Actions

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 bicycle lanes, paths, and routes.

7-A-3.c: Repair or replace crosswalks and bike lane markings that are faded or damaged. Review of the 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 in high pedestrian 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 in the design of new residential neighborhoods.

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

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

Goal-7-4: Identify strategies and funding sources to implement the actions identified in this Circulation Element and support future improvements.

Policies

7-P-4.1: Pursue grant funding opportunities to support transportation planning, design, and construction projects, including federal Congestion Mitigation Air Quality, Safe Streets and Roads for All, and other funding to improve air quality and roadway safety.

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

7-P-4.3: Explore local funding options for the development and maintenance of trails and bikeways.

7-P-4.4: Proactively monitor and assess the development of emerging transportation technologies, such as autonomous vehicles, and prepare the City for their potential incorporation into the transportation system in safe and appropriate manner.

Actions

7-A-4.a: Ensure that multimodal improvement projects are adequately funded.

7-A-4.b: Seek out and secure grant funds to support planning, design, and construction of transportation-related capital improvements projects.

7-A-4.c: Continue to collect fees, plan, and design for the future construction of the improvements shown in Figure 7-1, including new roadways and roadway extensions, and improvements identified in Table 7-2.

7-A-4.d: Review the TIMF schedule annually and update every five years at a minimum.

7-A-4.e: Continue to upgrade or extend the hillside access routes from Bailey Road, James Donlon Boulevard, Kirker Pass Road, and San Marco Boulevard, as development potential warrants.

7-A-4.f: Pursue the design and construction of an overpass at State Route 4 and Range Road and an overchange for the future roadway planned along the PG&E Overlay Corridor that will extend from Willow Pass Road to West Leland Road. Work with Caltrans to design an interchange facility that will accommodate future traffic demands.

7-A-4.g: Pursue public-private partnerships to leverage private sector investments in transportation infrastructure.

7-A-4.h: Continue to annually update the City's Capital Improvement Program, which identifies the projects required to construct and/or update circulation facilities.

Analysis Methods and Standards of Significance

Vehicle Miles Traveled

As previously stated, on September 27, 2013, Senate Bill 743 was signed into law. The California State Legislature found that with the adoption of the Sustainable Communities and Climate Protection Act of 2008 (SB 375), the state had signaled its commitment to encourage land use and transportation planning decisions and investments that reduce vehicle miles traveled and thereby contribute to the reduction of greenhouse gas emissions, as required by the California Global Warming Solutions Act of 2006 (Assembly Bill 32). In December 2018, the Governor's Office of Planning and Research (OPR) finalized new CEQA guidelines (CEQA Guidelines section 15064.3), that identify vehicle-miles traveled as the most appropriate criteria to evaluate a project's transportation impacts.

The implementation of SB 743 eliminated the use of criteria such as auto delay, level of service, and similar measures of vehicle capacity of traffic congestion as the basis for determining significant impacts as part of CEQA compliance. The SB 743 VMT criteria promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses.

In November 2017, OPR released a Technical Advisory containing recommendations regarding the assessment of VMT, proposed thresholds of significance, and potential mitigation measures for lead agencies to use while implementing the required changes contained in Senate Bill 743. Also in November 2017, OPR released the proposed text for Section 15064.3, "Determining the Significance of Transportation Impacts," which summarized the criteria for analyzing transportation impacts for land use projects and transportation projects and directs lead agencies to "choose the most appropriate methodology to evaluate a project's vehicle miles traveled, including whether to express the change in absolute terms, per capita, per household or in any other measure." OPR recommends that a per service population threshold should be adopted for most instances, and that a 15 percent reduction below that of existing development would be a reasonable threshold.

On July 15, 2020, the Contra Costa Transportation Authority adopted criteria, standards, and thresholds for the assessment of VMT (CCTA, *Approval of the Vehicle Miles Traveled Analysis Methodology for Land Use Projects in the Growth Management Program*, July 15, 2020). The methods and thresholds adopted by CCTA follow the guidance and recommendations of OPR pertaining to the implementation of SB 743.

The City of Pittsburg's *Final Traffic Impact Analysis Guidelines* (May 2023) outline guidelines, thresholds, and criteria for the assessment of project VMT impacts. Those guidelines, which are consistent with OPR guidance, are used in this study. Project generated VMT (daily home based VMT per worker) is calculated using the CCTA's regional travel demand model and compared to the relevant threshold (85 percent of the baseline countywide average).

Thresholds of Significance for VMT

As discussed above, in response to SB 743, the Office of Planning and Research has updated the California Environmental Quality Act guidelines to include new transportation-related evaluation metrics, specifically VMT. In December 2018, the California Natural Resources Agency certified and adopted the CEQA Guidelines update package along with an updated Technical Advisory related to Evaluating Transportation Impacts in CEQA (December 2018). Full compliance with the guidelines is now required, and vehicle-delay based level of service calculations cannot be used to evaluate the environmental impacts of projects on the transportation system. The methods and thresholds of the City follow the guidance and recommendations of OPR pertaining to the implementation of SB 743, as described below:

- Residential Projects should use the home-based VMT per capita metric to evaluate project generated VMT. The project generated home-based VMT per resident constitutes a significant impact if it is higher than 85 percent of the home-based VMT per resident of the existing countywide average.
- Employment-Generating Projects should use the home-work VMT per worker metric for project generated VMT estimates. The project generated home-work VMT per worker constitutes a significant impact if it is higher than 85% of the home-work VMT per worker of the existing countywide average.

The City's guidelines define the following criteria that can be used to screen projects out of conducting project-level VMT analysis:

- CEQA exemption – Any project exempt from CEQA is not required to conduct a VMT analysis.
- Small projects – Small projects generate or attract fewer than 110 trips per day. Based on research for small project triggers, this may equate to non-residential projects of 10,000 square feet or less, and single-family residential projects of 10 units or less, or otherwise generating less than 836 VMT per day.
- Small scale, local-serving retail – Local-serving retail projects are defined as projects of less than 50,000 square feet in size on the basis that they attract trips that would otherwise travel longer distances. Local-serving retail generally improves the convenience of shopping and other activities close to home and has the effect of reducing vehicle travel.
- Active transportation projects – Screened transportation projects are transit projects, bicycle and pedestrian projects, and roadway projects that do not result in an increase in vehicle capacity.
- Public services – Police stations, fire stations, public utilities, and parks do not generally generate VMT. Instead, these land uses are often built in response to development from other land uses (e.g., office and residential). Therefore, these land uses can be presumed to have less-than-significant impacts on VMT. However, this presumption would not apply if the project is sited in a location that would require employees or visitors to travel substantial distances and the project is not located within one half-mile of a major transit stop or does not meet the small project screening criterion.
- Projects located in transit priority areas (TPAs) – Projects located within a TPA can be presumed to have a less-than-significant impact absent substantial evidence to the contrary.
- Projects located in low VMT areas – Residential and employment-generating projects located within a low VMT-generating area can be presumed to have a less-than-significant impact absent substantial evidence to the contrary. A low VMT area is defined as follows:
    - For residential projects: Traffic analysis zones (TAZs) within the CCTA regional travel demand model that have baseline home-based VMT per capita that is 85 percent or less of the existing countywide average.
    - For employment-generating projects: TAZs that have baseline home-work VMT per worker that is 85 percent or less of the existing countywide average.

Additional CEQA Thresholds

The following thresholds of significance were developed based on City of Pittsburg and East Contra Costa County Action Plan policies, as well as the CEQA Checklist criteria.

Would the project

A. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including roadway, transit, bicycle, and pedestrian facilities?

   Transit System – The project would create a significant impact related to transit service if the following criteria is met:

   1. The project interferes with existing transit facilities or precludes the construction of planned transit facilities.

   Bicycle System – The project would create a significant impact related to the bicycle system if any of the following criteria are met:

   1. Disrupt existing bicycle facilities; or
   2. Interfere with planned bicycle facilities; or
   3. Create inconsistencies with adopted bicycle system plans, guidelines, policies, or standards.

   Pedestrian System – The project would create a significant impact related to the pedestrian system if any of the following criteria are met:

   1. Disrupt existing pedestrian facilities; or
   2. Interfere with planned pedestrian facilities; or
   3. Create inconsistencies with adopted pedestrian system plans, guidelines, policies, or standards.

B. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?[1]

C. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

D. Result in inadequate emergency access?

[1] This section of the CEQA Guidelines relates to the evaluation of vehicle miles of travel (VMT).

3. Transportation Setting

This chapter describes transportation facilities in the study area, including the surrounding roadway network as well as transit, pedestrian, and bicycle facilities in the project site vicinity.

Roadway System

The project site is surrounded by existing residential, school, industrial, and open space uses. Currently vacant, the site was formerly occupied by the Delta View Golf Course. Pittsburg is in eastern Contra Costa County, adjacent to the cities of Bay Point, Antioch, and Concord located west, southeast, and southwest, respectively.

Regional access to the site is provided by State Route 4, Bailey Road, and Railroad Avenue; West Leland Road and Range Road/Golf Club Road provide local access. The following roadways would provide access to the site and are most likely to experience direct traffic effects, if any, from the proposed project.

Regional Access

Bailey Road is designated as a Route of Regional Significance in CCTA's *East County Action Plan for Routes of Regional Significance*. It is designated as a major arterial with two travel lanes in each direction and left turning median lanes north of West Leland Road. South of West Leland Road the facility narrows to one lane in each direction. The posted speed limit is 30 mph in the study area. Bailey Road is a designated truck route and approximately three percent of daily traffic is trucks. The roadway carries roughly 2,100 vehicles in the peak hour of travel and 21,000 vehicles per day.

Railroad Avenue is designated as a Route of Regional Significance in CCTA's *East County Action Plan for Routes of Regional Significance*. It is a north-south major arterial with two travel lanes in each direction and left turning median lanes. The posted speed limit is 35 mph. Railroad Avenue is a designated truck route and approximately four percent of daily traffic is trucks. The roadway carries roughly 2,300 vehicles in the peak hour of travel and 23,000 vehicles per day.

State Route 4 (SR 4) is designated as a Route of Regional Significance in CCTA's *East County Action Plan for Routes of Regional Significance*. It is an east-west freeway that extends from Hercules in the west to Stockton and beyond in the east. The facility is an eight-lane freeway within the study area, with interchanges at Railroad Avenue and Bailey Road. Intersection ramp terminals are signalized and operated by the California Department of Transportation (Caltrans). State Route 4 currently serves approximately

159,000 daily vehicles with 11,400 vehicles using the facility during the peak hour (measured at the Railroad Avenue interchange). Approximately 5 percent of daily traffic on SR 4 is trucks.

Local Access

West Leland Road is designated as a Route of Regional Significance in CCTA's *East County Action Plan for Routes of Regional Significance*. It is an east-west major arterial with two travel lanes in each direction and a center left turn lane. Sidewalks with no buffers and Class II bicycle lanes are provided on both sides of West Leland Road. The posted speed limit is generally 40 mph. However, Rancho Medanos Junior High School is located just north of the project site and the posted speed limit on West Leland Road east of the Golf Club Road/West Leland Road intersection is 25 mph when children are present. West Leland Road serves residential communities and commercial and industrial businesses located in the area. West Leland Road is a designated truck route and approximately two percent of daily traffic is trucks. The roadway carries roughly 1,800 vehicles in the peak hour of travel and 18,000 vehicles per day.

Golf Club Road/Range Road is a north-south local road with two travel lanes in each direction north of West Leland Road and one lane in each direction to the south. Golf Club Road transitions into Range Road north of West Leland. The posted speed limit is 25 mph on Golf Club Road and 35 mph on Range Road. Rancho Medanos Junior High School is located east of Range Road (north of West Leland Road), and the posted speed limit is 25 mph when children are present. Sidewalks with no buffers are provided on both sides of the road and Class II bicycle lanes are provided along Range Road. Golf Club Road/Range Road primarily serves residential communities. Range Road north of West Leland Road carries approximately 4,000 vehicles per day and 400 vehicles in the peak hour of travel.

Truck Routes

In the study area, West Leland Road, Bailey Road, and Railroad Avenue are all designated as truck routes by the City of Pittsburg and have been designed to accommodate heavy vehicles. Trucks traveling to and from the project site can use these roadways to access State Route 4 via either the Bailey Road or Railroad Avenue interchanges. Trucks may also use Bailey Road or Kirker Pass Road to the south for trip origins or destinations in that direction.

Future Roadway Extensions

The City of Pittsburg *General Plan 2040's Circulation Element* includes the following five roadway extensions that could affect travel within the study area:

- **Buchanan Bypass** – This facility would be a four-lane extension of James Donlon Boulevard from its current terminus west of Somersville Road to Kirker Pass Road.

- **Range Road Extension** – This improvement would link the currently discontinuous portions of Range Road by building a grade-separated connection of State Route 4.
- **New North/South Arterial Roadway** – The General Plan's Circulation Element includes a new four-lane major arterial linking North Parkside Drive and West Leland Road just east of Golf Club Road.
- **Avila Road Extension** – This improvement would link West Leland Road with Willow Pass Road via an improvement and connection to Avila Road, just south of State Route 4.
- **San Marcos Boulevard Extension** – This improvement would extend San Marcos Road from its current southern terminus southerly to connect with Bailey Road.

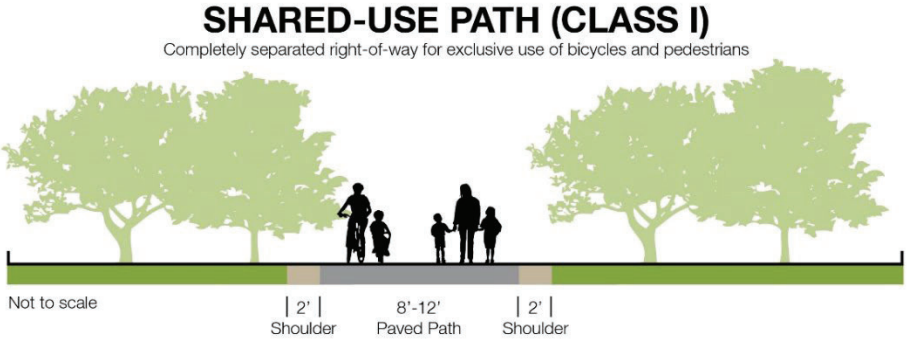
Each of the roadway improvements are proposed as four-lane facilities constructed to major arterial standards. It should be noted that funding has not been identified for any of the potential roadway extensions. Neither environmental documentation nor preliminary design has been initiated for any of the improvements and the timing or feasibility of implementation is currently unknown.

Existing Pedestrian and Bicycle Facilities

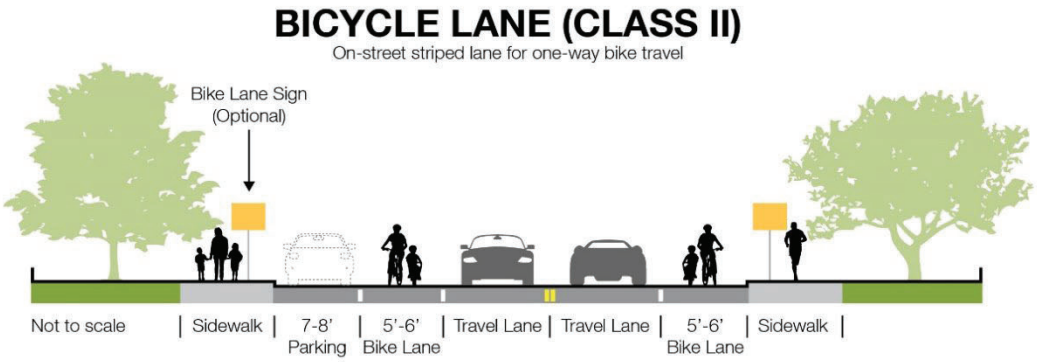
Pedestrian facilities in the study area include sidewalks, crosswalks, pedestrian signals, and multi-use trails. Five- to eight-foot sidewalks are provided along both sides of West Leland Road and Golf Club Road. Crosswalks are provided at signalized intersections. Pedestrian push-button actuated signals are provided at signalized intersections in the study area.

Bicycle facilities in Pittsburg include the following:

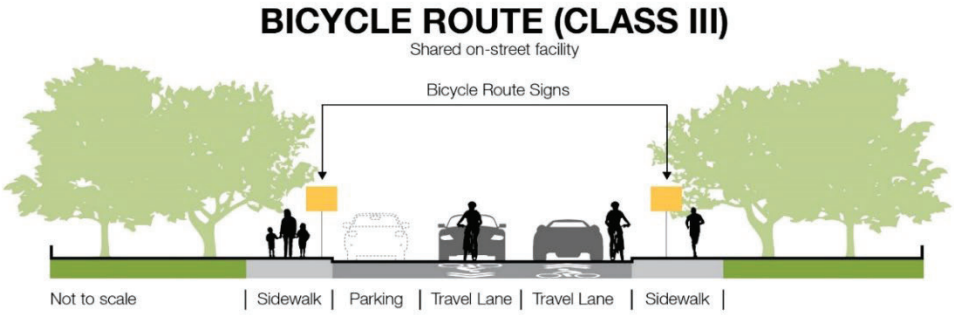
- **Bike paths (Class I)** – Bike paths provide a completely separate right-of-way and are designated for the exclusive use of people riding bicycles and walking with minimal cross-flow traffic. Such paths can be well situated along creeks, canals, and rail lines. Class I bikeways can also offer opportunities not provided by the roadway system by serving as both recreational areas and/or desirable commuter routes.



- **Bike lanes (Class II)** – Bike lanes provide designated street space for bicyclists, typically adjacent to the outer vehicle travel lanes. Bike lanes include special lane markings, pavement legends, and signage. Bike lanes may be enhanced with painted buffers between vehicle lanes and/or parking, and green paint at conflict zones (such as driveways or intersections).



- **Bike routes (Class III)** – Bike routes provide enhanced mixed-traffic conditions for bicyclists through signage, striping, and/or traffic calming treatments, and provide continuity to a bikeway network. Bike routes are typically designated along gaps between bike trails or bike lanes, or along low-volume, low-speed streets. Bicycle boulevards further enhance bike routes by encouraging slow speeds and discouraging non-local vehicle traffic via traffic diverters, chicanes, traffic circles, and/or speed tables. Bicycle boulevards can also feature special wayfinding signage to nearby destinations or other bikeways.



Within the project's vicinity, there are currently Class II bicycle facilities along West Leland Road and Range Road. The City of Pittsburg's Active Transportation Plan (*Pittsburg Moves*, December 2020) calls for the installation of a Class I bicycle facility along the Contra Costa Canal in the study area. These and other existing and proposed bicycle facilities in the study area are displayed on **Figure 3**.

Existing Transit Service

The Eastern Contra Costa Transit Authority (Tri Delta Transit) provides transit service in eastern Contra Costa County, serving the communities of Brentwood, Antioch, Oakley, Concord, Discovery Bay, Bay Point and Pittsburg. The following routes operate in the vicinity of the project site:

- Route 388 – Pittsburg-Bay Point BART/Kaiser Antioch Medical Center (Weekdays only)
- Route 390 – Antioch BART/Pittsburg-Bay Point BART (Weekdays only/commute hours)

Routes 388 and 390 operate along West Leland Road and serve existing bus stops at Golf Club Road. The routes provide connections to other Tri Delta routes at the Pittsburg Transit Center, Pittsburg/Bay Point BART Station, and Antioch BART station. In addition to the regular transit service in the study area, dial-a-ride door-to-door service within Eastern Contra Costa County is provided by Tri Delta Transit for disabled people of all ages and senior citizens.

Bay Area Rapid Transit (BART) provides fixed rail transit in Eastern Contra Costa County. The Antioch-SFO/Millbrae line provides access to two stations located in Pittsburg. The Pittsburg/Bay Point station is approximately two miles west of the project site. The Pittsburg Center station is approximately one and one-half miles northeast of the project site. Weekday service is provided on approximately 15-minute headways and weekend service is provided on approximately 20-minute headways. The Antioch-SFO/Millbrae Line connects to key regional employment centers including Concord, Pleasant Hill, Walnut Creek, Oakland, and San Francisco. Transfers to other lines can be made in Oakland. The existing transit routes and stops in the study area are shown on **Figure 4**.

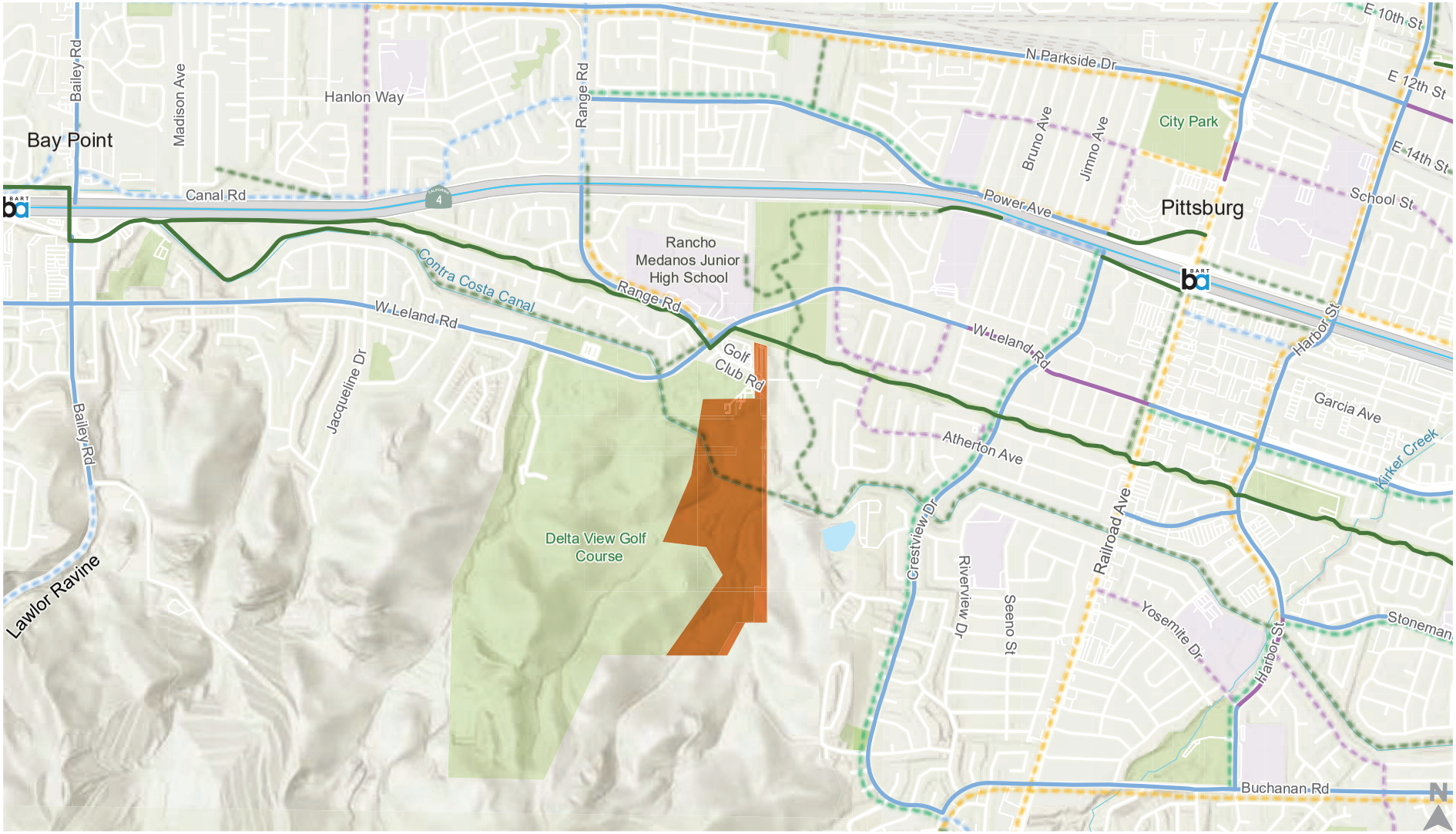


Figure 3

Existing and Planned Bicycle Facilities

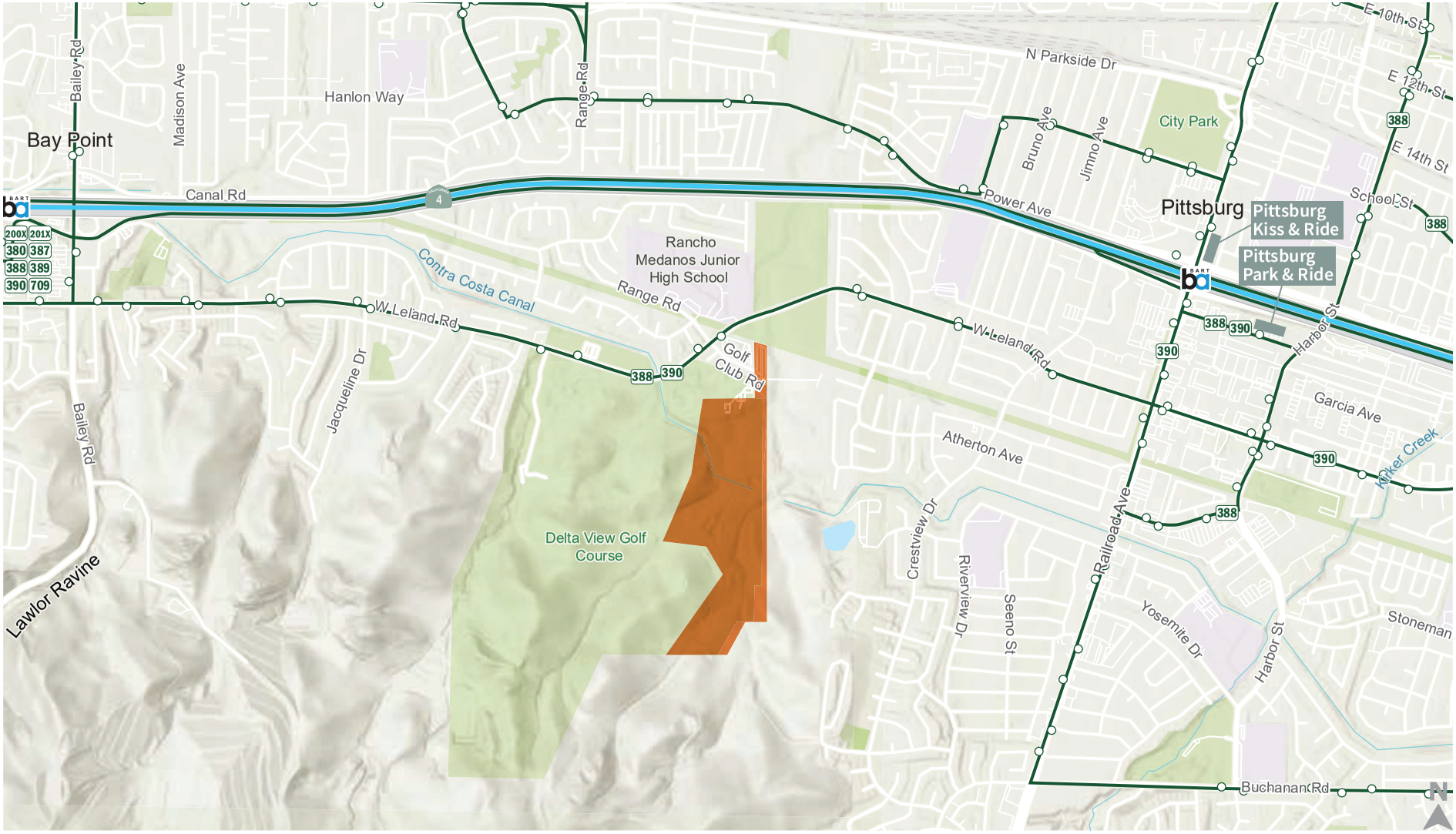


Figure 4

Existing Transit Routes

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4. Multimodal Access and Policy Review

This section describes the assessment of site access and circulation related to all modes of transportation, including pedestrian, bicycle, transit, and vehicular access. The Specific Plan's consistency with the adopted plans, guidelines, policies, and standards summarized in Chapter 2 is also discussed in this section.

Pedestrian Access and Circulation

The project would create a significant impact related to the pedestrian system if any of the following criteria are met:

- Disrupt existing pedestrian facilities; or
- Interfere with planned pedestrian facilities; or
- Create inconsistencies with adopted pedestrian system plans, guidelines, policies, or standards.

Pedestrian access to the site would be provided via the southerly extension of Golf Club Road into the project site. This extension would provide City standard sidewalks along both sides of the roadway. Future internal roadways throughout the Specific Plan area would also provide City standard sidewalks.

Implementation of the Specific Plan would not disrupt existing pedestrian facilities or interfere with planned pedestrian facilities. The project would not create inconsistencies with any adopted pedestrian system plans, guidelines, policies, or standards. Significant adverse impacts related to pedestrian facilities are not anticipated.

Bike Access and Circulation

The project would create a significant impact related to the bicycle system if any of the following criteria are met:

- Disrupt existing bicycle facilities; or
- Interfere with planned bicycle facilities; or
- Create inconsistencies with adopted bicycle system plans, guidelines, policies, or standards.

While the Specific Plan does not propose any designated bicycle facilities (paths, lanes, or routes), bicycles would be permitted on all internal roadways. The project proposes no features that conflict with existing or planned bicycle facilities. The project is not expected to result in increases on local or regional bicycle facilities that would exceed their capacity. Significant adverse project impacts related to bicycle facilities were not identified.

Transit Access

The project would create a significant impact related to transit service if the following criteria are met:

- The project interferes with existing transit facilities or precludes the construction of planned transit facilities.

The project proposes no features which conflict with existing or planned transit services. The project is not expected to result in ridership increases on local or regional transit facilities that would exceed their capacity. Significant adverse project impacts related to transit were not identified.

Vehicular Access

All vehicular access to the project site would be provided by a two-lane southerly extension of Golf Club Road. Figure 2 illustrates the planned internal roadway network throughout the Specific Plan area. This includes a two-lane extension of Golf Club Road to the southern border of the site, terminating in a cul-de-sac. Other roadways/driveways would provide access from Golf Club Road to internal parcels and parking lots.

> ***Transportation Impact 1: Potential Inconsistency with City General Plan Policy 7-P-1.7***: City of Pittsburg 2040 General Plan Update Policy 7-P-1.7 states, "*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 would, in the City's judgement, be infeasible and/or conflict with the achievement if other City goals. Congestion in excess of LOS D may be acceptable in these cases, provided that provisions are made to improve traffic flow and/or promote 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.*" This is considered to be a potentially significant impact.

Mitigation Measure Trans-1: Perform LOS Analysis: As specific land-uses are proposed for development on the site, level of service analysis should be performed in accordance with the City of Pittsburg's *Final Traffic Impact Analysis Guidelines* (May 2023). If violations of the City's General Plan LOS policies are identified, improvement measures shall be developed and proposed to eliminate those violations.

Significance after Mitigation: Less than Significant

Transportation Impact 2: Potential Inconsistencies with City General Plan Policies 7-A-1.d, 7-P-4.2, and 7-A-4.c related to the payment of local and regional transportation impact fees. These General Plan policies state the following:***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-P-4.2: *Use the adopted regional and local Transportation Impact Mitigation Fee (TIMF) ordinances to ensure that all new developments pay a fair share of the cost of transportation improvements or require mitigation for development proposals that are not part of the TIMF program which contribute more than one percent of the volume to an existing roadway or intersections.*

7-A-4.c: *Continue to collect fees, plan, and design for the future construction of the improvements shown in Figure 7-1, including new roadways and roadway extensions, and improvements identified in Table 7-2.*

Mitigation Measure Trans-2: Pay Local and Regional Traffic Impact Fees: As specific land-uses are developed on the site, appropriate local and regional traffic impact fees shall be calculated and paid in accordance with the anticipated level of traffic generation. The two currently applicable traffic impact fees are the Pittsburg Transportation Impact Mitigation Fee (TIMF) and the Pittsburg Regional Transportation Development Impact Fee (PRTDIM).

The details of the Pittsburg Transportation Impact Mitigation Fee are outlined in Chapter 15.90 of the City of Pittsburg's Municipal Code. That chapter states the following – "*In order to implement the goals of the circulation element of the city's general plan and, more specifically, the transportation improvements contained in the capital improvement program, and to mitigate the*

transportation impacts caused by new development in the city, certain public road improvements must be or had to be constructed. The city council has determined that a transportation mitigation fee is needed to finance these public improvements and to pay for new development's fair share of the construction costs of these improvements." The specific transportation improvements to be financed by the fee (and the current fees) are described in the most recent "Pittsburg Local Transportation Mitigation Fee (LTMF) Program Update," adopted by council resolution and on file with the city clerk. Impact fees are due upon issuance of building permits for a specific development. The amount of the fee due is based on the size of the development proposed and the amount of peak hour traffic expected to be generated.

Details regarding the PRTDIM are described in Chapter 15.103 of the City of Pittsburg's Municipal Code. That chapter states the following – "*Projected new development in the city of Pittsburg will further congest the freeways and arterial roadways in the cities of Pittsburg, Antioch, Brentwood, Oakley and the unincorporated eastern portion of Contra Costa County (the "regional area") and place additional demands on the regional transportation system. The city of Pittsburg previously participated in the East Contra Costa Regional Fee and Financing Authority ("ECCRFFA"), a joint powers agency, for the funding and implementation of transportation improvement projects in the regional area. The Pittsburg city council finds that the creation of a Pittsburg regional transportation development impact mitigation fee ("PRTDIM") program is necessary to ensure that new development pays its fair share of the construction costs of the regional transportation improvements identified in the 2010 East Contra Costa Regional Fee Program Update, and any subsequently adopted fee program updates."* The regional impact fees are due prior to the issuance of building permits for a specific development. The amount of the fee due is based on the size of the development proposed and the amount of peak hour traffic expected to be generated.

Significance after Mitigation: Less than Significant

5. Vehicle Miles Traveled Assessment

This section describes the evaluation of the project's potential impacts relative to VMT using the thresholds and criteria described in Section 2. The City of Pittsburg's *Final Traffic Impact Analysis Guidelines* (May 2023) outline the guidelines, thresholds, and criteria used for the assessment of project VMT impacts. The project was not found to satisfy any of the VMT screening criteria outlined in the City of Pittsburg or CCTA guidelines. Thus, a detailed assessment of project VMT is required.

Project generated VMT (daily home based VMT per worker) was calculated using the CCTA's regional travel demand model and compared to the relevant threshold. The version of the CCTA's regional travel demand model used for this analysis was updated to include buildout of the City of Pittsburg's *2040 General Plan Update*. Using the CCTA travel demand model, VMT calculations were prepared for the following scenarios:

- **Baseline No Project:** VMT was calculated using the year 2023.
- **Cumulative No Project:** VMT was calculated using the CCTA Model updated to include buildout of the City of Pittsburg's *2040 General Plan Update*. The *2040 General Plan Update* includes the addition of 3,300 employees with an Employment Center Industrial (ECI) designation in the project's traffic analysis zone (TAZ) 30038.[2]
- **Cumulative Plus Project:** VMT was calculated using the updated CCTA Model with the Project land use added into transportation analysis zone (TAZ) 30038. Within this analysis, the land uses proposed as part the *2040 General Plan Update* are removed and replaced by the Specific Plan.

Cumulative (2040) No Project and Cumulative (2040) with Project scenarios were evaluated. The CCTA model was used to assess weekday daily home-based work VMT per employee for each of the analysis scenarios. The CCTA model assigns all predicted trips within, across, or to/from the nine-county San Francisco Bay Area region onto the roadway network and the transit system by mode (single-driver and carpool vehicle, biking, walking, or transit) and transit carrier (bus, rail) for a particular scenario.

[2] The CCTA Model area is divided into geographic sub-areas called TAZs. TAZs are used in the CCTA Model to connect the land uses to the roadway network. Each TAZ includes land use information for that geographic sub-area within the model. The Project is located in TAZ 30038.

CCTA Model Project Land Use Changes

The VMT analysis uses the latest CCTA Model land use and network input files. Model land use files for the Cumulative (2040) scenario were updated based on the project description. **Table 1** summarizes the land use changes made within the project's traffic analysis zone (TAZ) in the CCTA travel demand model as part of the project assessment.

Table 1: TAZ Employment Land Use Assumptions – CCTA Model

Scenario	TAZ	Manufacturing Employees	Office Employees
Baseline (2023)	30038	0	15
Cumulative no Project (2040)		3,294	16
Cumulative with Project (2040)		1,266	316

Source: Fehr & Peers, CCTA travel demand model, 2024.

VMT Analysis Results

Using the land use changes described above, the updated CCTA travel demand model was used to estimate average daily vehicle miles of travel for the project. Per the City's Guidelines, weekday daily home-based work VMT per worker was assessed. The weekday daily average home-based work VMT per employee for the project as compared to the relevant significance threshold (85 percent of the baseline countywide average) are presented in **Table 2**.

Table 2: Cumulative VMT Analysis Summary – Home-Work VMT

Scenario	85% of Countywide Average	Project TAZ Home-Work VMT per Employee	Change from Threshold
Baseline (2023)	12.8	15.1	+2.3 (+18%)
Cumulative no Project (2040)	12.9	12.3	-0.6 (-4.7%)
Cumulative with Project (2040)	12.9	13.1	+0.2(+1.6%)

Source: Fehr & Peers, CCTA travel demand model, 2024.

As presented in Table 2, in the Cumulative with Project scenario, the project's daily home-work VMT per employee is forecast to be 13.1. This is 1.6 percent above the relevant standard of significance which is 85 percent of the countywide average (12.9 daily home-work VMT per employee).

Table 3 presents the results of the analysis of the project's effect on total VMT per service population (employees plus residents) as measured on a countywide basis. Implementation of the proposed project is not expected to have a material effect on the total countywide VMT per service population.

Table 3: Cumulative VMT Analysis Summary – Project Effect on VMT

Scenario	Threshold (County-wide VMT per Service Population)	Project Effect on VMT (Total Countywide VMT per Service Population)	Change from Threshold
Cumulative no Project (2040)	16.1	16.1	+0.0 (+0%)
Cumulative with Project (2040)	16.1	16.1	+0.0 (+0%)

Source: Fehr & Peers, CCTA travel demand model, 2024.

Based on the established significance threshold for VMT, the project is expected to result in a significant adverse impact relative to VMT. As presented in Table 2, in the Cumulative with Project scenario, the project's daily home-work VMT per employee is forecast to be 13.1. This is 1.6 percent above the relevant standard of significance which is 85 percent of the countywide average (12.9 daily home-work VMT per employee).

Transportation Impact 3: Home-based Work Project VMT per Worker: The results of the VMT analysis indicate the project would have a home-based VMT per worker greater than 85 percent of the countywide average. This is considered to be a significant adverse impact.

Mitigation Measure Trans-3: Prepare and Implement Travel Demand Management Plan (TDM Plan): To mitigate the identified impact, Travel Demand Management Plan(s) shall be prepared and implemented for future phases of Specific Plan implementation. The TDM Plan shall identify trip reduction strategies as well as mechanisms for funding and overseeing the delivery of trip reduction programs and strategies.

Operational TDM strategies provide ongoing incentives and support for the use of non-auto transportation modes. TDM strategies are most effective for people that commute to and from a site on a regular basis, especially during weekday peak commute periods when transit service peaks and runs most frequently. Thus, the recommended strategies are generally targeted at site employees to reduce single-occupancy vehicular travel. Trip reduction strategies applicable to the proposed project may include, but are not limited to, the following:

a. Implement Alternative Work Schedules
b. Provide New Hire Packets on Transportation Options
c. Implement Subsidized or Discounted Transit Program

d. Provide Carpooling Programs
e. Implement Car-Sharing Program
f. Provide a Transit Riders Guide
g. Provide an Online TDM Information Center
h. Implement Commute Trip Reduction Marketing
i. Increase Bicycle and Pedestrian Facilities/Amenities
j. Free Trial Rides on Transit Services

Significance after Mitigation: Less than Significant – Based on the available evidence the implementation of a robust TDM program, with enforcement and monitoring, is expected to result in a decrease in daily home-work VMT per employee of 1.6 percent or greater. This level of reduction is necessary to lower the expected daily home-work VMT per employee to a degree sufficient to bring it below the relevant standard of significance.

6. Hazards and Emergency Vehicle Access

Hazards

The project would have a significant adverse impact related to transportation safety if it were to result in the following:

- Substantially increase hazards due to geometric design features (e.g., sharp curves or dangerous intersections) or incompatible uses.

The Specific Plan proposes no features (sharp curves or dangerous intersections) that would substantially increase hazards. The Specific Plan proposes no use that would result in incompatible transportation conditions (e.g., farm equipment, etc.). Significant adverse impacts related to hazards were not identified.

Emergency Vehicle Access

Several factors determine whether a project has sufficient access for emergency vehicles, including the following:

1. Number of access points (both public and emergency access only)
2. Width of access points
3. Width of internal roadways

Emergency vehicle access would be provided via three connections to West Leland Avenue, as illustrated in Figure 2. Primary access would be provided via the southerly extension of Golf Club Road into the project site. Two emergency vehicle-only roadways would be provided, one on the north side of the Contra Costa Canal and one on the south side.