PITTSBURG TECHNOLOGY PARK SPECIFIC PLAN

July 2024

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CHAPTER 1: INTRODUCTION

1.1 OVERVIEW AND CONCEPT

The purpose of the Pittsburg Technology Park Specific Plan (Specific Plan) is to provide policy and implementation actions for the development of an employment area on a portion of the former municipal Delta View Golf Course.

The Specific Plan is based on a concept for development of the area in three phases. Phase I is the development of a data center north of the Contra Costa Canal. Phases II and III cover land south of the canal and allow for the further development of the plan area as a dynamic employment hub and light industrial uses.

The Specific Plan provides a roadmap and multidisciplinary guiding principles for use in planning-related endeavors. This document incorporates a vision and goals for the area and sets development standards and guidelines for land use, site and building, public right-of-way, circulation, and mobility. Per California Government Code (Title 7, Division 1, Chapter 3, Article 8, Sections 65450 et seq.) the Specific Plan acts as a regulatory document adopted by ordinance.

1.2 PLAN AREA DESCRIPTION

This Specific Plan envisions redevelopment of the eastern half of the former municipal Delta View Golf Course, which is closed and currently vacant. The existing property is located in the City of Pittsburg (referred to throughout document as “City”) within Contra Costa County, CA.

The Plan Area is bisected by the Contra Costa Canal, which is maintained by the Contra Costa Water District (See Figure 1: Plan Area) and is composed of two major project areas divided by the canal. The area north of the canal is 22.05 acres. The area south of the canal is 54.33 acres. The Plan Area does not include adjacent, deed-restricted land owned by Pittsburg Data Hub, LLC.

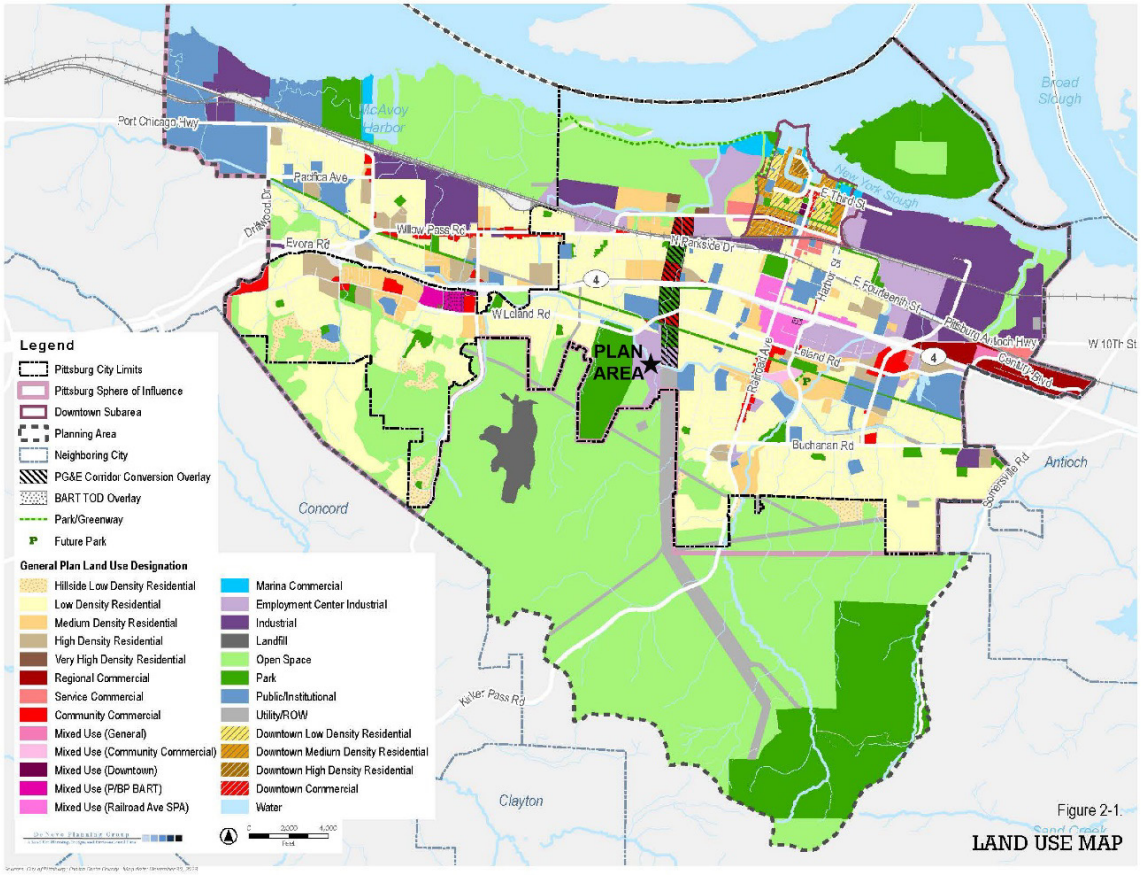
FIGURE 1: PLAN AREA

Plan Area

Pittsburg Technology Park Specific Plan

The City of Pittsburg's *2040 General Plan* was adopted by the Pittsburg City Council on May 6, 2024, under Resolution No. 24-14464. According to Figure 2-1 in the *2040 General Plan* (Land Use Map), the land use designation for the Plan Area is "Employment Center Industrial." Land use designations north of the Plan Area are a combination of "Low Density Residential" and "Public/Institutional." Land use designations west of the Plan Area are "Park," east of the Plan Area are "Utility/ROW," and south of the Plan Area is vacant land outside the city limits under the jurisdiction of Contra Costa County.

FIGURE 2: 2040 GENERAL PLAN LAND USE MAP



To achieve internal consistency between the *2040 General Plan* adopted on May 6, 2024, and the City's Zoning Ordinance, the City must adopt Zoning Map Amendments, as required by Government Code 65860. One of the Zoning Map Amendments will rezone the Plan Area from "Open Space (OS)" Zoning District to "Limited Industrial with Limited Overlay (IL-O)" Zoning District to allow for employment-generating and light manufacturing uses with specific development regulations.

Zoning for properties surrounding the Plan Area is a combination of "Single Family Residential – 6,000 square foot minimum lot size (RS-6)," "Governmental and Quasipublic (GQ)," "Planned Development, Ordinance No. 92-1044 (PD-1044)," and "Open Space (OS)" Districts.

1.3 Relationship to other City Plans

The Specific Plan serves as an extension of the Pittsburg *2040 General Plan* and can be used as both a policy and regulatory document. The Specific Plan was analyzed to ensure it is consistent with all elements of the *2040 General Plan*. Appendix A details the connection between the Specific Plan and goals and policies from the *2040 General Plan* and *Sustainability Plan*.

1.4 Specific Plan Goals

To ensure the functionality, economic sustainability, appealing aesthetics, and community enhancement of the Specific Plan, the following goals have been established:

1. Develop a comprehensive Specific Plan for the Plan Area that provides for technology park uses while incorporating essential infrastructure facilities.
2. Foster economic and employment opportunities within the community by expanding the variety of industrial, office, and technology park uses.
3. Enable the construction of industrial or office buildings that will be attractively incorporated into the landscape, while minimizing impacts to the surrounding natural environment and sensitive resources.
4. Identify and facilitate the installation and ongoing maintenance of water, sewer, drainage, and road infrastructure in connection with development projects in the Plan Area.
5. Establish guidelines and standards for building and site development aesthetics that create a distinctive and cohesive identity for the Plan Area.

1.5 Specific Plan Authority

A specific plan is a regulatory tool that local governments use to implement their general plan and to guide development in a specified area. While the general plan is the primary guide for growth and development in a community, a specific plan can focus on the unique characteristics of a special area by customizing the planning process and land use regulations for that area.

By law, specific plans are intended to implement a city or county's general plan through the development of policies, programs, and regulations that provide an intermediate level of detail between the general plan and individual development projects. As vehicles for the implementation of the goals and policies of a city's general plan, State law stipulates that specific plans can be adopted or amended only if they are consistent with the jurisdiction's adopted general plan.

The Specific Plan is enacted under Sections 65450 through 65457 of the California Government Code, which authorizes local governments with certified general plans to prepare and adopt specific plans. The Specific Plan is adopted by the City Council by ordinance and thereby establishes the zoning regulations for land use and development within the Plan Area.

The Specific Plan guides land use and development decision-making processes for the Plan Area. The Specific Plan does not replace or augment building safety codes or other non-planning-related codes. All applications for new construction, substantial modification to existing buildings, and changes in land use within the Plan Area shall be reviewed for conformance with this Specific Plan.

CHAPTER 2: EXISTING CONDITIONS

2.1 OVERVIEW

This chapter documents the existing conditions in the Plan Area prior to the adoption of the Specific Plan, including demographics, community and natural resources, land use, transportation and circulation standards, and utilities and infrastructure.

2.2 DEMOGRAPHICS

The City of Pittsburg has over 76,000 residents. The population of Pittsburg is ethnically diverse with 42% of the population identifying as Hispanic or Latino, and the largest racial populations identifying as 24% White, 23% Asian, and 20% Black or African American, according to the 2020 Decennial Census. The employment rate is 59.3% and approximately 8.8% of the population lives in poverty, according to the 2022 American Community Survey 1-Year Estimates.

2.3 COMMUNITY AND NATURAL RESOURCES

The Plan Area is approximately 76.38 acres, including areas formerly developed as the Delta View Golf Club that were owned and managed by the City, as well as undeveloped grassland hill slopes to the south and southeast (see Figure 1: Plan Area). The Plan Area is located along the southern edge of the City and consists of rolling hills along the lower slopes of the eastern Los Medanos Hills.

The property just west of the Plan Area consists of other portions of the former golf course as well as the City of Pittsburg's Stoneman Park, while lands to the south are owned by the Keller Canyon Landfill Company, and lands to the southeast are owned by Pacific Gas and Electric.

The land is vacant, and a majority of the site is undeveloped. There are some dilapidated former golf cart paths, existing structures, and a run-down parking lot from the previous Delta View Golf Course. The Contra Costa Canal crosses from the northwest to the southeast through the Plan Area. A bridge covers a portion of the canal. Elevations within the Plan Area range from approximately 68 feet to 290 feet above sea level, trending upward in elevation from the northeast to the southwest and the existing topography generally drains from the south to the north of the site (elevations ranging from 253 to 72). 3.2% of the land in the Plan Area is impervious.

2.4 LAND USE

The Plan Area is designated as Employment Center Industrial per the *2040 General Plan* Land Use Map, shown in Figure 2.

To achieve internal consistency between the *2040 General Plan* adopted on May 6, 2024, and the City's Zoning Ordinance, the City must adopt Zoning Map Amendments, as required by Government Code 65860. One of the Zoning Map Amendments will rezone the Plan Area from "Open Space (OS)" Zoning District to "Limited Industrial with Limited Overlay (IL-O)" Zoning District to allow for employment-generating and light manufacturing uses with specific development regulations.

Land uses north of the Plan Area are primarily designated as “Low Density Residential” in addition to parcels within ½ mile of the Plan Area that are designated “Public/Institutional” where Rancho Medanos Junior High School and Los Medanos Elementary School are located. The neighborhoods north of the Plan Area are mostly built on a gridded street network but are bound by State Route 4 (SR 4) and railroad tracks that limit connectivity. As a result, only a few roadways provide continuous connections. Land uses west of the Plan Area are primarily designated “Low Density Residential” and “Park”. This area is primarily served by West Leland Road and neighbors the Bay Point community which is located within unincorporated Contra Costa County. Land uses east of and neighboring the Plan Area are designated “Vacant/Utility/ROW,” which are utilized by powerlines that interrupt and limit connectivity. The land use designations east of the powerlines are mostly “Low Density Residential” and “Institutional” until Railroad Avenue, which is mostly designated as “Community Commercial.” The land use designations south of the Plan Area are primarily “Open Space” and unincorporated Contra Costa County.

2.5 Existing Transportation and Circulation Standards

The Plan Area is accessible by way of vehicular travel. The north side of the Plan Area is accessible via Golf Club Road, a Local Street. The west side of the Plan Area is accessible via John Henry Johnson Parkway, a Local Street.

The north side of the Plan Area is less than 1,000 feet away from the Delta De Anza Regional Trail, a multi-use hiking, bicycling, and equestrian trail, which can be accessed at Golf Club Road.

The City of Pittsburg is serviced by local and regional transit services provided by Tri-Delta, Bay Area Rapid Transit (BART), and County Connection. The Plan Area is accessible through Routes 388 and 390 and is served by bus stops at the intersection of Leland Road and Golf Club Road serviced by Tri-Delta Transit. The Plan Area also has access to the regional transit services provided by BART through the Yellow Line served by the Pittsburg Center station, which is approximately a mile away. Lastly, the Plan Area has access to the regional transit services provided by County Connection through the Express Route 93X bus route served by two bus stops at the intersection of Kirker Pass Road and Castlewood Drive, which is approximately a mile and a half away.

2.6 Existing Utilities and Infrastructure

See Chapter 7 for descriptions of existing utilities and infrastructure.

CHAPTER 3: LAND USE, ZONING, AND DEVELOPMENT STANDARDS

3.1 OVERVIEW

This chapter includes permitted land uses in the Plan Area. These uses are aligned with the "Employment Center Industrial" land use designation for the Plan Area in the City's *2040 General Plan*. These uses are also aligned with the overall goals of the Specific Plan in Chapter 1 and Goal 2-4 of the *2040 General Pla*n detailed in Appendix A.

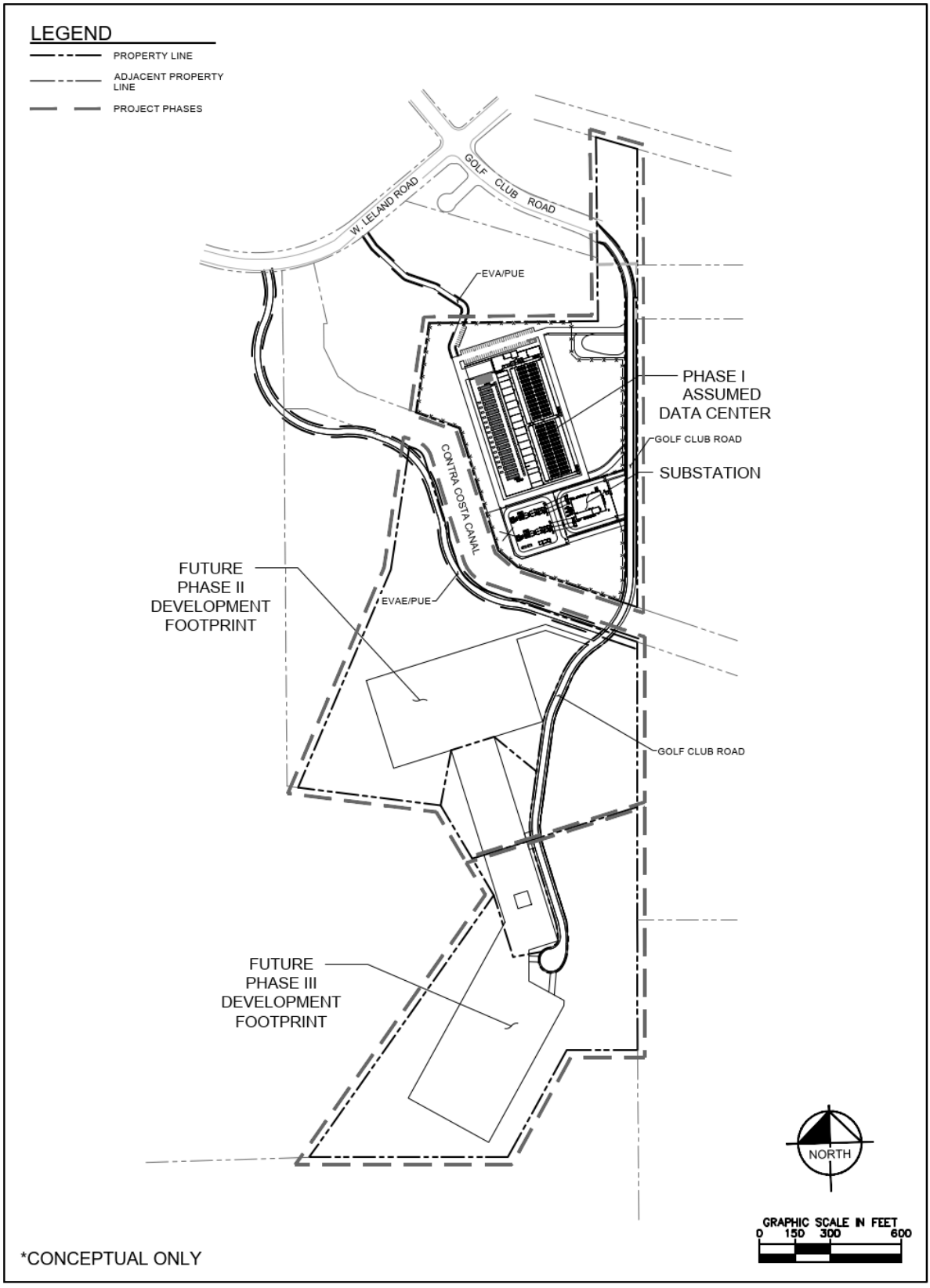
This chapter also provides design review guidelines and standards for development in the Plan Area to establish a high-quality design and character that is thoughtfully integrated into the natural topography of the surrounding area. These guidelines include direction on site design, building form, materials, color, and landscaping to meet the intent of the Specific Plan while providing flexibility for constructability. There are instances where the term "shall" is used throughout this chapter to denote a design standard that is required. Additionally, the EIR connected to this Specific Plan includes mitigation measures that act as supplementary standards for certain uses. The Zoning Administrator shall be responsible for administering the provisions of the Specific Plan and shall have authority to review and approve development projects that have been determined to be consistent with the objectives and provisions of the Specific Plan.

3.2 LAND USE

The Plan Area is designated as "Employment Industrial Center (ECI)" in the *2040 General Plan.* This land use designation is described in the *2040 General Plan* as "fostering vibrant, diverse, and dynamic employment hubs that accommodate technology, advanced manufacturing, logistics, and other sectors that generate substantial employment opportunities; uses may include administrative, financial, business, professional, medical and public offices, business incubators, research and development, custom and light manufacturing, limited assembly, warehousing and distribution, data centers, technology and innovation, energy, hospitals and large-scale medical facilities, services, light and heavy automobile services, and supporting commercial uses".

The Specific Plan is based on a concept for development of the Plan Area in three phases. The Site Plan Concept is shown in Figure 3. Phase I is the development of a data center north of the Contra Costa Canal. Phases II and III, south of the canal, allow for the development of a wide range of employment-generating commercial or industrial uses based on market conditions. The Site Plan Concept illustrates the estimated development footprint for each phase, and the circulation within the Plan Area that is described in Chapter 6.

FIGURE 3: SITE PLAN CONCEPT



3.3 PERMITTED LAND USES

The permitted land uses in the Plan Area are based on the "Employment Center Industrial (ECI)" land use designation. The permitted uses identified in the table below are subject to the development standards and design guidelines identified in this chapter, and land use entitlement procedures and actions outlined in Chapter 8.

Use Classifications	**Definitions**
Administrative, Business, and Professional Offices	Establishment engaged in the provision of executive, management, administrative, consulting, or professional services, such as architectural, design, engineering, real estate, information technology and technology support, insurance, investment, legal, secretarial, accounting, graphic arts, typesetting, desktop publishing, advertising, marketing, title insurance, bail bonds, travel, entertainment, collection, or personnel agency. This classification includes health program administration or management offices and workspaces created for business incubators/incubation.
Data Center	A facility providing for the storage of networked computer servers and related hardware equipment typically used by organizations for the remote storage, processing, or distribution of large amounts of data.
Energy	A facility primarily comprised of mechanical and electrical spaces that will house energy production, energy conversion, and energy distribution equipment.
Financial Offices	Financial institution, including credit union office or check cashing service, that provides retail banking services to individuals and businesses. This classification includes only those institutions engaged in the on-site circulation of cash money.
Government/Public Offices	Administrative, clerical, or public contact office of a federal, state or local government agency, including postal facilities, together with incidental storage and maintenance of vehicles.
Medical Offices and Medical Testing	Offices of state-licensed firms or organizations that provide human physical and psychological health services and resources, such as physicians, dentists, chiropractors, physical therapists, psychiatrists, psychologists, counseling and family planning services, optometrists, or acupuncturists. This classification includes only those facilities intended for outpatient medical services, and may include medical/dental laboratory incidental to the office use.

Use Classifications	Definitions
Research and Development Services and Production	Research and Development Services establishments are primarily engaged in industrial or scientific research, including limited product testing. This classification includes electronic research firm or pharmaceutical research laboratory. Research and Development Productions establishments are primarily engaged in the research, development, testing, and controlled production and wholesale of high-technology electronic, industrial, or scientific products or commodities within an enclosed building, but does not include uses that may be objectionable by reason of production of offensive odor, dust, noise, vibration, or storage of hazardous materials. Uses include biotechnology, film, and nontoxic electronic and computer component manufacturers.
Manufacturing (Custom and Limited)	An industrial activity involving the making of goods or products by manual labor or machine process, including incidental and related processing, storage, wholesaling and distribution. **Limited.** Establishment engaged in the fabrication, assembly, processing, treatment, or packaging of finished parts or products from previously prepared materials within an enclosed building, excluding food and drug processing. **Custom.** Establishment primarily engaged in on-site production of goods by hand manufacturing involving the use of hand tools and small-scale equipment. This classification may include the incidental direct sale to consumers of only those products produced on-site. Typical uses include ceramic studio, candle-making, boatwright, custom jewelry manufacture, ornamental iron works, cabinet shop, or stained/leaded glass studio.
Warehouse and Distribution (Interior and Exterior Storage)	Establishment engaged in the wholesale, distribution and warehousing of goods. Uses in this category provide storage space for bulk quantities of commercial goods, or sell or arrange the sale of goods from suppliers to other wholesalers or retailers. Establishments under this classification may sort, package and label products for distribution, but do not display merchandise or accommodate walk-in retail customers. **With Interior Storage.** Storage and handling of goods and equipment is entirely within an enclosed building. **With Exterior Storage.** Storage and handling of goods and equipment is entirely or partially outdoors, even if screened from public view. This classification does not include junk or vehicle dismantling yard, or disposal facility.

3.4 SITE DESIGN

The Plan Area is approximately 76.38 acres and is bisected by the Contra Costa Canal into two major project areas as depicted in Figure 3: Site Plan Concept. The approximately 22.05-acre area north of the canal is named Phase I and includes future development of a data center and corresponding Pacific Gas & Electric (PG&E) and/or Pittsburg Power Company (PCC) substation. The approximately 54.33-acre area south of the canal is designated for future Phases II and III and designed to accommodate the permitted uses listed in section 3.3.

Carefully planned site design is an important element of all development projects. Site design should help ensure well-functioning and safe circulation around the site and establish aesthetically pleasing developments. Controlled truck site ingress and egress and services areas located at the rear of buildings or screening from public view should be considered. Additionally, articulated building façades and integrated landscape treatments should also be considered.

3.5 DEVELOPMENT STANDARDS

The following development standards apply to all development projects within the Plan Area.

Property Development Regulations	Feet
Minimum lot area (sq. ft.)	5,000
Minimum lot width	70
Minimum yards	–
Minimum Front Setback	10
Minimum Side Setback	10
Minimum Side Setback (adjacent to an R or residential PD district)	10
Minimum Corner side Setback	10
Minimum Rear Setback	10
Minimum Rear Setback (adjacent to an R or residential PD district)	10
Maximum front yard (ft.)	–
Maximum height* of structure(s)	99
Minimum height of structure(s)	–
Maximum lot coverage	60%
Maximum FAR**	0.5
Minimum site landscaping	7%

* Height shall be calculated from the proposed finished grade to top of roof membrane. This excludes screening and architectural facades, i.e., parapet.

** Facilities owned and operated by a public utility shall not be included in FAR calculation

Estimated Development Capacity

	Size (AC)	Development Capacity (Sq. Ft.)
Phase I	22.05	347,740
Phase II	29.29	368,551
Phase III	25.04	392,567
Total	76.38	1,108,858

CHAPTER 4: DESIGN GUIDELINES

4.1 BUILDING FORM/MASSING

The shape, size, proportions, and articulation of buildings contribute to the character of the Plan Area. Designing appropriate attributes for these elements will help buildings blend into the natural character of the Plan Area and minimize the buildings' perceived size.

Appropriate attributes for a building's design elements that are visible from a public viewing area should include:

- Articulated building facades as well as varying colors and materials to reduce the visual bulk of the building.
- Accentuated entrances through projected or recessed massing or features such as an overhang.
- Variation in roof lines or parapet heights. Note: Height shall be calculated from the proposed finished grade to top of roof membrane.
- Architectural accents such as cornices, trim around windows, grooves in walls, and accent bands can be used to create visual variation along building facades.

4.2 MATERIALS, COLORS AND TEXTURES

Building materials, colors and textures should be used to add visual interest to buildings while blending with the natural character of the Plan Area.

Building materials and color applications include the following:

- Exterior building materials should include one or more of the following: smooth concrete, textured concrete, masonry block with textured or sandblasted finishes, glass and curtainwall glazing systems, natural and/or manufactured stone, or limited metal panel systems.
- Primary exterior building colors are encouraged to be light and warm tones. Darker and more intense colors should be utilized for accents and to accentuate entrances.
- Materials changes should occur at intersecting planes, preferably at the corners of wall plane changes or where architectural elements intersect. Material changes can also occur elsewhere within wall planes.
- Materials or color applications should terminate at a logical point in relation to architectural features or massing.
- Multiple buildings in a development should have complementary materials and color palettes.
- Should creating defensible space per section 3.6.5 of this Specific Plan prove challenging to achieve, then structures must be constructed using fire-resistant materials.

4.3 Functional Elements

Security fencing of 8-feet in height or higher may be installed at the perimeter of the property line of each development project.

Where incorporated in landscape design, walls and fences should be designed to complement building materials and colors where feasible.

Guard stations are permitted at the entrances to private drives.

4.4 Buffering and Screening

Rooftop, ground equipment, and truck docks shall be screened from the view of adjacent residential districts. Screening materials shall be consistent with building facades and may include fencing landscaping.

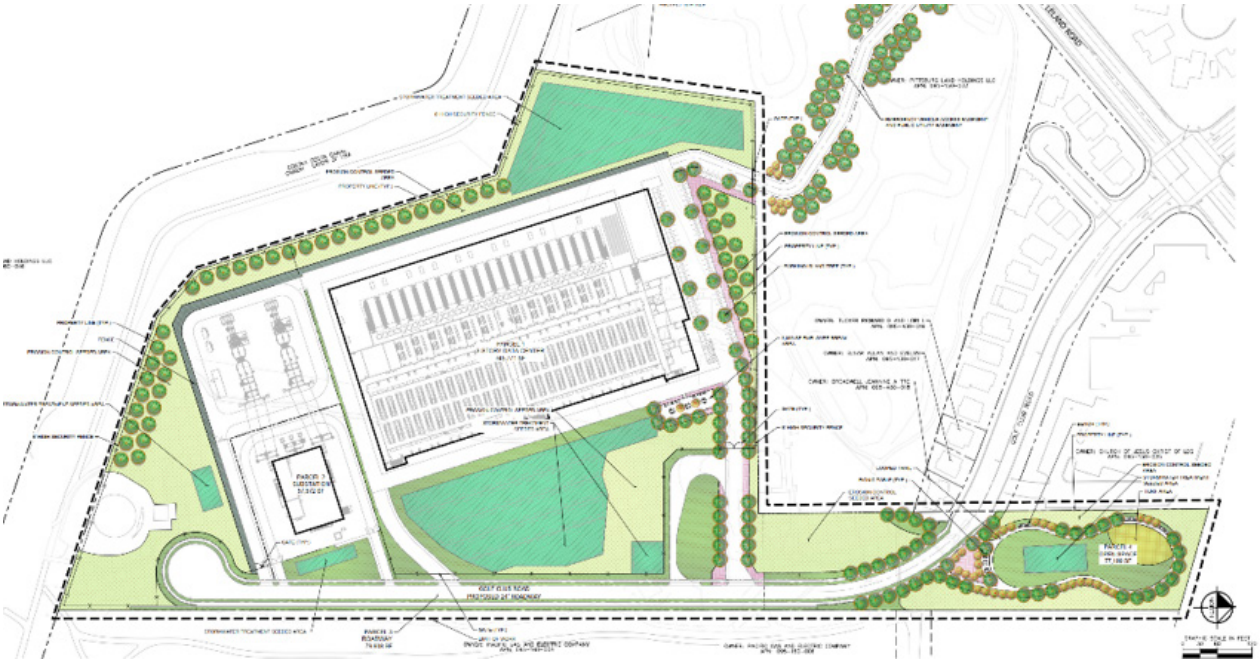
4.5 Landscape Design

Landscaping is a required component of each development project. Landscape design is intended to enhance site development and cultivate a vibrant and inviting environment that includes green spaces for passive use. Specifically, landscape design should:

- Be used to soften the appearance of buildings and provide a buffer with open areas and the roadway.
- Blend with the natural environment.
- Include planting selection that follow City requirements and consist of predominantly drought-tolerant plants (reference City of Pittsburg Master Plant List).
- Be integrated into storm water management including any required onsite detention.
- Include ground cover that is designed to have 100 percent coverage within one year.

The landscape concept design for Phase I is shown in Figure 5 to provide further guidance on the landscape design for all phases of the Plan Area.

FIGURE 4: PHASE I LANDSCAPE CONCEPT DESIGN



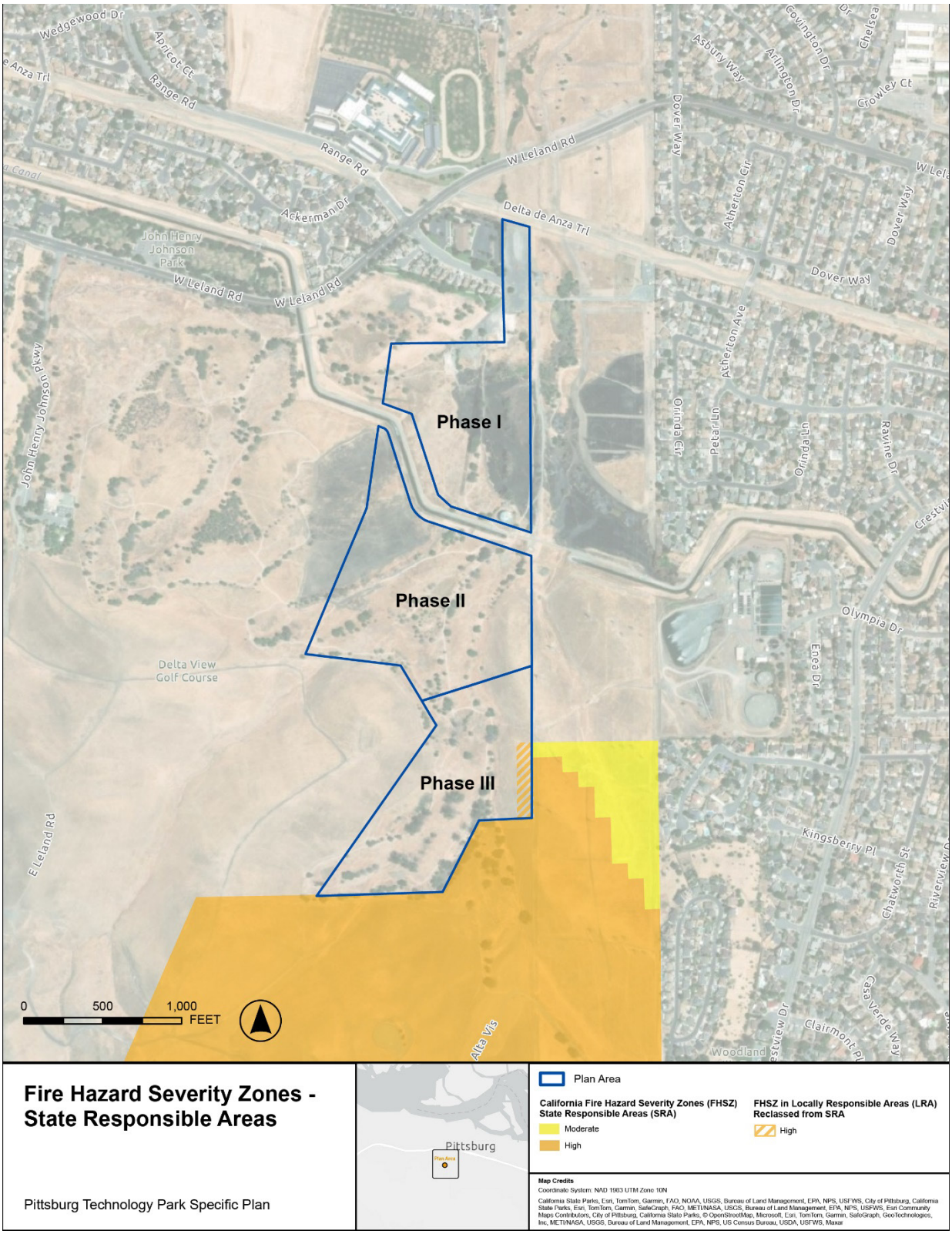
4.6 Fire Prevention

Fire prevention is a key element of the landscape design and the continued maintenance of the Plan Area. Future development and its landscaping shall be designed, installed, and maintained in accordance with Chapter 15.20 of Pittsburg Municipal Code (PMC), an amended version of the 2022 California Fire Code (CFC).

Phase I of the Plan Area lies within a wildland urban interface (WUI) zone. This is the zone of transition between unoccupied land and human development. Furthermore, the southern and eastern corner of Phase III is within a Local Responsibility Area (LRA) and is classified as a High Fire Hazard Severity Zone (FHSZ), see Figure 4. Additional measures including maintaining defensible space zones, landscaping using native, fire-resistant plants and fire-resistant materials, abating weeds, and, where feasible, harden structures and infrastructure against fires, are required for these areas and are specified in the CFC. Should the designated defensible space distances prove challenging to achieve, then structures within this zone must be constructed using fire-resistant materials and practices to mitigate potential fire risks.

Future development may be mandated to incorporate additional fire safety measures, such as fire-resistant roof construction, secure attachments, and other precautions, as part of the project's review by the Contra Costa County Fire Protection District during future discretionary development applications and Building Permit review processes to ensure adherence to these code provisions.

FIGURE 5: FIRE HAZARD SEVERITY ZONE



4.7 SIGNS

Signage in the Plan Area shall be subject to Sign Regulations in PMC Title 19. The purpose of PMC Title 19 is to provide standards to promote and protect life, health, property and the public welfare by controlling the design, colors, quality of materials, construction, size, location, placement and maintenance of signs and sign structures.

4.8 LIGHTING

Lighting in the Plan Area shall be designed to minimize impacts resulting from new sources of light and glare. The following lighting guidelines shall be incorporated in future development projects in the Plan Area:

- **Maintain Dark Sky:** Using fixtures that comply with dark sky principles and minimizing light pollution by preserving natural night sky will help maintain dark sky conditions. Best practices that help in maintaining dark sky and reducing glare include but is not limited to usage of:
    - Lower lumen output luminaires and lower illuminance;
    - Luminaires that spread luminance or brightness over an appropriate area;
    - Luminaires with less optical punch and less sharp cutoff in candlepower and
    - Luminaires delivering warmer color light (usually lower than 4000K, and often below 3000K CCT) (US Department of Energy 2013).
- **Downward directed/shielded lighting:** All lighting used in the Plan Area is required to be directed and/or shielded to prevent the light from adversely affecting adjacent properties, and no structures or features that create adverse glare effects are permitted.
- **Maximum luminaire height**: The maximum permitted height of luminaires shall not exceed a height of 14 feet when there is no cutoff involved. If a ninety degree or greater cutoff is enacted, the maximum height shall not exceed that of 24 feet. Anything less than ninety degrees of cutoff, the maximum height of luminaire shall be 30 feet.
- **Nighttime lighting**: All parking facilities developed shall be provided with nighttime security lighting and designed to confine emitted light to the parking areas per PMC 18.78.050(F).
- **Incorporating Motion Sensors and Emergency Lighting**: Incorporation of motion sensors or smart lighting in rest areas or areas that have more infrequent usage to optimize energy efficiency. Inclusion of emergency lighting at key points such as areas with potential hazards.

CHAPTER 5: NATURAL AND BIOLOGICAL RESOURCES

5.1 OVERVIEW

The Plan Area is approximately 76.38 acres, including areas formerly developed as the Delta View Golf Club, as well as undeveloped grassland hill slopes to the south and southeast. The Plan Area is located along the southern edge of the City of Pittsburg, California. The Plan Area consists of rolling hills along the lower slopes of the eastern Los Medanos Hills, overlooking the City of Pittsburg. Elevations within the Plan Area range from approximately 68 feet to 290 feet above sea level, trending upward in elevation from the northeast to the southwest.

The Plan Area is dominated by silt and clay soils that support annual grassland in undeveloped areas, though extensive areas have been partially leveled and native soils have been replaced by soils suited for golf course landscaping. The fine-textured soils within natural and excavated concave areas support seasonal wetlands. Natural swales and stream courses also run along the east edge of the Plan Area south of the canal, and two artificial ponds have been developed. Some of these ponds were developed entirely within uplands, while others are impoundments of natural drainages. The remnant intact drainages that flow through the Plan Area support a few riparian tree species, but these are widely scattered and include many non-native trees, and do not form contiguous riparian habitat.

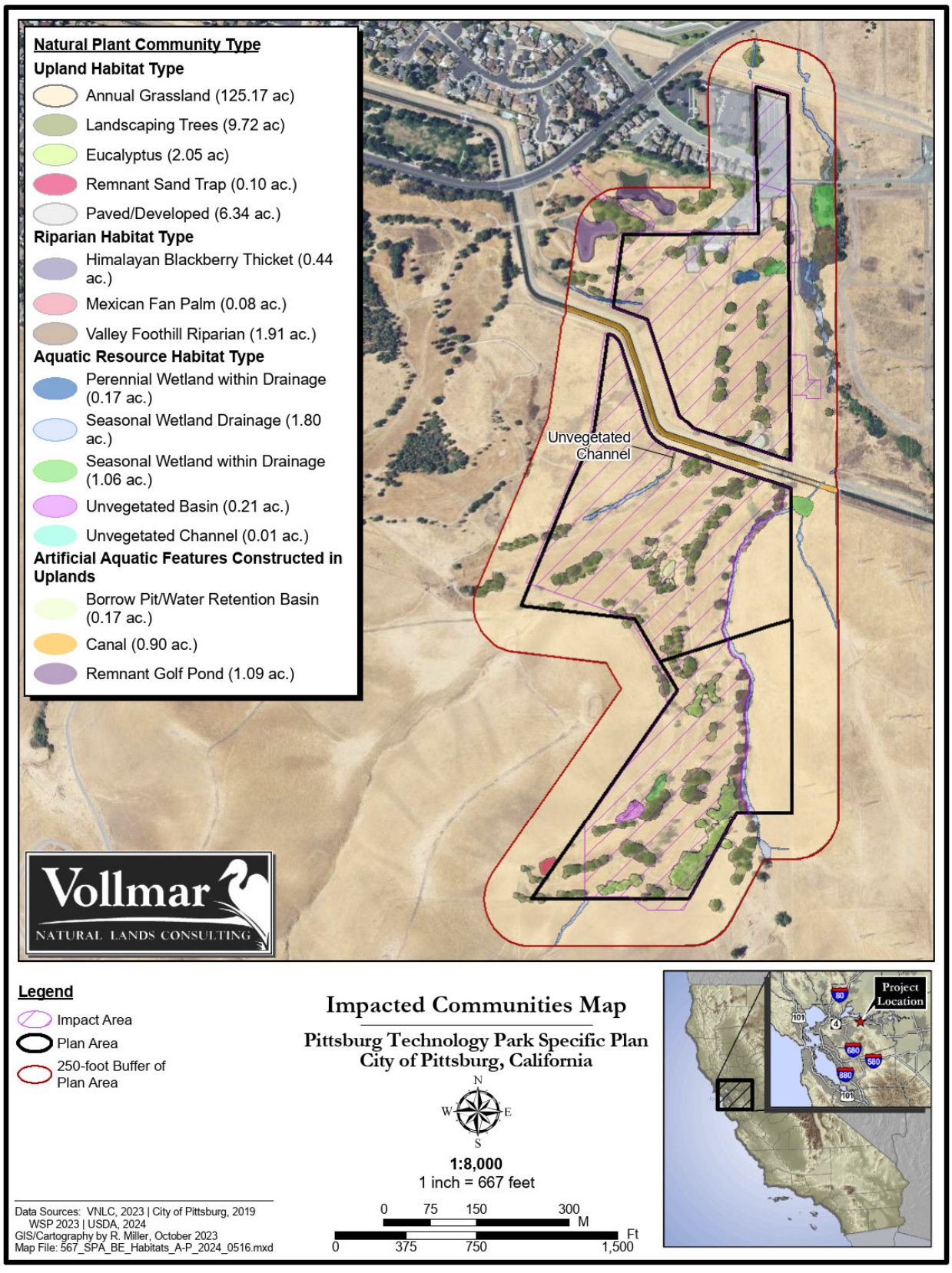
The Specific Plan's EIR describes the regulatory framework and mitigation measures in place regarding environmental protection. Ensuring the natural and biological resources in the Plan Area are adequately protected will help the City in their efforts to reach the goals laid out in the Sustainability Plan.

5.2 HABITAT CONSERVATION PLAN

The Plan Area is subject to the East Contra Costa County Habitat Conservation Plan & Natural Community Conservation Plan (HCP/NCCP) and its associated Regional General Permit (RGP). The Plan Area contains a limited amount of sensitive biological resources, including potentially jurisdictional Waters of the U.S./Waters of the State of California, and potential habitat for Endangered Species Act (ESA) and California Endangered Species Act (CESA) listed species (Refer to Figure 6: Habitat Map). Typically, these resources can require extended permitting and mitigation processes.

In the case of the Plan Area, however, a streamlined Army Corps of Engineers (ACOE) permitting, and mitigation process is available through the HCP/NCCP. The HCP allows for relatively rapid and streamlined biological resource permitting, making the site well-suited to redevelopment. They also allow for mitigation to be provided by simply paying pre-determined mitigation and development fees, rather than the difficulty of establishing a mitigation site for the project.

FIGURE 6: IMPACTED VEGETATIVE COMMUNITIES MAP



CHAPTER 6: CIRCULATION AND MOBILITY

6.1 OVERVIEW

This chapter describes the circulation plan and mobility standards and amenities for multiple modes of transportation, pedestrian circulation, parking standards, truck access, and emergency access requirements.

6.2 SITE DESIGN

The Plan Area is delineated into two portions: the north and the south, bisected by the Contra Costa Canal. The north portion of the site, containing Phase I, includes a data center and corresponding substation. The south portion of the site, containing Phases II and III, will be available for land uses as identified under Section 3.3 Permitted Uses. Conceptual building envelopes for permitted uses are shown on Figure 3: Site Plan Concept.

6.3 TRANSPORTATION AND CIRCULATION STANDARDS

The circulation plan, as included in Figure 3: Site Plan Concept, provides a roadway network to meet the vehicular and non-vehicular needs of employees and visitors as well as for the transportation of goods to and from the businesses located within the Plan Area.

Internal circulation and access for development projects within the Plan Area will be designed to facilitate efficient access to surrounding streets utilizing shared access points and driveways and separation of automobile and truck circulation. Internal site circulation will also encourage pedestrian circulation through an integrated sidewalk network that will be designed as part of implementing individual parcel and building development.

The roadway system on the Plan Area is meant to support movement of visiting vehicles, pedestrians, and cyclists within the Plan Area.

6.4 TRANSPORTATION IMPACT ANALYSIS

Under the City's Transportation Impact Analysis Guidelines, future development projects in the Plan Area may need to prepare a Transportation Impact Analysis (TIA) as part of the project approval process.

The purpose of the analysis is to assess the potential transportation impacts of proposed development projects, for purposes of both the CEQA and non-CEQA transportation evaluations.

6.5 PARKING STANDARDS

The following regulations establish minimum requirements and design standards for off-street parking of vehicles, trucks, and bicycles. The purpose of these regulations is to provide safe and convenient access, to ensure parking areas are properly designed, and to provide adequate spaces to service the use, reduce traffic congestion, promote business, and enhance public safety.

Parking Minimums

Phase I includes a data center with an adjacent substation and should therefore require minimal parking, as data centers require few on-site staff. There is no required minimum of parking spaces for this use.

Development projects within Phases II & III of the Plan Area are required to provide one off-street parking space per 500 square feet of floor area. Data centers are excluded from this requirement. The Zoning Administrator or their designee may allow a reduction in the minimum number of parking spaces at their discretion.

Parking Design Standards

Refer to PMC section 18.78.050 for parking facility design standards.

Additionally, development projects will be required to comply with the current, at the time of the application, California Building Code for certain design standards and procedures, including accessible parking space requirements and alternative parking programs. Additionally, future development projects will be required to comply with the current, at the time of application, California Green Building Standards Code "CalGreen" Tier 2 standards under the Bay Area Air Quality Management District (BAAQMD) guidelines, and any other applicable State guidelines in effect at the time of application, regarding electric vehicle charging infrastructure.

6.6 Pedestrian Circulation

Pedestrian paths are required from Golf Club Road to the main entrance of at least one building in each development project. Sidewalks are required on the west side of Golf Club Drive to improve safety and the pedestrian experience and provide additional connectivity. Sidewalks shall be a minimum of six-feet wide, constructed of concrete, and installed in conjunction with adjacent roadway improvements.

6.7 Bicycle Parking

Permanent, fixed bicycle racks or lockers shall be provided on-site wherever off-street parking spaces are required for commercial and industrial use classifications pursuant to PMC section 18.78.040, at the ratios indicated in the table below. The bicycle stalls required by this section may be covered by a shelter.

Off-Street Parking Spaces Required	**Number of Stalls for Bicycles Provided in Rack or Locker**
0-4	0
5-10	1
11-20	4
21-50	6
51-100	8
101-200	10
201 or more	1 per 10 required automobile parking spaces

6.8 EMERGENCY ACCESS

Fire protection for the City of Pittsburg is provided by the Contra Costa County Fire Protection District (CCCFPD). Two Emergency Vehicle Access roads (EVA) are shown in Figure 3: Site Plan Concept. The Phase I EVA provides direct access from the proposed building to W Leland Road. The Phase II & III EVA provides additional access from Golf Club Road to W Leland Road.

Fire access within the Plan Area will abide by the CCCFPD's Fire Prevention Standards. The Fire Apparatus Access Road Requirements state the following:

> "Fire apparatus access roadways shall be provided for every facility, building, or portion of a building constructed or moved into or within this jurisdiction. Fire apparatus access shall extend to within 150 feet off all portions of the facility and all portions of the exterior walls of the first story of a building as measured along an approved route around the exterior of the building or facility. All newly proposed buildings, including single-family homes and accessory structures, shall be reviewed for fire apparatus access requirements by the Fire District prior to project approval."

CHAPTER 7: UTILITIES AND INFRASTRUCTURE

7.1 OVERVIEW

This chapter describes the existing utilities and infrastructure and the improvements required to support development projects within the Plan Area.

7.2 WATER SYSTEM

Domestic Water

According to the City of Pittsburg's Water System Master Plan (WSMP), "*the City has two sources of supply: surface water from the Contra Costa Canal and groundwater extracted from two active wells in the central part of the City. Water from both sources is conveyed to the City's water treatment plant where it is first treated, and then conveyed to the distribution system. The City receives water from the Contra Costa Canal in accordance with an agreement with the Contra Costa Water District (CCWD).*" The WSMP shows the site residing in Pressure Zone Section 2 with a high-water level (HWL) of 385'.

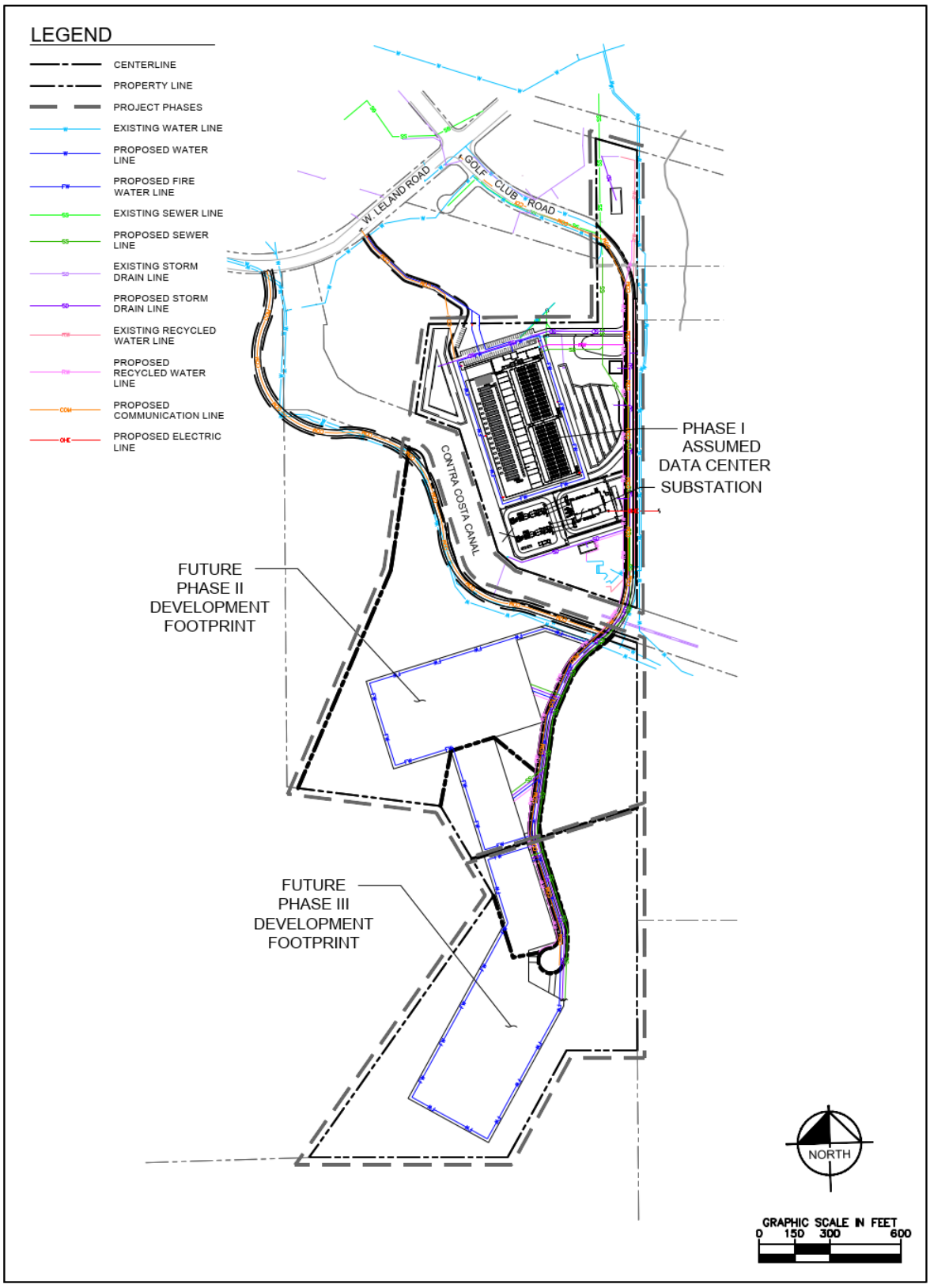
The existing domestic water infrastructure within the Plan Area is as follows:

1. Existing domestic water service remains at the Delta View Golf Course; however, size and connections are unknown.
2. Two domestic water pipes, at 14" and 20", run along the south side of Contra Costa Canal as shown in Figure 7.
3. Two domestic water pipes at 30" and 20", run along the eastern face of the project. At the north end of the site, the 30" line turns west, with the final connection point unknown. The 20" line connects to facilities at West Leland.
4. City water treatment pump stations "PS-2" and "PS-3" exist outside the property limits further southeast off of Contra Costa Canal.
5. Adjacent to the pump stations PS-2 and PS-3 are existing water treatment storage reservoirs "T-1" and "T-2".

The WSMP speaks of future anticipated projects for the City water infrastructure. Within Pressure Zone Section 2, the WSMP shows a proposed transmission main from PS-2 to John Henry Parkway. Within Pressure Zone Section 1, the WSMP shows a potential proposed storage tank "T-19" further along Contra Costa canal with 1.30 MG capacity. A proposed 20" transmission line is proposed for the T-19 storage tank as well.

To bring water to the Plan Area, the utility design includes a proposed public water main along the proposed extension of Golf Club Road along the eastern edge of the Plan Area. Each building will have a domestic water lateral. Based on pressure data provided by the City, static pressure is understood to be between 129 pounds per square inch (PSI) at elevation 110' and 107 PSI at elevation 161'. See Figure 7: Utility Concept Map.

FIGURE 7: UTILITY CONCEPT MAP



Recycled Water

The City supplies its recycled water through the Delta Diablo Sanitation District's Recycled Water Facility. The recycled water is regulated by the State Water Resources Control Board, overseeing production, conveyance, quality control, and proper use of the recycled water. Recycled water lines service the Plan Area. Recycled water use at developments would reduce domestic water demand. Requirements for service will need to be evaluated at the entitlements stage of development projects.

Fire Flow

Static pressures are noted in the domestic water system above. Additional fire flow tests and modeling will need to be completed at the entitlement stage of development projects to confirm improvements necessary to meet development needs.

Subsequent projects within the Plan Area would be required to complete infrastructure studies for all new domestic and recycled water and wastewater lines. Furthermore, all subsequent projects will be reviewed by the City for adequate flows and pressure. Site-specific analyses would confirm the adequacy of water and wastewater system infrastructure, pressure, and flows.

7.3 Sewer System

No major sewage line services the Plan Area outside of the existing sewer lines servicing the abandoned Delta View Golf Course. The existing sewer system connects to the City of Pittsburg public 8" PVC sewer main running along Golf Club Road. Development projects will require sewer main extension (potentially public or private) and service laterals to each proposed building, as shown in Figure 5: Utility Concept Map.

7.4 Storm Drain System/WQ Basins

The Hydrology Map (Figure 8) shows the existing hydrology of the Plan Area. The Plan Area contains stormwater infrastructure as it pertains to the Delta View Golf Course. It is likely that this infrastructure ties into the public storm water infrastructure along Golf Course Road. City records have not indicated stormwater infrastructure for the Plan Area within Phases II and III. Studies indicate the likely presence of a catch basin and storm drainpipe under the canal, transporting water to property north of the canal, where it continues and discharges to the property/utility right-of-way.

Increase in impervious area from development projects and increase in runoff shall be mitigated with onsite detention to avoid downstream impact.

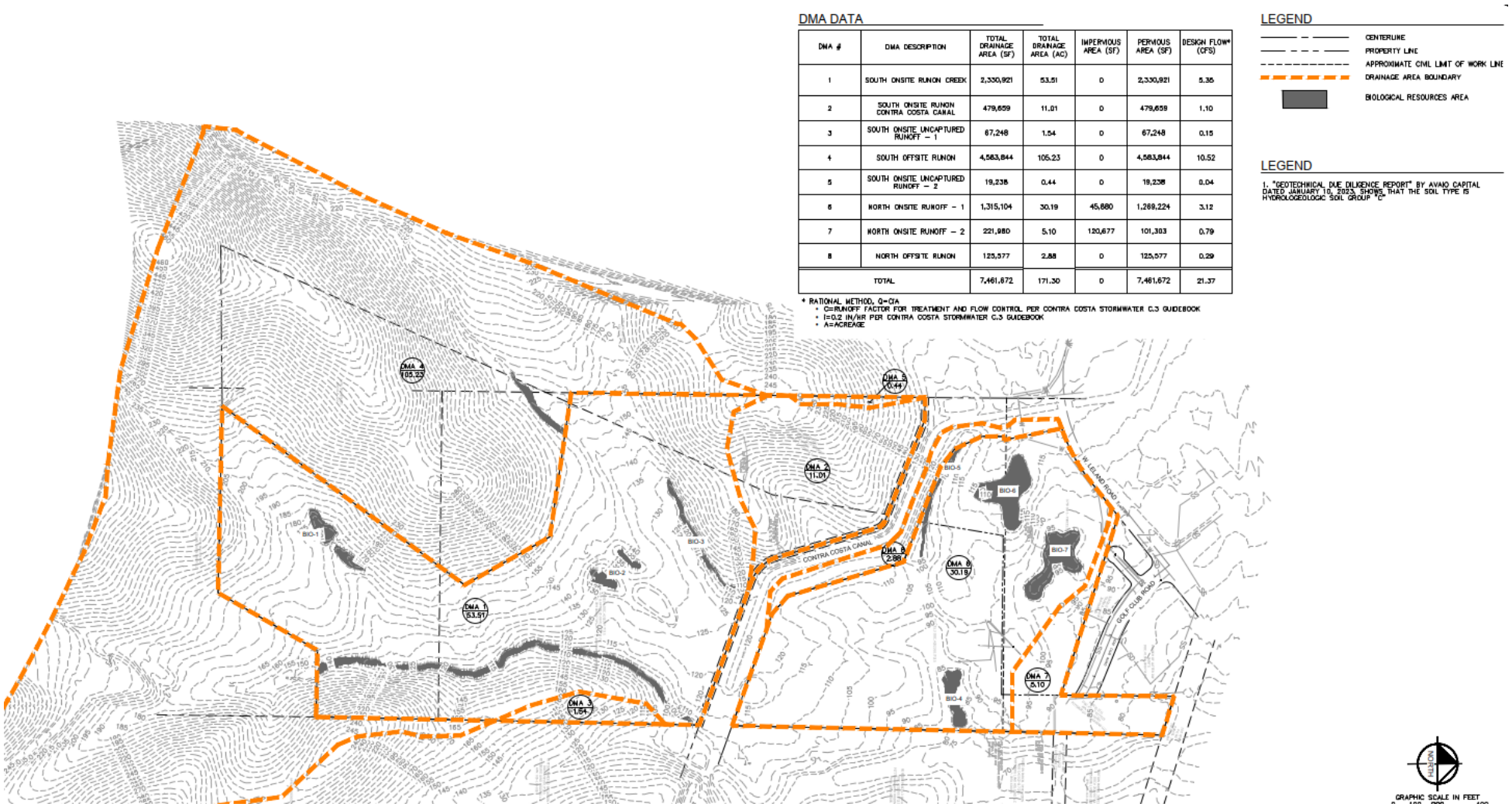
Future development projects are subject to the San Francisco Bay Regional Water Quality Control Board's (RWQCB) Municipal Regional Stormwater NPDES Permit (MRP). Particularly, future development projects must comply with the following NPDES Permit provisions:

- Provision C.3 – New Development and Redevelopment. Under Provision C.3 of the MRP, new and redevelopment projects that create or replace 10,000 square feet or more of impervious surface area are required to implement site design, source control, and Low Impact Development (LID)-based stormwater treatment controls to treat post-construction stormwater runoff.

- Provision C.12 – PCB Controls: Provision C.12 of the MRP requires the co-permittee agencies to implement a control program for polychlorinated biphenyls (PCBs) that reduces PCB loads by a specified amount during the term of the permit, thereby making substantial progress toward achieving the urban runoff PCBs wasteload allocation in the Basin Plan by March 2030.

Figure 8: Hydrology Map below shows the existing hydrology of the Plan Area. Increase in impervious area from development projects and increase in runoff shall be mitigated with onsite detention to avoid downstream impact.

FIGURE 8: HYDROLOGY MAP



7.5 Electrical System

There are existing transmission lines adjacent to the eastern perimeter of the Plan Area. Phase I includes future development of a data center and corresponding PG&E and/or PPC substation. Development projects will require the addition of electric infrastructure to be installed within the right-of-way with service lines connecting to the proposed buildings of the development.

As part of the design review process, future development projects shall be required to implement the following design concepts and best management practices to the extent feasible:

- Incorporate energy-efficient features through design concepts, including but not limited to, techniques for heating and cooling, building siting orientation, street and lot layout, landscape placement, and protection of solar access.
- Incorporate construction standards that promote energy conservation, including but not limited to, window placement, building eaves, and roof overhangs.
- Incorporate enhanced energy conservation measures and other methods of reducing energy usage and greenhouse gas emissions.
- Large energy consuming development projects would be required to develop and implement an energy conservation plan to meet the operation's full power demand. The energy conservation plan would be required to also include a monitoring program to ensure compliance with and effectiveness of that plan.

7.6 Natural Gas System

There is no existing gas infrastructure in the Plan Area, and no future development projects will be allowed the addition of natural gas infrastructure.

7.7 Telecommunications System

There is no existing telecommunications infrastructure in the Plan Area. Development projects will require the addition of telecommunications infrastructure.

CHAPTER 8: IMPLEMENTATION

8.1 IMPLEMENTATION

The purpose of this chapter is to provide an outline of the steps necessary to implement the Pittsburg Technology Park Specific Plan and applicable conditions, mitigation measures and regulations in coordination with the City of Pittsburg and other governing public agencies.

The Zoning Administrator shall be responsible for administering the provisions of the Specific Plan and shall have authority to review and approve development projects that have been determined to be consistent with the objectives and provisions of the Specific Plan.

8.2 CONFORMITY DETERMINATIONS AND DEVELOPMENT APPLICATION

Applicant must submit a development application to the Planning Department for review and conformity with the standards and design review guidelines as outlined in Chapter 3. The Zoning Administrator shall review the package and provide a determination for consistency with this Specific Plan. Pursuant to PMC section 18.18.050, the decision of the Zoning Administrator can be appealed to the Planning Commission.

The following project types are not required to submit a development application but are still subject to PMC Title 15: Buildings and Construction:

(1) New development that is less than 10,000 square feet total and consistent with permitted uses
(2) Routine maintenance, minor repair work, and replacement of existing structures

The required information that must be included in the development application, pursuant to PMC section 18.36.210 includes:

(1) Site plan showing:

a) General location of property;
b) Property boundaries;
c) Existing topography and proposed grading (for property no less than 10 acres, a contour interval no greater than five feet and a horizontal map scale of one-inch equals 50 feet or larger shall be used; for property larger than 10 acres, a contour interval no greater than 10 feet and a horizontal map scale of one-inch equals 100 feet or larger shall be used);
d) All existing and proposed structures, the height of each structure and number of dwelling units in each structure;
e) All existing and proposed signs;
f) Location and approximate height of all adjacent structures on abutting sites;
g) Location, dimensions, and quantity of existing and proposed off-street parking, with a statement indicating whether it conforms to applicable regulations;
h) Existing and proposed vehicular and pedestrian ways, and trails, with grades, widths, and types of improvements;
i) Proposed vehicular access between site and public street;
j) Locations, names, and widths of abutting streets;

k) Existing and proposed utilities;
l) Existing and proposed recreational facilities;
m) Existing and proposed storm drainage facilities;
n) Location of existing trees on the site;
o) Locations and heights of existing and proposed retaining walls;
p) Locations and dimensions of trash disposal areas;
q) Roof overhangs;
r) Distances between buildings and from building walls to property lines;
s) Proposed street names;
t) Handicap facilities;

(2) Architectural drawings showing:

a) Floor plans at one-eighth inch or one-quarter inch equals one foot zero inches;
b) Four elevations (or more if necessary) to include all sides of development at no less than one-eighth inch equals one foot zero inches;

(3) Landscaping plan, including plant names and sizes, and an irrigation plan;

(4) A recent photograph of the site itself and of adjacent properties showing the current condition of the properties;

(5) Color and texture chips of actual samples of materials;

(6) Additional information which may be requested by the planning commission including but not limited to the following:

a) Recent photographs of sight line profiles in sufficiently large scale, taken from commonly used vantage points in the city (shopping centers, road intersections, scenic lookouts, etc.) with the outline of the proposed structure in proper scale and perspective superimposed on it;
b) Architectural drawings showing the locations, size, color, shape and type of illumination of each proposed sign;

(7) Other information as determined by the city planner.

The Zoning Administrator shall consider the development application for approval and integrate it with the land use approval process, detailed below. If the Zoning Administrator can make the following findings, they shall approve the development application and the Design Review Permit administratively without public notice and without the need to hold a public hearing:

(a) The project complies with all applicable development standards identified in this Specific Plan, the *2040 General Plan*, and PMC.

(b) There is supporting infrastructure, existing or available, consistent with the intensity of development, to accommodate the proposed development.

(c) The proposed uses are in compliance with the Specific Plan, the *2040 General Plan* and PMC.

The Zoning Administrator, or the Planning Commission in the case of an appeal, shall make written findings for its decision.

8.3 Revisions to Approved Permits

Any subsequent changes to approved permits that would modify approved development permits, shall be submitted to the Zoning Administrator as specified in Section 7.2. The Zoning Administrator shall determine whether the proposed modification to a previously approved permit is in conformance with the Specific Plan. If the Zoning Administrator determines that the proposed modification to the approved permit conforms with the Specific Plan, then the Zoning Administrator shall issue a Minor Revision to the previously approved permit without notification and without the need for a public hearing or the need to complete further review under CEQA.

8.4 Minor Modifications to the Specific Plan

Minor modifications to the Specific Plan shall not require a Specific Plan Amendment and shall be subject to a "substantial conformance" determination, an administrative mechanism by which minor modifications to the Specific Plan that do not result in significant impacts and are consistent with the intent of the Specific Plan shall be permitted without a formal Plan amendment process. The Zoning Administrator shall make determinations of substantial conformance ministerially without the need for a public hearing.

Minor modifications that satisfy the substantial conformance determination's requirements may result from a final development project design and engineering that cause adjustments in roadway alignments, locations of utilities or other infrastructure, development of innovative project design, distribution of permitted uses within the Specific Plan, application of design guidelines, or other similar modifications deemed to be minor and which implement the provisions of the Plan. Minor modifications or technical adjustments may include, but are not limited to:

(1) Modifications necessary to comply with final conditions of approval or mitigation measures.
(2) Addition of information to the Specific Plan for purposes of clarification that does not change the intent of any standard, regulation, or design guideline under the Specific Plan, as well as correction of any clerical or grammatical errors.
(3) Adjustments to the alignment, location and sizing of utilities or a change in utility and/or public service provider may be approved so long as the adjustments or changes are found to be in compliance with applicable plans and regulations of the agency responsible for such utilities and facilities.
(4) Changes in roadway alignment, width, or improvements through the final engineering/improvement plan process so long as compliance with minimum rights-of-way standards outlined in the Specific Plan is maintained.
(5) An adjustment of any land use district acreage of up to ten percent (10%) of the designated acreage.
(6) Minor adjustment up to ten percent (10%) of any quantitative standard such as heights or setbacks that are defined in Chapter 3 of this Specific Plan.

(7) Minor changes to the architectural design guidelines, which are intended to be conceptual in nature and flexible in implementation.
(8) Relocation of office space to other areas of the same building.
(9) Modification of any design element that improves circulation, reduces grading, improves drainage, and/or reduces operations and maintenance costs.
(10) Modification of the location of auto driveways, including adding additional auto driveways.

The minor modifications listed above are not intended to be comprehensive. Any modification that is deemed by the Zoning Administrator to be in substantial conformance with the purpose and intent of the Specific Plan shall be permitted.

The application for and documentation of substantial conformance shall include text and/or maps that describe the nature of the proposed modifications to the Specific Plan. Applications for modifications and their documentation shall undergo any necessary technical review by the Zoning Administrator necessary to determine if updated conditions of project approval are necessary.

8.5 Determinations of Similar Use

When a property owner or applicant proposes or contemplates a use within the Plan Area not expressly authorized as a permitted use under Chapter 3, Section 3.3, *Permitted Uses*, he/she may request a determination of similar use in accordance with the procedures set out in this section.

A request for determination of similar use shall be in writing and shall include the following:

(1) Name of requesting entity;
(2) Description of the proposed or contemplated use;
(3) Explanation of why the property owner/applicant believes the proposed or contemplated use is consistent with the intent of the Specific Plan and the operational characteristics and potential impacts of the allowable uses listed in Section 3.3, Permitted Uses.

Where a request for determination of similar use is submitted, the Zoning Administrator shall ministerially make the determination of similar use without the need for the holding of a public hearing. In making this determination, the Zoning Administrator shall first make all of the following findings:

(1) The characteristics of, and activities associated with, the use are similar in nature to those of one or more of the uses listed in Section 3.3, and will not involve a greater level of activity, population density, intensity, traffic generation, parking, dust, odor, noise, emissions, or similar impacts than the uses listed as permitted in Section 3.3; and
(2) The use will meet the purpose/intent of the Specific Plan.

The determination of similar use by the Zoning Administrator shall be subject to appeal to the Planning Commission as follows:

(1) The requesting entity for the determination may appeal the decision of the Zoning Administrator on the request for determination of similar use by filing a written notice of appeal with the Zoning Administrator within ten days of their written determination.

(2) The Planning Commission may affirm or modify the determination of similar use by the Zoning Administrator.

When the Zoning Administrator determines that an unlisted land use is similar to a listed use in Section 3.3, the unlisted use will be treated in the same manner as the listed use in determining where the use is allowed, and what other standards and requirements of the Specific Plan apply.

8.6 Amendments to the Specific Plan

Specific Plan amendments are governed by California Government Code Section 65450 et seq. Applications shall state the reasons for the proposed amendment.

An amendment to the Specific Plan is required in the event of any of the following:

(1) Changes to the overall Specific Plan boundaries, including an expansion of the Specific Plan Area.
(2) A change in any other provision, purpose, or standard of the Specific Plan that would significantly alter the basic intent, spirit, identity, objective of the Specific Plan.
(3) An increase in maximum building square footage.
(4) An increase in the overall development intensity thresholds within the Specific Plan.

8.7 CEQA Findings and Subsequent Review

All subsequent developments consistent with the Specific Plan shall not require additional environmental review, as established under CEQA Guidelines Sections 15168 and 15183 - except as might be necessary to examine whether there are project-specific significant effects, which are peculiar to the project or its site.

Furthermore, pursuant to Section 15162, when an EIR has been certified, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence that there have been substantial changes in the project; potentially new significant effects not previously disclosed, or new information, including changes in the setting or new mitigation not previously contemplated.

The City shall conduct an analysis under Section 15162 for all subsequent development applications within the Specific Plan area prior to requiring subsequent CEQA analysis.

8.8 Performance Standards and Mitigation

CEQA requires the adoption of mitigation measures to reduce the severity and magnitude of significant environmental impacts associated with project implementation. The Program Environmental Impact Report (PEIR) for the proposed Pittsburg Technology Park Specific Plan includes mitigation measures to reduce the potential environmental effects of implementation of the Specific Plan. Below is a summary of the mitigation measures identified in the PEIR, which are incorporated by reference into the Specific Plan as performance standards in this section. The Mitigation, Monitoring and Reporting Program (MMRP), adopted in conjunction with the PEIR, should be referenced for complete mitigation measures, timing, and triggers for compliance. Additional mitigation measures may be applicable to the Phase I, through

project-specific environmental review conducted for the data center by the California Energy Commission (CEC).

AIR QUALITY

- **Subsequent Construction Air Quality Analysis.** Prior to approval of subsequent development applications by the Zoning Administrator, applicants shall provide a project-level construction air quality analysis per BAAQMD guidance to determine the significance of air quality impacts.
- **Use of Tier 4 Engines.** Prior to issuance of a grading permit, applicants shall ensure that all offroad heavy-duty diesel-powered equipment larger than 100 horsepower meets USEPA emissions standards for Tier 4 engines or equivalent.
- **Enhanced BMPs for Fugitive Dust.** To minimize emissions of fugitive dust, applicants of future development projects shall be required to implement the enhanced best management practices.

If a future development application includes a land use type that would generate diesel truck trips during project operation (such as logistics and warehousing), beyond what was estimated in the PEIR analysis, the following conditional mitigation measures may be required.

- **Subsequent Operational Air Quality Analysis.** Prior to approval by the zoning administrator, a project-level air quality analysis shall be performed in conformance with the 2040 General Plan Actions 2-A-4(b) and (c). The analysis shall include, but not be limited to, quantification of operational criteria air pollutant emissions, a determination of operational air quality impacts, and identification of mitigation measures necessary to reduce any significant impacts.
- **Health Risk Assessment.** Prior to approval by the Zoning Administrator, a health risk assessment shall be performed in conformance with *2040 General Plan* Action 2-A-4.c.

BIOLOGICAL RESOURCES

- **Project Coverage under ECC HCP/NCCP**. Each applicant will be required to obtain coverage for the project under the East Contra Costa HCP/NCCP. All applicable fees shall be paid, and/or an "in-lieu-of-fee" agreement fully executed, prior to the issuance of a grading permit for the project.
- **Worker Awareness Training for Biological Resources.** Each applicant will be required to provide Worker Environmental Awareness training to all construction personnel.
- **Adherence to ECC HCP/NCCP Requirements.** Each applicant shall ensure that the project adheres to all applicable East Contra Costa HCP/NCCP requirements. Including the following:
    - Preconstruction surveys shall be conducted for the following species:
        - Golden Eagle
        - Burrowing Owl
        - Swainson's Hawk
        - San Joaquin kit fox

      If preconstruction surveys determine that any of the above species is present, the biologist may recommend construction monitoring. If so, the project applicant shall include submittal of a Construction Monitoring Plan (CMP) to the East Contra Costa HCP for approval.

- A delineation of jurisdictional wetlands and other waters shall be conducted on the project site per HCP Sections 6.2.1 and 6.3.1.

- **Rare Plant Survey & Protection**. An updated protocol-level rare plant survey shall be conducted by a qualified biologist/botanist prior to construction. If any species covered by the East Contra Costa HCP/NCCP is found to be present, the project applicant shall notify the East Contra Costa County Habitat to salvage the occurrence(s) in accordance with HCP/NCCP Conservation Measure 3.10.

  If any special-status plant not covered by the East Contra Costa HCP/NCCP is found to be present, the occurrence(s) shall be avoided and protected in place to the extent feasible. If the occurrence(s) cannot be entirely avoided, then a Plant Salvage and Mitigation Plan shall be prepared and implemented.

- **Special-Status Bumble Bee Surveys & Protection.** No more than one year prior to the initiation of vegetation removal and grading in the project area, a qualified biologist shall conduct surveys for Crotch bumble bee, obscure bumble bee, and American bumble bee.

- **Monarch Butterfly Protection.** No more than two days prior to initiation of vegetation trimming or removal for construction, a qualified biologist shall survey all areas of potentially suitable habitat for monarch butterfly larval host plants.

- **Western Pond Turtle Protection.** Prior to the start of construction activities, a qualified biologist shall conduct a pedestrian preconstruction survey of the study area and adjacent suitable habitat for western pond turtle.
- **Nesting Bird Protection (General).** If project-related disturbance commences and time during the nesting/breeding season of native bird species, a preconstruction survey shall be conducted by a qualified biologist within two weeks prior to initiation of work.

- **Nesting Bird Protection (Bald Eagle).** Two weeks prior to the initiation of work at the site, a qualified biologist shall conduct a preconstruction survey for nesting Bald Eagles.

- **Special-Status Bat Survey & Protection.** Prior to the initiation of any activity that could disturb roosting bats, a qualified biologist shall conduct a habitat evaluation for special-status bats, focusing on the needs of pallid bat, western red bat, and hoary bat. Furthermore, before any activities with the potential to disturb roosting bats begin, the approved biologist(s) shall conduct focused surveys for roost occupancy.

- **San Joaquin Pocket Mouse Protection.** Vegetation removal, clearing/grubbing, and grading activities shall be conducted in a uniform direction to allow mobile animals such as San Joaquin pocket mouse the ability to escape the disturbance area into adjacent undisturbed habitat.

- **American Badger Survey & Protection.** Four weeks prior to the state of construction activities, a qualified biologist shall conduct a preconstruction survey for American badger den sites.

CULTURAL RESOURCES

- **Contractor Awareness Training.** Prior to construction, all workers shall receive cultural resource awareness training regarding sensitive cultural resources and tribal cultural resources, including applicable regulations, protocols for avoidance, and consequences of violating state laws and regulations.
- **Archaeological Monitoring.** All ground-disturbing activities associated with the Project within 200 feet of the unnamed creek shall be monitored by a qualified professional archaeologist.
- **Unanticipated Discoveries.** If subsurface deposits believed to be cultural or human in origin are discovered during construction, all work must halt within a 100-foot radius of the discovery. A qualified professional archaeologist shall be retained to evaluate the significance of the find and shall have the authority to modify the no-work radius as appropriate, using professional judgment.

GEOLOGY AND SOILS

- **Paleontological Resources Mitigation and Monitoring Plan.** At the time of application for site-specific development, a qualified Paleontologist shall develop a Paleontological Resources Mitigation and Monitoring Plan that outlines preconstruction coordination, monitoring procedures, and emergency discovery procedures.
- **Worker's Environmental Awareness Training.** Prior to the start of construction, a qualified paleontological monitor shall provide all construction personnel an environmental awareness training.
- **Paleontological Monitoring.** Prior to construction, the Project Paleontologist shall review excavation plans to determine where paleontologically sensitive areas will be disturbed by Project-related earth movement. Earthmoving construction activities will be monitored by a qualified paleontological monitor in those areas and/or where disturbance will take place to previously undisturbed sediment.

NOISE

- **Construction Mitigation Plan.** If at the time of development review, an applicant cannot provide evidence of project level conformance with Table 3-1, the applicant shall submit a detailed construction mitigation plan accompanied by a construction noise analysis that incorporates specific mitigation techniques for site-specific noise reduction and attenuation.
- **Operational Noise Mitigation Plan.** If at the time of development review, an applicant cannot provide evidence of project level conformance with Table 3.10-8, the applicant shall submit a detailed operational mitigation plan accompanied by an operational noise analysis that incorporates specific mitigation techniques for site-specific noise reduction and attenuation.
- **Subsequent Noise Analysis.** If future development anticipates greater use of truck trips beyond what was analyzed in the Pittsburg Technology Park Specific Plan Programmatic Environmental Impact Report (PEIR) (15 trips per day), then the applicant shall prepare a subsequent noise analysis to provide evidence that they conform to the noise level thresholds identified in Table 3.10-8. If the applicant cannot demonstrate conformance with Table 3.10-8, then the applicant

shall submit a detailed operational mitigation plan accompanied by an operational noise analysis that incorporates specific mitigation techniques for site-specific noise reduction and attenuation.

TRANSPORTATION

- **Transportation Demand Management Plan(s)**. Travel Demand Management Plan(s) shall be prepared and implemented for future phases of proposed Specific Plan implementation. The TDM Plan shall comply with the City's TIA Guidelines in effect at the time of application and identify trip reduction strategies as well as mechanisms for funding and overseeing the delivery of trip reduction programs and strategies.
- **Perform Transportation Impact Analysis.** As future specific land-uses are proposed for development within the Plan Area, a transportation impact analysis shall be performed in accordance with the City of Pittsburg's Traffic Impact Analysis Guidelines.
- **Local and Regional Traffic Impact Fees.** As future 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.

WILDFIRE

- **Post-Fire Slope Instability Review.** Prior to approval of building permit, the applicant shall demonstrate that debris flow potential has been studied for post-fire conditions. Alternatives for mitigating potential debris flow impacts shall be considered and refined as each phase of future development is designed.

CHAPTER 9: ADMINISTRATION

9.1 OVERVIEW

California Government Code (Title 7, Division 1, Chapter 3, Article 8, Sections 65450 et seq.) grants authority to cities to utilize Specific Plans for purposes of implementing the goals and policies of the City's General Plan.

The provisions, guidelines, and regulations contained within this Specific Plan provide the standards for land uses and development within the Pittsburg Technology Park Specific Plan. The Specific Plan supersedes the development standards and regulations of the PMC unless stated otherwise in this document. Whenever the provisions and development standards of the Specific Plan conflict with those of the PMC, the Specific Plan shall take precedence. Where the Specific Plan is silent, the PMC shall apply.

9.2 RESPONSIBILITY

The City (party responsible) shall be responsible for administering the Pittsburg Technology Park Specific Plan in accordance with the provisions of this Specific Plan document, all governing and applicable state and federal laws, the City of Pittsburg's *2040 General Plan*, and PMC.

The City (party responsible) shall enforce the provisions of the Specific Plan in the same manner that it enforces the provisions of the *2040 General Plan* and PMC. Whenever in this Specific Plan any act is prohibited or is made or declared to be unlawful, or the doing of any acts required, or the failure to do any act is determined to be unlawful, the City of Pittsburg retains its authority under the PMC to enforce such violation or offense.

9.3 SEVERABILITY

If any section, subsection sentence, clause, or phrase of this Specific Plan or its application to any person or circumstance is held to be invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed separate, distinct, and independent, and shall not affect the validity of the remaining provisions of this Specific Plan or applications thereof, which can be implemented without the invalid provision or application.

9.4 INTERPRETATION

If an issue, condition, or situation occurs that is not sufficiently covered or provided for in this Specific Plan, those that are applicable for the most similar issue, condition, or situation shall be used. Unless otherwise provided, any ambiguity concerning the content or application of the Specific Plan shall be resolved by the Director of Community and Economic Development in a manner consistent with the goals, policies, objectives, and intent established in the Specific Plan.

9.5 ADOPTION

The Pittsburg Technology Park Specific Plan has been prepared, submitted, and approved in a manner consistent with California Government Code Section 65451(a). The Specific Plan shall be adopted by

ordinance and shall serve as the primary planning document for development within the Plan Area. The approved Specific Plan Area boundaries will be designated on the City's Zoning Map. The land use and development standards identified in this Specific Plan supersede all zoning regulations to the extent that they would be in conflict with the sections of this Specific Plan.

Notwithstanding the interpretive rules set forth above, any use authorized by this Specific Plan shall be deemed to be conforming to other land use regulations of the PMC existing at the time of the adoption of this Specific Plan or as the same may be amended from time-to-time and shall not otherwise require any additional discretionary land use approvals beyond the requirements of this Specific Plan.

APPENDIX A: PITTSBURG 2040 GENERAL PLAN CONSISTENCY

California Government Code (Title 7, Division 1, Section 3, Article 8, Section 65440- 65457) permits the adoption and administration of Specific Plans as an implementation tool for elements contained within a jurisdiction's local General Plan. Approval of the Pittsburg Technology Park Specific Plan is based on the finding that the regulations, guidelines, and programs contained within this Specific Plan are consistent with the 2040 General Plan.

The Pittsburg Technology Park Specific Plan is consistent with the following applicable goals and policies of the *2040 General Plan*.

LAND USE ELEMENT

Goal 2-1: Promote optimal, orderly, well-planned, and diverse land uses, including a compact urban form within the City's projected municipal boundary that provides a mix and distribution of uses to meet Pittsburg's needs, including mixed-use development, infill development, and reuse and revitalization of underutilized and brownfield sites.

Policies

2-P-1.2: Promote land use compatibility through development standards, use restrictions, environmental review, and design considerations.

> *The proposed Specific Plan is consistent with the land use designation identified by the 2040 General Plan. The proposed Specific Plan proposes land use, development standards, environmental review, and design considerations that would implement the General Plan and promote compatible land use.*

2-P-1.5: Discourage development at urban densities or intensities in areas on the periphery of the City boundary.

> *The proposed Specific Plan is consistent with the 2040 General Plan Employment Center Industrial land use. The proposed project would place these uses on an under-utilized site within close proximity to housing, infrastructure and transit.*

Goal 2-4: Promote business development in a range of sectors that contribute to the local and regional economy, provide high-wage and skilled jobs for Pittsburg residents.

Policies

2-P-4.1: Identify and allocate adequate lands in strategic locations throughout Pittsburg to accommodate and encourage employment growth, focusing on sectors that provide high-paid and high-quality jobs and continue to promote business development sites through Think Pittsburg and other local programs.

> *The Plan Area is identified in the 2040 General Plan as a strategic site for economic development within the West Leland Subarea to encourage employment growth in the area.*

2-P-4.2: Encourage the development and intensification of employment centers, including high quality, professional office campuses, business parks, and industrial parks, along with innovation districts, related mixed-use development and open spaces. The centers shall be located in areas fully served by public facilities and services, located along major arterials with easy freeway access and with access from public transit, and accessible to bicyclists and pedestrians.

Development under the proposed Specific Plan would generate economic employment in various industries, specifically in emerging sectors including technology and innovation. The Plan Area is currently served by utilities and would require extensions of the existing public water main line along the extension of Golf Club Road. The Plan Area is served by regional access from State Route 4 and local access from West Leland Road and Golf Club Road. Transit services are provided in the vicinity of the Plan Area, including bus and fixed rail transit. Bicycle and pedestrian facilities in the vicinity of the Plan Area include Class II bicycle facilities, sidewalks, crosswalks, pedestrian signals, and multi-use trails.

2-P-4.3: Promote large-scale office/business development, and reserve sites for Business Commercial uses in designated locations accessible from regional transportation systems.

The proposed Specific Plan would guide economic generating uses to support business development in the Plan Area consistent with the 2040 General Plan ECI designation. The ECI permitted uses include offices and could be proposed as a future development project. The Plan Area is accessible by the regional transportation system. The Pittsburg-Bay Point BART Transfer Substation is the closest rail station to the Plan Area approximately 1.3 miles away. Bus Routes 388 and 390 operate along West Leland Road.

2-P-4.5: Support office, business, and industrial land uses that will improve the City's employment base through high-quality, well-paid jobs that attract the technology, energy, and industrial sectors desired by the community.

Allowed uses within the proposed Specific Plan would generate employment in emerging sectors, including technology, energy, and industrial sectors, which would generate economic opportunity within the city.

2-P-4.6: Encourage the development of "clean" industries, such as research and development, technology and specialized manufacturing, and similar uses that limit environmental impacts and health risks commonly associated with industrial uses.

Allowed uses within the proposed Specific Plan include research and development, technology and innovation including data centers, energy, focusing on clean-tech uses.

2-P-4.7: Encourage employee-intensive uses such as medical and professional offices, light industry, research, and skill training.

Allowed uses within the proposed Specific Plan include research and development, technology and innovation including data centers, energy, focusing on clean-tech uses.

2-P-4.10: Ensure that employment-generating development, such as industrial, warehouse, distribution, logistics, and fulfillment projects, does not result in adverse impacts (including health risks and nuisances), particularly to residential uses and other sensitive receptors, including impacts related to the location and scale of buildings, lighting, noise, smell, and other environmental and environmental justice considerations. When development is incompatible, require adequate buffers and/or architectural consideration to protect residential areas, developed or undeveloped, from intrusion of nonresidential activities that may degrade the quality of life in such residential areas.

Goal 3 of the proposed Specific Plan aims to incorporate development into the existing landscape while minimizing impacts to the environment and sensitive receptors. The Proposed project would employ buffers between the Plan Area and residential districts. For more information on how future development would ensure no adverse impacts to the environment or communities, please refer to Section 3.1, Aesthetics and Visual Resources, *3.2*, Air Quality, *and 3.10*, Noise.

GROWTH MANAGEMENT ELEMENT

Policies

3-P-1.2: Manage the City's growth to balance development of housing options and job opportunities, protection of open space and habit areas, construction of transportation improvements, and preservation of high quality high-quality public facilities.

The proposed Specific Plan is consistent with the 2040 General Plan land use patterns, as it would provide job opportunities proximal to housing while preserving hillside open space, sensitive habitats, such as drainages (outside of building envelopes), and necessary transportation infrastructure to support the proposed project.

3-P-1.3: Provide a range of development intensities, with the highest intensities in Downtown and in areas proximate to transit and services, and lower intensities in hillside and at the City's southern edge, with an emphasis on land use patterns that make efficient use of the local and regional transportation systems and consider conservation of natural resources.

The proposed Specific Plan would support land use patterns by providing job opportunities close to housing while at the same time preserving hillside open space, sensitive habitats, such as drainages (outside of building envelopes). Future development within the Plan Area would support transportation infrastructure and maintain connectivity from the Plan Area to the City and regional circulation systems.

URBAN DESIGN ELEMENT

Policies

4-P-1.2: Encourage and support high-quality design that evokes Pittsburg's history and unique character through ensuring standards and guidelines for residential, commercial, industrial, mixed use, civic, and other uses incorporate features and materials design that reinforces Pittsburg's community character.

> *Future development would be required to adhere to design standards identified in the proposed Specific Plan, which are intended to ensure buildings would blend with the character of the existing environment. See Section 3.1,* Aesthetics and Visual Resources*, of the Pittsburg Technology Park Specific Plan Programmatic Environmental Impact Report (PEIR) for more detail.*

4-P-1.4: Seek methods to improve the visual character and design of Pittsburg, including establishing design standards for gateways, key corridors, residential uses, and non-residential uses, promoting high-quality redevelopment and reuse projects, and addressing features that may adversely affect views of gateways, ridgelines, open space, and other identified visual resources.

> *Future development would be required to adhere to design standards in the proposed Specific Plan, which are intended to ensure buildings would blend with the character of the Plan Area. Landscaping throughout the Plan Area would soften the appearance of buildings and blend with the natural environment. Landscape design would be used as buffering between open areas and roadways. See Section 3.1,* Aesthetics and Visual Resources*, of this PEIR for more detail.*

4-P-2.10: Use revegetation as an erosion control measure to maintain the natural character of a hillside; utilize hydro-seed, silt traps, and other engineering solutions where erosion potential exists during development.

> *Landscaping would be used as storm water management best practices to reduce stormwater related erosion. Landscape design standards also require ground cover to reach 100 percent within one year. See Section 3.8,* Hydrology and Water Quality*, for more detail.*

ECONOMIC DEVELOPMENT ELEMENT

Goal 6-1: Ensure that the City's General Plan sustains and promotes a vibrant, fiscally sustainable economy that fosters strong economic growth, a stable revenue base, availability of local goods and services to meet the City's, high quality employment opportunities, and quality of life for all residents.

Policies

6-P-1.2: Pursue strategies that support the attraction and retention of diverse industries, a diverse workforce, and a diversity of municipal revenue sources.

> *The proposed Specific Plan would generate a diverse workforce in emerging sectors, including technology, energy, and industrial sectors, within the city.*

6-P-1.3: Achieve and maintain a balance of land uses within the City that assures residential development is complemented by expanded local employment opportunities, retail and commercial services, and recreation and entertainment venues; and that the City-wide mix of land uses provides a balanced variety of housing and business types and balances uses that produce revenues and those that require public expenditures.

The proposed Specific Plan would guide development for an employment center on a vacant portion of the former municipal Delta View Golf Course. Development of the Plan Area would allow for the City to achieve and maintain a greater balance of land uses within the City.

6-P-1.4: Ensure that the City's revenue and fiscal base is not overly dependent on any one type of land use, development, or revenue source.

Development of the Plan Area would create a new source of revenue within the City, which would further diversify the City's revenue sources.

Goal 6-2: Facilitate attraction, retention, and expansion of businesses that meet the City's economic development objectives and maintain a desirable climate for conducting business in and with the City.

Policies

6-P-2.1: Promote attraction and retention of businesses that provide a diversified economic industry base with a broad range of job types and skills that insulate the local economy from possible economic downturns.

Development of the Plan Area would generate a diverse workforce in emerging sectors, including technology, energy, and industrial sectors, within the City.

6-P-2.9: Encourage new development in areas where growth and investment have the potential to catalyze revitalization of existing uses.

Allowed uses within the proposed Specific Plan would facilitate economic development and employment in an area that is surrounded by supportive uses including residential and community commercial. The proposed Specific Plan would re-purpose and revitalize the former golf course, which has been closed for over six years.

6-P-2.11: Provide appropriate incentives for infill and redevelopment projects that have the potential to revitalize existing neighborhoods or commercial areas.

The proposed Specific Plan would redevelop the former municipal Delta View Golf Course, which is currently closed and vacant, providing increased opportunity to revitalize the surrounding area.

6-P-2.14: Encourage new businesses and project development under the Employment Center Industrial land use classification.

The proposed Specific Plan would permit land uses under the Employment Center Industrial land use classification, generating new business opportunities and future development.

Goal 6-3: Promote Pittsburg as a forward-thinking community that is innovative and adaptive to changing economic forces.

Policies

6-P-3.4: Attract and retain a variety of economic sectors that capitalize on Pittsburg's competitive advantages and strengths, in order to promote a diversity of businesses, significant sales tax generation, and provide residents with skilled, high-paying employment opportunities.

Development of the Plan Area would generate a diverse workforce in emerging sectors, including technology, energy, and industrial sectors, within the City.

Goal 6-4: Encourage a broad range of employment opportunities and expand educational and training opportunities to support residents finding high-quality, well-paid employment within the community.

Policies

6-P-4.1: Increase job opportunities available in Pittsburg, so that residents may choose to work locally instead of commuting.

The proposed Specific Plan would provide new job opportunities in emerging sectors close to housing.

6-P-4.2: Attract and retain a broad base of businesses and industries to provide a variety of skilled jobs allowing career growth potential, while focusing on high-wage and/or high-sales tax producers.

Development of the Plan Area would generate a diverse workforce in emerging sectors, including technology, energy, and industrial sectors, within the City.

CIRCULATION & TRANSPORTATION ELEMENT

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

*The proposed Specific Plan would provide connections from the Plan Area to the City's existing circulation network via Golf Club Drive. Future development would be required to pay Transportation Impact Mitigation Fees (TIMF) to pay its fair share for a well-connected system, per **mitigation measure (MM) 3.13-3**.*

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.

*The proposed Specific Plan includes standards that encourage pedestrian circulation through an integrated sidewalk network with access points at Golf Club Road. Future development would adhere to CalGreen code which includes standards for bike and pedestrian facilities. Furthermore, **MM 3.13-1** would require future development to create and implement a TDM Plan to encourage a reduction in regional VMT.*

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.

The proposed Specific Plan would extend Golf Club Road, which is intended to provide private access to the Plan Area. Additionally, three emergency vehicle access roadways would provide access to the Plan Area. These roadways are private and only used when necessary, by emergency responders. Therefore, constructing these roadways to City standards to include traffic calming and speed-reduction features would not be required.

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.

*Future development would be required to perform a Traffic Impact Analysis in accordance with the City's Traffic Impact Analysis Guidelines. Any violations of the guidance shall result in improvement measures developed to eliminate those violations, per **MM 3.13-2**.*

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

*As previously described, future development accommodated by the proposed Specific Plan would be required to pay all applicable TIMFs to support future transportation improvements within the City, per **MM 3.13-3**.*

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-2.2: 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.

> *Future Travel Demand Management (TDM) Plans shall be prepared and implemented for future development, per **MM 3.13-1**. TDM plans shall comply with the City's TIA Guidelines in effect at the time of application and identify trip reduction strategies and the mechanisms for funding and monitoring of such programs and strategies. These strategies may include but are not limited to car-sharing programs and alternate work schedules.*

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

> *The proposed Specific Plan would extend Golf Club Road, which is intended to provide private access to the Plan Area. Therefore, constructing these roadways to City standards to include safe and continuous routes for pedestrians and bicyclists would not be required.*

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

> *The proposed Specific Plan includes pedestrian paths from Golf Club Road that extend to the Plan Area. The proposed Specific Plan includes standards for fixed bike facilities, and future TDM Plans would provide necessary bicyclist and pedestrian facilities necessary for trip reduction strategies, per **MM 3.13-1**.*

7-P-3.4: 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.

> *All future development accommodated by the proposed Specific Plan would be required to comply with the current California Building Code.*

7-P-3.5: 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.

> *Future development accommodated by the proposed Specific Plan would be required to comply with the current California Building Code at the time of application, including the "CalGreen" code*

*for electric vehicle parking standards. In addition, bike facilities would be required and determined based on a ratio to the number of parking required. Furthermore, per **MM 3.13-1**, TDM Plans shall identify additional details on bicycle facility improvements for each subsequent phase of development.*

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.

*Future development would be required to pay TIMFs to contribute to the necessary capital for improvement projects for a well-connected system, per **MM 3.13-3**.*

COMMUNITY HEALTH & ENVIRONMENTAL JUSTICE ELEMENT

Policies

8-P-1.4: Consider the effects of planning decisions on the overall health and well-being of the community and its residents and specifically upon disadvantaged communities and vulnerable populations, such as areas with concentrated populations of seniors, persons with a disability, and low income residents.

*Future development within the Plan Area would be required to adhere to best management practices established by the Bay Area Air Quality Management District (BAAQMD) to reduce pollution exposure to sensitive receptors. Furthermore, air quality **MM 3.2-1** through **3.2-3** would be implemented as applicable, to ensure air quality thresholds are not exceeded. Development projects accommodated by the proposed Specific Plan shall not be approved until it can be demonstrated that the proposed project would not result in an exceedance of the thresholds as advised by the Office of Environmental Health Hazard Assessment and Bay Area Air Quality Management District for public health risks at nearby sensitive receptors. Additionally, future development accommodated by the proposed Specific Plan would be required to reduce noise levels to acceptable thresholds during construction and operations. If noise levels are anticipated to be above acceptable thresholds, **MM 3.10-1** through **3.10-3** would be implemented. See Sections 3.2, Air Quality and 3.10, Noise, of the PEIR for more detail.*

8-P-1.6: Consider the effects on sensitive populations when siting industrial and other intensive uses, designating Citywide truck routes, and considering uses and projects that may have adverse impacts on disadvantaged and vulnerable communities.

*Development accommodated by the proposed Specific Plan would incorporate best management practices that would consider certain tools, methods, and approaches in reducing pollution, particularly diesel particulate matter, on disadvantaged and vulnerable communities. Air quality **MM 3.2-1** through **3.2-3** would be implemented as applicable to ensure air quality thresholds are not exceeded. Similarly, noise **MM 3.10-1** through **3.10-3** would be implemented as applicable to ensure noise thresholds are not exceeded. Refer to Sections 3.2,* Air Quality *and 3.10,* Noise*, of the PEIR for more detail.*

8-P-1.12: Identify and assess disproportionate impacts of environmental pollution and work to remedy these impacts.

*Future development accommodated by the proposed Specific Plan would be required to conduct a project-level air quality analysis to determine potential construction air quality impacts. Identification of mitigation measures necessary to reduce any significant impacts shall be developed in coordination with the BAAQMD (**MM 3.2-1**). See Section 3.2, Air Quality, of the PEIR for more detail.*

*Similarly, future development accommodated by the proposed Specific Plan would be required to reduce noise levels to acceptable thresholds. If noise levels are anticipated to be above acceptable thresholds, **MM 3.10-1** through **3.10-3** would be implemented. Refer to Section 3.10, Noise, of the PEIR for further discussion.*

8-P-2.2: Require future planning decisions, development, and infrastructure and public projects to consider the effects on the overall health and well-being of the community and its residents, with specific consideration provided to ensure disadvantaged communities have equitable access to services and amenities and to reduce exposure to hazardous materials, industrial activity, vehicle exhaust, other sources of pollution, and excessive noise on residents, with an emphasis on reducing exposure of any disadvantaged communities to such exposure.

*Subsequent development within the Plan Area would be required to incorporate best management practices that would minimize pollution exposure, particularly diesel particulate matter, on nearby sensitive receptors (see **MM 3.2-1** through **3.2-3**). Furthermore, if future development cannot adhere to the applicable noise level thresholds, a construction and/or operation noise mitigation plan shall be submitted prior to development (see **MM 3.10-1** through **3.10-3**). Refer to Sections 3.2, Air Quality and 3.10, Noise, of the PEIR for more detail.*

RECREATION & YOUTH ELEMENT

Policies

9-P-1.5: Maintain park and recreation facility standards for new development to serve both residents and employees, attainable through, in order of priority: 1) provision of fully developed parks, 2) dedication of parkland, or 3) payment of in-lieu fees dedicated to the provision of new park sites or enhancing existing facilities.

Future development accommodated by the proposed Specific Plan would be required to pay development impact fees that would contribute to the maintenance of park and recreation facilities throughout the City. Refer to Section 3.12, Public Services and Recreation*, of the PEIR for more detail.*

9-P-2.2: Development projects adjacent to open space, shoreline, hillside, and other recreational areas shall provide public connections and linkages.

Development within the Plan Area would not preclude future connections by the City or other agencies to adjacent open space or recreational areas, including the potential future bikeway along the Contra Costa Canal, as identified in the 2040 General Plan.

10-P-1.7: Provide, and encourage access to, public and private open space within urbanized parts of Pittsburg, in order to provide for the recreational and public health needs of residents and provide visual contrast with the built environment.

See response to Policy 9-P-2.2 above.

10-P-1.8: Require development projects to maximize the potential for open space, visual experiences, and passive and active recreation.

As described above, development in the Plan Area would not preclude future connections by the City or other agencies to development of the future Contra Costa Canal bikeway connection, as described in the 2040 General Plan. Future development of this bikeway could maximize the potential for open space and active recreation by linking the Plan Area to adjacent recreational facilities such as the John Henry Park and Stoneman Trail. Additionally, proposed Specific Plan guidelines incorporate landscape materials for visual interest and blending the natural and built environment within the Plan Area.

RESOURCE CONSERVATION & OPEN SPACE

Policies

10-P-1.8: Require development projects to maximize the potential for open space, visual experiences, and passive and active recreation.

Future development would be required to adhere to urban design and resource conservation & open space policies that encourages the preservation of ridgeline views, as described further in Section 3.1, Aesthetics and Visual Resources*, of the PEIR.*

10-P-2.5: Conserve natural terrain, native vegetation, and sensitive habitats and recognize the role of native vegetation, natural terrain and green infrastructure in natural resource and watershed management.

Siting of future development would be encouraged to be placed in areas that are feasible for ground stability and erosion control. Hillside placement would be avoided, and the natural terrain would be preserved. Additionally, landscape design standards in the proposed Specific Plan would ensure a blend of the natural environment by utilizing native vegetation as landscape materials. Furthermore, native vegetation would serve as stormwater best management practices, contributing to the reduction in stormwater pollution on watersheds.

10-P-2.8: Require new development projects and expansion of existing uses to conserve sensitive habitat, including special status species.

*Future development projects would be required to adhere to the East Contra Costa HCP/NCCP requirements. This includes preconstruction surveys for Golden Eagle, Burrowing Owl, Swainson's Hawk, and San Joaquin kit fox, per **MM 3.3-3**. Additionally, future development would be required to conduct preconstruction surveys by a qualified entomologist for several special-status species including candidate bumble bee, monarch butterfly, western pond turtle, candidate nesting birds, bald eagle, candidate bats, San Joaquin pocket mouse, and American badger, per **MM 3.3-5** through **3.3-12**, respectively.*

10-P-2.11: Encourage the preservation of wildlife corridors to ensure the integrity of habitat linkages.

*It is anticipated for future development within the Plan Area to keep the eastern portion of the Contra Costa Canal crossing intact, which would allow continued wildlife connectivity. Furthermore, it is anticipated that the extension of Golf Club Road would be constructed to avoid the stream that runs along the eastern edge of the Plan Area. Avoiding impacts to the stream would allow for continued use by wildlife species. Additionally, the PG&E transmission line corridor would continue to provide a wildlife connectivity corridor. To further ensure future development would not have a significant impact to wildlife connectivity, **MM 3.3-1** through **3.3-3** would be required.*

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

The proposed Specific Plan establishes envelopes for future development, which preserve stream corridors and riparian habitat within the Plan Area.

10-P-2.15: Protect and restore threatened natural resources, such as wildlife, estuaries, tidal zones, marine life, wetlands, and waterfowl habitat.

As described in response to Policy 10-P-2.8 above, future development would protect and restore biological resources by complying with the East Contra Costa HCP/NCCP requirements. Refer to Section 3.4, Biological Resources, of the PEIR for more detail.

10-P-2.16: Limit dredging and filling of wetlands and marshlands, particularly adjacent to Browns Islands Preserve.

Future development would be encouraged to preserve existing wetlands in the Plan Area as described in response to Policy 10-P-2.14 above. Any dredging or filling of wetlands required by development would be required to adhere to the East Contra Costa HCP/NCCP requirements details in Section 3.4, Biological Resources*, of the PEIR for more detail.*

10-P-2.18: Recognize that climate change impacts may influence future guidance, and best available data, and continue to ensure that up-to-date information is consulted when reviewing projects for potential impacts to biological resources, including the Bay, Delta, and sensitive habitats.

During the development review process, applicants would be required to provide supportive documents for project approval that indicate biological conformance, such as proof of East Contra Costa HCP/NCCP fee payment and copies of regulatory resource agency permits.

10-P-3.1: Require development to use best management practices (BMPs) to minimize the runoff and erosion caused by earth movement.

As described in Section 3.8, Hydrology and Water Quality*, of the PEIR, future development project applicants must develop and implement a Storm Water Pollution Prevention Plan (SWPPP) that includes BMPs to minimize runoff and erosion.*

10-P-3.2: Encourage preservation of natural creeks and riparian habitat as best as possible.

See response to Policy 10-P-2.14 above.

10-P-4.4: Address soil and groundwater pollution during development, redevelopment, and reuse projects.

As discussed in Section 3.8 of the PEIR, impacts to groundwater recharge and stormwater drainage would be evaluated at the project-level in association with subsequent development projects. As future development and infrastructure projects are considered, each project will be evaluated for conformance with the General Plan, PMC, and other applicable regulations.

10-P-4.5: Reduce sedimentation and erosion of waterways by minimizing site disturbance and vegetation removal.

As described in Section 3.8, Hydrology and Water Quality*, of the PEIR, future development project applicants must develop and implement a Storm Water Pollution Prevention Plan (SWPPP) that includes BMPs to minimize sedimentation and erosion of waterways.*

10-P-4.8: Protect water quality by reducing non-point sources of pollution and the dumping of debris in and near creeks, storm drains, and Contra Costa Canal. 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.

As future development and infrastructure projects are considered, each project will be evaluated for conformance with the General Plan, PMC, and other applicable regulations. Implementation of BMPs identified in the approved SWPPP will further protect water quality.

10-P-5.5: Require new development to avoid obstructing views of, and to minimize impacts to, significant visual resources through the following: creative site planning; integration of natural features into the project; appropriate scale, materials, and design to complement the surrounding natural landscape;

clustering of development to preserve open space vistas and natural features; minimal disturbance of topography; and creation of contiguous open space networks.

New development would be required to adhere to the 2040 General Plan policy that supports high quality design to protect visual resources and proposed Specific Plan design guidelines regarding building form, materials, landscaping, and screening. Refer to Section 3.1, Aesthetics and Visual Resources*, of the PEIR for more detail.*

10-P-5.6: Ensure that the visibility of new development from natural features and open space areas is minimized to preserve the landforms and ridgelines that provide a natural backdrop to the open space systems.

Future development would be required to adhere to urban design and resource conservation & open space policies that encourages the preservation of ridgeline views, as described further in Section 3.1, Aesthetics and Visual Resources*, of the PEIR.*

10-P-6.1: Support the principles of reducing air pollutants and greenhouse gas emissions through comprehensive and sustainable land use, transportation, and energy planning and addressing opportunities to decrease emissions associated with local government operations.

Future development is consistent with the City's Sustainability Plan, as described in Section 3.2, and 3.6 of the PEIR. In addition, TDM Plans would be required for future development, as described further in Section 3.13, Transportation and Circulation*, of the PEIR.*

10-P-6.2: Ensure that new development is consistent with the energy objectives and targets identified by the City's Sustainability Plan.

Future development would adhere to the objectives and targets identified by the City's Sustainability Plan, as described in 3.6, Greenhouse Gas Emissions and Energy*, of the PEIR.*

10-P-6.4: Encourage and support infill, mixed use, and higher density development, where appropriate, in order to reduce GHG emissions associated with vehicle travel.

The proposed Specific Plan proposes employment generating uses on an infill site in close proximity to housing and transit.

10-P-6.6: Reduce the generation of TACs such as ozone, carbon monoxide, lead, and particulate matter to work toward improving air quality and meeting all Federal and State ambient air quality standards.

Subsequent development in the Plan Area would be required to adhere to 2040 General Plan policies that limit or avoid the exposure of toxic contaminants, odors, and dust on receptors, with guidance from the Bay Area Air Quality Management District. These policies are further described in Section 3.2, Air Quality*, of the PEIR.*

10-P-6.7: Reduce the potential for human discomfort or illness due to local concentrations of toxic contaminants, odors, and dust.

Subsequent development in the Plan Area would be required to adhere to 2040 General Plan policies that limit or avoid the exposure of toxic contaminants, odors, and dust on receptors, with guidance from the Bay Area Air Quality Management District. These policies are further described in Section 3.2, Air Quality*, of the PEIR.*

10-P-6.9: Coordinate and review at the time of submittal of land use planning applications and development project BMPs and standards to prevent odors and odor complaints

Future development would adhere to all applicable standards for project approval, as directed by the City as further described in Section 3.2, Air Quality*, of the PEIR.*

10-P-6.10: Require and condition all new public and privately constructed buildings to exceed, where feasible, and comply with construction and design standards that promote energy conservation, including the most current "green" development standards in the California Green Building Standards Code.

Future development accommodated by the proposed Specific Plan would be required to comply with the current California Building Code at the time of application, including the "CalGreen" code for electric energy conservation, as further described in Section 3.6, Greenhouse Gases, Climate Change and Energy*, of the PEIR.*

10-P-6.11: Require expanded innovative and green building best practices, where feasible, including, but not limited to, LEED certification for all new development and retrofitting existing uses, and encourage public and private projects to exceed the most current "green" development standards in the California Green Building Standards Code.

Future development accommodated by the proposed Specific Plan would be required to comply with the current California Building Code at the time of application, including the "CalGreen" code for electric energy conservation, as further described in Section 3.6, Greenhouse Gases, Climate Change and Energy*, of the PEIR.*

10-P-6.12: Require and condition construction and operation of new development to be managed to minimize fugitive dust and air pollutant emissions.

Future development would adhere to any air quality standards, including minimizing fugitive dust and air pollutant emissions standards during construction and operation, as further described in Section 3.2, Air Quality*, of the PEIR.*

10-P-6.13: Implement development standards, mitigation measures, and best practices that require energy conservation and the reduction in greenhouse gases, including:

- Require new development to incorporate energy-efficient features through passive design concepts (e.g., techniques for heating and cooling, building siting orientation, street and lot layout, landscape placement, and protection of solar access);

- Require construction standards which promote energy conservation including window placement, building eaves, and roof overhangs;
- Require all projects to meet or, when feasible, exceed the most current "green" development standards in the California Green Building Standards Code;
- Require projects to implement applicable Sustainability Plan strategies and actions;
- Encourage projects to incorporate enhanced energy conservation measures, electric-only appliances, and other methods of reducing energy usage and greenhouse gas emissions; and
- Require large energy users to implement an energy conservation plan, which may include solar or other non-fossil fuel sources to meet the operation's full power demand and 100% fleet electrification, as part of the project review and approval process, and develop a program to monitor compliance with and effectiveness of that plan.

Future development accommodated by the proposed Specific Plan would be required to comply with the current California Building Code at the time of application, including the "CalGreen" code for electric energy conservation, along with other energy conservation measures, as further described in Section 3.6, Greenhouse Gases Emissions and Energy*, of the PEIR.*

SAFETY ELEMENT

Policies

11-P-2.1: Consider climate change impacts and adaptive responses in long-term planning and current development decisions consistent with the policies and programs of the City's Sustainability Plan and Local Hazard Mitigation Plan.

Future development would be required to comply with the City's current Sustainability Plan and Local Hazard Mitigation Plan. More detail on compliance with these plans can be found in Section 3.6, Greenhouse Gas Emissions and Energy*, and 3.7,* Hazards and Hazardous Materials*, of the PEIR.*

11-P-3.4: Ensure that development projects mitigate impacts to the City's storm drainage capacity from storm water runoff occurring from the property. Project applicants shall demonstrate that projects implement Best Management Practices (BMPs) and Low Impact Development measures (LID) to treat stormwater before discharge from the site project and that project implementation would not result in increases in the peak flow runoff to adjacent lands or drainage facilities that would exceed the design capacity of the drainage facility or result in an increased potential for off-site flooding.

Future development within the Plan Area would be required to comply with City grading, erosion, and sediment control standards to reduce and treat stormwater runoff to adjacent lands or drainage facilities. Refer to Section 3.8, Hydrology and Water Quality*, of the PEIR for more detail.*

11-P-3.7: Ensure that new developments comply with all applicable requirements of Municipal Code Chapter 15.80 - Floodplain Management, the California Building Code as adopted by the City, and the latest promulgated FEMA standards for development in the flood hazard areas.

Future development within the Plan Area would be required to comply with all applicable PMC.

11-P-4.7: Ensure that Bay Area Air Quality Management District requirements are implemented in construction projects to reduce soil and particulate matter transport.

Future development within the Plan Area would be required to adhere to best management practices established by the Bay Area Air Quality Management District. See Section 3.2, Air Quality*, of the PEIR for more detail.*

COMMUNITY FACILITIES ELEMENT

Policies

12-P-2.1: Continue water district and user conservation efforts to help reduce demand in light of drought patterns, groundwater management, raw water availability, and the potential for unforeseen shortfalls.

The use of recycled water for future development would be encouraged and considered at the project-level. Furthermore, the proposed Specific Plan outlines guidelines for using drought-tolerant plants.

12-P-2.2: Continue water conservation efforts from industrial facilities, including continued enforcement of the City's water-efficient landscape standards and participation in a wastewater reclamation efforts.

See response to Policy 12-P-2.1 above.

12-P-3.4: Maintain environmentally appropriate wastewater management practices.

Wastewater treatment and conveyance facilities would be evaluated at the project-level in association with subsequent development projects. Future development projects would be subject to compliance review with building code standards of the PMC and other applicable regulations that pertain to wastewater utilities and building standards for plumbing design.

12-P-4.3: Reduce municipal waste generation by increasing recycling, on-site composting, and mulching, where feasible, at municipal facilities, as well as using resource efficient landscaping techniques in new or renovated medians and parks.

Future development projects would be required to comply with Assembly Bill 341, which requires businesses to arrange for recycling services, in order to reuse, recycle, compost or otherwise divert solid waste from disposal. For more detail, refer to Section 3.14, Utilities and Services Systems*, of the PEIR. Furthermore, the proposed Specific Plan includes guidelines for efficient, drought-tolerant landscaping to be incorporated throughout the Plan Area.*

12-P-6.3: Require development in areas of high fire hazard to be designed and constructed to minimize potential losses and maximize the ability of fire personnel to suppress fire incidents.

Future development would be required to adhere to PMC and proposed Specific Plan guidelines related to fire management. These requirements include ensuring adequate defensible space, brush management, landscape design standards, heat island reduction, and overall energy reduction methods to reduce fire risk. See Section 3.15, Wildfires*, of the PEIR for more detail.*

12-P-6.4: Require existing and new development in or adjacent to high and very high fire hazard severity zones, wildland urban interface zones, and State Responsibility Areas to maintain defensible space zones, landscape using native, fire-resistant plants and fire-resistant materials, abate weeds, and, where feasible, harden structures and infrastructure against fires.

See response to Policy 12-P-6.3 above.

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.

Landscape design standards included in the proposed Specific Plan include buffering the Plan Area from open areas the roadway using landscaping.

NOISE ELEMENT

Policies

13-P-1.2: Require development projects, including new uses, to meet the noise standards.

Future development within the Plan Area would be required to adhere to performance standards (described in Section 3.10, Noise*, of the PEIR) which would bring noise to acceptable noise levels. During development review, applicants would be required to provide evidence that the proposed project can meet standards, and any exceedance would require site-specific construction and operational mitigation plans, per* ***MM 3.10-1*** *and* ***MM 3.10-2****.*

13-P-1.5: Continue efforts to incorporate noise considerations into land use planning decisions, including measures to control noise at the source through site design, building design, landscaping, hours of operation, and other techniques, for new development deemed to be noise generators, and guide the location and design of transportation facilities to minimize the effects of noise on adjacent land uses.

Subsequent development accommodated by the proposed Specific Plan would be required to adhere to performance standards for operational generated noise. If during development review, it is determined that a project would exceed performance standards (described in Section 3.10, Noise*, of the PEIR), a site-specific operational mitigation plan would be required,* ***MM 3.10-2****. The plan would incorporate noise control techniques to the site-design such as proper site layout that would distance noise generating uses away from sensitive receptors as feasible.*

13-P-1.7: Limit generation of loud noises on construction sites adjacent to existing development to normal business hours between 8:00 AM and 5:00 PM.

Any subsequent development accommodated by the proposed Specific Plan would adhere to PMC, which limits construction noise of 65 dBA to daytime hours only. Furthermore, it is not anticipated that proposed project implementation would require nighttime construction activity.

13-P-1.8: Reduce the impact of truck traffic noise on residential areas by limiting such traffic to appropriate truck routes. Consider methods to restrict truck travel times in sensitive areas.

West Leland Road is a designated Route of Regional Significance and a City designated truck route. Other designated truck routes in the Plan Area proximity include Railroad Avenue and Bailey Road. Truck traffic would primarily use designated truck routes. In addition, as described in Section 3.10, Noise*, of the PEIR, traffic modeling predicts noise impacts along West Leland Road would not increase by 5 dBA.*

13-P-1.12: Require development projects to reduce adverse construction vibration impacts to sensitive receptors, as feasible, when vibration-related construction activities are to occur within 100 feet from existing sensitive receptors. Measures to reduce noise and vibration effect may include, but are not limited to:

- Phase demolition, earth-moving and ground-impacting operations so as not to occur in the same time period.
- The pre-existing condition of all buildings within a 100-foot radius will be recorded in order to evaluate damage from construction activities. Fixtures and finishes within a 100-foot radius of construction activities susceptible to damage will be documented (photographically and in writing) prior to construction. All damage will be repaired back to its pre-existing condition.
- Substituting vibration-generating equipment with equipment or procedures that would generate lower levels of vibration. For instance, in comparison to impact piles, drilled piles or the use of a sonic or vibratory pile driver are preferred alternatives where geological conditions would permit their use.
- Other specific measures as they are deemed appropriate by the implementing agency to maintain consistency with adopted policies and regulations regarding vibration.

Subsequent development within the Plan Area would be required to adhere to performance standards (described in Section 3.10, Noise*, of the PEIR) which would bring construction related noise impacts to acceptable standards, per* ***MM 3.10-1****. During the time of application, applicants must show adherence to performance standards, which include significant source of vibration (impact pile driving, etc.) in relation to acceptable levels. Considering the closest noise-sensitive receptor is 800 feet away, a pile driver would not be a significant source of vibration even at 500 feet away, per Caltrans' vibration thresholds.*

APPENDIX B: LANDSCAPE PLAN (PHASE I ONLY)

ONSITE CONCEPT PLANT SCHEDULE

SHADE TREES (24" BOX MINIMUM) — 133
SELECT PRELIMINARY PLANTS MAY INCLUDE (SUBJECT TO CHANGE):
ACER RUBRUM / RED MAPLE
CEDRUS DEODARA / DEODAR CEDAR
FRAXINUS VELUTINA / VELVET ASH
PISTACIA CHINENSIS / CHINESE PISTACHE
QUERCUS AGRIFOLIA / COAST LIVE OAK
QUERCUS ILEX / HOLLY OAK

ACCENT TREES (24" BOX MINIMUM) — 31
SELECT PRELIMINARY PLANTS MAY INCLUDE (SUBJECT TO CHANGE):
ARBUTUS X 'MARINA' / MARINA STRAWBERRY TREE
CERCIS OCCIDENTALIS / WESTERN REDBUD
GINKGO BILOBA / MAIDENHAIR TREE

SHRUBS AND GROUNDCOVER — 88,851 SF
SELECT PRELIMINARY PLANTS MAY INCLUDE (SUBJECT TO CHANGE):
ARCTOSTAPHYLOS MANZANITA / COMMON MANZANITA
BACCHARIS PILULARIS / COYOTE BRUSH
CALLISTEMON VIMINALIS 'LITTLE JOHN' / LITTLE JOHN WEEPING BOTTLEBRUSH
FRANGULA CALIFORNICA / CALIFORNIA COFFEEBERRY
LOROPETALUM CHINENSE / CHINESE FRINGE FLOWER
MYOPORUM PARVIFOLIUM / TRAILING MYOPORUM
OLEA EUROPAEA 'MONTRA' / LITTLE OLLIE® OLIVE
RHAPHIOLEPIS INDICA / INDIAN HAWTHORN
SAMBUCUS CANADENSIS / AMERICAN ELDERBERRY

ACCENT PLANTINGS — 21,988 SF
SELECT PRELIMINARY PLANTS MAY INCLUDE (SUBJECT TO CHANGE):
DIETES BICOLOR / FORTNIGHT LILY
DIETES IRIDIOIDES / FORTNIGHT LILY
LANTANA MONTEVIDENSIS / PURPLE TRAILING LANTANA
ROSA CALIFORNICA / CALIFORNIA WILD ROSE
ROSMARINUS OFFICINALIS / ROSEMARY

SCREENING — 14,922 SF
SELECT PRELIMINARY PLANTS MAY INCLUDE (SUBJECT TO CHANGE):
CEANOTHUS THYRSIFLORUS / BLUEBLOSSOM
HETEROMELES ARBUTIFOLIA / TOYON
PITTOSPORUM TOBIRA / JAPANESE PITTOSPORUM
RHUS INTEGRIFOLIA / LEMONADE BERRY

STORMWATER TREATMENT BASIN SEED MIX — 115,548 SF
SELECT PLANTS MAY INCLUDE (SUBJECT TO CHANGE):
ACHILLEA MILLEFOLIUM / COMMON YARROW
CAREX BARBARAE / SANTA BARBARA SEDGE
CAREX DIVULSA / EUROPEAN GREY SEDGE
CYPERUS ERAGROSTIS / TALL UMBRELLA SEDGE
ELYMUS GLAUCUS / BLUE WILDRYE
ELYMUS TRITICOIDES / CREEPING WILD RYE
ESCHSCHOLZIA CALIFORNICA / CALIFORNIA POPPY
FESTUCA MICROSTACHYS / SMALL FESCUE
FESTUCA RUBRA / RED FESCUE
HORDEUM BRACHYANTHERUM / MEADOW BARLEY
JUNCUS PATENS / CALIFORNIA GRAY RUSH
LEYMUS CONDENSATUS / GIANT WILD RYE
STIPA PULCHRA / PURPLE NEEDLE GRASS

EROSION CONTROL SEED MIX — 206,182 SF
SELECT PRELIMINARY PLANTS MAY INCLUDE (SUBJECT TO CHANGE):
BROMUS CARINATUS / CALIFORNIA BROME
ELYMUS ARENARIUS 'GLAUCUS' / BLUE LYME GRASS
FESTUCA IDAHOENSIS / IDAHO FESCUE
HORDEUM BRACHYANTHERUM CALIFORNICUM / CALIFORNIA MEADOW BARLEY
LUPINUS BICOLOR / MINIATURE LUPINE
POA SECUNDA / BLUEGRASS
PRUNELLA VULGARIS / SELF-HEAL
SISYRINCHIUM BELLUM / BLUE-EYED GRASS

TURF — 5,794 SF
DELTA BLUEGRASS
90/10 TALL FESCUE MIX

HIGH SECURITY FENCE
AMERISTAR - MONTAGE II
CLASSIC STYLE
8' TALL

OFFSITE CONCEPT PLANT SCHEDULE

SHADE TREES (24" BOX MINIMUM) — 54
SELECT PRELIMINARY PLANTS MAY INCLUDE (SUBJECT TO CHANGE):
ACER RUBRUM / RED MAPLE
CEDRUS DEODARA / DEODAR CEDAR
FRAXINUS VELUTINA / VELVET ASH
PISTACIA CHINENSIS / CHINESE PISTACHE
QUERCUS AGRIFOLIA / COAST LIVE OAK
QUERCUS ILEX / HOLLY OAK

ACCENT TREES (24" BOX MINIMUM) — 14
SELECT PRELIMINARY PLANTS MAY INCLUDE (SUBJECT TO CHANGE):
ARBUTUS X 'MARINA' / MARINA STRAWBERRY TREE
CERCIS OCCIDENTALIS / WESTERN REDBUD
GINKGO BILOBA / MAIDENHAIR TREE

GENERAL LANDSCAPE NOTES

1. THE WORK SHALL BE DONE IN ACCORDANCE WITH THE PLANS AND THE MOST CURRENT EDITION OF THE APPLICABLE CITY AND/OR REGIONAL STANDARDS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN COPIES OF THESE STANDARDS, SPECIFICATIONS AND DRAWINGS, AS WELL AS ALL OTHER STANDARDS AND SPECIFICATIONS WHICH MAY BE NECESSARY TO COMPLETE AND ACCURATELY INTERPRET THESE PLANS.

2. ALL QUANTITIES LISTED IN THE LANDSCAPE SCHEDULE ARE FOR THE CONVENIENCE OF THE CONTRACTOR. IN THE CASE OF ANY DISCREPANCIES, PLANS SHALL OVERRIDE THE LANDSCAPE AND BID SCHEDULE QUANTITIES. CONTRACTOR SHALL VERIFY QUANTITIES SHOWN ON THE PLANS AND BASE THEIR BID ACCORDINGLY.

3. RESPONSIBILITY FOR ESTABLISHING SUBGRADES IS NOT INCLUDED IN THIS WORK. INSPECT SUBGRADES PRIOR TO COMMENCING WORK TO CONFIRM SUBGRADE DEPTHS AND GRADES. ADVISE LANDSCAPE ARCHITECT OF DISCREPANCIES WITH DRAWINGS OR SPECIFICATIONS. ALL PLANTING AREAS SHALL BE LEFT FREE OF CONSTRUCTION DEBRIS AND/OR TOXIC MATERIAL AND GRADED TO A LEVEL TO PERMIT LANDSCAPE CONSTRUCTION. TRENCHES OR OTHER FILLED EXCAVATIONS SHALL BE COMPACTED PRIOR TO LANDSCAPE INSTALLATION.

4. SITE GRADING NECESSITATED BY THE WORK AS IT PROGRESSES AND NOT SPECIFICALLY CALLED OUT ON THE PLANS WILL BE CONSIDERED INCIDENTAL WORK.

5. ALL LANDSCAPE AREAS SHALL BE UNIFORMLY GRADED SO THAT FINISHED SURFACES CONFORM TO THE TYPICAL SECTIONS AND PROPOSED GRADES SHOWN. FINISHED SURFACES SHALL BE REASONABLY SMOOTH, COMPACTED, AND FREE FROM IRREGULAR SURFACE DRAINAGE. THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR ESTABLISHING THE FINISH GRADE AND SHALL BEAR FINAL RESPONSIBILITY FOR PROPER SURFACE DRAINAGE OF PLANTED AREAS.

6. AFTER ROUGH GRADING HAS OCCURRED, CONTRACTOR SHALL OBTAIN AN AGRONOMIC SOILS REPORT AND SUBMIT TO LANDSCAPE ARCHITECT FOR APPROVAL PRIOR TO AMENDMENTS AND/OR PLANTING. CONTRACTOR SHALL APPLY RECOMMENDATIONS UNLESS OTHERWISE NOTED BY LANDSCAPE ARCHITECT.

7. BACKFILL MIX SHALL BE PLACED IN 6" LIFTS AND TAMPED INTO PLACE AROUND THE PLANT. NO TRANSPLANTING SHALL BE DONE WHEN SOIL IS EXCESSIVELY WET. DO NOT COUNTERSINK AROUND CACTI OR SUCCULENTS. PROVIDE POSITIVE DRAINAGE AWAY FROM PLANT.

8. ALL TREES SHALL BE PLANTED A MINIMUM OF 5 FEET, ALL SHRUBS AND ACCENTS A MINIMUM OF 24", AND ALL GROUNDCOVERS 18" FROM EDGE OF CURBS, WALKS, WALLS, PADS, ETC., UNLESS DIRECTED OTHERWISE BY THE LANDSCAPE ARCHITECT.

9. EXCAVATE PITS, AS SHOWN ON DRAWINGS AND DETAILS. LOOSEN HARD SUBSOIL IN BOTTOM OF PIT. TEST DRAINAGE OF TREE, SHRUB AND PLANT PITS BY FILLING WITH WATER TWICE IN SUCCESSION. THE RETENTION OF WATER IN PLANTING PITS FOR MORE THAN TWENTY-FOUR (24) HOURS SHALL BE BROUGHT TO THE ATTENTION OF THE OWNER'S REPRESENTATIVE. SUBMIT IN WRITING A PROPOSAL FOR THE CORRECTION TO THE OWNER'S REPRESENTATIVE FOR APPROVAL BEFORE PROCEEDING WITH WORK.

10. IF ROCK, UNDERGROUND CONSTRUCTION, ADVERSE DRAINAGE CONDITIONS, OR OTHER OBSTRUCTIONS ARE ENCOUNTERED IN EXCAVATION FOR PLANTING OF ANY PLANT MATERIAL, NOTIFY THE OWNER'S REPRESENTATIVE. NEW LOCATIONS MAY BE SELECTED BY THE OWNER'S REPRESENTATIVE, OR INSTRUCTIONS MAY BE ISSUED TO DIRECT REMOVAL OF OBSTRUCTION. PROCEED WITH WORK ONLY AFTER APPROVAL OF THE OWNER'S REPRESENTATIVE.

11. DO NOT MAKE SUBSTITUTIONS. IF SPECIFIED LANDSCAPE MATERIAL IS NOT OBTAINABLE, SUBMIT PROOF OF NON-AVAILABILITY FROM AT LEAST FIVE SOURCES TO THE OWNER'S REPRESENTATIVE, TOGETHER WITH PROPOSAL FOR USE OF EQUIVALENT MATERIAL FOR FINAL APPROVAL.

12. ALL PLANT MATERIAL AND SPECIFICATIONS TO CONFORM TO THE AMERICAN STANDARD FOR NURSERY STOCK STANDARDS UNLESS OTHERWISE NOTED.

13. LAY OUT INDIVIDUAL TREE AND PLANT LOCATIONS AND AREAS FOR MULTIPLE PLANTINGS, STAKE LOCATIONS AND OUTLINE AREAS AND SECURE THE OWNER'S REPRESENTATIVE'S ACCEPTANCE BEFORE START OF PLANTING WORK. MAKE MINOR ADJUSTMENTS AS DIRECTED.

14. ALL SHRUBS SHALL HAVE A FULL HEAD THAT COVERS THE CAN DIAMETER (CAN FULL) AND A MINIMUM OF THREE STEMS/BRANCHES.

15. FINISH GRADE FOR PLANTED AREAS SHALL BE 1" BELOW ALL CURBS, WALKS AND PAVING WITH SMOOTH EVEN LINES AT EDGES OF STRUCTURES.
16. FINISH LANDSCAPE GRADES SHALL SLOPE AT A 2% GRADE AWAY FROM CURBS, WALKS, AND WALLS.

17. ALL LANDSCAPE AREAS SHALL RECEIVE A 3" DEPTH OF MULCH, UNLESS OTHERWISE NOTED ON THESE PLANS. TREES TO HAVE A 6' DIAMETER RING AROUND TRUNK FREE OF MULCH. MULCH SHALL EXTEND UNDER ALL SHRUBS AND PLANTS. APPLY PRE-EMERGENT HERBICIDE PRIOR TO AND AFTER MULCH INSTALLATION.

18. PROVIDE SAMPLES OF PROPOSED MULCH SHOWING COLOR, GRADATION SIZE RANGE AND TEXTURE INCLUDING PROPOSED SOURCE. PROVIDE 1/2 CUBIC FOOT SAMPLE OF EACH.

19. NO JOB WILL BE CONSIDERED COMPLETE UNTIL ALL CURBS, PAVEMENT AND SIDEWALKS HAVE BEEN SWEPT CLEAN OF ALL DIRT AND DEBRIS ACCORDING TO PLANS.

20. IT IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO OBTAIN ANY PERMITS REQUIRED. (SEE THE CITY GENERAL CONDITIONS)

21. ALL CONSTRUCTION ROADS AND COMPACTED AREAS DEVELOPED THROUGH CONSTRUCTION THAT ARE WITHIN THE LANDSCAPE AREAS SHALL BE SCARIFIED AND LOOSENED TO A DEPTH OF 12" PRIOR TO LANDSCAPE AND IRRIGATION WORK BEGINNING.

22. PLANTINGS WITHIN THE SIGHT VISIBILITY TRIANGLE LINE SHALL BE MAINTAINED SO THAT NO LIMBS HANG LOWER THAN SEVEN (7) FEET AND SHRUBS OR OTHER PLANTS PLANTED WITHIN THE SIGHT VISIBILITY TRIANGLE LINE SHALL BE NO TALLER THAN TWO (2) FEET AT FULL GROWTH.

LANDSCAPE ARCHITECT NOTES

1. THE TERM “LANDSCAPE ARCHITECT” USED HEREIN SHALL MEAN THE LANDSCAPE ARCHITECT WHO HAS SIGNED AND SEALED THESE PLANS AND IS IN RESPONSIBLE CHARGE OF THE LANDSCAPE ARCHITECTURE DESIGN. THE TERM “CONTRACTOR” USED HEREIN SHALL MEAN ANY GENERAL CONTRACTOR OR SUBCONTRACTOR USING THESE PLANS. ANY AGENCY SIGNATURE OR APPROVAL ON THESE PLANS DOES NOT CONSTITUTE APPROVAL OF ANY OF THESE NOTES.

2. THE LANDSCAPE ARCHITECT WILL NOT PROVIDE, OBSERVE, COMMENT ON NOR ENFORCE ANY SAFETY MEASURES OR REGULATIONS. THE CONTRACTOR SHALL DESIGN, CONSTRUCT, AND MAINTAIN ALL SAFETY MEASURES AND SHALL BE SOLELY RESPONSIBLE FOR SAME AND COMPLYING WITH ALL LOCAL, STATE AND FEDERAL SAFETY AND HEALTH STANDARDS, LAWS, AND REGULATIONS. THE CONTRACTOR AGREES THAT SHE/HE SHALL ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOBSITE CONDITIONS AND SAFETY OF ALL PERSONS AND PROPERTY DURING THE COURSE OF CONSTRUCTION OF THIS PROJECT. THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS.

3. THE LANDSCAPE ARCHITECT SHALL HAVE NO RESPONSIBILITY FOR ANY OF THE CONTRACTOR'S MEANS AND METHODS OF CONSTRUCTION, TECHNIQUES, EQUIPMENT CHOICE AND USAGE, SEQUENCE, SCHEDULE, SAFETY PROGRAMS, OR SAFETY PRACTICES, NOR SHALL THE LANDSCAPE ARCHITECT HAVE ANY AUTHORITY OR RESPONSIBILITY TO STOP OR DIRECT THE WORK OF ANY CONTRACTOR.

4. THE CONTRACTOR SHALL DEFEND, INDEMNIFY, AND HOLD THE LANDSCAPE ARCHITECT AND OWNER, THEIR AGENTS AND EMPLOYEES, HARMLESS FROM ANY AND ALL CLAIMS, DEMANDS, JUDGMENTS, LOSS, DAMAGES, COSTS, EXPENSES, FEES OR LIABILITY WHATSOEVER, REAL OR ALLEGED, IN CONNECTION WITH, IN WHOLE OR IN PART, DIRECTLY OR INDIRECTLY, THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPTING LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE OWNER OR THE LANDSCAPE ARCHITECT.

5. IF THERE ARE ANY QUESTIONS REGARDING THESE PLANS, THE CONTRACTOR SHALL REQUEST IN WRITING FROM THE LANDSCAPE ARCHITECT AND THE OWNER, AN INTERPRETATION BEFORE DOING ANY RELATED OR IMPACTED WORK.

6. THE CONTRACTOR SHALL TAKE THE NECESSARY STEPS TO PROTECT THE PROPERTY FROM ANY EROSION AND SILTATION THAT RESULT FROM CONTRACTOR OPERATIONS BY APPROPRIATE MEANS UNTIL SUCH TIME THAT THE PROJECT IS COMPLETED AND ACCEPTED FOR MAINTENANCE BY WHOMEVER IS TO BE ULTIMATELY RESPONSIBLE FOR MAINTENANCE.

7. THE CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES PRIOR TO STARTING WORK NEAR THEIR FACILITIES AND SHALL COORDINATE WORK WITH UTILITY COMPANY REPRESENTATIVES.

8. THE EXISTENCE AND LOCATION OF UNDERGROUND UTILITIES OR STRUCTURES SHOWN ON THESE PLANS WERE OBTAINED FROM A SEARCH OF READILY AVAILABLE RECORDS. NO REPRESENTATION IS MADE AS TO THE ACCURACY OR COMPLETENESS OF SAID UTILITY INFORMATION. THE CONTRACTOR IS REQUIRED TO TAKE PRECAUTIONARY MEASURES TO PROTECT THE UTILITY LINES SHOWN HEREON AND ANY OTHERS NOT OF RECORD OR NOT SHOWN ON THESE PLANS. ALL DAMAGES THERETO CAUSED BY THE CONTRACTOR SHALL BE REPAIRED TO THE APPROPRIATE SPECIFICATIONS AND STANDARDS AT THE SOLE EXPENSE OF THE CONTRACTOR.

9. THE LOCATION, ELEVATIONS, SIZE, TYPE AND CONDITION OF EXISTING IMPROVEMENTS ADJACENT TO THE PROPOSED WORK INDICATED ON THESE PLANS SHALL BE CONFIRMED BY THE CONTRACTOR BY FIELD MEASUREMENTS AND OBSERVATIONS PRIOR TO CONSTRUCTION OF NEW WORK. THE CONTRACTOR WILL IMMEDIATELY INFORM THE LANDSCAPE ARCHITECT IN WRITING IF ANY DISCREPANCIES OR CONFLICTING INFORMATION IS FOUND.

10. THE CONTRACTOR SHALL MAKE EXPLORATORY EXCAVATIONS AND LOCATE EXISTING UNDERGROUND FACILITIES AS NEEDED, SUFFICIENTLY AHEAD OF CONSTRUCTION TO PERMIT REVISIONS TO PLANS IF REVISIONS ARE NECESSARY DUE TO THE ACTUAL LOCATION, SIZE, TYPE, OR CONDITION OF EXISTING FACILITIES DIFFERING FROM WHAT IS SHOWN ON THESE PLANS.

11. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVAL OF ANY DAMAGE TO THE EXISTING IMPROVEMENTS AND REPLACEMENT TO THE SATISFACTION OF THE OWNER.

12. SHOULD CONFLICTING INFORMATION BE FOUND ON THE PLANS THE CONTRACTOR SHALL NOTIFY THE LANDSCAPE ARCHITECT IN WRITING IMMEDIATELY BEFORE PROCEEDING WITH THE WORK IN QUESTION.

13. ANYTHING MENTIONED IN THE SPECIFICATIONS, IF ANY, AND NOT SHOWN ON THE DRAWINGS, OR SHOWN ON THE DRAWINGS AND NOT MENTIONED IN THE SPECIFICATIONS, SHALL BE OF LIKE EFFECT AS IF SHOWN OR MENTIONED IN BOTH.

PRELIMINARY STATE OF CALIFORNIA ESTIMATED WATER USE

TOTAL WATER USE IS CALCULATED BY SUMMING THE AMOUNT OF WATER ESTIMATED FOR EACH HYDROZONE. WATER USE FOR EACH HYDROZONE IS ESTIMATED WITH THE FOLLOWING FORMULA:

ESTIMATED TOTAL WATER USE (ETWU) = GAL / YEAR PER HYDROZONE

ET ADJUSTMENT FACTOR (ETAF) =
0.55 ETAF FOR RESIDENTIAL LANDSCAPE
0.45 ETAF FOR NON-RESIDENTIAL LANDSCAPE
0.8 ETAF FOR EXISTING NON-REHABILITATED LANDSCAPE
SPECIAL LANDSCAPE SHALL NOT EXCEED 1.0 ETAF

PLANT FACTOR (PF) = WATER USE CLASSIFICATION OF LANDSCAPE SPECIES

HYDROZONE AREA (HA) = (SF OF LANDSCAPE) OR (32 SF / TREE)

CONVERSION FACTOR (CONVERTS ACRE-INCHES PER ACRE PER YEAR TO GALLONS PER SQUARE FOOT PER YEAR = 0.62

IRRIGATION EFFICIENCY (IE) = 0.75 (OVERHEAD SPRAY) 0.81 (DRIP)

SPECIAL LANDSCAPE AREA (SLA) = SF OF EDIBLE PLANTS, RECREATIONAL AREAS, AREAS IRRIGATED WITH RECYCLED WATER, OR WATER FEATURS USING RECYCLED WATER

EVAPOTRANSPIRATION RATE (ETo) = QUANTITY OF WATER EVAPORATED FROM ADJ. SOIL AND TRANSPIRED BY PLANTS OVER A SPECIFIED TIME

ETWU = [(ETo) * (PF) * (HA) * (0.62)] / (IE)

MAWA = (ETo) * (0.62) [ETAF) * (SUM OF SLA & HA)] + [(1-ETAF) * (SLA)]

HYDROZONE "A" (LOW WATER USE - DRIPLINE) STANDARD LANDSCAPE (ON-SITE)

ETO	PF	HA	CONVERSION FACTOR	IE	SLA	ETWU (GAL/YEAR)
45.30	0.30	152,512	0.62	0.81	-	1,586,463.72

HYDROZONE "B" (LOW WATER USE - ROTATORS) EROSION CONTROL SEED MIX (ON-SITE)

ETO	PF	HA	CONVERSION FACTOR	IE	SLA	ETWU (GAL/YEAR)
45.30	0.30	206,431	0.62	0.75	-	2,319,128.43

HYDROZONE "C" (LOW WATER USE - ROTATORS) STORMWATER TREATMENT SEED MIX (ON-SITE)

ETO	PF	HA	CONVERSION FACTOR	IE	SLA	ETWU (GAL/YEAR)
45.30	0.30	115,548	0.62	0.75	-	1,298,112.45

HYDROZONE "D" (MODERATE WATER USE - BUBBLERS) TREES (ON-SITE)

ETO	PF	HA	CONVERSION FACTOR	IE	SLA	ETWU (GAL/YEAR)
45.30	0.40	7,168	0.62	0.81	-	99,417.51

HYDROZONE "E" (HIGH WATER USE - ROTORS) TURF (ON-SITE)

ETO	PF	HA	CONVERSION FACTOR	IE	SLA	ETWU (GAL/YEAR)
45.30	0.60		0.62	0.75	6,318	141,957.88
ESTIMATED TOTAL WATER USE (GAL/YEAR)						**5,303,122.10**

MAXIMUM APPLIED WATER ALLOWANCE (MAWA)

ETO	SUM OF HA	CONVERSION FACTOR	ETAF	SUM OF SLA	MAWA(GAL/YEAR)
45.30	481,659.00	0.62	0.45	6,318.00	6,264,990.95
MAXIMUM APPLIED WATER ALLOWANCE (GAL/YEAR)					**6,264,990.95**
MAXIMUM APPLIED WATER ALLOWANCE PERCENT OF ESTIMATED TOTAL WATER USE					**84.65%**