



CONTRA COSTA COUNTY

AGENDA

Economic Development Committee

Supervisor Candace Andersen, Chair
Supervisor Diane Burgis, Vice Chair

Monday, August 17, 2026

10:00 AM 1516 Kamole Street, Honolulu, HI 96821

**3361 Walnut Boulevard, Suite 140,
Brentwood, CA 94513**

ZOOM LINK

<https://cccouny-us.zoom.us/j/89875264386>

Join via audio: 1 855-758-1310 US Toll Free Webinar ID: 898 7526 4386

The public may attend this meeting in person at either above location. The public may also attend this meeting remotely via Zoom or call-in.

Agenda Items: Items may be taken out of order based on the business of the day and preference of the Committee.

1. Introductions
2. Public comment on any item under the jurisdiction of the Committee and not on this agenda (speakers may be limited to two (2) minutes).
3. REVIEW and APPROVE Meeting Record of April 6, 2026 **[26-3514](#)**
Attachments: [DRAFT Economic Development Committee 04.06.26](#)
4. RECEIVE Status Update on MTC-ABAG Northern Waterfront Priority Production Areas Technical Assistance Project and Overview of Infrastructure Memo **[26-3512](#)**
Attachments: [County EDC.8.17.26_PPA_Update](#)
[NWED_PPA_Infrastructure_Capacity_8.6.26](#)
5. RECEIVE Update on Contra Costa EPA Brownfields Assessment Grant (George Carter, Economic Development Project Manager) **[26-3513](#)**

6. RECEIVE Report From and/or Provide Direction to Staff Regarding County Economic Development Work Program [26-3511](#)

Attachments: [Contra Costa Co. Uninc. 1Q26 Newsletter](#)
[Northern California Industrial Conference](#)
[2026 California Land Recycling Conference](#)
[BluDot Emails April-June](#)
[June 2026 Newsletter](#)

7. The next meeting is currently scheduled for Monday, October 5, 2026 at 11:00 A.M.
8. Adjourn

General Information

This meeting provides reasonable accommodations for persons with disabilities planning to attend a the meetings. Contact the staff person listed below at least 72 hours before the meeting. Any disclosable public records related to an open session item on a regular meeting agenda and distributed by the County to a majority of members of the Committee less than 96 hours prior to that meeting are available for public inspection at 1025 Escobar St., 4th Floor, Martinez, during normal business hours. Staff reports related to items on the agenda are also accessible on line at www.co.contra-costa.ca.us.

HOW TO PROVIDE PUBLIC COMMENT:

Persons who wish to address the Committee during public comment on matters within the jurisdiction of the Committee that are not on the agenda, or who wish to comment with respect to an item on the agenda, may comment in person, via Zoom, or via call-in. Those participating in person should offer comments when invited by the Committee Chair. Those participating via Zoom should indicate they wish to speak by using the “raise your hand” feature in the Zoom app. Those calling in should indicate they wish to speak by pushing *9 on their phones.

Public comments generally will be limited to two (2) minutes per speaker. In the interest of facilitating the business of the Board Committee, the total amount of time that a member of the public may use in addressing the Board Committee on all agenda items is 10 minutes. Your patience is appreciated.

Public comments may also be submitted to Committee staff before the meeting by email or by voicemail. Comments submitted by email or voicemail will be included in the record of the meeting but will not be read or played aloud during the meeting.

For Additional Information Contact: Alyson Greenlee Escarzaga, 925-655-2783



CONTRA COSTA COUNTY

1025 ESCOBAR STREET
MARTINEZ, CA 94553

Staff Report

File #: 26-3514

Agenda Date: 8/17/2026

Agenda #: 3.

Advisory Board: Economic Development Committee

Subject: April 6, 2026 Meeting Record

Presenter: Alyson Greenlee Escarzaga, Economic Development Manager

Contact: (925) 655-2783

Information:

This is a recurring item of this committee.

Referral History and Update:

See attachment.

Recommendation(s)/Next Step(s):

REVIEW and APPROVE meeting record of April 6, 2026

**CONTRA COSTA COUNTY
ECONOMIC DEVELOPMENT
COMMITTEE– Meeting Record**

April 6, 2026 11:00 A.M. In Person/Via Zoom

Supervisor Candace Andersen, District II

Supervisor Diane Burgis, District III

1. Welcome and Introductions

Supervisor Andersen called the meeting to order at 11:00 AM. Supervisors Andersen and Burgis introduced themselves.

2. Public comment on any item not listed on this agenda.

No public comments.

3. REVIEW and APPROVE meeting record of April 6, 2026 Contra Costa County Economic Development Committee

Sup. Andersen approved of the meeting minutes, as did Sup. Burgis. Will pass on to the BOS.

4. RECEIVE Update on Contra Costa Brownfields Assessment Coalition

- Contra Costa County DCD Project Manager, George Carter provided an update to the committee. The county has partnered with Antioch, Martinez, and Pinole to assess potential brownfield sites within each municipality's boundaries. An explanation of the process of the assessments was explained. Once the priority sites have been fully assessed, the coalition will add additional sites to the inventory list. Sustainable Contra Costa will provide community engagement services.

5. RECEIVE Update on Industrial Lands Economic and Market Insights as Part of Contra Costa MTC-ABAG Northern Waterfront Priority Production Area Technical Assistance Grant

- There are two parts of the study
 - Develop a detailed inventory within Northern Waterfront according
 - EPS studied the economic and market trends of the area to identify economic opportunities
- The Northern Waterfront houses a large amount of the industrial workforce that then commutes out of the county to Alameda which has the largest percentage of industrial jobs
- 20 million sq ft of industrial space falls within the Northern Waterfront
- Warehouse space utilizes 70% of the space
- New construction has been stagnant since the pandemic
- First deliverable is planned to be the online mapping inventory tool
- Second, the industry analysis is planned to be presented at the end of the summer

6. RECEIVE Report from and/or Provide Direction to Staff Regarding County Economic Development Work Program

- Staff is actively tracking Air District's Bay Repair Grants
- Attended Contra Costa Sustainability Exchange
- Held countywide economic developers meeting
- Participated in interview process for Antioch
- Finalizing Just Transition Economic Revitalization Plan consultant
- Attended Bayfront and Walnut Creek Chamber events
- Attended Roof & Realm ribbon cutting
- Met with the Crockett Chamber of Commerce to address the County Zoning Code Update
- Presented to the East Bay EDA
- Elroy Air has remained at the Byron Airport

7. Next meeting is currently scheduled for October 5, 2026

8. Adjourn to the next meeting

Sup. Andersen adjourned the meeting.

DRAFT



CONTRA COSTA COUNTY

1025 ESCOBAR STREET
MARTINEZ, CA 94553

Staff Report

File #: 26-3512

Agenda Date: 8/17/2026

Agenda #: 4.

Advisory Board: Economic Development Committee

Subject: Status Update and Infrastructure Memo

Presenter: Joanna Jansen, Managing Principal, Placeworks

Contact: (510) 848-3815

Information:

Presentation with Status Update, and Infrastructure Memo, are both attached.

Referral History and Update:

The East Bay Priority Production Area (PPA) Technical Assistance project is supported by a \$500,000 grant from the Metropolitan Transportation Commission (MTC). This grant is one tool for MTC to implement Plan Bay Area's strategy to strengthen the regional economy, particularly by creating and maintaining middle-wage jobs. The PPA program highlights the need for coordinated and intentional investments in infrastructure, transportation, and workforce development, as well as the collaboration of individual jurisdictions to support the overall success of the East Bay as an industrial ecosystem.

The manufacturing sector in Contra Costa County is supported by proximity to ports, airports, rail, highways, a strong labor pool, and a concentrated customer base. At the same time, much of the County's industrial land faces significant constraints: sea level rise, groundwater rise, earthquake faults, histories of contamination, regulations that protect adjacent frontline communities, and pressure to convert underutilized industrial land to other uses, particularly housing.

The Northern Waterfront PPA Technical Assistance project covers multiple PPAs in five jurisdictions: Contra Costa County, Concord, Pittsburg, Antioch, and Oakley. This project will provide the analysis, strategies, and technical assistance that local staff need to support the innovation and determination of individual business and property owners and implement land use policies and economic development programs to preserve industrial land, streamline industrial development, and improve infrastructure in industrial districts. It will include updates to the Northern Waterfront Economic Development Initiative Strategic Plan to reflect current and projected conditions, as well as the creation of online tools to assist City and County staff, business owners, and brokers in identifying feasible sites for industrial development in PPAs. It will also provide technical assistance to City and County staff to capitalize on the momentum of significant regional gains in manufacturing jobs and square footage, as well as on the larger national context of interest and investment in onshoring to support supply chain reliability and economic diversification.

At its meeting on October 6, 2025, the Economic Development Committee received an overall update on the Northern Waterfront Priority Production Areas Project from Placeworks. The update that Placeworks provided next steps for the project that included: a transportation and goods movement analysis, an infrastructure capacity analysis, a review of how regional and global economic conditions have affected the Northern Waterfront, an update of the five core industry clusters of Northern Waterfront Economic Development

Initiative Strategic Plan (advanced transportation, advanced manufacturing, biomedical/biotech, ag tech/food processing, and clean tech) to reflect current data, and an evaluation of market conditions for the Northern Waterfront communities.

At its meeting on April 6, 2026, the Economic Development Committee received an update from Economic & Planning Systems on the Industrial Lands Economic and Market Insights (two memos), including a tour/overview of the Northern Waterfront Industrial Lands Inventory.

Recommendation(s)/Next Step(s):

Receive Status Update on MTC-ABAG Northern Waterfront Priority Production Areas Technical Assistance Project and Overview of Infrastructure Memo



Northern Waterfront Priority Production Areas Contra Costa County

Economic Development Committee

August 17, 2026

Agenda

- Priority Production Areas (PPAs) in Contra Costa County
- Northern Waterfront Status Update
- Infrastructure Capacity Insights
- Pacific Gas & Electric (PG&E) Input
- Upcoming Work

Priority Production Areas (PPAs) in Contra Costa County

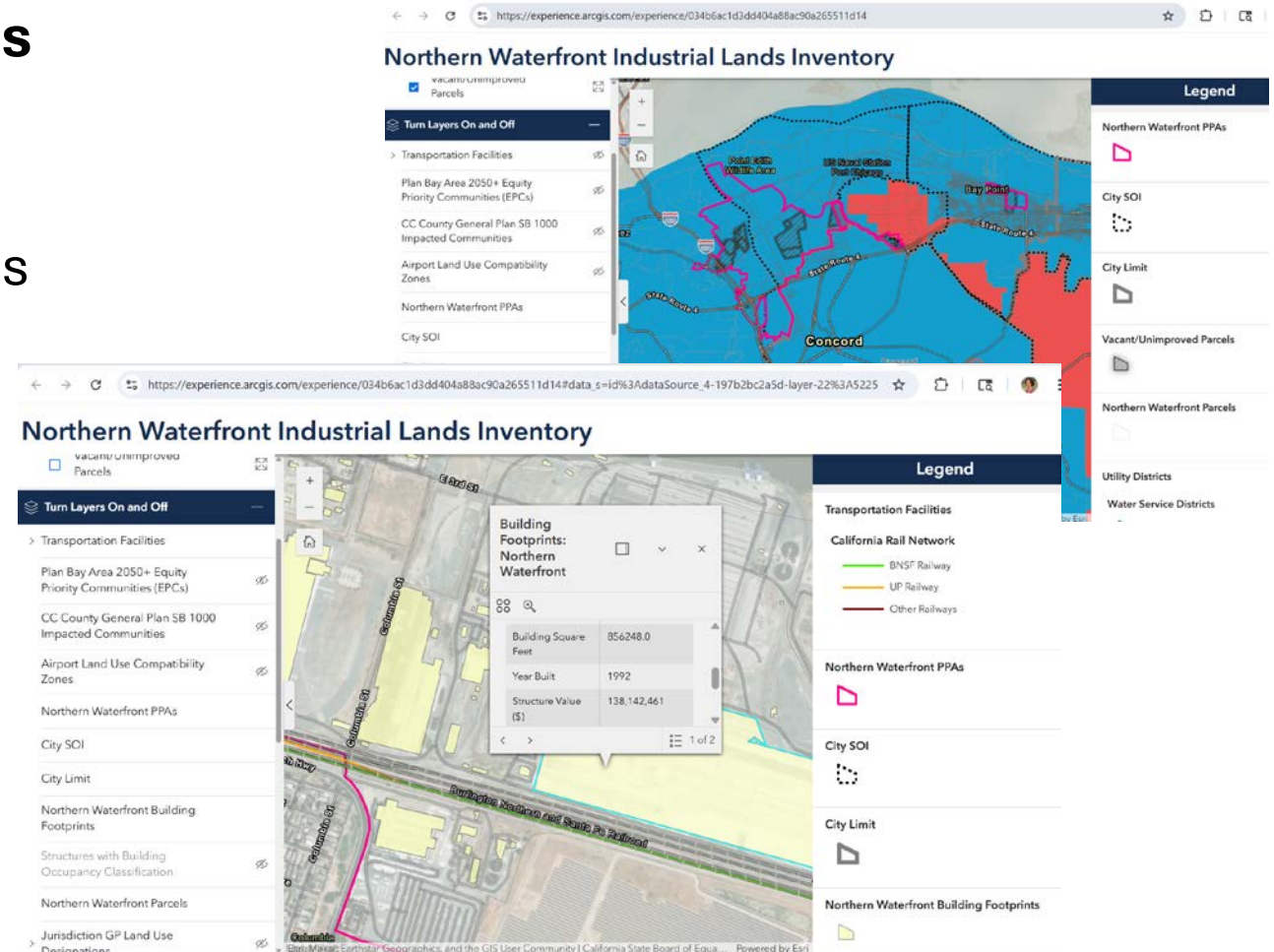
- 7 Northern Waterfront Economic Development PPAs
- Preserve areas that can add jobs and support economic growth
- Nominated by the Board of Supervisors or City Council



Northern Waterfront Status Update – Prior Work Products

October 6, 2025 – Prior Work Products

- Online inventory of industrial land
 - Industrial General Plan, zoning, uses
 - Building footprints
 - Transportation facilities
 - Equity Priority Communities
 - County's Impacted Communities
 - Federal Opportunity Zones
 - Utility districts
 - Protected lands & hazards



Northern Waterfront Status Update – Current Work Products

Current Work Products

- Economic & Market Insights
 - Employment, workforce, real estate & market trends
 - Priority Production Area regional & sub-market analyses
- Infrastructure Capacity Analysis
 - Water, sewer, storm drainage, roadways, power, communications
- Transportation/Goods Movement Analysis
 - Vehicle volumes and truck trips at 11 intersections and 28 segments
 - Rail, maritime, truck capacity analyses
- Northern Waterfront Economic Development Initiative Update Analysis
 - Ongoing interview & outreach process

Infrastructure Insights: Sewer, Water, Storm Drainage, Power

- Provider plans typically accommodate planned growth, not unanticipated users
- Legacy of incremental expansion based on site-specific upgrade evaluations
- Roadways not designed for new volumes and high-intensity uses
- Variability in communication carriers' fiber and network designs

Key Challenge: Power Capacity

- Many modern manufacturing users are “large load” (20+ Megawatt)
- Most PPA sites w/out required capacity; upgrades require early coordination with PG&E + studies = 2+ years total
- Developers hesitant to act w/out adequate power; power difficult to procure without project-specific information
- Result is “industrial development bottleneck”¹⁴

PG&E's Economic Development Team (EDT)

- PG&E wants to maximize “excess capacity” in Northern Waterfront Economic Development Area
 - New loads spread fixed costs, resulting lower rates
 - 1 new GW can reduce bills by 1%
- This is primary role of new EDT
 - Follows success in San Jose
 - Focus on strategic, not incremental growth
 - Speed up procurement process
 - Early growth planning with jurisdictions
- Continued reliance on complex customer upgrade process
 - Location of other utilities
 - Land rights
 - Existing easements
 - Physical conditions
 - Local policies
- PG&E network upgrades require approval by the California Public Utilities Commission through a once-yearly process

Upcoming Work

1. Complete Analyses & Recommendations for Northern Waterfront Economic Development Initiative Update
 - Update core industry clusters
 - Evaluate market & workforce conditions
 - Complete sites analyses supported by industrial land inventory
2. Initiate Economic Road Map
 - Develop definitions & classifications for target industries
3. Develop Priority Production Area tools & templates for local staff
 - Instructions for setting up financing tools
 - Development regulations to support job growth while protecting communities

3.1 Infrastructure Capacity Analysis and Planning-Level Implications

This Infrastructure Capacity and Recommendations Memo documents existing infrastructure conditions within designated Priority Production Areas (PPAs) in the Contra Costa County Northern Waterfront Economic Development (NWED) area and provides a planning-level assessment of infrastructure capacity, constraints, and upgrade considerations. The memo builds on mapping and inventory work completed under earlier project tasks and refines that information with a focus on infrastructure ownership, system capabilities, and service limitations relevant to industrial and employment-supporting land uses.

The PPAs include:

1. **Pacheco Manufacturing Zone.** This 4,700-acre PPA in unincorporated Contra Costa County is largest PPA in the NWED. It is located northeast of the intersection of Interstate 680 (I-680) and State Route 4 (SR 4), north of the City of Concord and east of the City of Martinez. It includes an eastward “extension” along Contra Costa Canal that forms an approximately 100-acre bulb of land. The PPA is bisected by the Burlington Northern and Santa Fe (BNSF) and Union Pacific (UP) railways and includes the Buchanan Field regional airport.
2. **Northern Concord PPA.** This 495-acre PPA includes two discontinuous areas in the City of Concord, both that share borders with the Pacheco Manufacturing Zone PPA. One area is located immediately north of SR 4 and the other is immediately south of SR 4.
3. **Western Concord PPA.** This relatively small PPA includes two discontinuous areas in the City of Concord that total about 112 acres. The larger area is located south of Monument Boulevard immediately west of the BART right-of-way. The smaller area is immediately east of the BART right-of-way.
4. **Baypoint Industrial Sector.** This 188-acre PPA is in unincorporated Contra Costa, within the City of Pittsburg Sphere of Influence (SOI). It is about 0.5 miles north of SR 4 and 7.5 miles east of I-680, directly south of the BNSF and UP railways.
5. **Northern Waterfront.** This 1,243-acre PPA is in northeastern Pittsburg, north of SR 4 and east of Downtown Pittsburg. The BNSF railway runs through the northern part of the PPA, and the UP railway runs through the southern part.
6. **Northern Waterfront Industrial Corridor.** Most of this 1,027-acre PPA is in the north/northeastern areas of the City of Antioch. The far northeastern corner of the PPA is in unincorporated Contra Costa but within Antioch’s SOI. The PPA is about a mile north of SR 4 and a half-mile north of the UP railway.
7. **Oakley Employment Area.** This 758-acre PPA is in the northwest corner of the City of Oakley. It is immediately adjacent to the Northern Waterfront Industrial Corridor, just over a half mile north of SR 4. The BNSF railway bisects the middle of the PPA.

INFRASTRUCTURE CAPACITY ANALYSIS AND PLANNING-LEVEL IMPLICATIONS

The analysis evaluates:

- Access roads and internal circulation
- storm drainage facilities
- potable water supply and distribution systems
- sanitary sewer collection and conveyance
- electrical power, and
- communications infrastructure.

Information was compiled from adopted planning documents, utility provider reports, publicly available infrastructure data, and coordination with the following agencies and service providers:

Agency/Service Provider	Contact Name	Department
PG&E	Nic Souza	Service and Planning
PG&E	Madeline Silva	Economic Development, Commercial Growth Organization
PG&E	Tom Fenton	Economic Development, Commercial Growth Organization
Contra Costa Water District	Nicola McCluney	Public Affairs / Main Office
Delta Diablo	Cecelia Nichols- Fritzler	Office Manager
City of Pittsburg Water	Jorge Esparza	Wet Utilities Superintendent
City of Pittsburg Power	Vanessa Xie	Power Engineer
Iron House Sanitary District's	Danea Gimmel	District Engineer
Diablo Water District's	Dan Muelrath	General Manager
Central San	Barbara Hockett	District Board Member
Goldenstate Water	Scott McGourty	Wet Utilities Superintendent
City of Antioch	Shaun Connelly	Public Works Director

The assessment identifies what infrastructure systems currently support, where service gaps, inefficiencies, or shortfalls exist, and under what conditions expansions or upgrades may be required.

Infrastructure systems are generally planned and operated to support historic and anticipated growth patterns reflected in adopted General Plans and utility planning documents. Infrastructure providers do not plan for surplus capacity for unidentified future users. As a result, development proposals that align with baseline planning assumptions are generally expected to be accommodated within existing service frameworks, while proposals that exceed those assumptions require project-specific evaluation, coordination with service providers, and, where necessary, targeted infrastructure investment. Because no specific development proposal or end user has been identified, this memo does not assume tenant types, development intensities, or demand profiles.

INFRASTRUCTURE CAPACITY ANALYSIS AND PLANNING-LEVEL IMPLICATIONS

Infrastructure capacity is evaluated at a planning level and reflects the ability of systems to serve existing development patterns and forecasted growth under adopted plans, rather than detailed engineering analysis or project-specific capacity confirmation. Determination of whether a proposed use fits within existing service capacity or requires additional improvements is appropriately addressed at the project level when specific details about demand are known.

This memo establishes a factual baseline to inform subsequent phases of the project. Findings are not presented as development recommendations, but as groundwork to support future tools, coordination with infrastructure providers, and a more detailed evaluation of development readiness and infrastructure investment needs.

THE SIGNIFICANCE OF ELECTRICAL POWER

The infrastructure-related policy implications identified in this analysis are diverse in systems and significance. However, input from Pacific Gas & Electric (PG&E), industrial real-estate experts and local leaders indicates that capacity, access, and provision of adequate electrical power at and to industrial sites is the primary infrastructure barrier to economic activation of NWED PPAs.

“LARGE LOAD” USERS

Many modern industrial uses, including manufacturing facilities, green manufacturing plants and data centers, are categorized by PG&E as “large load” users that consume 20 megawatts (MW) of electricity or more per month, enough to power over 16,000 homes. Most industrial sites across the PPAs are not served by power at these capacities. As a result, the current industrial market is increasingly driven by access to large, affordable electrical power loads.

PG&E owns and operates the regional transmission and distribution infrastructure serving central Contra Costa County and provides electrical service across the PPAs. Nearly all electrical infrastructure serving the PPAs has been developed incrementally over time, to support existing uses and demonstrated demand, rather than preserved for the required capacities of future development and local growth plans. According to PG&E staff, PG&E’s current grid operates at roughly 40 to 45 percent of capacity, on average. However, publicly available planning and reliability documents do not identify surplus or unallocated capacity intended to accommodate new industrial development without further evaluation.

THE CHALLENGE OF PROCUREMENT

Upgrading the power capacity of industrial sites to “large load” levels could trigger significant localized upgrades to distribution or substation facilities, depending on site-specific conditions. As a result, procuring such power loads from PG&E and upgrading sites to these capacities is a complex and lengthy process.

All energy capacity upgrades are conditioned on PG&E’s project-specific service request and interconnection review process. This process considers local feeder conditions, substation loading, and system reliability criteria at the time an application is made.

INFRASTRUCTURE CAPACITY ANALYSIS AND PLANNING-LEVEL IMPLICATIONS

Planning for “large load” power upgrades requires extended lead times and early coordination with PG&E’s Economic Development team. These upgrades are categorized by PG&E as “transmission level interconnections” that require multiple technical analyses through PG&E’s specialized “large load tariff” pricing and contract structure. These studies, which can take up to 9 months, determine connection timelines based on local jurisdiction policies, current capacity analysis, long lead material ordering and regulatory tariffs and proceedings. The potential for power connectivity of each project is also systematically studied based on factors such as the location of other utilities, land rights and existing easements, local jurisdiction policies, permitting, and PG&E’s extensive Electric and Gas Service Requirements manual.

If new demand is significant enough to require a network upgrade, PG&E must get permission from the California Public Utilities Commission (CPUC) to expand network capacity, and the request must be substantiated with applications for new service PG&E has received. This process happens once per year.

MARKET BOTTLENECK

Accelerating the PG&E power procurement process is difficult. It requires applicants to submit all necessary right-of-way agreements and to prepare shovel-ready powerline route permits. This process is challenging for applicants due to lack of clear roles among PG&E and local jurisdictions, insufficient dedicated staffing, and lack of enforceable performance measures that could be used to make more efficient service determinations. The process has been described as a major bottleneck to industrial development by real estate experts, as developers are hesitant to build or lease new manufacturing facilities without guarantees of power capacity. At the same time, PG&E requires user and facility details in order to evaluate potential capacity upgrades, and must submit those details to the CPUC for review and approval of network upgrades. Ultimately, the procurement process can take 2 years or longer, potentially stifling development or preventing applicants from selecting PPA sites that do not already have the required power capacity in place.

In other cases, applicants may seek to avoid these challenges by providing their own on-site sources of energy, including extensive solar panel installation, undersea cable connections, fuel cells, generators, and batteries.

NEW PG&E FOCUS

To ensure the utility can deliver power fast enough, PG&E built an Economic Development Team (EDT) focused on “strategic growth and statewide economic prosperity” in 2026, following the development of an agreement to fast-track power delivery to the City of San Jose. EDT leadership was interviewed as part of this project, and stressed the EDT was developed to promote early planning for capacity growth by:

- Guiding local jurisdictions through the high-level project development process.
- Assessing the potential for multi-project “cluster” power upgrades.
- Implementing the utility’s statewide Economic Development Rate (EDR) for eligible businesses (Contra Costa County businesses would qualify for the standard 12 percent discount).

INFRASTRUCTURE CAPACITY ANALYSIS AND PLANNING-LEVEL IMPLICATIONS

According to utility staff, PG&E is focused on delivering the current excess capacity in the NWED area to new customers. Staff noted that adding large, steady loads to the local grid allows fixed costs to be spread over more sales, which lowers overall rates. It is possible that for every new gigawatt of industrial project load, customer bills are reduced by approximately 1%.

INFRASTRUCTURE CAPACITY ANALYSIS AND PLANNING-LEVEL IMPLICATIONS

PACHECO MANUFACTURING ZONE PPA

OVERVIEW

Pacheco is an unincorporated community in central Contra Costa County. Land use authority and long-range planning for Pacheco are governed by Contra Costa County through the County General Plan. As an unincorporated area, Pacheco does not have a standalone municipal general plan; instead, land use, infrastructure planning, and service provision are addressed through Countywide policies, land use designations, and coordination with special districts and regional service providers. The County's planning framework emphasizes directing development to established service areas, supporting employment-generating uses in appropriate locations, and ensuring that infrastructure expansion occurs in a fiscally and environmentally responsible manner (Contra Costa County General Plan, Growth Management Element).

Historically, Pacheco developed as a transportation- and logistics-oriented area due to its proximity to major highways, rail infrastructure, and industrial land. Existing land uses within the PPA include a mix of industrial, warehouse, distribution, airport-related, and commercial activities, along with limited residential development at the periphery. The concentration of regional transportation infrastructure has positioned Pacheco as a strategic employment and goods-movement area within central Contra Costa County (Contra Costa County General Plan, Land Use Element).

The County General Plan identifies the Pacheco area as suitable for industrial and employment uses, while also recognizing physical and environmental constraints that influence development potential. These constraints include proximity to waterways and drainage channels, floodplain considerations, airport safety, and land use compatibility requirements associated with Buchanan Field, and the presence of major utility and transportation corridors. These factors shape allowable development intensity and inform infrastructure planning decisions (Contra Costa County General Plan, Public Facilities and Services Element).

Infrastructure and public services in Pacheco are provided through a combination of County departments, special districts, and regional agencies. Infrastructure systems have generally evolved incrementally to support existing development patterns rather than to preserve unidentified future users. County policy requires that new development demonstrate the availability of adequate utilities, transportation access, and public services, or identify feasible improvements to support proposed uses (Contra Costa County General Plan, Growth Management Element).

Overall, the planning framework for Pacheco establishes that industrial and employment uses are appropriate where infrastructure is available and environmental constraints can be addressed. For planning-level evaluation of Priority Production Areas, the County General Plan provides a policy context that supports continued employment activity while signaling that intensified or new development beyond existing assumptions would require additional analysis, coordination with service providers, and targeted infrastructure investment.

INFRASTRUCTURE CAPACITY ANALYSIS AND PLANNING-LEVEL IMPLICATIONS

WATER SUPPLY

Potable water service within the Pacheco area is provided by the Contra Costa Water District (CCWD), which owns, operates, and maintains the regional water supply, treatment, storage, and distribution system serving central Contra Costa County. CCWD provides retail water service to Pacheco as part of its integrated regional system, with primary supplies derived from the Central Valley Project (CVP), Delta diversions, and storage at Los Vaqueros Reservoir.

Based on CCWD's adopted Urban Water Management Plan (UWMP), water supplies are planned to reliably meet existing demand and forecast growth within the Pacheco area under normal and single-dry-year conditions. Demand projections reflected in the UWMP are based on existing land use patterns, employment activity, and adopted County land use assumptions and do not assume the introduction of new or intensified water-dependent industrial uses beyond baseline conditions. During extended multi-dry-year drought conditions, CCWD anticipates potential reductions in available supply at a districtwide level, with response measures including conservation programs, operational use of stored water supplies, and short-term water transfers to maintain service reliability.

Under existing conditions and adopted planning assumptions, water service within Pacheco is considered adequate to support current development patterns and incremental change consistent with County land use policies. Development that would substantially increase water demand beyond UWMP assumptions, particularly water-intensive industrial uses, would require further evaluation and coordination with CCWD to confirm supply availability and identify any necessary operational, contractual, or infrastructure measures.

SANITARY SEWER

Sanitary sewer service within the Pacheco area is provided by the Central Contra Costa Sanitary District (Central San), which owns, operates, and maintains the regional wastewater collection, conveyance, and treatment system serving central Contra Costa County. Wastewater generated in Pacheco is conveyed through local collection facilities and treated at Central San's regional treatment facilities.

Based on the adopted Sewer System Management Plan (SSMP), the sanitary sewer system is planned and operated to reliably convey peak wet-weather flows associated with existing development patterns. The SSMP does not identify surplus or unallocated conveyance or treatment capacity for new or intensified development. Capacity assurance is managed through monitoring, condition assessment, hydraulic evaluation, and implementation of capital improvements when deficiencies or increased overflow risk are identified.

Under existing conditions and adopted planning assumptions, sanitary sewer service within Pacheco is considered adequate to support current development and incremental change consistent with historical wastewater generation patterns. Development that would substantially increase wastewater flows beyond baseline assumptions—particularly intensified industrial or high-strength discharges—would require additional evaluation under Central San's capacity assurance framework and coordination with the District to determine whether localized or system-wide improvements are necessary.

INFRASTRUCTURE CAPACITY ANALYSIS AND PLANNING-LEVEL IMPLICATIONS

STORM DRAINAGE

Storm drainage infrastructure within the Pacheco area is owned and maintained by Contra Costa County and the Contra Costa County Flood Control and Water Conservation District. The system consists of storm drains, culverts, channels, and associated conveyance and outfall facilities designed to collect and convey runoff generated by existing development patterns in accordance with applicable design standards.

Stormwater facilities in Pacheco have been constructed incrementally to manage runoff from existing land uses and impervious surfaces. The storm drainage system is not pre-sized to accommodate unknown future intensification, and no surplus drainage capacity is identified in public planning documents. Under existing conditions, storm drainage infrastructure is considered adequate to support current development, while projects that increase impervious surface area or alter drainage characteristics would require project-level hydrologic and hydraulic analysis and may necessitate on-site detention, conveyance improvements, or downstream system modifications.

ACCESS ROADS AND TRANSPORTATION

Roadway and transportation infrastructure serving the Pacheco area is owned and maintained by Contra Costa County, the California Department of Transportation (Caltrans), and, in some cases, private entities. The roadway network includes arterial roadways, collectors, local streets, and internal access roads serving industrial, commercial, airport, and logistics-related uses. Regional access is provided by Interstate 680, State Route 4, and adjacent freight rail corridors.

Transportation infrastructure has developed incrementally to support existing land uses and goods-movement activity. While key truck routes include Marina Vista Avenue, Pacheco Boulevard, and Shell Avenue, not all facilities are designed to accommodate increased levels of heavy truck traffic or intensified industrial activity without modification. Future development generating substantial employee trips, freight movement, or changes in traffic patterns would require site-specific transportation analysis and could necessitate roadway, intersection, or access improvements through project-level review.

COMMUNICATIONS

Telecommunications services within the Pacheco area are provided by a combination of private wireline, fiber, and wireless service providers. Communications infrastructure is installed in public rights-of-way and on private property pursuant to franchise agreements and easements and is developed in response to market demand and provider investment decisions.

Existing communications infrastructure generally supports standard commercial, industrial, and business telecommunications needs. Publicly available information does not comprehensively document fiber availability or capacity at the parcel level, and service availability may vary by location. Development with specialized or high-capacity connectivity requirements may require direct coordination with service providers and potential network extensions or upgrades evaluated on a case-by-case basis.

INFRASTRUCTURE CAPACITY ANALYSIS AND PLANNING-LEVEL IMPLICATIONS**SUMMARY TABLES**

The following tables summarize key infrastructure ownership, planning basis, existing service conditions, and planning-level capacity considerations for the Pacheco Manufacturing Zone PPA, based on adopted utility planning documents and regional service provider information.

Water Infrastructure Summary: Pacheco Manufacturing Zone

Owner / Operator	Contra Costa Water District (CCWD)
Service Area	Pacheco (Unincorporated Contra Costa County)
System Type	Integrated regional water supply, treatment, storage, and distribution system
Planning Basis	2020 Urban Water Management Plan (UWMP)
What It Supports Today	Existing commercial, industrial, airport-related, and employment uses
Explicit Surplus Capacity Identified?	No
How Capacity Is Managed	Demand forecasting, conservation programs, operational use of storage, regional coordination
Primary Constraints	Drought conditions; Delta regulatory and water quality constraints
Upgrade Triggers	Demand exceeding UWMP assumptions; prolonged drought conditions
Planning-Level Implications	Water-intensive or high-demand uses require further evaluation and coordination with CCWD
Level of Certainty	High for existing conditions; speculative for intensified demand

INFRASTRUCTURE CAPACITY ANALYSIS AND PLANNING-LEVEL IMPLICATIONS

Sanitary Sewer Infrastructure Summary: Pacheco Manufacturing Zone

Owner / Operator	Central Contra Costa Sanitary District (Central San)
Service Area	Pacheco and central Contra Costa County
System Type	Gravity sewers, pump stations, force mains, and regional treatment facilities
Planning Basis	2025 Sewer System Management Plan (SSMP)
What It Supports Today	Existing commercial, industrial, and employment-related wastewater flows
Explicit Surplus Capacity Identified?	No
How Capacity Is Managed	Monitoring, hydraulic evaluation, I/I control, System Evaluation, and Capacity Assurance Plan
Primary Constraints	Peak wet-weather flows; localized conveyance limitations
Upgrade Triggers	Identified deficiencies or increased overflow risk
Planning-Level Implications	Intensified industrial wastewater flows require site-specific evaluation and coordination with Central San
Level of Certainty	High for existing conditions; speculative for intensified demand

INFRASTRUCTURE CAPACITY ANALYSIS AND PLANNING-LEVEL IMPLICATIONS

Power Infrastructure Summary: Pacheco Manufacturing Zone

Provider	Pacific Gas and Electric Company (PG&E)
Service Area	Pacheco
System Type	Regional transmission system; local substations and distribution feeders
Planning Basis	PG&E systemwide reliability and safety planning; project-driven service requests
What It Supports Today	Existing industrial, airport-related, commercial, and transportation-support uses
Explicit Surplus Capacity Identified?	No
How Capacity Is Managed	Project-driven service requests; feeder- and substation-level evaluation
Primary Constraints	Location-specific feeder and substation capacity; safety and reliability requirements
Upgrade Triggers	New or intensified electrical demand
Planning-Level Implications	Energy-intensive or specialized uses may require early coordination with PG&E and localized upgrades
Level of Certainty	Adequate for existing uses; project-specific for future demand

INFRASTRUCTURE CAPACITY ANALYSIS AND PLANNING-LEVEL IMPLICATIONS

Storm Drainage Infrastructure Summary: Pacheco Manufacturing Zone

Owner / Operator	Contra Costa County; CCCFCD
Service Area	Pacheco (Unincorporated Contra Costa County)
System Type	Storm drains, culverts, channels, surface drainage, outfalls
Planning Basis	Existing development patterns; adopted design storm criteria
What It Supports Today	Current land uses and impervious surface coverage
Explicit Surplus Capacity Identified?	No
Primary Constraints	Increased imperviousness; downstream conveyance limitations
Upgrade Triggers	Project-level hydrologic and hydraulic studies
Planning-Level Implications	Intensified development may require detention or conveyance upgrades
Level of Certainty	High for existing conditions; project-specific for intensification

INFRASTRUCTURE CAPACITY ANALYSIS AND PLANNING-LEVEL IMPLICATIONS

Access Roads & Transportation Infrastructure Summary: Pacheco Manufacturing Zone

Owner / Operator	Contra Costa County; Caltrans; private entities (select facilities)
Service Area	Pacheco (Unincorporated Contra Costa County)
System Type	Arterials, collectors, local roads, internal access roads, rail corridors
Planning Basis	Existing traffic patterns and incremental roadway development
What It Supports Today	Current vehicular traffic, freight movement, and airport access
Explicit Surplus Capacity Identified?	No
Primary Constraints	Roadway geometry; pavement condition; freight compatibility
Upgrade Triggers	Increased traffic volumes or freight activity
Planning-Level Implications	Higher-intensity industrial uses may require roadway or access improvements
Level of Certainty	High for existing conditions; project-specific for future demand

INFRASTRUCTURE CAPACITY ANALYSIS AND PLANNING-LEVEL IMPLICATIONS

Communications Infrastructure Summary: Pacheco Manufacturing Zone

Providers	Multiple private telecommunications carriers
Service Area	Pacheco (Unincorporated Contra Costa County)
System Type	Wireline, fiber, and wireless networks
What It Supports Today	Standard commercial, industrial, and business telecommunications need
Explicit Surplus Capacity Identified?	Not identified
How Capacity Is Managed	Carrier investment and project-level coordination
Primary Constraints	Variable fiber availability; carrier-specific network design
Upgrade Triggers	Development-specific connectivity requirements
Planning-Level Implications	Specialized or high-bandwidth uses may require targeted provider coordination
Level of Certainty	Variable by location

INFRASTRUCTURE CAPACITY ANALYSIS AND PLANNING-LEVEL IMPLICATIONS

NORTHERN CONCORD PPA

OVERVIEW

The Northern Concord PPA is strongly influenced by its proximity to major regional transportation facilities, including SR 4, Interstate 680, and the Burlington Northern Santa Fe (BNSF) and Union Pacific (UP) rail corridors. These facilities provide regional highway and freight rail access that has historically supported industrial, logistics, and employment-generating uses. The area's transportation connectivity has been a defining factor in land use planning and infrastructure investment, shaping its continued role as a regional employment and production area.

A defining feature of the Northern Concord PPA context is its relationship with the former Concord Naval Weapons Station (CNWS), located immediately to the northeast. The City of Concord's General Plan anticipates substantial long-term redevelopment of the CNWS inland area, including significant employment growth associated with industrial, logistics, and business park uses. While buildout of the CNWS is expected to occur over an extended horizon and is not tied to a fixed timeline, its planned redevelopment reinforces the Northern Concord PPA's long-term role within the regional employment landscape.

Importantly, the City's General Plan does not assume that infrastructure capacity is preserved for unidentified future users within the Northern Concord PPA. Instead, infrastructure systems are planned to support existing development patterns and adopted growth assumptions associated with both the PPA and the CNWS reuse area, with additional capacity evaluated as specific projects are proposed. The City participates in Contra Costa County's Growth Management Program, and infrastructure planning is guided by Measure J principles emphasizing managed growth and phased infrastructure investment.

Overall, the Northern Concord PPA should be understood as an area with strong regional connectivity and long-term employment potential, but one where infrastructure planning is intentionally conservative and tied to adopted plans rather than speculative industrial intensification. The infrastructure assessments that follow baseline service conditions and constraints, providing a planning-level foundation for evaluating future development within this strategically located PPA.

WATER SUPPLY

Potable water service for the City of Concord is provided by the Contra Costa Water District (CCWD) as part of its integrated regional water supply system. Water supply planning is documented in CCWD's adopted 2020 Urban Water Management Plan (UWMP), which evaluates supply reliability under normal, single-dry-year, and multiple-dry-year conditions based on adopted land use assumptions and conservation-adjusted demand projections. The UWMP does not allocate surplus or unassigned water supply capacity for unidentified future development.

Water infrastructure serving the Northern Concord PPA has evolved incrementally to support industrial-adjacent, employment, and commercial land uses historically present along the SR 4 corridor. Under existing conditions, the system is structured to support current development patterns and incremental growth consistent with adopted General Plan assumptions. Uses with moderate water demand

INFRASTRUCTURE CAPACITY ANALYSIS AND PLANNING-LEVEL IMPLICATIONS

characteristics like those historically present in the area are generally compatible with existing system conditions.

While no surplus capacity is identified, the water system serving the Northern Concord PPA is aligned with employment-oriented and industrial-adjacent land uses. Development that would substantially increase water demand beyond UWMP assumptions—particularly water-dependent industrial uses—would require coordination with CCWD and project-level evaluation to confirm supply availability and identify any necessary operational or infrastructure adjustments.

SANITARY SEWER

Sanitary sewer service for the City of Concord is provided through a service agreement with the Central Contra Costa Sanitary District (Central San), which owns, operates, and maintains the regional wastewater conveyance and treatment system. The City of Concord owns and operates its local collection system, while wastewater flows are conveyed to and treated at Central San's regional facilities. System planning and capacity management are documented in Central San's adopted 2025 Sewer System Management Plan (SSMP).

Sanitary sewer infrastructure serving the Northern Concord PPA has been developed incrementally to support existing industrial-adjacent, employment, and transportation-oriented land uses reflected in historical wastewater flow conditions. The SSMP does not identify surplus or unallocated conveyance or treatment capacity intended to accommodate unidentified future development. Instead, capacity assurance is achieved through monitoring, condition assessment, hydraulic evaluation, and targeted capital improvements when deficiencies or increased overflow risk are identified.

Under existing conditions, the sanitary sewer system is structured to support current development patterns and incremental growth consistent with adopted General Plan assumptions. Wastewater generation substantially exceeding baseline conditions, particularly associated with intensified industrial activity or higher-strength discharges, would require further evaluation under Central San's capacity assurance framework and coordination to determine whether localized or system-wide infrastructure improvements would be necessary.

STORM DRAINAGE

Storm drainage infrastructure within the City of Concord is owned and maintained by the City of Concord and the Contra Costa County Flood Control and Water Conservation District and consists of storm drains, culverts, channels, and associated conveyance facilities. Systems are designed to manage runoff generated by existing development patterns in accordance with design standards applicable at the time of construction.

Storm drainage facilities serving the Northern Concord PPA have been developed incrementally to support historical industrial, transportation, and employment-oriented land uses. The system is not pre-sized to accommodate unknown future intensification, and no surplus drainage capacity is identified in public planning documents.

INFRASTRUCTURE CAPACITY ANALYSIS AND PLANNING-LEVEL IMPLICATIONS

Under existing conditions, storm drainage infrastructure supports runoff from current land uses and impervious surfaces. Development that increases impervious surface areas or alters runoff characteristics would require project-level hydrologic and hydraulic analysis and may necessitate on-site detention, conveyance improvements, or downstream system modifications implemented through project-specific review.

ACCESS ROADS AND TRANSPORTATION

Transportation infrastructure serving the Northern Concord PPA is owned and maintained by the City of Concord, Contra Costa County, and Caltrans and includes local streets, arterials, State Route 4, access to Interstate 680, and adjacent freight rail corridors operated by BNSF and Union Pacific.

Roadway and freight infrastructure have historically supported industrial, logistics, and employment-oriented uses and have been developed incrementally to accommodate existing traffic volumes rather than to preserve intensified future activity. Port Chicago Highway is designated as a truck route from SR-4 to Bates Avenue and serves as a key connection and access facility for the PPA. Under existing conditions, the transportation network supports current vehicular traffic and freight movement consistent with historical development patterns.

Future development generating substantial vehicle trips, freight activity, or employee traffic would require site-specific transportation analysis. Where necessary, roadways, intersections, access, or circulation improvements would be evaluated and implemented through project-level review.

COMMUNICATIONS

Telecommunications services within the City of Concord are provided by multiple private wireline, fiber, and wireless providers. Communications infrastructure is installed within public rights-of-way and on private property pursuant to franchise agreements and provider investment decisions.

Existing communications infrastructure serving the Northern Concord PPA generally supports standard business telecommunications needs and wireless voice and data services. Publicly available information does not comprehensively document fiber availability, redundancy, or capacity at the parcel or district level. Developments with specialized or high-capacity communications requirements would require direct coordination with service providers and potential network upgrades evaluated on a project-specific basis.

INFRASTRUCTURE CAPACITY ANALYSIS AND PLANNING-LEVEL IMPLICATIONS

SUMMARY TABLES

Water Infrastructure Summary: Northern Concord PPA

Owner / Operator	Contra Costa Water District (CCWD)
Service Area	City of Concord – Northern Concord PPA
System Type	Integrated regional water supply system; CVP surface water; Los Vaqueros Reservoir storage; local distribution
Planning Basis	2020 Urban Water Management Plan (UWMP); adopted General Plan land use assumptions
What It Supports Today	Existing industrial-adjacent, employment, and commercial uses; incremental growth consistent with adopted assumptions
Explicit Surplus Capacity Identified?	No
How Capacity Is Managed	Regional supply planning; conservation programs; operational use of storage; project-level evaluation
Primary Constraints	Extended drought risk; Delta regulatory constraints; absence of surplus capacity for unidentified users
Upgrade Triggers	Demand exceeding UWMP assumptions; intensified water-dependent industrial uses
Planning-Level Implications	Higher-intensity or water-dependent uses require coordination with CCWD and project-level evaluation
Level of Certainty	High for existing conditions; speculative for intensified demand

INFRASTRUCTURE CAPACITY ANALYSIS AND PLANNING-LEVEL IMPLICATIONS

Sanitary Sewer Infrastructure Summary Table --Northern Concord PPA

Owner / Operator	Central Contra Costa Sanitary District (Central San)
Service Area	City of Concord – Northern Concord PPA
System Type	Local collection system; regional conveyance and treatment
Planning Basis	2025 Sewer System Management Plan (SSMP); peak wet-weather flow conveyance
What It Supports Today	Existing industrial-adjacent, employment, and commercial wastewater flows
Explicit Surplus Capacity Identified?	No
How Capacity Is Managed	Monitoring, condition assessment, System Evaluation and Capacity Assurance Plan (SECAP), CIP
Primary Constraints	Wet-weather peak flows; regulatory SSO prevention requirements
Upgrade Triggers	Increased wastewater flows beyond baseline assumptions
Planning-Level Implications	Intensified industrial uses require site- or sub-basin-level evaluation
Level of Certainty	High for existing conditions; speculative for intensified wastewater generation

INFRASTRUCTURE CAPACITY ANALYSIS AND PLANNING-LEVEL IMPLICATIONS

Power Infrastructure Summary Table --Northern Concord PPA

Provider	Pacific Gas and Electric Company (PG&E)
Service Area	City of Concord – Northern Concord PPA
System Type	Regional transmission; local distribution feeders and substations
Planning Basis	PG&E Diablo Division systemwide planning; project-driven service requests
What It Supports Today	Existing industrial-adjacent, employment, and commercial electrical loads
Explicit Surplus Capacity Identified?	No
How Capacity Is Managed	Project-specific service request and interconnection review
Primary Constraints	Location-specific feeder and substation conditions; reliability and safety requirements
Upgrade Triggers	New or intensified electrical demand
Planning-Level Implications	Energy-intensive uses require coordination with PG&E and potential localized upgrades
Level of Certainty	Adequate for existing uses; project-specific for future demand

INFRASTRUCTURE CAPACITY ANALYSIS AND PLANNING-LEVEL IMPLICATIONS

Storm Drainage Infrastructure Summary: Northern Concord PPA

Owner / Operator	City of Concord; Contra Costa County Flood Control and Water Conservation District
System Type	Storm drains, culverts, channels, and conveyance facilities
Planning Basis	Existing development patterns; adopted design standards
What It Supports Today	Current industrial-adjacent and employment land uses
Explicit Surplus Capacity Identified?	No
Primary Constraints	Increased imperviousness; downstream conveyance limitations
Upgrade Triggers	Development-driven drainage studies
Planning-Level Implications	Intensified development may require detention or conveyance upgrades
Level of Certainty	High for existing conditions; project-specific for intensification

INFRASTRUCTURE CAPACITY ANALYSIS AND PLANNING-LEVEL IMPLICATIONS

Access Roads & Transportation Infrastructure Summary: Northern Concord PPA

Owner / Operator	City of Concord; Contra Costa County; Caltrans
System Type	Arterials, collectors, local streets; regional highway and rail access
Planning Basis	Existing traffic patterns; incremental roadway development
What It Supports Today	Industrial-adjacent traffic, employment access, and freight-oriented activity
Explicit Surplus Capacity Identified?	No
Primary Constraints	Heavy truck activity; intersection performance; roadway geometry
Upgrade Triggers	Increased traffic volumes or freight demand
Planning-Level Implications	Higher-intensity industrial uses may require roadway or access improvements
Level of Certainty	High for existing conditions; project-specific for future demand

Communications Infrastructure Summary: Northern Concord PPA

Providers	Multiple private telecommunications carriers
System Type	Wireline, fiber, and wireless networks
What It Supports Today	Standard business and industrial-adjacent communications needs
Explicit Surplus Capacity Identified?	Not documented
Upgrade Triggers	Provider coordination based on tenant requirements
Planning-Level Implications	Specialized or high-capacity uses may require targeted upgrades
Level of Certainty	Variable by location and provider

INFRASTRUCTURE CAPACITY ANALYSIS AND PLANNING-LEVEL IMPLICATIONS

WESTERN CONCORD PPA

OVERVIEW

The Western Concord Priority Production Area (PPA) consists of approximately 112 acres across two discontinuous areas within the City of Concord. The larger area is located south of Monument Boulevard immediately west of the Bay Area Rapid Transit (BART) right-of-way, while the smaller area lies immediately east of the BART corridor. Together, these sites form a compact, transit-adjacent employment area embedded within an established urban setting.

The Western Concord PPA is strongly influenced by its proximity to regional transit and transportation infrastructure, including the Concord BART Station, Monument Boulevard, Interstate 680, and nearby arterial roadways. This connectivity has historically supported employment, service-commercial, and light industrial uses that benefit from transit access and regional mobility rather than heavy freight or logistics activity.

Unlike the Northern Concord PPA, the Western Concord PPA is not directly associated with large-scale industrial corridors or the former Concord Naval Weapons Station. Instead, it functions as a smaller-scale, infill-oriented employment area within a predominantly urban context. Surrounding land uses include established residential neighborhoods, commercial corridors, and transit-supportive development, which influence both land use compatibility considerations and infrastructure planning assumptions.

Consistent with the City of Concord's General Plan and Measure J growth management principles, infrastructure systems serving the Western Concord PPA are planned to support existing development patterns and adopted growth assumptions rather than speculative industrial intensification. Infrastructure capacity is evaluated and expanded in response to defined projects, with attention to neighborhood compatibility, transit integration, and phased investment.

Overall, the Western Concord PPA should be understood as a transit-oriented, urban employment area with limited physical scale and a planning framework oriented toward incremental infill and reuse. The infrastructure assessments that follow document baseline service conditions and constraints to support planning-level evaluation of future development within this compact PPA.

WATER SUPPLY

Potable water service for the City of Concord is provided by the Contra Costa Water District (CCWD) as part of its integrated regional water supply system. Water supply planning is documented in CCWD's adopted 2020 Urban Water Management Plan (UWMP), which evaluates supply reliability under normal, single-dry-year, and multiple-dry-year conditions based on adopted land use assumptions and conservation-adjusted demand projections. The UWMP does not allocate surplus or unassigned water supply capacity for unidentified future development.

The Western Concord PPA is located within a fully urbanized, transit-adjacent area near the Concord BART corridor and established residential and commercial neighborhoods. Water infrastructure serving this area has been developed to support compact employment, commercial, and service-oriented uses consistent with historical demand patterns associated with urban infill development.

INFRASTRUCTURE CAPACITY ANALYSIS AND PLANNING-LEVEL IMPLICATIONS

Under existing conditions, the water system is structured to support current employment and commercial uses and incremental infill development consistent with adopted General Plan assumptions. Development proposals with substantially higher water demand than historically present would require coordination with CCWD and project-level evaluation to confirm supply availability and identify any necessary system adjustments.

SANITARY SEWER

Sanitary sewer service for the City of Concord is provided through a service agreement with the Central Contra Costa Sanitary District (Central San), which owns, operates, and maintains the regional wastewater conveyance and treatment system. Under this arrangement, the City of Concord owns and operates its local collection system, while wastewater flows are conveyed to and treated at Central San's regional facilities. Sanitary sewer system planning and capacity management are documented in Central San's adopted 2025 Sewer System Management Plan (SSMP).

Sanitary sewer infrastructure serving the Western Concord PPA reflects its urban infill context and has been developed to support existing employment, commercial, and service-oriented uses adjacent to the BART corridor. The SSMP does not identify surplus or unallocated conveyance or treatment capacity intended to accommodate intensified or unidentified future development. Capacity is managed through monitoring, condition assessment, and implementation of improvements when deficiencies or increased overflow risk are identified.

Under existing conditions, the sanitary sewer system is supportive of current development patterns and incremental growth consistent with adopted land use assumptions. Development that would substantially increase wastewater flows or introduce higher-strength discharges would require further evaluation under Central San's capacity assurance framework and coordination to determine whether localized or system-wide infrastructure improvements would be necessary.

STORM DRAINAGE

Storm drainage infrastructure within the City of Concord is owned and maintained by the City of Concord and the Contra Costa County Flood Control and Water Conservation District and consists of storm drains, culverts, channels, and associated conveyance facilities. The system is designed to collect and convey runoff generated by existing development patterns in accordance with applicable design standards.

Storm drainage facilities serving the Western Concord PPA have been developed in an urban context and are intended to manage runoff associated with existing impervious surfaces and infill development. The system is not pre-sized to accommodate unknown future intensification, and no surplus drainage capacity is identified in public planning documents.

Future development that increases impervious surface area or alters drainage characteristics would require project-level hydrologic and hydraulic analysis and may necessitate on-site detention or localized conveyance improvements implemented through project-specific review.

INFRASTRUCTURE CAPACITY ANALYSIS AND PLANNING-LEVEL IMPLICATIONS

ACCESS ROADS AND TRANSPORTATION

Roadway and transportation infrastructure serving the Western Concord PPA is owned and maintained by the City of Concord, Contra Costa County, and Caltrans. The roadway network includes local streets, arterials, and direct access to the Concord BART Station, providing strong regional transit connectivity.

The City of Concord is well-served by locally designated truck routes. Arterial truck routes include Willow Pass Road, Ygnacio Valley Road, Clayton Road, Concord Avenue/Monument Boulevard, and Treat Boulevard. Transportation infrastructure in this area has also been developed to support urban employment, transit access, and local circulation. Under existing conditions, the transportation system supports employee, visitor, and customer access consistent with commercial and employment uses in a transit-oriented setting.

Future developments generating increased traffic or parking demand would require site-specific transportation analysis. Any improvements would focus on local circulation, access management, and multimodal integration rather than freight-oriented roadway upgrades.

COMMUNICATIONS

Telecommunications services within the City of Concord are provided by a combination of private wireline, fiber, and wireless service providers. Communications infrastructure is installed within public rights-of-way and on private property pursuant to franchise agreements and market-driven investment decisions.

Existing communications infrastructure serving the Western Concord PPA generally supports business, office, and service-related telecommunications needs typical of transit-oriented employment areas. Development with specialized, high-capacity, or mission-critical communications requirements would require direct coordination with service providers and potential network extensions or upgrades evaluated on a project-specific basis.

INFRASTRUCTURE CAPACITY ANALYSIS AND PLANNING-LEVEL IMPLICATIONS

SUMMARY TABLES

Water Infrastructure Summary: Western Concord PPA

Owner / Operator	Contra Costa Water District (CCWD)
Service Area	City of Concord – Western Concord PPA
System Type	Integrated regional water supply system; CVP surface water; Los Vaqueros Reservoir storage; local distribution
Planning Basis	2020 Urban Water Management Plan (UWMP); adopted General Plan land use assumptions
What It Supports Today	Existing commercial, service-oriented, and transit-adjacent employment uses
Explicit Surplus Capacity Identified?	No
How Capacity Is Managed	Regional supply planning; conservation programs; project-level evaluation
Primary Constraints	Drought risk; absence of surplus capacity
Upgrade Triggers	Development exceeding baseline water demand characteristics
Planning-Level Implications	Water-intensive uses require coordination with CCWD
Level of Certainty	High for existing conditions; speculative for intensified demand

INFRASTRUCTURE CAPACITY ANALYSIS AND PLANNING-LEVEL IMPLICATIONS

Sanitary Sewer Infrastructure Summary: Western Concord PPA

Owner / Operator	Central Contra Costa Sanitary District (Central San)
Service Area	City of Concord – Western Concord PPA
System Type	Local collection; regional conveyance and treatment
Planning Basis	2025 Sewer System Management Plan (SSMP)
What It Supports Today	Commercial and service-oriented wastewater flows
Explicit Surplus Capacity Identified?	No
How Capacity Is Managed	Monitoring, SECAP, CIP
Primary Constraints	Wet-weather flows; urban system limitations
Upgrade Triggers	Increased wastewater flows beyond baseline
Planning-Level Implications	Higher intensity uses require system evaluation
Level of Certainty	High for existing conditions; project-specific for intensification

INFRASTRUCTURE CAPACITY ANALYSIS AND PLANNING-LEVEL IMPLICATIONS

Power Infrastructure Summary: Western Concord PPA

Provider	Pacific Gas and Electric Company (PG&E)
Service Area	City of Concord – Western Concord PPA
System Type	Regional transmission; local distribution
Planning Basis	PG&E Diablo Division planning; project-driven upgrades
What It Supports Today	Commercial, office, and service-oriented electrical loads
Explicit Surplus Capacity Identified?	No
Upgrade Triggers	New or specialized electrical demand
Planning-Level Implications	High-demand uses require coordination with PG&E
Level of Certainty	Adequate for existing uses; project-specific for future demand

Storm Drainage Infrastructure Summary: Western Concord PPA

Owner / Operator	City of Concord; Contra Costa County Flood Control and Water Conservation District
System Type	Urban storm drains and conveyance
What It Supports Today	Existing impervious surfaces in the urban context
Explicit Surplus Capacity Identified?	No
Upgrade Triggers	Project-level drainage studies
Planning-Level Implications	Infill may require localized improvements
Level of Certainty	High for existing conditions

INFRASTRUCTURE CAPACITY ANALYSIS AND PLANNING-LEVEL IMPLICATIONS**Access Roads & Transportation Infrastructure Summary: Western Concord PPA**

Owner / Operator	City of Concord; Contra Costa County; Caltrans
System Type	Local streets, arterials; BART access
What It Supports Today	Employee access, transit-oriented circulation
Explicit Surplus Capacity Identified?	No
Upgrade Triggers	Increased traffic or parking demand
Planning-Level Implications	Improvements focus on circulation and multimodal access
Level of Certainty	High for existing conditions

Communications Infrastructure Summary: Western Concord PPA

Providers	Multiple private telecommunications carriers
System Type	Wireline, fiber, wireless
What It Supports Today	Standard business and office communications
Explicit Surplus Capacity Identified?	Not documented
Upgrade Triggers	Provider coordination
Planning-Level Implications	Specialized connectivity may require upgrades
Level of Certainty	Variable by location

INFRASTRUCTURE CAPACITY ANALYSIS AND PLANNING-LEVEL IMPLICATIONS

BAY POINT INDUSTRIAL SECTOR PPA

OVERVIEW

Bay Point is an unincorporated community located in northeastern Contra Costa County, bounded by the Cities of Pittsburg and Concord, Suisun Bay to the north, and State Route 4 along its southern edge. Formerly known as West Pittsburg, the community was renamed Bay Point in 1993 to establish a distinct identity separate from the surrounding incorporated cities. Land use authority, infrastructure planning, and service provision are administered primarily by Contra Costa County, with services delivered through a combination of County departments, special districts, and regional providers.

Historically, Bay Point developed as a waterfront- and rail-oriented industrial and shipping area, supported by proximity to the Southern Pacific rail line and deep-water access along Suisun Bay. Over time, the community transitioned toward predominantly residential uses, consisting largely of single-family neighborhoods and multi-family housing, with limited commercial and light industrial activity concentrated along corridors such as Willow Pass Road, Bailey Road, and Port Chicago Highway.

Bay Point occupies a strategic location within the East County subregion, with regional connectivity provided by State Route 4, the Bay Point BART Station, Amtrak rail service, and nearby freight corridors. While BART provides direct transit access to employment centers in Central and West Contra Costa County and the broader Bay Area, local circulation and last-mile connectivity remain key considerations for residents and employers.

From an environmental and infrastructure perspective, Bay Point includes a concentration of physical and environmental constraints. Portions of the community are subject to flood risk, sea-level rise exposure, and proximity to creeks and drainage channels and associated floodplains. Areas within Bay Point fall inside FEMA-mapped 100-year and 500-year flood hazard zones, and several critical infrastructure elements, including transportation corridors, transit facilities, and utility systems, are identified as vulnerable to flooding and climate-related hazards.

Bay Point is also recognized at the state and county level as a disadvantaged community, with elevated exposure to air quality impacts, hazardous materials, and legacy industrial contamination. CalEnviroScreen data and County vulnerability assessments indicate high rankings for diesel particulate matter, traffic exposure, proximity to hazardous waste facilities, and cleanup sites, reflecting cumulative environmental burdens that influence infrastructure planning and development considerations.

Within this context, infrastructure and service systems in Bay Point have evolved incrementally to support existing residential and commercial uses rather than to preserve intensified or specialized industrial activity. Planning for utilities, transportation, and public services is constrained by legacy development patterns, environmental conditions, and County growth management policies and is oriented toward maintaining baseline service levels while addressing identified vulnerabilities and service gaps.

INFRASTRUCTURE CAPACITY ANALYSIS AND PLANNING-LEVEL IMPLICATIONS

WATER SUPPLY

Potable water service within Bay Point and portions of the City of Pittsburg is provided by Golden State Water Company (GSWC), an investor-owned utility regulated by the California Public Utilities Commission. GSWC owns and operates the local water distribution system and relies primarily on Contra Costa Water District (CCWD) for wholesale treated surface water supply, supplemented by limited local groundwater production. Water supply planning and system operations are documented in GSWC's adopted Urban Water Management Plan.

GSWC's water supply portfolio for the Bay Point service area is dominated by imported surface water delivered through CCWD's regional conveyance facilities, with groundwater wells used primarily for peaking and operational reliability rather than as a scalable base supply. Under adopted UWMP assumptions, total water supplies are projected to be sufficient to meet existing demand and modest growth within the service area through the planning horizon, including during single- and multiple-dry-year scenarios. Demand projections reflect existing land-use patterns, including residential, commercial, and limited-light-industrial uses, and do not assume the introduction of new water-intensive industrial or manufacturing activities beyond those historically present.

Based on adopted planning documents, the existing water system is structured to reliably support current residential and commercial demand, incremental growth consistent with adopted land use and population forecasts, and existing industrial and employment uses with relatively modest water demand characteristics. The planning framework emphasizes supply reliability and regulatory compliance rather than provision of surplus or unallocated capacity, and the UWMP does not identify excess capacity specifically available to support high-intensity or water-dependent industrial development.

Several factors influence the system's flexibility to accommodate increased demand, including groundwater limitations related to basin conditions and water quality, long-term climate and Delta water quality considerations, and the absence of major system expansion projects identified for the Bay Point service area. Capital planning is focused on system reliability and maintenance rather than growth-driven capacity expansion. Under existing conditions, the Bay Point water system is considered adequate for current and incremental demand, while higher-intensity or water-dependent industrial uses would require further evaluation and coordination with both GSWC and CCWD and may necessitate infrastructure investment.

SANITARY SEWER

Sanitary sewer service for Bay Point is provided by the Delta Diablo Sanitation District, which owns, operates, and maintains the regional wastewater collection and conveyance system serving Bay Point, the City of Pittsburg, the City of Antioch, and surrounding areas. The system consists of gravity sewers, pump stations, and force mains and is regulated under the State Water Resources Control Board's Statewide General Waste Discharge Requirements for Sanitary Sewer Systems. System planning and capacity assurance are documented in Delta Diablo's adopted Sewer System Management Plan.

The sanitary sewer system is designed and operated to convey peak wastewater flows associated with existing development patterns, with capacity defined in the SSMP based on performance during design

INFRASTRUCTURE CAPACITY ANALYSIS AND PLANNING-LEVEL IMPLICATIONS

storm events. The planning framework emphasizes system reliability, overflow prevention, and regulatory compliance rather than the provision of surplus capacity for unidentified future users. Capacity assurance is managed through monitoring, condition assessment, maintenance, and implementation of capital improvements where deficiencies or increased overflow risk are identified.

The SSMP does not identify excess or unallocated capacity for new high-intensity industrial development. Instead, Delta Diablo employs a System Evaluation and Capacity Assurance Plan to identify hydraulic constraints and prioritize improvements through its Capital Improvement Program. Under existing conditions, the system is structured to reliably support existing residential, commercial, and light industrial uses consistent with historical development trends, while additional industrial intensity would require further analysis, coordination with the District, and potential infrastructure upgrades.

COMMUNICATIONS

Telecommunications services within Bay Point are provided by a combination of private carriers, including incumbent wireline providers, competitive fiber operators, and wireless service providers. Communications infrastructure is installed within public rights-of-way and on private property pursuant to franchise agreements and easements.

Existing communications infrastructure generally supports residential and commercial broadband service, standard business telecommunications needs, and wireless voice and data services. Publicly available data do not comprehensively document fiber availability, redundancy, or capacity at the parcel or cluster level, and service conditions may vary by location. Industrial uses with specialized connectivity requirements would need case-by-case coordination with service providers and potential network extensions or upgrades.

STORM DRAINAGE

Storm drainage infrastructure within Bay Point is owned and maintained primarily by Contra Costa County and consists of storm drains, culverts, channels, and outfalls designed to convey runoff associated with existing development patterns. Systems were constructed in accordance with design standards applicable at the time of development and have evolved incrementally over time.

Stormwater facilities are intended to manage runoff from current land uses and impervious surfaces and are not uniformly pre-sized to accommodate unknown future intensification. Capacity is sensitive to increases in impervious areas, changes in runoff timing and volume, downstream conveyance limitations, and regulatory requirements related to flood control and water quality. Industrial development that alters drainage characteristics would require project-level drainage studies and potentially localized stormwater improvements.

ACCESS ROADS AND TRANSPORTATION

Access roads serving Bay Point are owned and maintained by Contra Costa County, other public agencies, and, in some cases, private entities. The roadway network includes arterial roads, collectors, local streets, and internal private roadways serving residential, commercial, and light industrial parcels.

INFRASTRUCTURE CAPACITY ANALYSIS AND PLANNING-LEVEL IMPLICATIONS

The existing roadway network supports current traffic volumes, light industrial truck access, and regional connectivity via nearby highways. Roadway infrastructure has developed incrementally and is not uniformly designed to accommodate high-intensity industrial freight activity. Transportation capacity is influenced by roadway geometry, pavement condition, intersection performance, and freight connectivity. Industrial uses generating substantial freight or employee traffic would require further transportation analysis and may necessitate roadway or intersection improvements, depending on the scale and nature of future development.

INFRASTRUCTURE CAPACITY ANALYSIS AND PLANNING-LEVEL IMPLICATIONS

SUMMARY TABLES

Water Infrastructure Summary: Bay Point Industrial Sector

Category	
Owner / Operator	Golden State Water Company (GSWC)
Wholesale Supplier	Contra Costa Water District (CCWD)
Service Area	Bay Point and portions of the City of Pittsburg
System Type	Imported surface water supply; local distribution mains, storage, and pressure zones; limited groundwater wells
Planning Basis	Urban Water Management Plan demand projections based on existing land use and population growth; supply reliability under normal and multi-dry-year conditions
What It Supports Today	Existing residential, commercial, and light industrial uses; incremental growth consistent with adopted forecasts
Explicit Surplus Capacity Identified?	No
How Capacity Is Managed	Wholesale supply agreements; demand forecasting; conservation programs; system reliability and maintenance planning
Primary Constraints	Limited role of groundwater; Delta water quality and climate uncertainty; absence of growth-oriented expansion projects
Upgrade Triggers	Increased demand beyond UWMP assumptions; changes in land use intensity; distribution system or pressure deficiencies
Implications for PPAs	Higher-intensity or water-dependent industrial uses would likely require further evaluation and coordination with GSWC and CCWD and potential local system upgrades
Level of Certainty	High for existing conditions; speculative for future industrial intensification

INFRASTRUCTURE CAPACITY ANALYSIS AND PLANNING-LEVEL IMPLICATIONS

Sanitary Sewer Infrastructure Summary: Bay Point Industrial Sector

Category	
Owner / Operator	Delta Diablo Sanitation District
Service Area	Bay Point; City of Pittsburg; City of Antioch
System Type	Regional wastewater collection and conveyance system; gravity sewers, pump stations, force mains
Planning Basis	Peak wet-weather flow conveyance; sanitary sewer overflow (SSO) prevention; Sewer System Management Plan
What It Supports Today	Existing residential, commercial, and light industrial wastewater flows consistent with historical development
Explicit Surplus Capacity Identified?	No
How Capacity Is Managed	Monitoring and condition assessment; inflow and infiltration control; System Evaluation and Capacity Assurance Plan (SECAP); Capital Improvement Program (CIP)
Upgrade Triggers	Identified hydraulic deficiencies; increased overflow risk; failure to meet adopted design or performance criteria
Implications for PPAs	Additional industrial intensity would likely require site- or sub-basin-level evaluation and potential collection or conveyance system upgrades
Level of Certainty	High for existing conditions; speculative for future industrial intensification

INFRASTRUCTURE CAPACITY ANALYSIS AND PLANNING-LEVEL IMPLICATIONS

Power Infrastructure Summary: Bay Point Industrial Sector

Provider	Pacific Gas and Electric Company (PG&E)
Service Area	Bay Point
System Type	Regional transmission system; local substations and distribution feeders
Planning Basis	PG&E systemwide reliability and safety planning; project-driven service requests
What It Supports Today	Existing residential, commercial, and light industrial loads
Explicit Surplus Capacity Identified?	No
How Capacity Is Managed	Project-driven service requests; feeder- and substation-level evaluation
Primary Constraints	Location-specific feeder and substation capacity; safety and reliability requirements
Upgrade Triggers	New or intensified electrical demand
Planning-Level Implications	Energy-intensive or specialized uses may require early coordination with PG&E and localized upgrades
Level of Certainty	Adequate for existing uses; project-specific for future demand

INFRASTRUCTURE CAPACITY ANALYSIS AND PLANNING-LEVEL IMPLICATIONS**Storm Drainage Infrastructure Summary: Bay Point Industrial Sector**

Owner / Operator	Contra Costa County and local jurisdictions
Service Area	Bay Point
System Type	Storm drains, culverts, channels, and surface drainage facilities
Planning Basis	Design storm criteria and standards applicable at time of construction
What It Supports Today	Runoff from existing development patterns and impervious surfaces
Explicit Surplus Capacity Identified?	No
How Capacity Is Managed	Incremental system improvements; project-level drainage review
Primary Constraints	Increased impervious surface area; downstream conveyance limitations; regulatory flood control and water quality requirements
Upgrade Triggers	Development that alters runoff volume or timing
Implications for PPAs	Industrial development would likely require site-specific drainage studies and localized improvements
Level of Certainty	High for existing conditions; speculative for future intensification

INFRASTRUCTURE CAPACITY ANALYSIS AND PLANNING-LEVEL IMPLICATIONS

Access Roads and Transportation Infrastructure Summary: Bay Point Industrial Sector

Owner / Operator	Contra Costa County; local jurisdictions; private entities
Service Area	Bay Point
System Type	Arterial roads, collectors, local streets, and internal access roads
Planning Basis	Existing roadway design standards and historical traffic patterns
What It Supports Today	Current traffic volumes; light industrial and commercial truck access
Explicit Surplus Capacity Identified?	No
How Capacity Is Managed	Incremental roadway improvements; project-level traffic analysis
Primary Constraints	Roadway geometry; pavement condition; intersection performance
Upgrade Triggers	Increased freight activity or employee traffic
Implications for PPAs	Higher-intensity industrial uses may require roadway or intersection improvements
Level of Certainty	High for existing conditions; speculative for future intensification

INFRASTRUCTURE CAPACITY ANALYSIS AND PLANNING-LEVEL IMPLICATIONS**Communications Infrastructure Summary: Bay Point Industrial Sector**

Owner / Operator	Multiple private telecommunications providers
Service Area	Bay Point
System Type	Wireline, fiber, and wireless communications networks
Planning Basis	Market-driven provider investment and franchise agreements
What It Supports Today	Residential, commercial, and standard business communications
Explicit Surplus Capacity Identified?	No
How Capacity Is Managed	Provider-specific network planning and service extensions
Primary Constraints	Uneven fiber availability; proximity to backbone facilities
Upgrade Triggers	Projects with specialized or high-capacity connectivity needs
Implications for PPAs	Industrial users may require direct provider coordination and targeted upgrades
Level of Certainty	High for existing conditions; speculative for specialized demand

INFRASTRUCTURE CAPACITY ANALYSIS AND PLANNING-LEVEL IMPLICATIONS

NORTHERN WATERFRONT

OVERVIEW

The Northern Waterfront Priority Production Area (PPA) encompasses approximately 1,243 acres in the northeastern portion of the City of Pittsburg. The PPA is located north of State Route 4 and east of Downtown Pittsburg, extending along the southern shoreline of the Sacramento–San Joaquin Delta. The Burlington Northern Santa Fe (BNSF) railway traverses the northern portion of the PPA, while the Union Pacific (UP) railway runs through its southern extent, establishing the area as a historically significant industrial and freight-oriented corridor within East Contra Costa County.

The City of Pittsburg is a centrally located East Contra Costa County jurisdiction whose development pattern reflects its long-standing role as an industrial and employment center. The Northern Waterfront PPA is directly influenced by proximity to navigable waterways, regional rail infrastructure, and major transportation corridors, alongside adjacent residential neighborhoods and commercial districts. These locational characteristics have historically supported industrial, logistics, and employment-generating uses concentrated along the waterfront and rail corridors.

Pittsburg’s adopted 2040 General Plan provides the long-range policy framework governing land use, infrastructure investment, and public services within the City, including the Northern Waterfront PPA. The General Plan emphasizes compact growth, infill development, and redevelopment of underutilized sites within established service areas, while discouraging outward expansion beyond the City’s Urban Limit Line and Sphere of Influence. This approach is intended to maximize the efficiency of existing infrastructure systems and align growth with available public services.

Land uses within the Northern Waterfront PPA are characterized by designated industrial and employment districts intended to support logistics, manufacturing, energy-related uses, and other job-generating activities, interspersed with legacy industrial operations and transportation infrastructure. Economic development is identified as a key City objective, with policies emphasizing infrastructure adequacy and service reliability to support existing businesses and attract future employment, without presuming specific end users or development programs.

Importantly, while the General Plan includes policies to ensure adequate utilities, transportation infrastructure, and capital facilities within areas such as the Northern Waterfront PPA, it does not allocate or reserve infrastructure capacity for unidentified future industrial users. Infrastructure planning is grounded in existing conditions, adopted land use patterns, and baseline growth assumptions, with additional evaluation required as specific development proposals emerge.

Within this context, the infrastructure discussion that follows documents existing system ownership, service characteristics, and known constraints specific to the Northern Waterfront Priority Production Area. This analysis establishes baseline conditions and planning-level considerations relevant to future development within the PPA and is intended to inform subsequent phases of work, rather than to assume project-specific improvements or tenant requirements.

INFRASTRUCTURE CAPACITY ANALYSIS AND PLANNING-LEVEL IMPLICATIONS

WATER SUPPLY

Potable water service within the Northern Waterfront Priority Production Area is provided through the City of Pittsburg's municipal water system. The system is planned and operated to support existing development and forecasted growth consistent with adopted land use assumptions, with planning guidance documented in the City's Water System Master Plan and Water Contingency Plan. These documents emphasize system reliability, pressure management, and infrastructure maintenance rather than growth-driven expansion.

Under adopted planning assumptions, the water system is structured to support existing residential, commercial, institutional, and moderate industrial uses within the Northern Waterfront PPA, as well as incremental growth consistent with adopted projections. Planning documents do not identify surplus or unallocated water supply capacity intended to accommodate high-intensity or water-dependent industrial uses beyond baseline assumptions.

The Water Contingency Plan establishes operational priorities and demand management measures during periods of supply constraint, reinforcing a planning framework focused on essential uses and system resilience. Under existing conditions, water service within the Northern Waterfront PPA is considered adequate for current development patterns, while new or intensified water demand beyond adopted assumptions would require project-specific evaluation, coordination with the City, and potential upgrades to distribution facilities, storage, pressure zones, or supply arrangements.

SANITARY SEWER

Sanitary sewer service for the Northern Waterfront Priority Production Area is provided by the Delta Diablo Sanitation District, which owns, operates, and maintains the regional wastewater collection and conveyance system serving Pittsburg, Bay Point, Antioch, and surrounding communities. Wastewater generated within the PPA is conveyed entirely through Delta Diablo's regional facilities.

Based on Delta Diablo's adopted Sewer System Management Plan, the sanitary sewer system is planned and operated to convey peak wet-weather flows associated with existing development patterns and to prevent sanitary sewer overflows. The planning framework emphasizes system reliability, monitoring, and regulatory compliance rather than the provision of surplus capacity for unidentified future users.

Under existing conditions, the sanitary sewer system is considered adequate to support current residential, commercial, and industrial uses within the Northern Waterfront PPA, consistent with historical development patterns. Increased wastewater generation associated with intensified industrial uses or higher-strength discharges would require site- or sub-basin-level evaluation, coordination with Delta Diablo, and potential inclusion of capacity improvements in the District's Capital Improvement Program.

STORM DRAINAGE

Storm drainage infrastructure within the Northern Waterfront Priority Production Area is primarily owned and maintained by the City of Pittsburg, with certain downstream facilities under County or regional flood

INFRASTRUCTURE CAPACITY ANALYSIS AND PLANNING-LEVEL IMPLICATIONS

control jurisdiction. The system consists of storm drains, culverts, channels, and outfalls designed to manage runoff associated with existing development patterns and applicable design storm criteria.

Storm drainage facilities within the PPA have been constructed incrementally over time and are not uniformly pre-sized to accommodate intensified development beyond existing conditions. System performance is sensitive to increases in impervious surface area, changes in runoff timing and volume, downstream conveyance limitations, and regulatory requirements related to flood control and water quality.

Under existing conditions, storm drainage infrastructure is considered adequate to support current development within the Northern Waterfront PPA. Industrial development that increases impervious surface area or alters drainage characteristics would require project-level hydrologic and hydraulic analysis and may necessitate on-site detention, conveyance upgrades, or downstream system improvements.

ACCESS ROADS AND TRANSPORTATION

Roadway and transportation infrastructure serving the Northern Waterfront Priority Production Area is owned and maintained by the City of Pittsburg, Contra Costa County, and, in some cases, private entities. The roadway network includes arterials, collectors, local streets, and internal access roads serving industrial, commercial, and waterfront-oriented uses. Regional connectivity is provided by State Route 4 and freight rail corridors operated by the BNSF and Union Pacific railroads.

The Northern Waterfront PPA, located north of SR-4, is served by multiple truck routes. These include the arterial facilities of Loveridge Road, Pittsburg-Antioch Highway, West Leland Road, Harbor Street, and East 3rd Street.

Higher-intensity industrial development within the Northern Waterfront PPA may require roadway improvements such as pavement strengthening, intersection upgrades, access modifications, or internal circulation enhancements. The scope and feasibility of such improvements would depend on the scale, intensity, and location of future development and would be evaluated through a project-level transportation review.

COMMUNICATIONS

Telecommunications services within the Northern Waterfront Priority Production Area are provided by multiple private wireline, fiber, and wireless service providers. Communications infrastructure is installed within public rights-of-way and on private property pursuant to franchise agreements and easements and is developed in response to market demand and provider investment decisions.

Existing communications infrastructure generally supports standard commercial, industrial, and business telecommunications needs within the PPA. Publicly available information does not comprehensively

INFRASTRUCTURE CAPACITY ANALYSIS AND PLANNING-LEVEL IMPLICATIONS

document fiber availability, redundancy, or capacity at the parcel or district level, and service conditions may vary by location.

Development with specialized, high-capacity, or mission-critical communications requirements may require direct coordination with service providers and potential network extensions or upgrades evaluated on a project-specific basis.

SUMMARY TABLES**Water Infrastructure Summary: City of Pittsburgh**

Owner / Operator	City of Pittsburgh
Service Area	City of Pittsburgh
System Type	Municipal water supply, treatment, storage, and distribution system
Planning Basis	Water System Master Plan; Water Contingency Plan; adopted land use assumptions
What It Supports Today	Existing residential, commercial, institutional, and moderate industrial uses
Explicit Surplus Capacity Identified?	No
How Capacity Is Managed	Asset management, pressure management, demand forecasting, contingency planning
Primary Constraints	Supply reliability during drought; pressure and distribution limitations; contingency-stage restrictions
Upgrade Triggers	Demand exceeding adopted assumptions; localized pressure or capacity deficiencies; contingency conditions
Implications for PPAs	Higher-intensity or water-dependent uses require project-specific evaluation and potential system upgrades
Level of Certainty	High for existing conditions; speculative for intensified demand

INFRASTRUCTURE CAPACITY ANALYSIS AND PLANNING-LEVEL IMPLICATIONS

Sanitary Sewer Infrastructure Summary: City of Pittsburg

Owner / Operator	Delta Diablo Sanitation District
Service Area	City of Pittsburg (regional system)
System Type	Gravity sewers, pump stations, force mains
Planning Basis	Sewer System Management Plan; peak wet-weather flow conveyance
What It Supports Today	Existing residential, commercial, and industrial wastewater flows
Explicit Surplus Capacity Identified?	No
How Capacity Is Managed	Monitoring, I/I management, condition assessment, Capital Improvement Program
Primary Constraints	Wet-weather peak flows; localized conveyance constraints; SSO prevention requirements
Upgrade Triggers	Identified deficiencies or elevated overflow risk
Implications for PPAs	Increased industrial intensity requires site-specific analysis and coordination with Delta Diablo
Level of Certainty	High for existing conditions; speculative for intensified wastewater generation

INFRASTRUCTURE CAPACITY ANALYSIS AND PLANNING-LEVEL IMPLICATIONS

Power Infrastructure Summary: City of Pittsburg

Provider	Pacific Gas and Electric Company (PG&E)
Service Area	City of Pittsburg
System Type	Regional transmission system; local substations and distribution feeders
Planning Basis	PG&E systemwide reliability and safety planning; project-driven service requests
What It Supports Today	Existing residential, commercial, and industrial loads
Explicit Surplus Capacity Identified?	No
How Capacity Is Managed	Project-driven service requests; feeder- and substation-level evaluation
Primary Constraints	Location-specific feeder and substation capacity; safety and reliability requirements
Upgrade Triggers	New or intensified electrical demand
Planning-Level Implications	Energy-intensive or specialized uses may require early coordination with PG&E and localized upgrades
Level of Certainty	Adequate for existing uses; project-specific for future demand

INFRASTRUCTURE CAPACITY ANALYSIS AND PLANNING-LEVEL IMPLICATIONS

Storm Drainage Infrastructure Summary: City of Pittsburg

Owner / Operator	City of Pittsburg; Contra Costa County / regional flood control (select facilities)
Service Area	City of Pittsburg
System Type	Storm drains, culverts, surface drainage, outfalls
Planning Basis	Existing development patterns; adopted design storm criteria
What It Supports Today	Current land uses and impervious surface coverage
Explicit Surplus Capacity Identified?	No
How Capacity Is Managed	Incremental improvements tied to development and drainage studies
Primary Constraints	Increased imperviousness; downstream conveyance limitations; regulatory requirements
Upgrade Triggers	Project-level drainage studies; changes in runoff characteristics
Implications for PPAs	Intensified industrial development may require detention or conveyance upgrades
Level of Certainty	High for existing conditions; project-specific for intensification

INFRASTRUCTURE CAPACITY ANALYSIS AND PLANNING-LEVEL IMPLICATIONS

Access Roads & Transportation Infrastructure Summary: City of Pittsburg

Owner / Operator	City of Pittsburg; Contra Costa County; private entities (select roads)
Service Area	City of Pittsburg
System Type	Arterials, collectors, local streets, internal access roads
Planning Basis	Existing traffic patterns; incremental roadway development
What It Supports Today	Current vehicular traffic and light industrial truck access
Explicit Surplus Capacity Identified?	No
How Capacity Is Managed	Project-level traffic review and roadway improvements
Primary Constraints	Pavement condition; roadway geometry; intersection performance; freight compatibility
Upgrade Triggers	Increased traffic volumes or freight activity
Implications for PPAs	Higher-intensity industrial uses may require roadway or access improvements
Level of Certainty	High for existing conditions; project-specific for future demand

INFRASTRUCTURE CAPACITY ANALYSIS AND PLANNING-LEVEL IMPLICATIONS

NORTHERN WATERFRONT INDUSTRIAL CORRIDOR

OVERVIEW

The Northern Waterfront Industrial Corridor is a Priority Production Area (PPA) identified in the Northwest Economic Development (NWED) analysis and encompasses approximately 1,027 acres in the northern and northeastern portions of the City of Antioch. The majority of the PPA lies within Antioch's city limits, with a small portion in unincorporated Contra Costa County within the City's Sphere of Influence. The PPA is generally located about one mile north of State Route 4 and approximately one-half mile north of the Union Pacific (UP) rail corridor.

The City of Antioch is located along the southern shore of the Delta and functions as both a residential community and a regional employment center in eastern Contra Costa County. Land use patterns in the city reflect a mix of established neighborhoods, commercial corridors, and significant industrial and employment areas, including the Northern Waterfront Industrial Corridor. Antioch's General Plan establishes a long-term framework to accommodate growth while ensuring that infrastructure and public services are available, coordinated, and financially sustainable.

Antioch's physical development pattern has been shaped by regional transportation infrastructure, including State Route 4, freight rail corridors, and proximity to navigable waterways. Industrial and employment use within the Northern Waterfront Industrial Corridor is concentrated near major transportation corridors and utility infrastructure and supports a range of activities, including logistics, manufacturing, energy-related uses, and port-adjacent operations. These uses coexist with longstanding residential and commercial development elsewhere in the city, underscoring the importance of infrastructure coordination and land-use compatibility.

The General Plan emphasizes managed growth through defined planning areas and focused development districts, with policies requiring that new development occur only where adequate public facilities and infrastructure are available or can be provided. The City participates in a Growth Management Program with other County jurisdictions and coordinates with regional agencies to align land use decisions with transportation capacity, utility service availability, and environmental constraints. Infrastructure planning is structured to support adopted land use assumptions rather than speculative or unplanned intensification.

Antioch's planning framework supports employment growth and diversification while recognizing the City's historic and ongoing role in industrial and refinery-related activities. General Plan policies also address environmental justice, public health, and community compatibility, particularly in areas where industrial uses are located near residential neighborhoods. These considerations are especially relevant within and adjacent to the Northern Waterfront Industrial Corridor PPA.

Overall, the Northern Waterfront Industrial Corridor PPA should be understood as a long-established industrial and employment area with strong regional connectivity and significant economic importance, but one where infrastructure planning is intentionally conservative and tied to adopted plans.

INFRASTRUCTURE CAPACITY ANALYSIS AND PLANNING-LEVEL IMPLICATIONS

WATER SUPPLY

Potable water service for the City of Antioch is provided by the Contra Costa Water District (CCWD) as part of an integrated regional water supply system serving central and eastern Contra Costa County. Water supplies are derived primarily from the Central Valley Project (CVP), Delta diversions, and storage in Los Vaqueros Reservoir, with treatment and distribution managed by CCWD.

Based on the adopted 2020 Urban Water Management Plan, CCWD's water supply portfolio is planned to reliably meet existing demands and forecasted growth within Antioch under normal and single-dry-year conditions. Demand projections reflect historical water use, adopted General Plan land use assumptions, population and employment growth forecasts, and conservation-adjusted per-capita demand factors. The UWMP does not identify surplus or unallocated water supply capacity specific to the Northern Waterfront Industrial Corridor, nor does it assume new or intensified water-dependent industrial uses beyond adopted demand assumptions based on the City's current General Plan land use designation of Eastern Waterfront Employment Focus Area and average demand data of other similar industrial users served by CCWD.

During extended multi-dry-year drought conditions, CCWD anticipates potential reductions in available supplies associated with CVP allocations and Delta regulatory constraints. Planning responses include conservation programs, operational use of stored water supplies, and short-term transfers or purchases to maintain service reliability. Under existing conditions, water service within the Northern Waterfront Industrial Corridor PPA is considered adequate to support existing development patterns and adopted growth assumptions. Industrial development that would substantially increase water demand beyond UWMP assumptions would require further evaluation and coordination with CCWD.

SANITARY SEWER

Sanitary sewer service for the City of Antioch is provided by the Delta Diablo Sanitation District (Delta Diablo), which owns, operates, and maintains the regional wastewater collection and conveyance system serving Antioch, Pittsburg, Bay Point, and surrounding areas. Wastewater generated within the Northern Waterfront Industrial Corridor PPA is conveyed through gravity sewers, pump stations, and force mains and treated at Delta Diablo's regional treatment facilities.

The adopted 2025 Sewer System Management Plan indicates that the sanitary sewer system is planned and operated to reliably convey peak wet-weather flows associated with existing development patterns. The SSMP does not identify surplus or unallocated conveyance or treatment capacity for new or intensified development. Capacity is managed through monitoring, hydraulic evaluation, inflow and infiltration control, and targeted capital improvements when deficiencies or increased overflow risk are identified.

Under existing conditions, sanitary sewer service within the Northern Waterfront Industrial Corridor PPA is considered adequate to support existing industrial, employment, and commercial uses consistent with historical wastewater generation patterns. Development that would substantially increase wastewater flows or introduce higher-strength discharges beyond baseline assumptions would require further

INFRASTRUCTURE CAPACITY ANALYSIS AND PLANNING-LEVEL IMPLICATIONS

evaluation and coordination with Delta Diablo and could trigger the need for localized or system-wide infrastructure improvements.

STORM DRAINAGE

Storm drainage infrastructure within the Northern Waterfront Industrial Corridor PPA is owned and maintained by the City of Antioch and the Contra Costa County Flood Control and Water Conservation District. The system consists of storm drains, culverts, channels, and associated conveyance and outfall facilities designed to manage runoff from existing development in accordance with applicable design standards.

Stormwater facilities in this area have generally been constructed incrementally to serve historical industrial, employment, and transportation-oriented land uses. The system is not pre-sized to accommodate unknown future intensification, and no surplus drainage capacity is identified in public planning documents. Under existing conditions, storm drainage infrastructure is considered adequate to support current development patterns. Development that increases impervious surface area or alters drainage characteristics would require project-level hydrologic and hydraulic analysis and could necessitate on-site detention, conveyance improvements, or downstream system modifications.

ACCESS ROADS AND TRANSPORTATION

Roadway and transportation infrastructure serving the Northern Waterfront Industrial Corridor PPA is owned and maintained by the City of Antioch, Contra Costa County, and Caltrans. The roadway network includes local streets, collectors, arterials, and regional corridors, including State Route 4, that provide access to industrial districts, employment centers, and regional freight routes.

Wilbur Avenue, a two-lane facility, and East 18th Street, a four-lane facility, are arterial truck routes that travel through the PPA to connect to SR-160 interchanges. East 18th Street also connects to Hillcrest Avenue and its interchange with SR-4. While the network supports current vehicular traffic and industrial access, not all facilities are designed to accommodate increased levels of heavy truck traffic without modification. Future development generating substantial freight movement, employee trips, or traffic volumes would require site-specific transportation analysis and could necessitate roadway, intersection, or access improvements through project-level review.

COMMUNICATIONS

Telecommunications services within the Northern Waterfront Industrial Corridor PPA are provided by multiple private wireline, fiber, and wireless carriers. Communications infrastructure is installed within public rights-of-way and on private property pursuant to franchise agreements and easements and is developed based on market demand and provider investment decisions.

INFRASTRUCTURE CAPACITY ANALYSIS AND PLANNING-LEVEL IMPLICATIONS

Existing communications infrastructure generally supports industrial, commercial, and standard business telecommunications needs typical of established employment areas. Publicly available information does not comprehensively document fiber availability, redundancy, or capacity at the parcel or district level, and service availability may vary by location. Development with specialized, high-capacity, or mission-critical connectivity requirements would require direct coordination with service providers and potential network extensions or upgrades evaluated on a project-specific basis.

INFRASTRUCTURE CAPACITY ANALYSIS AND PLANNING-LEVEL IMPLICATIONS

SUMMARY TABLES

Water Infrastructure Summary: City of Antioch

Owner / Operator	Contra Costa Water District (CCWD)
Wholesale Supplier	U.S. Bureau of Reclamation (Central Valley Project); Delta diversions
Service Area	City of Antioch
System Type	Integrated regional water supply system; surface water supply, treatment, transmission, and local distribution
Planning Basis	2020 Urban Water Management Plan demand projections based on historical use, adopted General Plan land use assumptions, population and employment growth, and conservation-adjusted demand
What It Supports Today	Existing residential, commercial, industrial, and refinery-related uses; incremental growth consistent with adopted forecasts
Explicit Surplus Capacity Identified?	No
How Capacity Is Managed	District-wide supply planning; conservation programs; operational use of Los Vaqueros Reservoir storage; short-term water transfers or purchases during drought
Primary Constraints	Multi-dry-year drought risk; CVP allocation variability; Delta water quality and regulatory constraints; climate change uncertainty
Upgrade Triggers	Demand exceeding UWMP assumptions; prolonged drought conditions; regulatory or operational supply limitations
Implications for PPAs	Higher-intensity or water-dependent industrial uses would require further evaluation and coordination with CCWD to confirm supply availability and identify potential operational or infrastructure measures
Level of Certainty	High for existing conditions and baseline growth; moderate under extended drought; speculative for intensified demand

INFRASTRUCTURE CAPACITY ANALYSIS AND PLANNING-LEVEL IMPLICATIONS**Sewer Infrastructure Summary: City of Antioch**

Owner / Operator	Delta Diablo Sanitation District
Service Area	City of Antioch; City of Pittsburg; Bay Point
System Type	Regional wastewater collection and conveyance system; gravity sewers, pump stations, force mains
Planning Basis	Peak wet-weather flow conveyance; sanitary sewer overflow (SSO) prevention; 2025 Sewer System Management Plan
What It Supports Today	Existing residential, commercial, industrial, and refinery-related wastewater flows consistent with historical development
Explicit Surplus Capacity Identified?	No
How Capacity Is Managed	Monitoring and hydraulic evaluation; inflow and infiltration control; condition assessment; System Evaluation and Capacity Assurance Plan (SECAP); Capital Improvement Program (CIP)
Upgrade Triggers	Identified hydraulic deficiencies; increased SSO risk; failure to meet adopted design or performance criteria
Implications for PPAs	Additional industrial intensity or high-strength discharges would likely require site- or sub-basin-level evaluation and potential collection or conveyance system upgrades
Level of Certainty	High for existing conditions; speculative for future industrial intensification

INFRASTRUCTURE CAPACITY ANALYSIS AND PLANNING-LEVEL IMPLICATIONS

Power Infrastructure Summary: City of Antioch

Service Area	City of Antioch
System Type	Regional transmission system; local substations and distribution feeders
Planning Basis	PG&E systemwide reliability and safety planning; project-driven service requests
What It Supports Today	Existing residential, commercial, industrial, and refinery-related loads
Explicit Surplus Capacity Identified?	No
How Capacity Is Managed	Project-driven service requests; feeder- and substation-level evaluation
Primary Constraints	Location-specific feeder and substation capacity; safety and reliability requirements
Upgrade Triggers	New or intensified electrical demand
Planning-Level Implications	Energy-intensive or specialized uses may require early coordination with PG&E and localized upgrades
Level of Certainty	Adequate for existing uses; project-specific for future demand

INFRASTRUCTURE CAPACITY ANALYSIS AND PLANNING-LEVEL IMPLICATIONS

Storm Drainage Infrastructure Summary: City of Antioch

Owner / Operator	City of Antioch; Contra Costa County Flood Control and Water Conservation District
Service Area	City of Antioch
System Type	Storm drains, culverts, channels, detention facilities, and outfalls
Planning Basis	Design storm criteria and regulatory standards applicable at time of construction
What It Supports Today	Runoff from existing development patterns and impervious surfaces
Explicit Surplus Capacity Identified?	No
How Capacity Is Managed	Incremental system improvements; project-level drainage review and hydrologic analysis
Primary Constraints	Increased impervious surface area; downstream conveyance limitations; flood control and water quality regulations
Upgrade Triggers	Development that increases runoff volume or alters drainage timing
Implications for PPAs	Industrial development would likely require site-specific drainage studies and localized system improvements
Level of Certainty	High for existing conditions; speculative for future intensification

INFRASTRUCTURE CAPACITY ANALYSIS AND PLANNING-LEVEL IMPLICATIONS

Access Roads and Transportation Infrastructure Summary: City of Antioch

Owner / Operator	City of Antioch; Contra Costa County; California Department of Transportation (Caltrans)
Service Area	City of Antioch
System Type	Local streets, collectors, arterials, regional highways, and freight corridors
Planning Basis	Existing roadway design standards, historical traffic patterns, and regional transportation planning
What It Supports Today	Current traffic volumes; employee access; industrial and freight movement associated with existing uses
Explicit Surplus Capacity Identified?	No
How Capacity Is Managed	Incremental roadway improvements; project-level traffic impact analysis
Primary Constraints	Roadway geometry; pavement condition; intersection performance; truck turning and safety constraints
Upgrade Triggers	Increased traffic, freight activity, or employee trips generated by new development
Implications for PPAs	Higher-intensity industrial uses may require roadway, intersections, or access improvements
Level of Certainty	High for existing conditions; speculative for future intensified use

INFRASTRUCTURE CAPACITY ANALYSIS AND PLANNING-LEVEL IMPLICATIONS**Communications Infrastructure Summary: City of Antioch**

Owner / Operator	Multiple private telecommunications providers
Service Area	City of Antioch
System Type	Wireline, fiber-optic, and wireless communications networks
Planning Basis	Market-driven provider investment; franchise agreements and easements
What It Supports Today	Residential, commercial, and standard business communications needs
Explicit Surplus Capacity Identified?	No
How Capacity Is Managed	Provider-specific network planning and service extensions
Primary Constraints	Uneven fiber availability; proximity to backbone infrastructure; provider investment priorities
Upgrade Triggers	Projects with specialized, high-bandwidth, or redundancy requirements
Implications for PPAs	Industrial users may require direct coordination with providers and targeted network upgrades
Level of Certainty	High for existing conditions; speculative for specialized or high-capacity demand

INFRASTRUCTURE CAPACITY ANALYSIS AND PLANNING-LEVEL IMPLICATIONS

OAKLEY EMPLOYMENT AREA

OVERVIEW

The Oakley Employment Area Priority Production Area (PPA) encompasses approximately 758 acres located in the northwest portion of the City of Oakley. The PPA lies immediately adjacent to the Northern Waterfront Industrial Corridor in the City of Antioch, approximately one-half mile north of State Route 4 (SR 4), and is bisected by the Burlington Northern Santa Fe (BNSF) railway. This location situates the Oakley Employment Area within a broader East County industrial and employment corridor defined by regional transportation infrastructure, rail access, and proximity to Delta-adjacent industrial activity.

The City of Oakley is a relatively young municipality in eastern Contra Costa County, having incorporated in 1999. Oakley functions as part of the East County growth corridor that includes Antioch, Pittsburg, Brentwood, and adjacent unincorporated communities. The City's location along the southern edge of the San Joaquin River Delta has strongly influenced its land use patterns, infrastructure systems, environmental constraints, and long-term development capacity.

Historically rooted in agriculture, Oakley continues to reflect its agrarian heritage through remaining orchards, vineyards, and Delta-adjacent open spaces, even as suburban residential neighborhoods now occupy much of the developed area. Employment-generating uses within the City are primarily concentrated in the northwest portion of Oakley, corresponding closely with the Oakley Employment Area PPA. These uses include light industrial, business park, and logistics-oriented development located near regional transportation corridors and rail infrastructure.

Oakley's General Plan, updated through a Focused General Plan Update adopted in 2022, establishes a planning horizon through 2040 and emphasizes managing growth while preserving community character, environmental resources, and infrastructure capacity. The Plan anticipates continued population and employment growth but conditions development on the availability and expansion of infrastructure systems, including transportation, water supply, wastewater collection, storm drainage, and flood protection facilities. Infrastructure planning is structured to support adopted land use assumptions rather than speculative or unplanned industrial intensification.

Oakley's Delta-adjacent location introduces notable planning constraints, including flood risk, levee integrity concerns, and environmental sensitivity. These factors, combined with regional growth pressures, frame the City's long-term infrastructure planning challenges and opportunities. Within this context, the Oakley Employment Area PPA should be understood as a designated employment district with strong regional connectivity and rail access, where infrastructure systems have evolved to support existing and incremental development consistent with adopted plans, and where intensified industrial activity would require additional evaluation and coordinated infrastructure investment.

WATER SUPPLY

Potable water service within the City of Oakley, including the Oakley Employment Area PPA, is provided by the Diablo Water District (DWD), which owns, operates, and maintains the water supply, treatment, and distribution system serving Oakley and surrounding areas. DWD's primary source of supply is treated

INFRASTRUCTURE CAPACITY ANALYSIS AND PLANNING-LEVEL IMPLICATIONS

surface water purchased from the Contra Costa Water District (CCWD) under a Central Valley Project Municipal and Industrial water contract, with treatment provided at the jointly owned Randall-Bold Water Treatment Plant. Local groundwater wells are used conjunctively to provide operational flexibility, peaking capacity, and drought reliability, but are not relied upon as a standalone or unlimited supply source.

Based on adopted water planning documents, DWD's water supply portfolio is planned to reliably meet existing demands and forecast growth within the City of Oakley under normal and single-dry-year conditions. Demand projections reflect historical water use patterns, adopted General Plan land use assumptions, population growth forecasts, and conservation-adjusted per-capita demand factors. Planning assumptions do not identify surplus or unallocated water supply capacity and do not assume the introduction of new high-intensity or water-dependent industrial uses beyond existing land use patterns.

During extended multi-dry-year drought conditions, reductions in surface water availability associated with CVP and Delta conditions are anticipated. DWD's planning framework identifies response measures, including conservation programs, increased reliance on supplemental groundwater, operational adjustments, and coordination with CCWD to maintain service reliability. Under existing conditions, water service is considered adequate to support current development within the Oakley Employment Area PPA, while development that would substantially increase water demand beyond baseline assumptions would require additional evaluation, coordination with DWD, and potential operational, contractual, or infrastructure adjustments.

SANITARY SEWER

Sanitary sewer service for the City of Oakley, including the Oakley Employment Area PPA, is provided by the Ironhorse Sanitary District (IHSD), which owns, operates, and maintains the wastewater collection, conveyance, and treatment facilities serving Oakley and adjacent areas. Sewer service is managed as a stand-alone system and is subject to State regulatory requirements governing system performance and sanitary sewer overflow prevention.

The sanitary sewer system is planned and operated to reliably convey peak wet-weather flows associated with existing development patterns. Planning documents do not identify surplus or unallocated conveyance or treatment capacity for new or intensified development. System capacity is managed through monitoring, hydraulic evaluation, inflow and infiltration control, and implementation of capital improvements when deficiencies or elevated overflow risk are identified. Under existing conditions, sanitary sewer service within the Oakley Employment Area PPA is considered adequate to support current development, while development that would substantially increase wastewater flows beyond baseline assumptions would require further evaluation by IHSD and could trigger localized or system-wide infrastructure improvements.

STORM DRAINAGE

Storm drainage infrastructure within the City of Oakley, including the Oakley Employment Area PPA, is owned and maintained by the City of Oakley and the Contra Costa County Flood Control and Water Conservation District. Facilities include storm drains, culverts, channels, and associated conveyance and

INFRASTRUCTURE CAPACITY ANALYSIS AND PLANNING-LEVEL IMPLICATIONS

outfall structures designed to manage runoff generated by existing development patterns in accordance with applicable design standards.

Stormwater systems have been constructed incrementally and are not pre-sized to accommodate unknown future intensification. No surplus drainage capacity is identified in planning documents. Under existing conditions, storm drainage infrastructure is considered adequate to support current development within the Oakley Employment Area PPA. Projects that increase impervious surface area or alter drainage characteristics would require project-level hydrologic and hydraulic analysis and may necessitate on-site detention, conveyance improvements, or downstream system modifications.

ACCESS ROADS AND TRANSPORTATION

Roadway and transportation infrastructure serving the City of Oakley and the Oakley Employment Area PPA is owned and maintained by the City of Oakley, Contra Costa County, and the California Department of Transportation (Caltrans). The roadway network includes local streets, collectors, arterials, and regional connections supporting residential, commercial, and employment uses, with direct access to SR 4 and rail infrastructure providing regional connectivity.

Transportation infrastructure has developed incrementally to support existing land use patterns and traffic volumes. While the roadway network is adequate for current conditions, not all facilities are designed to accommodate increased levels of heavy truck traffic or intensified freight activity without modification. Development within the Oakley Employment Area PPA that generates substantial traffic or freight movement would require site-specific transportation analysis and could necessitate roadway, intersection, or access improvements implemented through project-level review.

COMMUNICATIONS

Telecommunications services within the City of Oakley, including the Oakley Employment Area PPA, are provided by multiple private wireline, fiber, and wireless carriers. Communications infrastructure is installed in public rights-of-way and on private property pursuant to franchise agreements and easements and is developed in response to market demand and provider investment decisions.

Existing communications infrastructure generally supports residential, commercial, and standard business telecommunications needs, though service availability and capacity may vary by location. Development with specialized, high-capacity, or mission-critical connectivity requirements would require coordination with service providers and potential network extensions or upgrades evaluated on a project-specific basis.

INFRASTRUCTURE CAPACITY ANALYSIS AND PLANNING-LEVEL IMPLICATIONS

SUMMARY TABLES

Water Infrastructure Summary: City of Oakley

Owner / Operator	Diablo Water District (DWD)
Service Area	City of Oakley
System Type	Surface water supply (CVP via CCWD); local treatment and distribution system; supplemental groundwater
Planning Basis	2020 Urban Water Management Plan
What It Supports Today	Existing residential and commercial uses
Explicit Surplus Capacity Identified?	No
How Capacity Is Managed	Conservation programs; conjunctive use of surface water and groundwater; operational planning
Primary Constraints	Drought risk; Delta water quality conditions; CVP allocation limitations
Upgrade Triggers	Demand exceeding UWMP assumptions
Level of Certainty	High for existing and baseline growth conditions

INFRASTRUCTURE CAPACITY ANALYSIS AND PLANNING-LEVEL IMPLICATIONS

Sanitary Sewer Infrastructure Summary: City of Oakley

Owner / Operator	Ironhorse Sanitary District
Service Area	City of Oakley
System Type	Gravity sewers, pump stations, force mains, and treatment facilities
Planning Basis	2025 Sewer System Management Plan
What It Supports Today	Existing residential and commercial wastewater flows
Explicit Surplus Capacity Identified?	No
How Capacity Is Managed	Monitoring, inflow and infiltration control, capital improvement programming
Primary Constraints	Wet-weather peak flows; aging infrastructure
Upgrade Triggers	Identified deficiencies or elevated sanitary sewer overflow risk
Level of Certainty	High for existing conditions

INFRASTRUCTURE CAPACITY ANALYSIS AND PLANNING-LEVEL IMPLICATIONS**Power Infrastructure Summary: City of Oakley**

Provider	Pacific Gas and Electric Company (PG&E)
Service Area	City of Oakley
System Type	Regional transmission system; local substations and distribution feeders
Planning Basis	PG&E systemwide reliability and safety planning; project-driven service requests
What It Supports Today	Existing residential, commercial, and light industrial loads
Explicit Surplus Capacity Identified?	No
How Capacity Is Managed	Project-driven service requests; feeder- and substation-level evaluation
Primary Constraints	Location-specific feeder and substation capacity; safety and reliability requirements
Upgrade Triggers	New or intensified electrical demand
Planning-Level Implications	Energy-intensive or specialized uses may require early coordination with PG&E and localized upgrades
Level of Certainty	Adequate for existing uses; project-specific for future demand

INFRASTRUCTURE CAPACITY ANALYSIS AND PLANNING-LEVEL IMPLICATIONS

Storm Drainage Infrastructure Summary: City of Oakley

Owner / Operator	City of Oakley; Contra Costa County Flood Control and Water Conservation District
Service Area	City of Oakley
System Type	Storm drains, culverts, channels, and outfall facilities
Planning Basis	Existing development patterns; adopted design standards
What It Supports Today	Current impervious surfaces and runoff conditions
Explicit Surplus Capacity Identified?	No
How Capacity Is Managed	Incremental system improvements tied to development
Primary Constraints	Increased imperviousness; downstream conveyance limitations
Upgrade Triggers	Project-level hydrologic and hydraulic analysis
Level of Certainty	High for existing conditions

INFRASTRUCTURE CAPACITY ANALYSIS AND PLANNING-LEVEL IMPLICATIONS

Access Roads and Transportation Infrastructure Summary: City of Oakley

Owner / Operator	City of Oakley; Contra Costa County; Caltrans
Service Area	City of Oakley
System Type	Local streets, collectors, arterials, and regional highway connections
Planning Basis	Existing land use patterns and traffic volumes
What It Supports Today	Current vehicular traffic and access needs
Explicit Surplus Capacity Identified?	No
How Capacity Is Managed	Project-level transportation review
Primary Constraints	Heavy truck activity; roadway geometry
Upgrade Triggers	Increased traffic or freight demand
Level of Certainty	High for existing conditions; project-specific for intensification

INFRASTRUCTURE CAPACITY ANALYSIS AND PLANNING-LEVEL IMPLICATIONS

Communications Infrastructure Summary: City of Oakley

Owner / Operator	Multiple private telecommunications carriers
Service Area	City of Oakley
System Type	Wireline, fiber, and wireless communications infrastructure
Planning Basis	Provider investment decisions and market demand
What It Supports Today	Standard residential and business communications needs
Explicit Surplus Capacity Identified?	Not applicable
How Capacity Is Managed	Carrier-specific network planning
Primary Constraints	Location-specific availability; proximity to backbone facilities
Upgrade Triggers	Coordination with service providers for new or specialized demand
Level of Certainty	Variable by location



CONTRA COSTA COUNTY

1025 ESCOBAR STREET
MARTINEZ, CA 94553

Staff Report

File #: 26-3513

Agenda Date: 8/17/2026

Agenda #: 5.

Advisory Board: Economic Development Committee

Subject: Update on Contra Costa EPA Brownfields Assessment Grant

Presenter: George E. Carter III, Economic Development Project Manager

Contact: (925) 655-2782

Information:

Staff report is below, and verbal update will be provided.

Referral History and Update:

In September 2024, the U.S. Environmental Protection Agency (EPA) released a solicitation for applications from jurisdictions seeking brownfields grant opportunities for Fiscal Year 2025. The brownfields coalition assessment grants were made available only to counties or councils of governments as lead members and consisted of one lead entity and 2 to 4 non-lead entities as coalition members. Brownfields coalition assessment grants provide up to \$1.2 M for projects focused on identifying sites, reuse planning, community involvement, site assessments, and cleanup planning, with no match required. These funds are available over 4 years and can address properties in unincorporated Contra Costa County.

Given the multi-jurisdictional nature of the Northern Waterfront Economic Development Initiative, staff investigated opportunities with neighboring agencies for a collaborative approach to increase our chances of success. Brownfields coalition assessment grants provide for identifying sites, reuse planning, community involvement, and cleanup planning across multiple jurisdictions in the Northern Waterfront, namely those in the County and in the Cities of Pinole, Martinez, and Antioch. The three cities were supportive of the County's proposal, along with a community partner, Sustainable Contra Costa.

In November 2024, the Board of Supervisors approved and authorized the Department of Conservation & Development to apply for-- and in May 2025, the EPA awarded-a grant of \$1.2 million to the Department of Conservation & Development to fund the Contra Costa Brownfields Assessment as described in this update. There was no required match.

The application from the County required that the Coalition focus on Target Areas, which were strategically selected to maximize the grant's impact by redeveloping industrial land, fostering job creation, and promoting a just transition for the energy workforce. The County's Target Area includes the unincorporated community of Rodeo. Each of the cities and Sustainable Contra Costa also have a target area in the application.

At its meeting on April 6, 2026, the Economic Development Committee received an update on the Contra Costa EPA Brownfields Assessment Grant, which included bringing on board a contractor through 2029 with expertise in the following fields: identification, community engagement, Environmental Site Assessments, Site-Specific Clean-Up Plans, and Progress Reports. The County anticipates that the contractor will have lead responsibility, in collaboration with the County, the Cities of Antioch, Martinez, and Pinole and Study partners

and stakeholders on a scope of work that includes the following deliverables/outputs: Analysis of Brownfield Cleanup Alternatives (ABCAs), Cleanup Plans, Reuse Planning/Redevelopment Reports and Studies, Progress Reports, and Other Duties.

On July 28, 2026, the County executed a contract with SCS Engineers to conduct Phase 1 and Phase 2 environmental assessments, and on August 5, 2026, the County conducted a Brownfields Kickoff meeting with cities, landowners, and consultant to discuss program overview, framework, planning, implementation, and community engagement strategy.

Recommendation(s)/Next Step(s):

RECEIVE Update on Contra Costa EPA Brownfields Assessment Grant



CONTRA COSTA COUNTY

1025 ESCOBAR STREET
MARTINEZ, CA 94553

Staff Report

File #: 26-3511

Agenda Date: 8/17/2026

Agenda #: 6.

Advisory Board: Economic Development Committee

Subject: Report on Economic Development Work Program

Presenter: Alyson Greenlee Escarzaga, Economic Development Manager

Contact: (925) 655-2783

Information:

Staff report is below.

Referral History and Update:

Since the last meeting of the Committee on April 6, 2026, various elements of the economic development work program have proceeded. This report includes updates on multiple efforts. County staff:

- Convened the Countywide Economic Development Staff Meetings (April 8, 2026 and June 10, 2026)
- Hosted East Bay Economic Development Alliance's Economic Development Directors' Council meeting at Department of Conservation & Development (April 9, 2026)
- Participated in EPA Brownfields Coalition Assessment Grant environmental consultant interviews (April 10, 2026)
- Facilitated EPA Brownfields Assessment Coalition group meetings (April 9, 2026, May 7, 2026, and June 18, 2026)
- Attended the California Association for Local Economic Development (CALED) Annual Conference in Palm Springs (April 15-17, 2026)
- Participated in meetings with the City of Concord, Visit Concord, the Concord Hilton, and the new Courtyard by Marriott/Fairfield by Marriott near Buchana Field Airport to submit a proposal to host the CALED Conference in Concord in 2027 (May 27, 2026)
- Attended the Pleasant Hill Bay Area Rapid Transit Leasing Authority meeting to continue to monitor the status of the development of Block D of the Pleasant Hill/Contra Costa Centre Transit Village (April 13, 2026)
- Met with the HDL Companies sales tax briefings (April 21, 2026, August 6, 2026) (See Attachment)
- Attended West County Spring Mega Chamber Expo at Berkeley Country Club in El Cerrito (April 21, 2026)
- Attended Brentwood's 7th Annual East Bay Business Expo & Job Fair (April 28, 2026)
- Attended the Industrial Association's Mayor's Luncheon (April 29, 2026)
- Participated in Just Transition Economic Revitalization Plan consultant interviews (May 5, 2026, and May 20, 2026)
- Attended East Bay Small Business Development Center Access to Capital Summit at California State University East Bay (May 6, 2026)
- Attended East Bay Economic Development Alliance Economic Outlook meeting in San Ramon (May 14, 2026)
- Convened the East County "Taking Your Business to the Next Level" event in Brentwood with 30

business (May 21, 2026)

- Attended Center for Creative Land Recycling (CCLR) Reconnect meeting in San Francisco (June 1, 2026)
- Attended Local Government Oil & Gas Working Group meeting (June 9, 2026)
- Attended West County Forum “The Good Table” featured speaker in San Pablo (June 11, 2026)
- Attended the Redefining Mobility Summit (June 16, 2026) with Contra Costa Transportation Authority and tour of Byron Airport (June 15, 2026), facilitated introduction to Director of Airports for advanced air mobility defense company
- Participated in Introductory meeting with PG&E’s Economic Development team (July 1, 2026)
- Attended the San Ramon Chamber of Commerce’s State of the County Address (July 14, 2026)
- Submitted to GO-Biz the County’s nominated census tracts for the Opportunity Zone Zones 2.0 (July 20, 2026)
- Participated in Contra Costa Battery Roundtable (August 7, 2026)
- Participated in work sessions organized by the clean-energy nonprofit New Energy Nexus to repackage/rebrand/resubmit the U.S. EDA application for pre-development of sites in the Northern Waterfront (July 21, 2026, July 30, 2026, and August 6, 2026)
- Participated on the interview panels for Economic Development Program Specialist I/II for City of San Leandro (July 7, 2026)
- Attended the Bay Point Municipal Advisory Council Meetings (April 7, 2026, June 2, 2026, and July 7, 2026)
- Attended the Aviation Advisory Committee (July 9, 2026) and held follow-up meeting to discuss economic development collaborations with the Airports Director (July 24, 2026)
- Continued staffing the Governing Board of the Green Empowerment Zone (meetings on May 15, 2026 and July 17, 2026)
- Attended Contra Costa Business Collaborative meeting in Pleasant Hill at Diablo Valley College (July 23, 2026)
- Attended 2026 Central County Multi-Chamber Mega Mixer at Pleasant Hill Community Center (July 30, 2026)
- Distributed the upcoming Industrial & Manufacturing Conference (See Attachment)
- Attending the upcoming 2026 California Land Recycling Conference (See Attachment)
- Assisted over 90 businesses with information and resources including, business site visits, funding resources, contracting opportunities, and more.
- Distributed information to the businesses in the County’s Bludot unincorporated business database (See Attachments).

Recommendation(s)/Next Step(s):

Receive Report from and/or Provide Direction to Staff Regarding County Economic Development Work Program

CONTRA COSTA CO. UNINC.

SALES TAX UPDATE

1Q 2026 (JANUARY - MARCH)



CONTRA COSTA COUNTY

TOTAL: \$ 3,540,781

-27.0%
COUNTY UNINC.



-0.2%
COUNTY

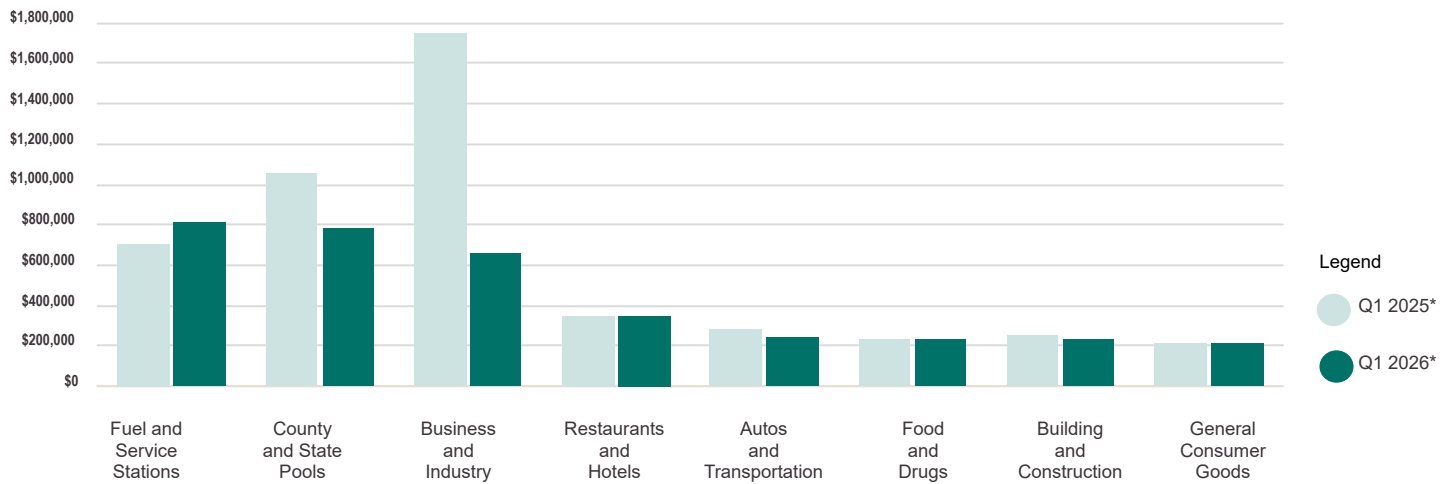


4.0%
STATE



**Allocation aberrations have been adjusted to reflect sales activity*

SALES TAX BY MAJOR BUSINESS GROUP



Measure J

TOTAL: \$28,709,838

↑ 2.7%

Measure X

TOTAL: \$28,688,072

↑ 2.6%



CONTRA COSTA COUNTY UNINCORPORATED HIGHLIGHTS

The unincorporated area's gross receipts from January – March 2026 were down 29.9% compared to the first sales period in 2025. After adjusting for reporting modifications, actual sales landed 27% lower.

The decline is primarily caused by comparison to several significant one-time payments made last year, which dramatically skewed down the business-industry results.

The resulting lower sales tax impacted the County's allocation from the countywide use tax pool, causing a 25.4% decline.

Consumers pulled back on spending, with autos-transportation, including at auto repair shops. Grocery and general retail also experienced declines; and sluggish

contractor activity contributed to lower building-construction returns.

On the positive, gains in casual dining and leisure/entertainment offset decreases in other restaurants-hotels sectors, netting slight growth. The largest tax group this quarter, fuel-service stations, benefitted from rising fuel pricing toward the end of the quarter and a big one-time payment from a closing business.

Voter-approved Measure X posted higher receipts – with ecommerce and new vehicle purchases by county residents generating the largest increases.

Net of adjustments, taxable sales for all of Contra Costa County declined 0.2% over the comparable time period; the Bay Area was up 3.5%.



TOP 25 PRODUCERS

Arco AM PM
Biocare Medical
Brickyard Building Materials
C & H Sugar
CFM Equipment Distributors
Chevron
County Asphalt
Criterion Catalysts Technologies
Dead Fish
Enterprise Car Sales
Equipmentshare Com
General Plumbing Supply
Haldor Topsoe

Marathon Los Angeles Refinery
Martinez Refining Company
Nuco
Phillips 66 Company
QXO
Safeway
Safeway Fuel
Sams Club
Shell
Shields Harper & Co
Stiizy
United Rentals



STATEWIDE RESULTS

California's local one cent sales and use tax receipts posted moderate growth during the first quarter, reflecting resilient consumer behavior despite persistent economic headwinds. For the months of January through March, revenues increased 4% from the year ago quarter after adjusting for accounting anomalies.

Strong consumer spending patterns did not falter and was the main reason of growth, partially enhanced by larger-than-expected income tax refunds. Both online retailers and brick and mortar merchants experienced dynamic changes over last year that far exceed expectations. E-commerce remains the platform of choice providing convenience, broad product availability, and flexible payment options – benefitting the business-industry sector and allocations via the countywide use tax pool. Family apparel and discount department stores both boosted general consumer goods the most, with a slight bump in gas prices further pushing returns from multiple vendors.

Patronage at restaurants resulted in a 4.2% year over year jump. With demand constrained due to increasing price-sensitivity and slower foot traffic, gains by all types of eateries signaled underlying resolve to dine out. Temporary events further contributed to the positive outcome – Southern California wildfires hindered 2025 and the Super Bowl lifting 2026.

The first quarter also included the initial impacts of elevated tensions in the Middle East which drove West Texas Intermediate crude oil prices above \$95 per barrel. This had an immediate impact on local gas prices resulting in a modest bump to receipts from gas stations and created large amounts of uncertainty. At

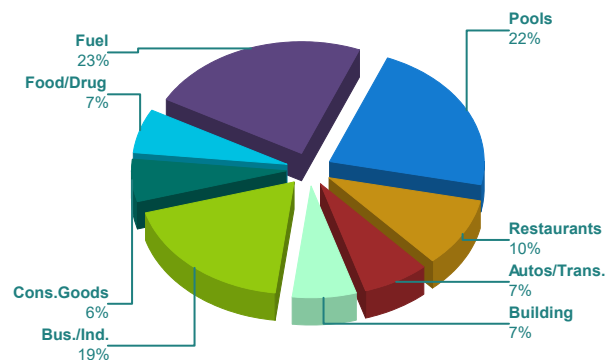
the time of writing, the conflict appears to have subsided with the Strait of Hormuz reopened reducing the possibility of future strain.

Autos-transportation posted a nominal gain in first quarter 2026, as higher average transaction prices offset weaker unit sales. These price increases reflected tariff impacts reaching consumers after months of absorption by automakers, along with rising material costs. As in the prior quarter, the transition to the new DMV payment system for used vehicle dealers under AB 85 modestly reduced cash receipts, with adjustments still pending.

Overall, the short-term outlook remains

cautiously optimistic. Normal consumer spending combined with multiple host sites of World Cup matches and corresponding tourism should sustain growth, albeit varied regionally. The Middle East conflict temporarily resulted in \$6 per gallon average peak pricing during the start of the summer months. The forecast is coupled with a national inflation rate that anticipates an upward trend leaving little room for the Federal Reserve to alter interest rates in a favorable way for consumers, potentially slowing down the retail economy.

REVENUE BY BUSINESS GROUP Contra Costa Co. Uninc This Quarter*



*ADJUSTED FOR ECONOMIC DATA

TOP NON-CONFIDENTIAL BUSINESS TYPES

Unincorporated County Business Type	Q1 '26*	Change	County Change	HdL State Change
Service Stations	445.3	0.2% ↑	-4.8% ↓	1.0% ↑
Petroleum Prod/Equipment	352.9	41.2% ↑	11.7% ↑	11.8% ↑
Casual Dining	138.6	2.1% ↑	2.3% ↑	4.0% ↑
Light Industrial/Printers	126.5	-4.4% ↓	13.5% ↑	3.8% ↑
Contractors	109.5	-12.3% ↓	10.5% ↑	4.3% ↑
Quick-Service Restaurants	107.7	-1.9% ↓	3.2% ↑	1.9% ↑
Garden/Agricultural Supplies	97.9	5.8% ↑	-3.5% ↓	1.5% ↑
Repair Shop/Equip. Rentals	84.0	-0.9% ↓	12.0% ↑	0.9% ↑
Grocery Stores	81.7	-5.7% ↓	-4.7% ↓	-1.0% ↓
Leisure/Entertainment	73.0	5.1% ↑	0.7% ↑	7.1% ↑

*Allocation aberrations have been adjusted to reflect sales activity

*In thousands of dollars

Northern California Industrial & Manufacturing Conference

<https://www.bisnow.com/events/san-francisco/industrial/northern-california-industrial-manufacturing-conference-10145>

What's Moving the Market: Active Deals, Leasing, Development, Tenant Demand and Power Constraints Shaping Today

Wednesday August 26, 2026 @ 8:00 AM PDT

\$129.00

What You'll Learn:

- Hear how leading developers are underwriting deals today and what makes sites viable, where projects are stalling and how teams are getting projects to pencil in a higher-cost environment.
- Understand how supply and demand fundamentals have shifted across NorCal industrial, and the demand shifts for well located, high quality and power ready assets.
- Gain insights into how power availability, grid constraints and electrification needs are impacting site selection, development timelines and tenant decisions
- Hear how different asset types, such as last-mile logistics and advanced manufacturing facilities, are influencing design, power requirements and long-term investment strategy.
- Examine how capital markets are responding to the current environment, including more selective lending, tighter underwriting and a wider bid-ask spread between buyers and sellers.
- Assess how rents, values and leasing activity are trending across key submarkets and what it means for acquisition, development and disposition strategies over the next 12–24 months.

How You'll Do More Business: Despite a more selective and cautious market, Northern California's industrial sector continues to see demand for well-located, high-quality and power-ready assets. Join us to hear insights on where deals are still getting done, how tenants are making decisions today, and what it takes to compete in a market defined by tighter underwriting and longer timelines.

Who You'll Meet During Networking: Owners, developers, investors, brokers, city and government officials, business consultants, architects, engineers, lawyers, accountants, and bankers.

Why You Should Attend This Session: Bisnow events bring together the biggest power players in the industry to help you identify opportunities, build your network, and expand your business. With the largest audience of commercial real estate professionals in the world, no one knows how to help your business more than we do.

For questions, recommendations, comments, or press inquiries please email our event producer, Bora Altunay, at bora.altunay@bisnow.com.

Interested in Sponsorship? Contact max.stein@bisnow.com to get information on sponsorship, pricing and availability at this event.

Hyatt Centric Fishermans Wharf

555 North Point St

San Francisco, CA 94133

Time	Activity
8:00 AM 9:00 AM	Breakfast & Networking
9:00 AM 9:45 AM	Supply, Demand & Capital in a Resetting Market Where Leasing Activity, Vacancy, Rent Growth, and Capital Are Heading and What It Means for Investment Strategy
9:45 AM 10:10 AM	Networking and Coffee Break
10:10 AM 10:55 AM	From Dirt to Delivery: Site Selection, Feasibility & Getting Projects Built Navigating Land Constraints, Entitlements, Costs, and Delivery Methods
10:55 AM 11:40 AM	Modern Industrial Facilities: Power, Flexibility and Sustainability How Tenant Requirements Are Driving Changes in Development, Infrastructure and Design
11:40 AM	Closing Networking

2026 California Land Recycling Conference: Imagine, Innovate, Implement

<https://www.cclr.org/events/upcoming/calrc2026>

The Center for Creative Land Recycling, California DTSC Office of Brownfields, and EPA Region 9 are excited to announce the 7th annual California Land Recycling Conference (CALRC)

September 29 – October 1, 2026 in Foster City, CA

This year, CALRC is moving to the San Francisco Bay Area!

You asked, we listened! Feedback from CALRC 2025 attendees assisted with the selection of this year's new venue.

We hope you will join us for another year of exceptional programming at the [Crowne Plaza Foster City-San Mateo](#).

Bringing the conference to Northern California is an exciting opportunity to include new communities, explore diverse case studies, and get inspired in the innovation center of the state.

CALRC 2026 will feature 26 Sessions and 12 Topic Talks on A Variety of Land Reuse Topics including:

1. The Intersection of Housing & Land Use Equity

Millions of new homes are needed to end the housing affordability crisis in California. Infill and land reuse will be pivotal to building homes in existing communities and near transit stations. CALRC sessions will cover everything from infill housing corridors in high-stakes regions, creative land use for vulnerable populations, to pro-housing strategies for urban revitalization, and brownfield advocacy.

2. Climate Resilience, Parks, and Nature-Based Solutions

Land recycling is increasingly being framed as a vital tool for environmental defense. Conference content will explore the integration of sustainability and green infrastructure. Key sessions focus on regional shoreline adaptation planning for sea-level and groundwater rise, transforming closed landfills into regional parks, and utilizing nature-based solutions.

3. Regulatory Innovation and Collaboration

Several cornerstone sessions—including high-profile panels with DTSC and Regional Water Boards—will focus on moving past adversarial dynamics to collaborative equitable land

recycling. CALRC will also feature critical technical deep-dives, including navigating the PCB regulations, the latest innovations on vapor intrusion, and utilizing advanced due diligence and high-resolution site investigations to accelerate project timelines.

4. Creative Funding, Stacking, and Local Economics

Developing a complete funding strategy is paramount, especially as brownfield grant levels decline. Conference programming will feature expert-led sessions on finding capital, sequencing multiple public/private sources of funding, and mitigating liability through innovative environmental insurance.

5. Inclusive Data & Community-Led Reuse

From making “Brownfields 101” jargon accessible to using advanced GIS mapping to identify cities’ brownfields, our sessions stress the importance of community empowerment. We have an underlying focus on authentic storytelling to increase project buy-in and lift up community voices to prevent displacement during phased redevelopments.



Taking Your Business To The Next Level

Posted by Salvador Morales, Apr 27, 2026 03:18 PM



EconDev@dcd.cccounty.us

To Business: All businesses

Apr 27, 9:20 PM



Good Afternoon,

The Contra Costa County Economic Development team are happy to announce our first small business event of the year, "Taking Your Business To The Next Level". This workshop is designed to connect our local small business leaders to underutilized business resources at no cost to you!

Please view the included flyer for additional information.

Free Registration: https://bit.ly/contra_costa_biz

When: **May 21, 2026 @ 10am-1pm**

Where: **Brentwood Community Center, 150 City Park Way, Brentwood, CA**

Sincerely,

Economic Development Team



June 2026 Newsletter

Posted by Salvador Morales, Jun 10, 2026 11:37 AM

Read 15%



EconDev@dcd.cccounty.us

To Business: All businesses

Jun 10, 8:05 PM



CA RISE Program



CA Rise is the first of its kind, \$42 million state investment in employment social enterprises. California Office of the Small Business Advocate (CalOSBA) is in collaboration with Redefine Alliance who is the program lead. CA RISE brings capital, community, and customized technical assistance to businesses across the state that employ, train, and support Californians overcoming barriers to employment.

The application period for the 2026 cohort is open from June 3 to July 3 at 5:00 PST.

Please email carise@redefinealliance.org

If you would to lean more about the CA Rise program please click [here](#)



EconDev@dcd.cccounty.us

To Business: #72: Accommodation and Food Services

Jun 11, 5:20 PM



Contra Costa Business Leaders:

We would like to share a grant opportunity that may be applicable to you.

Since 2021, the **Restaurants Care Resilience Fund** has awarded **\$11 million** across **2,087 grants** to independent restaurants, caterers, and food trucks across California—supporting burger joints, taquerias, bakeries, and more that are the heart of our communities.

2026 GRANT CYCLE: PG&E will be offering a new round of grant funding in 2026! Applications will be accepted June 1 – 30. Details will be available soon. [Subscribe here](#) to receive alerts and information.

[Resilience Fund | Restaurants Care](#)

Sincerely,

Economic Development Team

DEPARTMENT OF CONSERVATION & DEVELOPMENT | CONTRA COSTA COUNTY

<https://www.contracosta.ca.gov/4805/Economic-Development>

CA RISE Program



CA Rise is the first of its kind, \$42 million state investment in employment social enterprises. California Office of the Small Business Advocate (CalOSBA) is in collaboration with Redefine Alliance who is the program lead. CA RISE brings capital, community, and customized technical assistance to businesses across the state that employ, train, and support Californians overcoming barriers to employment.

The application period for the 2026 cohort is open from June 3 to July 3 at 5:00 PST.

Please email carise@redefinealliance.org

If you would to lean more about the CA Rise program please click [here](#)

2026 Taking Your Business to the Next Level: East County Recap



Local small businesses from the neighborhood boutiques and restaurants to local manufacturing and print shops are the heart of communities. When local businesses thrive, the entire community grows more resilient.

To support this growth, local entrepreneurs, small business owners, and regional economic development partners packed the room at the Brentwood Community Center on May 21, 2026, for the launch of the ***Taking Your Business to the Next Level*** resource event.

Connecting Businesses with Free Support

While local business owners are experts at their trades, there is rarely time in the day to pursue outside support systems that are available to help the business thrive. To address this gap local economic developers are focused on being the bridge to the countless resources available to them. This event was a part of that bridge. We focused on three core areas that are often concerns for small businesses.



The workshop focused on demystifying common but complex business topics and breaking them down into three core areas:

1. Accessing Financial Support: Experts shared how small businesses can successfully position themselves to access local funding opportunities and financial programs, helping them remain resilient during challenging economic times.
2. Opening New Revenue Streams through Government Contracting: Attendees learned how small businesses can expand by successfully bidding on and obtaining contracts with local and state government agencies.
3. Hiring and Team Building: Growing a skilled team can be tough. Panelists highlighted how small businesses can maximize their limited budgets and handle human resources obligations by taking advantage of government-funded workforce programs.



Missed the Event? You Can Still Get Involved!

Even if you couldn't make it to the Brentwood Community Center, you can still access all of these community **programs**:

- Antioch Business Collaborative/Alliance for Community Development
- BMO Bank
- California Employer Training Panel (ETP)
- California Employment Development Department (EDD)
- California Office of the Small Business Advocate (OSBA)
- Contra Costa Green Business Program
- Contra Costa Health Services MEHKO Pilot Program
- Contra Costa Small Business Enterprise (SBE)
- East Bay SCORE
- East Bay Small Business Development Center (SBDC)
- Los Medanos College
- Pacific Community Ventures
- Renaissance Entrepreneurship Center
- U.S. Small Business Administration
- Workforce Development Board of Contra Costa County
- Working Solutions

Watch Online: A full recording of the presentations and panel discussions is available to watch on [YouTube](#).

Get Direct Assistance: You can connect directly with the Contra Costa County Economic Development team. For more information on how to access these free business programs, reach out to the team via the link [here](#).

CCTV will also be broadcasting the event through the month of June. The dates and times are listed below.

Monday 06/08 at 8:00 PM

Thursday 06/11 at 10:00 AM

Sunday 06/14 at 1:00 PM

Monday 06/15 at 8:00 PM

Thursday 06/18 at 10:00 AM

Sunday 06/21 at 1:00 PM



A Community Effort

This event was made possible thanks to a collaborative effort between county departments, local chambers of commerce, and regional economic development partners dedicated to bringing vital resources directly to East County.

Did you attend the event?

The organizers want to hear from you! Please take a moment to fill out the brief feedback survey at [Bludot Community](#) to help shape future resource events in our area.

Future Events

The Contra Costa County Economic Development team plan to host more of these events later this year, with the next scheduled to take place in West County. Please check out the [Economic Development Events Page](#) to be up to date about future events.