

GOVERNING BOARD
CONTRA COSTA COMMUNITY COLLEGE DISTRICT
OF
CONTRA COSTA COUNTY
MARTINEZ, CALIFORNIA

REVISED

REPORT NO. 33-B **DATE** November 12, 2014

PURPOSE Feasibility Study for the Potential Relocation of the Future Los Medanos College Brentwood Center Site

TO MEMBERS OF THE GOVERNING BOARD

RECOMMENDATION

It is recommended that the Board consider the attached Feasibility Study (Study) in determining whether relocation of the permanent Los Medanos College (LMC) Brentwood Center site is in the best interest of the District. In this Study, Appendix A provides details on how the District selected the current site several years ago. Appendix B lists the criteria shared with the Governing Board by Board member Enholm at its October 8, 2014, meeting, with staff notes added regarding which items are addressed in the Study, and those which are not.

FUNDING SOURCE

Funding for this Study (\$19,000.00) was provided by the District Office facilities planning budget.

BACKGROUND

The revision to this report adds another alternative site to the Study as an attached addendum to the document. The District was only recently contacted about another potential site near the area discussed in the report. Although, as noted below, the Study is not a real estate site selection study, the District has added the comparative analysis of the new site to the Study.

At its September 10, 2014, meeting, the Contra Costa Community College District Governing Board was asked by Bay Area Rapid Transit (BART) Board President Joel Keller to consider relocating the planned, new LMC Brentwood Center from the site purchased by the District in 2011 to another site nearby that may become a future eBART stop in the City of Brentwood. The Governing Board President appointed an ad hoc Board committee to consider this concept. The ad hoc Board committee decided the District should prepare an unbiased and objective Study for the Board to review. Based on their knowledge of East County, The Sword Company, and Carlson, Barbee & Gibson (CBG) were selected to prepare the Study.

The Study provides an evaluation and analysis of the potential benefits and disadvantages of relocating the Brentwood Center from its future site at Pioneer Square in the Trilogy development to an as-yet-unspecified location close to State Highway 4 (SR 4) and the Mokelumne Trail in northwest Brentwood.

This Study is not a detailed real estate site selection study. Analyzing real estate in the City of Brentwood in search of a new location with intent to purchase could take three to four years, and cost nearly \$1M or more in fees. Following the completion of all of the engineering and environmental studies, the outcome could still be uncertain. The ability to purchase land in the area that Mr. Keller proposes may be too costly, may have environmental constraints, or the land may not be available for sale. There has been no market analysis conducted to determine whether any land owners nearby the site proposed by Mr. Keller are even willing to consider sale of their property to the District. Market analysis would entail distributing a request for proposals to all area land owners, and then upon receipt of proposals, restarting an acquisition site selection effort similar to the work done between 2009 and 2011 which resulted in the purchase of the currently owned new Brentwood Center site.

Howard Sword, of The Sword Company, has been active in Brentwood and East County community and economic development issues since 1999. Mr. Sword was employed by the City of Brentwood from 1999 to 2008 and served as its Community Development Director from 2004 to 2008. He knows the physical characteristics of the properties being considered and many of the property owners. Mr. Sword also helped the District conduct the site selection process for the new Brentwood Center that commenced in 2008, and he is familiar with the property needs of the Brentwood Center.

CBG has been actively involved with real estate development activity in East County since the early 1990s. This civil engineering firm works for both the private and public sectors in this area, preparing plans and cost estimates for a variety of uses. CBG designed a large portion of the City of Brentwood's infrastructure and utility master plans, and is very familiar with the implications for the properties being considered. Further, CBG is currently working on developments in Antioch, west of Heidorn Ranch Road, and understands the current physical and engineering constraints in northwest Brentwood.

CONTRA COSTA COMMUNITY COLLEGE DISTRICT

500 Court Street
Martinez, CA 94553

October 28, 2014

Feasibility Study **Potential Relocation of the Future Los Medanos College Brentwood Center Site**

Prepared By

The Sword Company

Community & Economic Development • Real Estate Planning Strategies

Attention: Howard Sword
620 K Street
Patterson, CA 95363
209-892-1445
howsword@mac.com

Carlson, Barbee & Gibson, Inc.

Civil Engineers • Surveyors • Planners

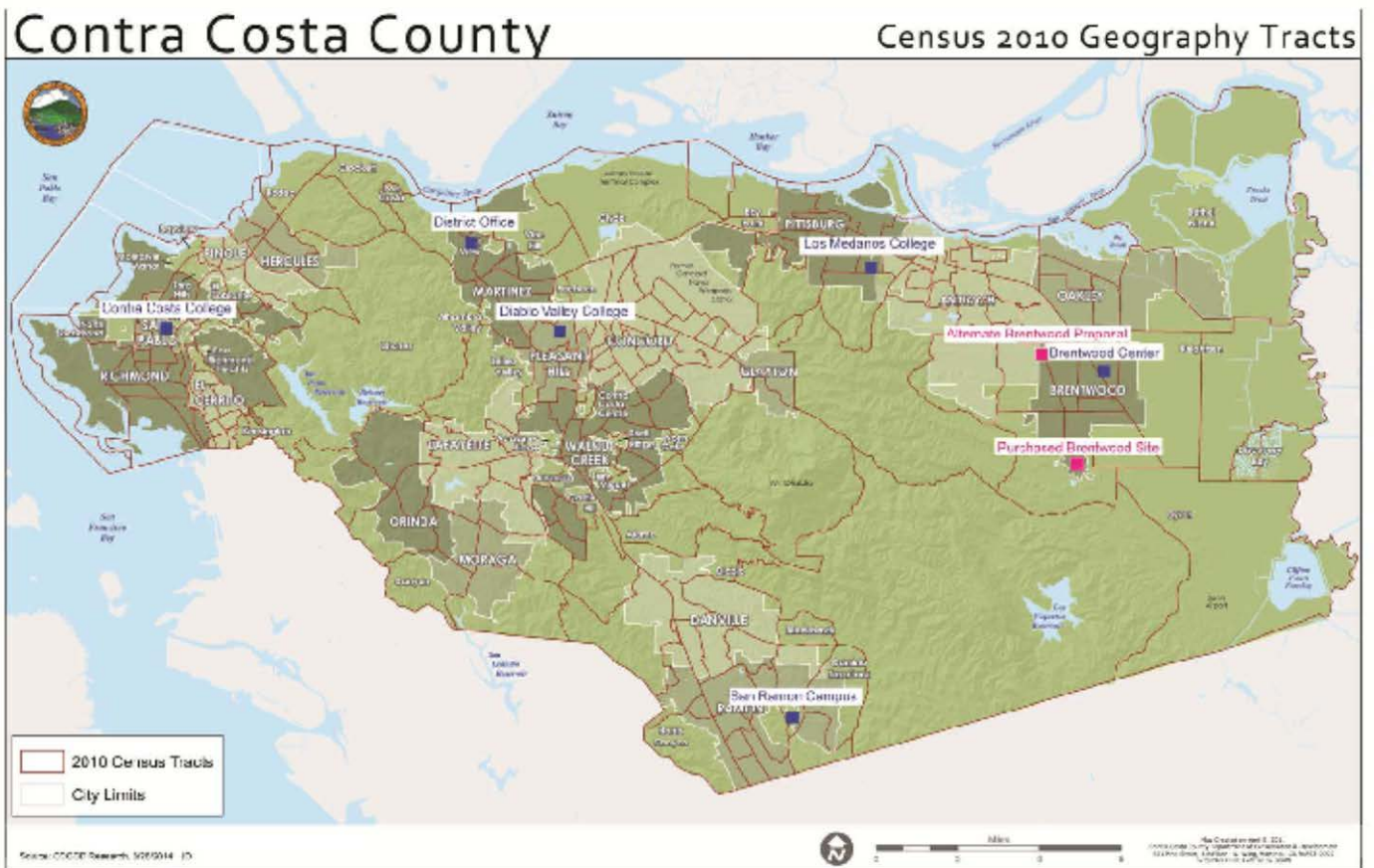
Attention: Andrea Bellanca, P.E.
2633 Camino San Ramon, suite 350
San Ramon, CA 94583
925-866-0322
ABellanca@cbgandg.com

PURPOSE OF THE FEASIBILITY STUDY

The purpose of the Feasibility Study is to provide an objective evaluation and analysis of the potential benefits and disadvantages of relocating the Los Medanos College (LMC) Brentwood Center Campus from its currently planned, future site at Pioneer Square in the Trilogy development to an as-yet-unspecified location close to State Highway 4 (SR 4) and the Mokelumne Trail in northwest Brentwood. This general location, designated in the Brentwood General Plan as a priority planning area, will be referred to as Priority Area 1 (PA-1) for the purpose of this Feasibility Study.

Following is a map of current District sites in the county, the currently planned, future Brentwood site, and the PA-1 site, with non-peak drive times. It is included to provide context to the places discussed in the following Feasibility Study.

Distance and Drive Time to Various Locations in Contra Costa County



From:	CCC to DVC	DVC to SRC	DVC to LMC	LMC to current BC	LMC to new BC site	LMC to proposed eBART site
Distance	20.7 miles	23 miles	15 miles	12 miles	14.1 miles	8.7 miles
Drive Time (non-peak)	25 minutes	29 minutes	17 minutes	16 minutes	17 minutes	11 minutes

TABLE OF CONTENTS

Purpose of the Feasibility Study	i
Table of Contents	ii
I. Executive Summary	1
A. Summary of Current Status of Planning for the New Brentwood Center	1
B. Summary of the Known and Unknown Project Factors	2
C. Summary of the Potential Impact to the Brentwood Center with the California Community Colleges Board of Governors Should the District Decide to Relocate to a New Site	2
D. Summary of the Potential Cost Implications of Relocating the New Brentwood Center	2
II. Feasibility Study Findings	3
A. Current Status of Planning for the New Brentwood Center	3
1. Original Site Selection Background Information	3
2. Current Status of the District's Ownership of the Pioneer Square Property.....	3
3. Analysis and Comparison of Project Timeframes.....	4
4. District's Financial Interest in Expediting the Brentwood Center Project.....	5
5. Brentwood's Current General Plan	6
6. Student Travel Patterns and Behavior	7
B. Known and Unknown Project Factors	8
C. Potential Impact to the Brentwood Center with the California Community Colleges Board of Governors Should the District Decide to Relocate to a New Site	10
D. Potential Cost Implications of Relocating the New Brentwood Center - Quantitative Site Considerations	10
III. Other Items of Consideration	18
A. A request for a comparative analysis of the DVC San Ramon Campus (SRC), the current Brentwood Center at Sand Creek Road, the future Brentwood Center at the Pioneer Square location and a potential PA-1 location (PA-1)	18
B. Will travel access to the Campus be adequate for financially disadvantaged and senior citizen students without motor vehicles?	19
C. Can the site allow for expansion in the future?	19
D. Will adequate parking be available in the future?	19
E. How will students, faculty, staff and other groups traveling to the site affect traffic on thoroughfares and residential streets?	19
F. How will the site affect immediate and nearby neighbors?	20
G. What environmental issues are relevant to the site?	20
H. Can the site be developed for use as a college campus for affordable costs?	20
I. What is the distance from all Antioch, Oakley and Brentwood local high schools in the primary enrollment area to the sites?	20
IV. Appendices	22
Appendix A Review of Pioneer Square Site Selection Process and Criteria	A-1
Appendix B Criteria Submitted to Board for Study Consideration	B-1
Appendix C Preliminary Estimates for Cost of Improvements in New Site: Alternative 1	C-1
Appendix D Preliminary Estimates for Cost of Improvements in New Site: Alternative 2	D-1

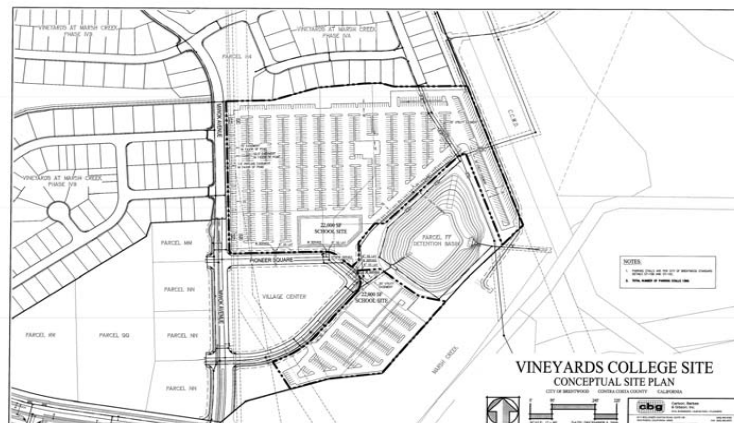
I. EXECUTIVE SUMMARY

Mr. Joel Keller, president of the Bay Area Rapid Transit (BART) Board of Directors, requested that the Contra Costa Community College District's Governing Board (Board) consider the relocation of the future Los Medanos College (LMC) Brentwood Center (Center) at its September 10, 2014, meeting. An unpublished BART draft, pre-feasibility study suggested that, of six potential locations, one location for a potential future extension of eBART service beyond the Hillcrest Station might be at the intersection of State Highway 4 (SR 4) and the Mokelumne Trail. Mr. Keller is interested in discussing opportunities for a potential future LMC Brentwood Center relocation that would result in a campus site near the SR 4 and Mokelumne Trail location. The Contra Costa Community College District (District) retained The Sword Company, a Community & Economic Development Consultant, and Carlson, Barbee & Gibson, Civil Engineers, Surveyors and Planners, to prepare a Feasibility Study to assist the Board in its consideration of this matter.

This Executive Summary presents a summary of the Feasibility Study findings regarding 1) the current status of planning for the new Brentwood Center; 2) the known and unknown project factors; 3) the potential impact to the Center with the California Community Colleges Board of Governors should the District decide to relocate to a new site; and 4) the potential cost implications of relocating the new Brentwood Center.

A. Summary of Current Status of Planning for the New Brentwood Center

All necessary environmental and preliminary engineering studies have been conducted for the Pioneer Square site that the District owns. The site plan shows expansion capability for 10-20 years, and by building up and out, the site can support expansion beyond the timeframe. All off-site infrastructure, including streets and utilities, are installed, and the site is mass graded. The District has prepared and distributed a request for qualifications for architectural and engineering design services for construction of the first phase of the LMC Brentwood Center. Nineteen firms have submitted their qualifications but the process is on hold pending the Governing Board's decision regarding alternative sites. The District believes the Center can be open for the fall or winter term of 2018 if design work can start in January 2015. This is a shovel-ready project ready to proceed.



Pioneer Square

B. Summary of the Known and Unknown Project Factors

The District has a fully funded and approved project to begin the construction of a future new Los Medanos College Brentwood Center on land the District already owns. BART has provided the District with an unpublished, draft, pre-feasibility study that may suggest a future eBART location in the Brentwood PA-1 planning area. There has been no official BART Board decision to pursue any property for a future eBART location in PA-1, nor has BART allocated any funding for environmental or preliminary engineering studies for site selection purposes.

C. Summary of the Potential Impact to the Brentwood Center with the California Community Colleges Board of Governors Should the District Decide to Relocate to a New Site

The California Community Colleges Chancellor’s Office has notified the District that if it plans to relocate to a new site, it will have to bring a request to do so to the Board of Governors to demonstrate the move does not represent a change to the underlying assumptions for which approval and funding at the current site was granted. If approval is not authorized, the District will likely lose \$1.1 million per year in current revenue if it decided to relocate anyway.

D. Summary of the Potential Cost Implications of Relocating the New Brentwood Center

Pioneer Square

- Purchase Price \$ 4,803,488
- Off-site improvement, on-site grading and open space improvement costs 00
- Total Cost \$ 4,803,488

Note: These funds have already been expended.

Alternative 1: West Side of SR-4 South of the Mokelumne Trail

- Estimated Purchase Price \$11,072,000
- Off-site improvement, on-site grading and open space improvement costs 12,931,000
- Total Cost \$24,003,000

Alternative 2: East Side of SR-4 South of the Mokelumne Trail

- Estimated Purchase Price \$13,215,000
- Off-site improvement, on-site grading and open space improvement costs 6,636,000
- Total Cost \$19,861,000

II. FEASIBILITY STUDY FINDINGS

A. Current Status of Planning for the New Brentwood Center

1. Original Site Selection Background Information

The current LMC Brentwood Center is located in a shopping center at the intersection of Brentwood Boulevard and Sand Creek Road. It opened in 2001 in a building rented from the City of Brentwood. The Center was an immediate success with enrollment exceeding five-year projections within six months. By 2008 the facility was at enrollment capacity, and it was obvious the District needed to continue, with a measure of renewed priority, its planning for a new and permanent location. The District retained The Sword Company in July 2008 to start that planning and site selection process. A fundamental requirement of the process set by the District was that it be transparent and included the input of primary stakeholders. It is also important to note that the original site selection sought 12 acres. In the end, the District decided to purchase 17.5 acres to ensure the site would never experience the same constraints that exist at the San Ramon Campus.

The total time and expense commitment for the site selection process for a far East County Education Center at the Pioneer Square site was approximately 36 months and cost approximately \$750,000 in various professional services. The cost of the land was about \$4.8 million. A summary of the original site selection background and information is included as Appendix A.

2. Current Status of the District's Ownership of the Pioneer Square Property

The District currently owns the Pioneer Square property fee simple conditional. This means the District has an unrestricted right to develop the property as a Community College campus, but the prior owner, Brentwood Commercial Partners (Blackhawk Nunn), has the right of first refusal to purchase the property at the original selling price if the District decides to sell it. Brentwood Commercial Partners (BCP) would likely exercise the right of first refusal to purchase the property because, while a community college facility adjacent to other vacant land owned by BCP would enhance the value of that land, another unknown use by an unknown third party may not be beneficial to the value of the vacant land. Therefore, it is unlikely the District would realize any profit from the sale of the Pioneer Square property.

The District transferred its interest in the 30-acre Cowell Ranch property across Marsh Creek Road, obtained in 2001, from the Pioneer Square property to the BCP as part of the value consideration in the Pioneer Square transaction. Associated Right of Way Services, Inc. appraised the value of this consideration at \$1,510,000 in September 2009. The District would effectively lose that value if the Pioneer Square property were sold.

There has been a suggestion that a potential property exchange (swap) could be made between the Pioneer Square property and a site located in PA-1. There is no common ownership by BCP and any property owner in PA-1, so the concept of a property exchange is not possible. If the District wants to relocate the LMC Brentwood Center site it would have to sell the Pioneer Square property and purchase a new site in PA-1.

While the right of first refusal currently encumbers the property, that right terminates automatically the first day the District conducts classes on-site in a permanent building.

3. Analysis and Comparison of Project Timeframes

The District can realistically design, build and open the Brentwood Center at the Pioneer Square site for the autumn or winter term 2018. The process of identifying, selecting, negotiating a property purchase, conducting due diligence and closing escrow on a site in PA-1 could potentially add an additional three to four years to the schedule and cost \$750,000 or more in site selection processing expenses alone. At the Pioneer Square site, the District only needed to conduct a supplemental environmental impact report (EIR) since the development area EIR had already been completed. In all likelihood, a completely new and full EIR will need to be funded and completed prior to making a decision on whether or not a PA-1 site would be acceptable for a new college center. Design and installation of non-existent off-site infrastructure would add additional time and expense.

BART staff has provided the District with some presentations on an *eBART Next Segment Study* regarding a potential extension of east county service south from the Hillcrest eBART Station that is very general in nature. The study, which was initially due in the fall of 2012, has not yet been published or made available to the public. There is no evidence that the BART Board of Directors has considered or acted on the study. Regarding funding for a station beyond Hillcrest, an April 11, 2013, *Contra Costa Times* article quotes BART Planner Ellen Smith as saying environmental and engineering studies would cost \$5 to \$6 million. The same article quotes BART Director Joel Keller as saying there are no funds for any environmental studies, station planning or construction. It has been reported by several individuals that this is still the current status. There is also no evidence that the BART Board has discussed property acquisition at any of the locations reviewed, and no timeline has been established for property acquisition. Regarding the *eBART Next Segment Study*, BART Planner Ellen Smith referred to it as “a pre-feasibility study, with limited evaluation of engineering, ridership and capital costs.”

This calls into question three timeframes. The first is when will BART identify and select the actual preferred site. The District knows from its own experience that even when funding and staff resources are available, this is a long process.

The second timeframe in question is BART's actual purchase of the property. There are only two parties that own property adjacent to SR 4 and the Mokelumne Trail, Arcadia Development and the Nunn Family. Arcadia Development's property is entitled for a 450-unit apartment complex, and it is unlikely this property will be available for sale. Howard Sword interviewed Ron Nunn regarding his family's property. Mr. Nunn said that the property is not on the market, and he views it as a long-term real estate hold that will not reach optimum value for 15 to 20 years. Therefore, it does not appear there is a ready and willing property seller in the SR 4 and the Mokelumne Trail area. This makes purchase negotiations difficult and likely to take a long time.

The third timeframe in question is the actual construction of an eBART Station. The 10-mile project from the Pittsburg-Bay Point Station to Hillcrest costs \$511 million. The Hillcrest Station to Mokelumne Station would be a shorter route but would

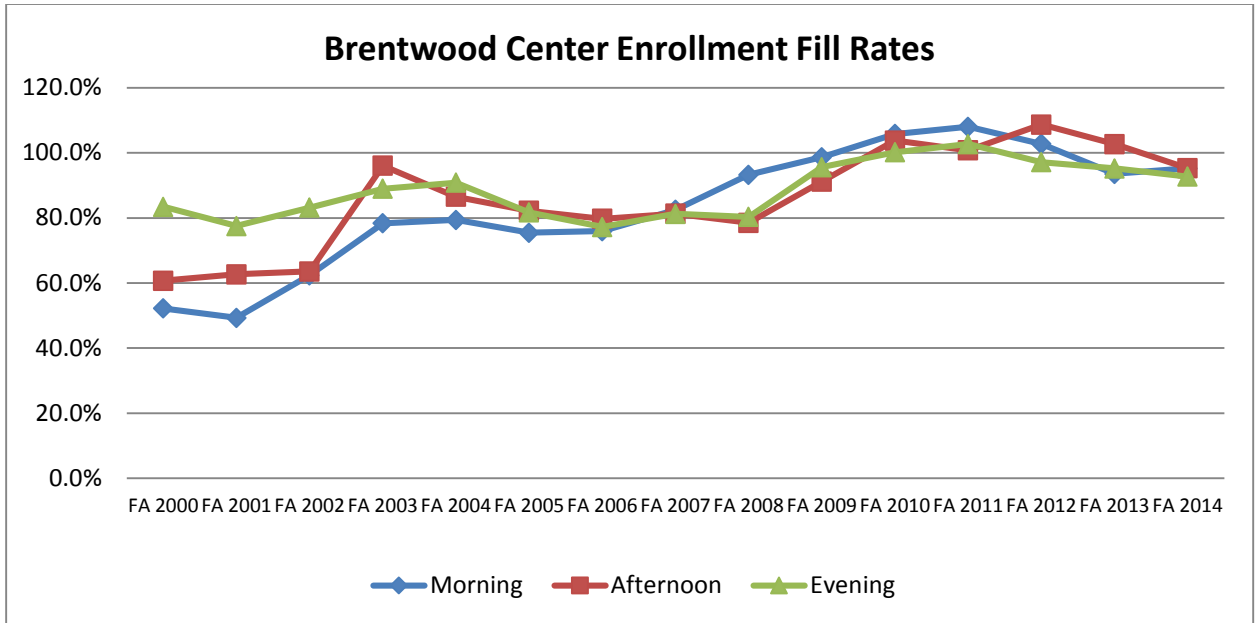
probably be in the \$450 million range in today's dollars. If BART does not have funding for \$5 to \$6 million in preliminary studies the timeframe to accumulate the necessary funds for actual station construction will likely be extremely long.

This discussion in no way questions the importance and validity of BART's vision and planning for service extension south from the Hillcrest Station. It does, however, illustrate a discrepancy between the timeframes for construction of the LMC Brentwood Center and BART's site selection planning/acquisition process and station construction. This discrepancy poses two potential difficulties for the District. The first concerns BART's site selection planning/acquisition process. Unless planned for delay for a decade or more, it seems certain that the LMC Brentwood Center would start construction before BART completes its site selection planning/acquisition process. That would leave open the potential for BART to decide to move its station site to another location for unforeseen physical constraint reasons or inability to successfully negotiate a purchase. The Brentwood Center site would then be left without a primary benefit of, but with the added cost and time for, moving to this location. The second is the timeframe for construction of the PA-1 Station that is probably decades from becoming a reality.

4. District's Financial Interest in Expediting the Brentwood Center Project

The LMC Brentwood Center is the District's primary growth area for expanding the District's full-time equivalent student (FTES) population. Increasing District revenue is dependent upon increasing enrollment. District staff has conducted research to analyze the current Center's capacity and projected absorption rate at a new permanent location. The first analysis focused on enrollment fill rates. This is the percentage of full classes.

Brentwood Center Enrollment Fill Rates			
Term	Morning	Afternoon	Evening
FA 2000	52.2%	60.7%	83.4%
FA 2001	49.3%	62.7%	77.5%
FA 2002	62.4%	63.5%	83.2%
FA 2003	78.4%	96.1%	89.0%
FA 2004	79.4%	86.5%	90.8%
FA 2005	75.5%	82.2%	81.7%
FA 2006	76.0%	79.7%	77.2%
FA 2007	82.5%	81.3%	81.3%
FA 2008	93.2%	78.5%	80.3%
FA 2009	98.7%	91.2%	95.6%
FA 2010	105.8%	103.8%	100.2%
FA 2011	108.0%	100.8%	102.7%
FA 2012	102.8%	108.7%	97.1%
FA 2013	93.5%	102.7%	95.2%
FA 2014	95.2%	95.3%	92.7%



The current Center underwent expansions in 2006, 2009 and 2014 that account for some of the fluctuation during those time periods. Slightly better economic and employment conditions probably account for the slight decrease in the fill rates in 2012, 2013 and 2014. However 93 percent to 95 percent Fill Rates indicate the facility is at capacity. Although there is additional vacant space in the building where Brentwood Center is currently located, the District is not able to expand due to parking constraints.

The second analysis looks at past and projected future enrollment headcounts.

Number of Students

2001	667
2014	2,356
Projected 2018	3,116
Projected 2022	3,767

The Center will lose the majority of the additional 760 students (\$3.5 million per year) between now and 2018 when the Pioneer Square Center is expected to open due to lack of facility capacity. The Center will lose an additional 651 students (\$3 million per year) by 2022 if the design and construction is delayed by a move to a different site location. Time is of the essence for the construction of the new permanent Brentwood Center if the projected growth potential is to be realized as soon as possible.

5. Brentwood’s Current General Plan

The City of Brentwood adopted an updated General Plan in July 2014 that designated the northwest corner of the City as Priority Area 1 (PA-1). Land Use policies for this area emphasize the optimization of job-generating uses including regional commercial, general commercial, professional office, business park and light industrial designations. The City views PA-1 as a future revenue-generating area through both a sales tax base and increased assessed property value resulting in higher property taxes. A community college campus creates relatively few jobs compared to the amount of land it uses, does not pay property taxes, and generates no sales tax. A community college campus use is

not necessarily incompatible with the preferred uses contemplated in PA-1 but it would not advance the planning policies for the area and would not contribute to future revenue-generating goals.

PA-1 employs a very general land use designation strategy. Basically, all 360 acres in the planning area are designated the same, allowing for a mix of the intended land uses. The implementation strategy states “ Planning for future development within PA-1 should include a collaborative effort between the City and property owners within PA-1 in order to craft a future development plan that provides for a balance mix of land uses, infrastructure and public open space within PA-1.” This implementation strategy is good from a flexibility perspective but trying to coordinate the visions and desires from 24 different property owners, BART and the City will be a challenge and will take significant time.

There are many implications of locating the Brentwood Center in PA-1 due to the implementation strategy. The first is the probable time that it will take. At least some property owners will likely be unwilling to negotiate a property sale until a development plan is established. The more serious implication regards infrastructure and utility extensions.

Brentwood’s development policy is that development should proceed sequentially with each property extending infrastructure and utilities from the preceding property through its own site and to the next property, sized to serve all future properties to be served by the infrastructure and utility master plan. If a property wants to develop before infrastructure and utilities have arrived at its site, that property must extend the services through preceding properties at its own cost to be reimbursed through a Benefit District when the preceding properties are developed. The timing implication is that if development in PA-1 has not been started by the time construction of the Brentwood Center is ready to commence, the District would have to pay for infrastructure and utility extensions all the way to its site and wait for reimbursement until the preceding properties develop.

6. Student Travel Patterns and Behavior

The original site selection criteria determined that the general area for location of the Far East County LMC Center should be east of Golf Course Road in Antioch because students living west of this location would most likely take classes at the Pittsburg Campus. The primary student enrollment area for the LMC Brentwood Center is southeast Antioch, Brentwood, Oakley, Discovery Bay and surrounding rural areas.

Students generally do not have all classes scheduled sequentially which requires arriving and departing the current Brentwood Center several times a day or week. This makes mobility a priority. Students generally travel to the current Brentwood Center by motor vehicle, Tri-Delta Transit bus or bicycle. Exact statistics are not available but general observation indicates that approximately 94 percent of students arrive by motor vehicle, 5 percent by Tri-Delta Transit bus and 1 percent by bicycle.

Approximately 61 percent of current LMC Brentwood Center students take classes at both the Brentwood Center and the Pittsburg Campus. No exact statistics are available on travel methods between the student enrollment area and the Pittsburg Campus, but it is assumed the vast majority of the travel is by motor vehicle. However, Tri-Delta

Transit does operate Route 391 that travels from the general enrollment area to the Pittsburg Campus.

It is anticipated that similar travel patterns will continue at the Brentwood Center (Pioneer Square site). However, there is currently no Tri-Delta Transit service to this location. Part of the Brentwood Center design process will include coordinating with Tri-Delta Transit to extend routes to serve the Brentwood Center at the Pioneer Square site. Future growth and development in the surrounding area could also result in an increase in public transportation options.

It would also be anticipated that similar travel patterns would continue at a PA-1 location with the same coordination necessary with Tri-Delta Transit.

There are two parts to this particular analysis. The first is travel to a PA-1 Brentwood Center location by students in the primary enrollment area. The consequence of this Center being adjacent to an eBART would have no effect on this travel pattern and behavior because there are no other eBART Stations in the primary enrollment area. It is not logical to assume that students would travel to the Hillcrest Station to take eBART to PA-1 Brentwood Center location when it would be more convenient to travel directly to a PA-1 Brentwood Center location.

The second part of this particular analysis is the issue of travel from the primary enrollment area to the Pittsburg Campus. It is important to note that students may not be leaving from a PA-1 Brentwood Center location but could be leaving from their home, a job site or some other location. The question then is what percentage of students will prefer to use eBART that will require a transfer shuttle from the Pittsburg/Bay Point station or Railroad Avenue station to Los Medanos College compared to a direct 15 minute drive by motor vehicle? It is impossible to predict this preference, but it is reasonable to assume that the percentage may be similar to students arriving at the Pittsburg Campus by motor vehicle instead of public transportation.

B. Known and Unknown Project Factors

This section discusses the various known and unknown factors regarding the Pioneer Square location and a potential PA-1 location that may affect the District's consideration of relocating the Brentwood Center Campus.

1. District Known Factors

- Property restrictions. The District owns the Pioneer Square site and has no restrictions to building the Brentwood Center except to process the design through the Division of the State Architect Office. All the road, infrastructure and utilities are constructed. The District has no off-site improvement obligations. The site is 17.5 net acres; all water quality treatment facilities are off-site. The Pioneer Square property is truly a shovel-ready project.
- Site already sized for long-term expansion. The site is already sized for long-term expansion by construction of Phase 2 future building in the 10-20 year timeframe, with additional future expansion beyond that being possible by building up or out, with supporting parking structures added if needed.

2. BART Known Factors

- Uncertainty of status of future location. BART has an unpublished, draft pre-feasibility study that may suggest a future eBART location in the Brentwood PA-1 planning area.

3. BART Unknown Factors

- Precise location of the next potential eBART station. The PA-1 location received preliminary support but the BART Board has not make an official commitment to that area.
- Timeframe. The timeframe for BART's site selection planning/acquisition process for a potential eBART station site at any location is not established.
- Commitment to PA-1 area. BART's official Board of Director's have not made a commitment to aggressively pursue fund a BART site selection planning/acquisition process for an eBART station in the area.
- Source of funding for land. Funding has not been identified by BART for the acquisition of land in the PA-1 area should that be the site selected for some future eBART station.
- Planning and site studies costs. Costs associated with BART's site selection planning/acquisition process for another eBART station have not been established.
- Ability to purchase land. BART's ability to successfully negotiate a willing buyer and seller purchase contract to obtain a site in the PA-1 area is uncertain.
- Construction timelines. The timeframe for BART's construction of another eBART station is not established.
- Source of funding for station. A source of funding for the construction of another eBART station has not been identified.

4. District Unknown Factors Regarding a PA-1 Site

- Property cost and ability to negotiate a purchase. As previously discussed under Project Timeframes, property near SR 4 and the Mokelumne Trail is limited to two owners, Arcadia Development and the Nunn family. Arcadia Development's property is entitled for a 450-unit apartment complex, and it is unlikely this property will be available for sale. The Nunn Family owns 50-acres on the west side of SR 4 and 35- acres on the east side of SR 4. As previously stated, the property is not on the market for sale, and the Nunn family considers it to be a long-term real estate hold achieving optimum value in 15 to 20 years. The Nunn family could conceivably negotiate a sale to BART for an 11.5-acre site because an eBART Station could add value to their remaining property. However, the presence of a community college campus would not add value to their remaining property. It would likely be difficult to negotiate a purchase of 30 percent of the Nunn family property. For the sake of this discussion, a \$15 per square foot price is assigned as a purchase price for the property.
- Costs associated with the timing of infrastructure and utilities extension. As previously discussed the District would have to pay for the extension of infrastructure and utilities through other properties if the Brentwood Center was the first property to be developed. These costs would be reimbursed to the District through a Benefit District at some time in the future when the other properties are developed. The timing of development in PA-1 is uncertain and could be many years in the future.

- Environmental constraints. The District lost land at the San Ramon Campus site because the City of San Ramon, the District, and the developers committed to the project prior to completion of the EIR for the area. Upon discovery of wildlife in the area, the District portion of the site was cut from 15 acres down to seven. The District will not commit to another land purchase prior to completion of all required and recommended studies of the area.
- Measure E voter perception of the relocation and delay or cancellation of the school building. County residents supported Measure E for the District. The new Brentwood Center was featured prominently in informational presentations and in campaign presentations. It's unclear how voters would feel about the District if, five months after the voters approved the Measure E, the District announced it was going to put the project on hold indefinitely to study the potential of relocating the Center to a new site. Voter perception may be negative if taking this action required so much time and money that the construction of the Center had to be canceled for lack of available funds, or if funding allocated to the colleges in the other areas of the county had to be scaled back significantly to cover the increased cost for the Brentwood Center. The only bond language related to real estate acquisition in Measure E is to "repair, expand, or modernize roads, grounds, and parking lots, including acquiring real property for such purposes." The issue of purchasing new land may need to go to bond counsel to see if the money the voters approved could be used at a new PA-1 site.

C. Potential Impact to the Brentwood Center with the California Community Colleges Board of Governors Should the District Decide to Relocate to a New Site

The Brentwood Center is an approved and funded state educational center. The Board of Governor's approved the Brentwood Center as a funded site based on the planning documents submitted to the State Chancellor's Office in August of 2011. One of the preconditions of approval was the completion of all studies required in Education Code for school site selection and the actual purchase of property subsequent to those studies. The Board of Governor's approved the Center in April 2012. Shortly thereafter the District began receiving approximately \$1.1 million per year in education apportionment because of the approval. District staff contacted the State Chancellor's Office to inquire about the potential impact of changing the location of the new Brentwood Center. The District was told that if it plans to relocate to a new site, it will have to bring a request to do so before the Board of Governors to demonstrate the move does not represent a change to the underlying assumptions for which approval and funding was granted for the current site. The documents submitted to the state in 2011 were costly and time consuming to create. Updating them will likely consume more time and funding. The State Chancellor's Office staff has also informed the District that its rule of thumb is not to approve centers that are closer than 10 miles from the parent college. The PA-1 site is about 8.5 miles away from LMC. Failure to gain approval at the PA-1 site could result in the loss of \$1.1 million in revenue the District currently receives annually.

D. Potential Cost Implication of Relocating the New Brentwood Center – Quantitative Site Considerations

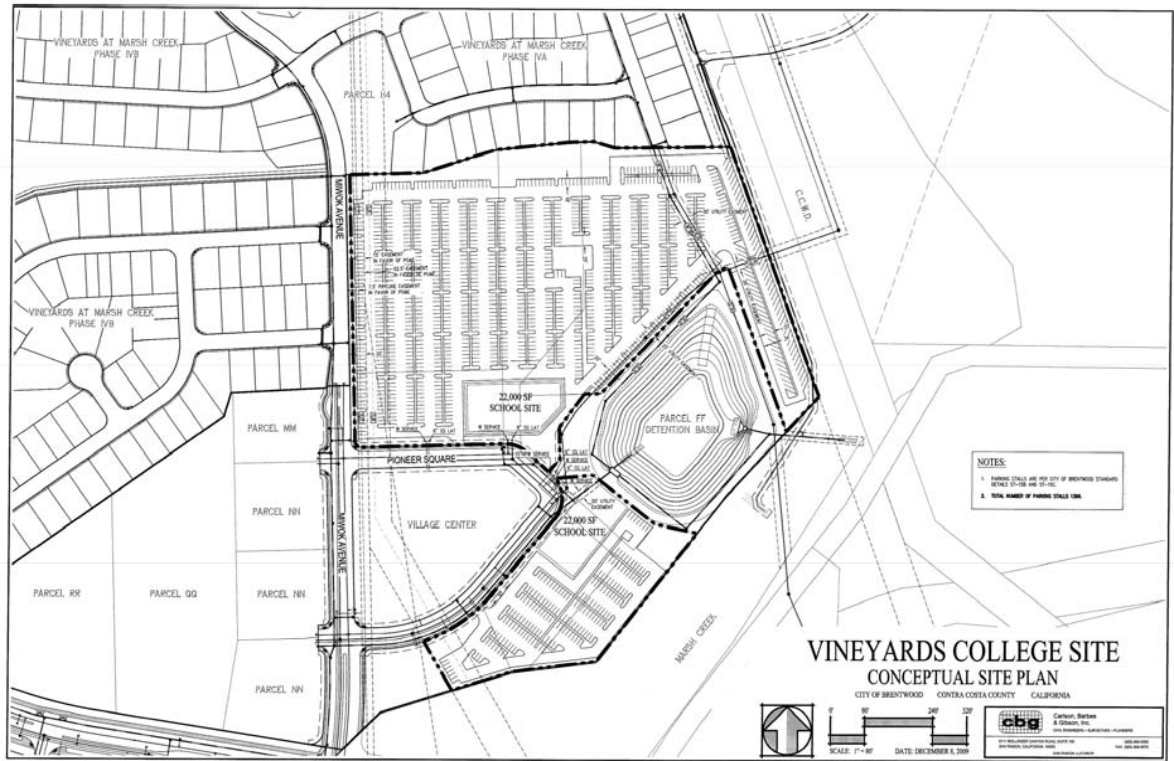
1. Feasibility Study Sites

One of the challenges to preparing this Feasibility Study is that BART has not established a location for the PA-1 eBART Station site. For purposes of this

Feasibility Study, a site needs to be “conceptually” located in order to quantify physical constraint and off-site development costs. The following assumptions have been used to conceptually locate an eBART Station adjacent to SR 4 and the Mokelumne Trail.

- a.** The Station site needs to be adjacent to SR 4 and the Mokelumne Trail.
- b.** A relocated Brentwood Center site would need to be adjacent or within close walking distance to the station for there to be material benefit to the Center.
- c.** The eBART site needs to be ten net acres. That would require 11.5 gross acres to allow for a 10 percent development load to allow for roads and water quality treatment requirements.
- d.** In order for an accurate comparison to be made between the Pioneer Square location and a PA-1 site, the Brentwood Center site needs to be 17.5 net acres. That would require 19.25 gross acres to allow for a minimum 15 percent development load to allow for roads and water quality treatment requirements. An additional 2.85 net acres then needs to be added to account for the park/open space of Pioneer Square Park which is surrounded on three sides by Brentwood Center property and is a direct open space benefit to the Center. The total PA-1 site size would need to be a minimum 23 gross acres in order to be comparable to the Pioneer Square site. Carlson, Barbee & Gibson, Inc. (CBG), the civil engineers working on this Feasibility Study, have determined a 25 gross acre site PA-1 is necessary to be comparable to the 17.5 net acre site at Pioneer Square.
- e.** The Feasibility Study will consider sites on both the east and west sides of SR 4 in the PA-1 area so physical constraint and off-site improvement cost implications of both sides are addressed.
 - ❖ Pioneer Square
 - ❖ Alternative 1: West side of SR 4 south of the Mokelumne Trail
 - ❖ Alternative 2: East side of SR 4 south of the Mokelumne Trail

2. Pioneer Square



a. Site Location

The intersection of Vineyards Parkway and Miwok Avenue near Marsh Creek Rd.

b. Drive Times

1) Golf Course/Lone Tree	15	Minutes
2) Neroly/Main Street	14	Minutes
3) Cypress/Main Street	16	Minutes
4) Balfour/Sellers	6	Minutes
5) Balfour/Country Club	6	Minutes
6) SR 4/Discovery Bay Blvd	8	Minutes
7) Average	10.9	Minutes

c. Infrastructure and Utilities

All off-site infrastructure and utilities are installed. There is no cost to the District.

d. Road Improvements

- 1) Frontage: All roads are constructed. There is no cost to the District.
- 2) Signalization: All traffic signals are installed. There is no cost to the District.

e. Off-Site Improvement Costs

There are no off-site improvement costs.

f. Site Amenities

- 1) **Adjacent Land Use:** There is planned residential use to the North. There is vacant agricultural land to the east. The Marsh Creek State Historic Park is located across Vineyards Parkway to the south. There is a planned 30-acre City event center to the southwest that could potentially be used for Center activities. There is planned neighborhood commercial use to the west. A 2.85 acre Pioneer Square Park is surrounded by the Center site on three sides.
- 2) **Restaurants/Retail:** There is planned neighborhood commercial use across Miwok Avenue to the west of the Center site that is intended to serve the 1,200 unit Trilogy Community and the LMC Center. It is forecast that the Trilogy Community will be 90 percent occupied by the time the Center is built in 2018. The residential density and the Center's student population should support the construction of commercial uses such as a cafe, local market and personal services.
- 3) **Parks/Trails:** A 2.85 neighborhood park is surrounded on three sides by the Center campus. The 3,600 acre Marsh Creek State Historic Park is located across Vineyards Parkway to the south. The site is adjacent to a regional bicycle/walking trail.
- 4) **Student Housing Opportunities:** Brentwood Commercial Partners own property to the west that could potentially be developed as student housing if there was sufficient market demand.
- 5) **General Ambiance:** The site offers a traditional campus setting.

g. Environmental Condition

A Supplemental Environmental Impact Report has addressed all the site's environment issues.

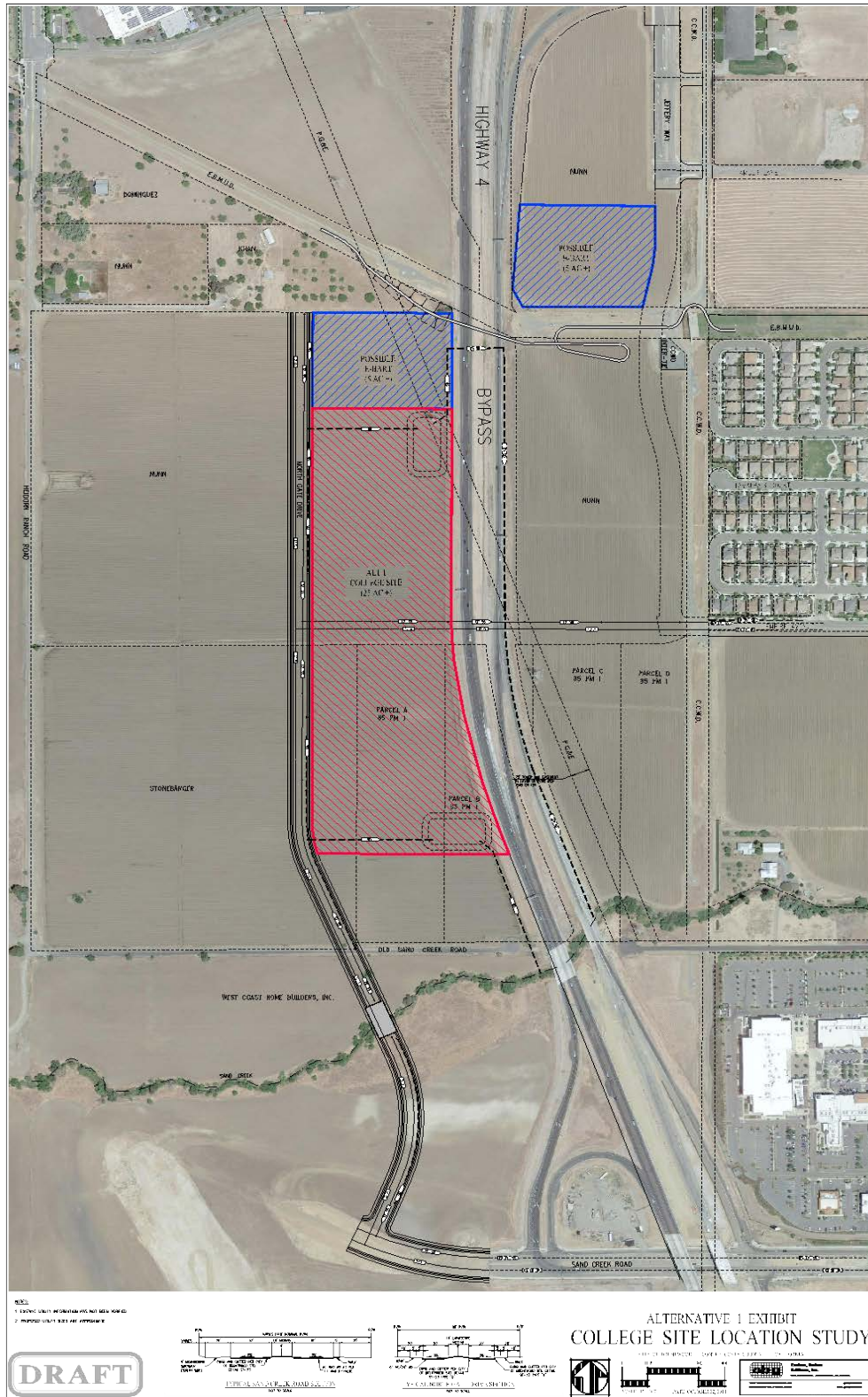
h. Purchase Price

\$4,803,488.00 plus the District's interest in the Cowell Ranch that was a donation to the District from the S. H. Cowell Foundation that was appraised at \$1,510,000

i. Total Property Cash Costs Plus Off-Site Improvement Costs

\$4,803,488.

3. Alternative 1



- a. **Site Location**
West side of SR 4 south of the Mokelumne Trail.

b. Drive Times

1)	Golf Course/Lone Tree	6	Minutes
2)	Neroly/Main Street	8	Minutes
3)	Cypress/Main Street	11	Minutes
4)	Balfour/Sellers	11	Minutes
5)	Balfour/Country Club	5	Minutes
6)	SR 4/Discovery Bay Blvd.	16	Minutes
	Average	9.5	Minutes

c. Utilities

All off-site infrastructure and utilities need to be extended to the site. See Appendix B, Carlson, Barbee & Gibson Preliminary Engineer's Construction Cost Estimate.

d. Road Improvements

1) Frontage: A new road needs to be extended north from Sand Creek Road. See Appendix D Carlson, Barbee & Gibson Preliminary Engineer's Construction Cost Estimate.

2) Signalization: All traffic signals are installed. There is no cost to the District.

e. Off-Site Improvement, On-Site Grading And Open Space Improvement Costs

\$12,931,000

(See Appendix C Carlson, Barbee & Gibson Preliminary Engineer's Construction Cost Estimate.)

f. Site Amenities

1) Adjacent Land Use: Big Box commercial and vacant land to the north. SR 4 to the east. Vacant land to the south. Vacant land to the west.

2) Restaurants/Retail: There are a large variety of restaurants and regional commercial retail stores on Lone Tree Way. However, it is not a very pedestrian friendly environment and a motor vehicle would be necessary to conveniently access them.

3) Parks/Trails: The site is adjacent to the Mokelumne Trail

4) Student Housing Opportunities: High density residential use is planned for the PA-1 area.

5) General Ambiance: The site is in a Big Box regional commercial setting.

g. Environmental Condition

There has been no specific environmental review or assessment of this site.

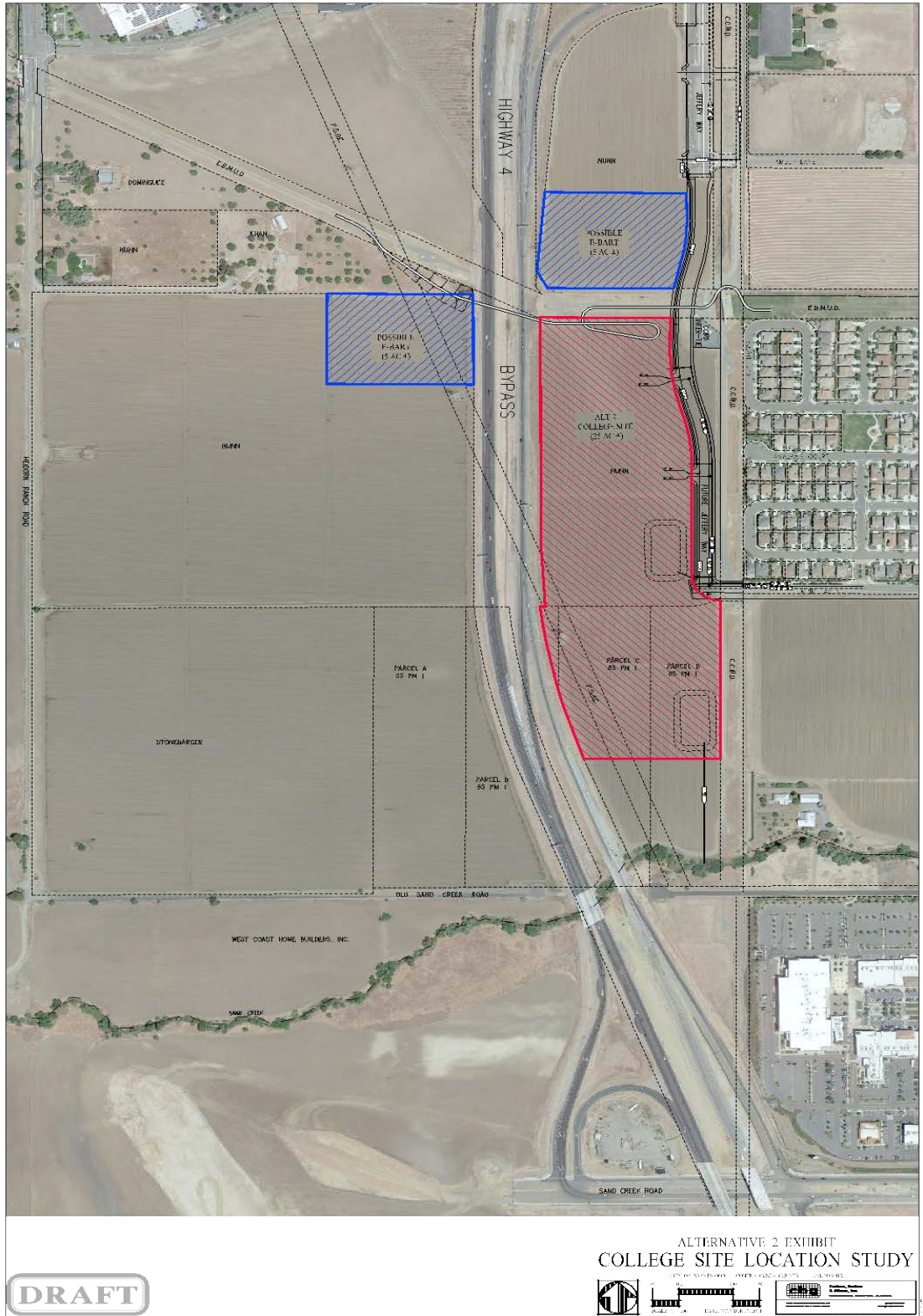
h. Purchase Price

The estimated cost is \$11,072,000. This number is based on a hypothetical number of \$15.00 per square foot for 15 acres of Nunn Family property, \$4.98 per square foot for 10.75 acres of Maggiora Family property and \$7.50 per square foot for 1.75 acres of Dwelly et al. property.

i. Total Property Cash Costs Plus Off-Site/Partial On-Site Improvement Costs

\$24,003,000

4. Alternative 2



a. **Site Location**
East side of SR 4 south of the Mokelumne Trail.

b. Drive Times

1) Golf Course/Lone Tree	10	Minutes
2) Neroly/Main Street	9	Minutes
3) Cypress/Main Street	10	Minutes
4) Balfour/Sellers	13	Minutes
5) Balfour/Country Club	9	Minutes
6) SR 4/Discovery Bay Blvd.	18	Minutes
Average	11.5	Minutes

c. Utilities

All off-site infrastructure and utilities need to be extended to the site. See Appendix B, Carlson, Barbee & Gibson Preliminary Engineer's Construction Cost Estimate.

d. Road Improvements

1) Frontage: Both Jeffery Way and Empire Avenue need to be extended. See Appendix C Carlson, Barbee & Gibson Preliminary Engineer's Construction Cost Estimate.

2) Signalization: All traffic signals are installed. There is no cost to the District.

e. Off-Site Improvement, On-Site Grading And Open Space Improvement Costs

\$6,636,000

(See Appendix D Carlson, Barbee & Gibson Preliminary Engineer's Construction Cost Estimate.)

f. Site Amenities

1) Adjacent Land Use: Big Box commercial to the north. Medium density residential use to the east. Vacant land to the south. SR 4 to the west.

2) Restaurants/Retail: There are a large variety of restaurants and regional commercial retail stores on Lone Tree Way. However, it is not a very pedestrian friendly environment and a motor vehicle would be necessary to conveniently access them.

3) Parks/Trails: The site is adjacent to the Mokelumne Trail.

4) Student Housing Opportunities: High density residential use is planned for the PA-1 area.

5) General Ambiance: The site is in a Big Box regional commercial setting.

g. Environmental Condition

There has been no specific environmental review or assessment of this site.

h. Purchase Price

The estimated cost is \$13,215,000. This number is based on a hypothetical number of \$15.00 per square foot for 19.5 acres of Nunn Family property and \$1.98 per square foot for 5.5 acres of Maggiora Family property.

i. Total Property Cash Costs Plus Off-Site/Partial On-Site Improvement Costs

\$20,095,000

III. OTHER ITEMS OF CONSIDERATION

Several items for consideration have been raised during the preparation of this Feasibility Study. These are all valid considerations but do not necessarily fit in the Study format. It will be most efficient and understandable to address these items directly in this Section.

A. A request for a comparative analysis of the DVC San Ramon Campus (SRC), the current Brentwood Center at Sand Creek Road, the future Brentwood Center at the Pioneer Square location and a potential PA-1 location (PA-1). These different campuses have different opportunities and constraints but the following discussion will attempt to provide comparative information.

- 1. SRC:** The District committed to the project prior to completion of the Environmental Impact Report (EIR) and of the entitlement and development details for the area. The original site plan for the Center was for about 15 acres. As a result of a wildlife finding in the EIR process, the site was reduced to 7 acres that critically challenged available area for parking. This is a significant problem that continues to impact the educational operations of the Center. Additionally, the plan to another Phase II building on the site at SRC may need to be revised or cancelled due to site size and environmental impact constraints.

SRC Space Summary:

- Phase I
 - Assignable square feet - 47,457 asf
 - Gross square feet – 60,000 gsf
 - Phase II; Unknown due to site size and environmental impact constraints.
 - Total Phase I and II
 - Unknown
- 2. Brentwood Center at Sand Creek:** The current Brentwood Center is located in rented space from the City of Brentwood. This has been an exceptionally successful interim growth location for the Center but due to parking constraints there are no expansion opportunities to expand from its current 22,000 gross square feet at this location. The City of Brentwood would also prefer the Center to relocate to allow for a different and more profitable use of the property.
 - 3. New Brentwood Center at Pioneer Square:** This site has the ability to avoid all the problems that SRC and Sand Creek Road site have and are experiencing, A Supplemental EIR for the site was completed prior to the purchase of the property and those uncertainties do not exist. A conceptual site plan for the property was prepared prior to the purchase of the property and sufficient land was obtained for adequate parking.

Pioneer Square Site Planning Space Summary:

- Phase I
 - Assignable square feet – 30,885 asf
 - Gross square feet – 42,000 gsf (approx.)
 - These are flexible, subject to budget constraints, since there will be no state funding and state space constraints applied to this project.

- Phase II
 - Assignable square feet – 31,000 asf (approx.)
 - Gross square feet – 42,000 gsf (approx.)
- Total Phase I and II
 - Assignable square feet – 61, 885 asf. (approx.)
 - Gross square feet – 84,000 gsf (approx.)

4. Alternative PA-1 Site: It can be reasonably assumed that a site in PA-1 would have a very similar Space Summary and Site Plan attributes to the Pioneer Square location. Potential environment constraints, however, would not be known until the appropriate studies were funded and conducted.

B. Will travel access to the campus be adequate for financially disadvantaged and senior citizen students without motor vehicles?

Carpooling, Tri-Delta Transit bus service, bicycle and pedestrian travel are the most likely forms of transportation to provide travel access for financially disadvantaged students and senior citizens without motor vehicles. There does not appear to be any difference in this consideration between the Pioneer Square and a PA-1 location.

C. Can the site allow for expansion in the future?

Yes, the site is already sized for long-term expansion by future construction of a Phase 2 building in the 10-20 year timeframe, with additional future expansion beyond that being possible by building up or out, with supporting parking structures added if needed.. There does not appear to be any difference in this consideration between the Pioneer Square and a PA-1 location.

D. Will adequate parking be available in the future?

A parking study was done for the Pioneer Square site during the due diligence period before the purchase of the property. Parking structures could be added if for some unforeseen reason additional parking is needed in the future. There does not appear to be any difference in this consideration between the Pioneer Square and a PA-1 location.

E. How will students, faculty, staff and other groups traveling to the site affect traffic on thoroughfares and residential streets?

There was a Traffic Study conducted by Feer & Peers as part of the Final Supplemental Environmental Impact Report prepared by RBF Consulting for the Pioneer Square location. The Study assigned the following Community College Trip Distribution.

☐SR 4: 50 percent

- ❖ Fairview Avenue: 30 percent
- ❖ Marsh Creek Road (east): 18 percent
- ❖ Marsh Creek Road (west): 4 percent

Fairview Avenue is the only roadway that has adjacent residential uses. The Study specifically analyze the traffic at the John Muir Parkway/Fairview Avenue and Fairview Avenue/Concord Avenue intersections. The Study found that Cumulative (2035) plus Project Build Out Peak Hour Levels of Service (LOS) at both intersections were LOS A at both AM and PM peak hours. LOS A is defined as Free Flow; traffic flows at or above the posted speed limit and motorists have complete mobility between lanes. There should be no traffic problems on Fairview Avenue.

Additionally sound walls between Fairview Avenue and residential neighborhoods have mitigated noise generation from traffic. There should be no conflicts in PA-1 between a community college campus and other uses because of the commercial/high-density residential nature of the area.

F. How will the site affect immediate and nearby neighbors?

The Pioneer Square site only has adjacent neighbors on the north side, the site and a sound wall will be built at that location. There are no other residential neighbors close to the site. Generally most communities consider a Community College campus a good neighbor. It is a quiet use and the District maintains its property well with excellent building and landscape maintenance. There should be no conflict with the Center's hours of operation which are generally Monday - Thursday 8:00 a.m. to 10:00 p.m., Friday 8:00 a.m. to 4:00 p.m. and closed Saturday and Sunday. A major benefit to the senior community near the Center is excellent access to lifelong learning which is a very high priority in the senior demographic.

G. What environmental issues are relevant to the site?

RBF Consulting prepared a Final Supplemental Environmental Impact Report for the Pioneer Square location that identified and addressed all environmental issues at the site. Environment issues at a PA-1 site, however, are not known and an environmental assessment of a site at that location would have to be funded and prepared.

H. Can the site be developed for use as a college campus for affordable costs?

All costs for construction at the Pioneer Square site are on-site and its purchase price is known. The project is ready to start. A PA-1 site, however, would have an unknown purchase price, unknown environmental mitigations and off-site infrastructure and utility extension costs. Since the District sized its Measure E local bond based on construction at the Pioneer Square site, which voters only recently approved, it is likely that increased study and land acquisition costs, and infrastructure cost increases, will make the project infeasible using the current Measure E allocations. This would require restructuring and reducing the allocations for the other District colleges and the San Ramon Campus, or deferral until passage, if any, of another local bond.

I. What is the distance from all Antioch, Oakley and Brentwood local high schools in the primary enrollment area to the sites?

1. Liberty High School

- a. Pioneer Square 4.4 Miles
- b. Alternative 2 4.1 Miles
- c. Alternative 3 5.0 Miles

2. Heritage High School

- a. Pioneer Square 4.5 Miles
- b. Alternative 2 4.4 Miles
- c. Alternative 3 4.9 Miles

3. Freedom High School

- a. Pioneer Square 8.0 Miles
- b. Alternative 2 2.6 Miles
- c. Alternative 3 3.4 Miles

4. Deer Valley High School

- a. Pioneer Square 7.2 Miles
- b. Alternative 2 2.2 Miles
- c. Alternative 3 2.0 Miles

5. Dozer – Libbey Medical High School

- a. Pioneer Square 8.1 Miles
- b. Alternative 2 4.4 Miles
- c. Alternative 3 4.2 Miles

APPENDICES

Appendix A – Review of Pioneer Square Site Selection Process and Criteria

It was determined that the general location for a new permanent Center should be east of Golf Course Road in Antioch and serve a student enrollment area covering Southeast Antioch, Brentwood, Oakley, Discovery Bay and surrounding rural areas. It was assumed that students living west of Golf Course Road would attend the LMC Pittsburg Campus. A Request for Interest was distributed in October 2008 to 27 identifiable parties with interest in real estate including local Brokers, Property Owners and Developers. The Request for Interest was also advertised in the Brentwood Press and Brentwood News. This solicitation attracted responses from twenty-two interested parties.

The District distributed a Request for Proposal (RFP) for a Far East County Education Center in March 2009 to all parties that expressed interest in the process. The RFP required submission of the following information.

1. Site Information
 - Property Address or Site Street Name.
 - Property Assessor Parcel Number.
 - Size of the Parcel in Square Feet as shown on the County Assessor's Roll.
2. Maps
 - Map showing the location of the Parcel.
 - Exhibit showing what 12-acre portion of the Parcel is being proposed for sale.
 - Exhibit showing the Dimensions of the proposed Site.
 - Map showing the location of the Parcel in context of the Market Area defined as Southeast Antioch, Oakley, Brentwood and Unincorporated Far East Contra Costa County.
3. Drive Times

Provide the time it takes to drive to the proposed site at 10:00 a.m. from the following locations.

 - The Intersection of Golf Course Road and Lone Tree Way, Antioch.
 - The Intersection of Neroly Road and Main Street, Oakley.
 - The Intersection of Cypress Road and Main Street, Oakley.
 - The Intersection of Balfour Road and Sellers Avenue, Brentwood.
 - The Intersection of Balfour Road and West Country Club Drive, Brentwood.
 - The Intersection of SR4 and Discovery Bay Boulevard, Discovery Bay.
4. Utilities

Provide the distance that the following Utilities are available from the proposed Site.

 - 1) Wet Utilities
 - Sewer size.
 - Potable Water size.
 - Reclaimed Water size.
 - Storm Drain Line size.
 - 2) Dry Utilities
 - Electrical.

- Natural Gas.
- Telephone.
- CATV.
- Fiber Optic Conduit.
- Installed Fiber Optic.

5. Road Improvements

- Describe the necessary improvements to the proposed Site's Road Frontage.
- Describe any existing Traffic Signalization on the proposed Site's Road Frontage.

6. Site Amenities

- Describe the Land Uses that are adjacent to the proposed Site.
- Describe the Restaurants and Retail Stores within a ten-minute walk from the proposed Site.
- Describe any Parks, Trails and/or Open Space within a ten minute walk from the proposed Site;
- Describe Student Housing Opportunities within a fifteen minute walk from the proposed Site;
- Describe the General Ambiance of the proposed Site's Neighborhood.

7. Preliminary Title Report

- Provide a Preliminary Title Report for the proposed Site with the Proposal.

8. General Plan and Zoning Designation

- Provide the Governing Jurisdiction's General Plan and Zoning Designations.

9. Disclosures

- Provide any information that is known about the proposed Site regarding the following subjects.
 - Proposed Site Soil Contamination.
 - Proposed Site Flood Plain Information.
 - Proposed Site Earthquake Fault or Seismic Hazard Zone.
 - Mello-Roos Bonds or other Financial Obligations on the proposed Site.
 - Requirements for land fill to balance the site for development.
 - Acknowledgment of any limiting environmental hazards.

10. Environmental Condition

- The Purchase Price for the Property established in Section 9 is based on the sale of the Property in an environmentally clean condition, with no Hazardous Materials of any kind located on or under the Property. The Purchase Price will be reduced by remediation costs if Hazardous Materials or other conditions affecting the constructability of the site are found on or under the Property.

11. Site Expansion

- Can this site expand to 15 acres if the District determines it needs additional land?

12. Property Price

- Provide a Sale Price for the proposed 12-Acre Site in cost per square foot. Total Price will be established by the square foot area determined in a Boundary Survey times the cost per square foot.

The District established the following Proposal Evaluation Process as part of the RFP.

“The following Site Selection Criteria Categories will be assessed as a whole package. There is no single category that will make a site the successful candidate although the selected site will have to have positive attributes in all categories. The market area for the Far East County Education Center is considered to be Southeast Antioch, Oakley, Brentwood, Discovery Bay and unincorporated County properties located in the general vicinity.”

- Access to the Site.
- Visibility of the Site.
- Availability of Infrastructure to the Site.
- Geometry of the Site.
- Amenities Adjacent to the Site.
- Price.

The District received ten Proposals from the RFP solicitation. Staff prepared an analysis of each Proposal based on the established site selection criteria and summarized its findings a comparative analysis summary. Staff convened a meeting of an Advisory Committee comprised of representatives from the District, Los Medanos College and the LMC Brentwood Center in April 2009. The purpose of this primary stakeholder meeting was to present the comparative analysis summary and solicit comments on the proposals. The Advisory Committee recommended that three Proposals be presented to the District Governing Board for consideration.

Staff presented the comparative analysis summary of the three recommended properties to the Governing Board at their May 27, 2009 meeting. The three properties were:

- Pioneer Square located in the Trilogy Development near the intersection of Marsh Creek Road and Vineyards Parkway.
- Brentwood Country Club located near the intersection of Balfour Road and Summerset Drive.
- Sciortino Ranch located near the intersection of Brentwood Boulevard and Creek Road.

The Governing Board directed Staff to begin exclusive negotiations with Brentwood Commercial Partners, LLC for the Pioneer Square site as the primary location and Brentwood Country Club Partners for the Brentwood Country Club site as a back-up location. The Board also directed Staff to send notices to all Proposers that two sites had been selected for negotiation and no other properties were under consideration at that time.

District Staff then began a thorough due diligence process that concluded with an Agreement for Purchase and Sale of Pioneer Square effective November 18, 2010 and eventual closing of escrow in June 2011. The following items regarding the Pioneer Square site were examined and conducted through the diligence process.

- Negotiations related to all aspects of the purchase and sale of the Pioneer Square property.
- Detailed conceptual site planning and design for the potential future campus.
- Detailed cost estimate for all necessary infrastructure improvements.
- Negotiation of an Agreement for Completion of Public Improvements between the District, Brentwood Commercial Partners, LLC and Trilogy Vineyards, LLC. This Agreement guaranteed that the District was not responsible for any off-site infrastructure improvements.
- Property Appraisals.
- A comprehensive Supplemental Environmental Impact Report.

Appendix B – Criteria Submitted to Board for Study Consideration

This section is taken from the document provided by Board member Enholm to the Board at its October 8, 2014 meeting. The last column has been added to provide staff notes regarding the criteria and the Feasibility Study being prepared by the Sword Company for review and action at the November 12 Board meeting.

	CRITERIA NAME	CRITERIA DETAIL	Staff Notes
A	Federal Laws	Does site comply with applicable Federal Laws?	District Board and staff will ensure land use at any site will be compliant with the applicable Federal laws.
B	California Laws	Does site comply with applicable California Laws?	District Board and staff will ensure land use at any site will be compliant with the applicable California law
C	Courses Offered At Site	Are courses offered or to be offered at the site different from those offered the existing other sites?	This is an educational programming issue that will be addressed during the planning for the new building. It is not a site issue.
D	Complete Programs	How many programs are offered or will be offered at the site so the student would only take courses at that site?	This is an educational programming issue that will be addressed during the planning for the new building. It is not a site issue.
E	Student Access	What options exist for students to access site including walking, bicycle, motorcycle, car, and public transit?	The Feasibility Study will include a section on <i>Student Travel Patterns and Habits</i> .
F	Senior Access	How accessible is the site for senior citizens?	This criteria will be covered under the <i>Student Travel Patterns and Habits</i> section of the Feasibility Study.
G	Senior Education	Are courses offered or to be offered at the site specifically designed to meet the needs of senior citizens?	This is an educational programming issue that will be addressed during the planning for the new building. It is not a site issue.
H	Disadvantaged Residents	Is accessibility of site for immigrant, moderate income, and other disadvantaged residents adequate?	This criteria will be covered under the <i>Student Travel Patterns and Habits</i> section of the Feasibility Study.
I	Potential Expansion	Can site allow for expansion beyond existing area in the future?	This criteria will be covered in the Feasibility Study.

	CRITERIA NAME	CRITERIA DETAIL	Staff Notes
J	Additional Funding	Will site allow additional funding sources (Examples: Local transportation mitigation or California Cap-and-Trade funds) to be used to fund one- time and continuing expenses?	The search for alternate streams of District or college revenue is outside of the scope of a feasibility study.
K	Parking	Will adequate parking be available in the future without affecting other users?	This criteria will be covered in the Feasibility Study.
L	Traffic Concerns	How has or will having students, faculty, staff, and others going to the site affect traffic on thoroughfares and residential streets?	This criteria will be covered in the Feasibility Study.
M	Neighbors	How has or will the site's immediate and nearby neighbors be affected?	This criteria will be covered in the Feasibility Study.
N	Environmental Issues	What environmental issues are relevant to the site?	This criteria will be covered in the Feasibility Study.
O	Development Concerns	Was or can site be developed for use as college campus with affordable costs?	This criteria will be covered in the Feasibility Study.
P	Construction Timeframe	When did or will construction begin? How long did or will construction take?	This criteria will be covered in the Feasibility Study.
Q	Local Government Concerns	What concerns do or will local governments have regarding site and development of the site?	This criteria will be covered in the Feasibility Study.

Appendix C – Preliminary Estimates for Cost of Improvements in New Site: Alt. 1



**Carlson, Barbee
& Gibson, Inc.**

CIVIL ENGINEERS • SURVEYORS • PLANNERS

PRELIMINARY ENGINEER'S CONSTRUCTION COST ESTIMATE
SUMMARY
ALTERNATIVE SITE 1
LOS MEDANOS COLLEGE
BRENTWOOD, CALIFORNIA

October 23, 2014
Job No.: 0349-086

Description	Amount
SUBTOTAL GRADING CONSTRUCTION COST	\$ 1,011,000
SUBTOTAL NORTH GATE DRIVE CONSTRUCTION COST	\$ 3,592,000
SUBTOTAL NORTH GATE DRIVE (OFF-SITE) CONSTRUCTION COST	\$ 4,891,000
SUBTOTAL SAND CREEK ROAD (OFF-SITE) CONSTRUCTION COST	\$ 713,000
SUBTOTAL DRAINAGE IMPROVEMENTS CONSTRUCTION COST	\$ 1,608,000
SUBTOTAL OFF-SITE UTILITY IMPROVEMENTS CONSTRUCTION COST	\$ 400,000
SUBTOTAL PARK SITE CONSTRUCTION COST	\$ 716,000
TOTAL CONSTRUCTION COST	\$ 12,931,000



Carlson, Barbee & Gibson, Inc.

CML ENGRS • SURVEYORS • PLANNERS

PRELIMINARY ENGINEER'S CONSTRUCTION COST ESTIMATE
NOTES AND ASSUMPTIONS
ALTERNATIVE SITE 1
LOS MEANOS COLLEGE
BRENTWOOD, CALIFORNIA

October 23, 2014
Job No.: 0349-086

Item Description

NOTES AND ASSUMPTIONS

This estimate is based upon information available at this time. Carlson, Barbee & Gibson, Inc. (CBG) assumes no liability for changes in prices, fees or costs due to final design, unforeseen conditions or changes required by Governing Agencies or Market Conditions.

Existing conditions and utilities have not been verified.

- 3 Proposed utility sizing was estimated but not confirmed.
 - 4 Grading construction cost accounted for mobilization, clearing & grubbing, rough grading, erosion control and finish grading of the site. Earthwork was assumed to be 25 feet over the entire site.
 - 5 Park construction cost is estimated for 2.66 acres at a \$5/ SF to replicate the cost of improving a park site equivalent to the Pioneer Square park site being provided to the College.
- Roadway access to the site was assumed to be from the City of Brentwood and Sand Creek Road to the south was utilized. Existing Canada Valley Road to the north is a private road not built to the public street standard.
- 7 On-site North Gate Drive street section was assumed to be a 96' R/W with (west-to-east) 10' landscape & irrigation, 5' sidewalk, 5' landscape & irrigation, 20' curb to curb, 16' median with landscape & irrigation, 20' curb to curb, 5' landscape & irrigation, 5' sidewalk, 10' landscape and irrigation.
- On-site North Gate Drive construction cost accounts for street improvements, storm drainage, sanitary sewer, potable water, electrical, and landscape improvements.
- Off-site North Gate Drive street section was assumed to be a 96' R/W with (west-to-east) 5' sidewalk, 20' curb to curb, 16' median, 20' curb to curb, 5' sidewalk. Landscaping & Irrigation not included.
- 10 On-site North Gate Drive construction cost accounts for street improvements, storm drainage, sanitary sewer, potable water, and electrical improvements. Notable costs include the bridge over Sand Creek.
 - 11 Sand Creek Road was assumed to be a 140' R/W (per the available pending Tentative Map) with (north-south) 5' sidewalk, 32' curb to curb, 16' median, 32' curb to curb, 5' sidewalk. Landscape & Irrigation not included.
 - 12 The extension of Empire Avenue construction cost accounts for street improvements, storm drainage, sanitary sewer, potable water, and electrical improvements.
 - 13 Drainage improvement construction cost accounted for two basins, excavation, erosion control, side slope treatment, inlet and outlet structures, bio-retention facilities, fencing, access roads and one outfall to Sand Creek.

Carlson, Barbee & Gibson, Inc.

- 14 The site is split between two drainage shed areas, therefore two basins are needed. The northern portion of the site drains to an existing storm drain under the Bypass and the southern portion of the site drains to Sand Creek.

- 15 A cost was included for the westerly extension of the 12" Sanitary Sewer and 12" Water to North Gate Drive from Empire Avenue. Notable costs include C.C.W.D. crossings/protection, including boring and jacking the sewer and storm drain and crossing of the Bypass R/W (existing sleeves believed to be constructed).

EXCLUSIONS

- 16 Soil remediation

- 17 Perimeter Fencing or Soundwalls

- 18 Easement and R/W acquisition

Appendix D - Preliminary Estimates for Cost of Improvements in New Site: Alt. 2



**Carlson, Barbee
& Gibson, Inc.**

CIVIL ENGINEERS • SURVEYORS • PLANNERS

PRELIMINARY ENGINEER'S CONSTRUCTION COST ESTIMATE

October 23, 2014

SUMMARY

Job No.: 0349-086

ALTERNATIVE SITE 2
LOS MEDANOS COLLEGE
BRENTWOOD, CALIFORNIA

Description	Amount
SUBTOTAL GRADING CONSTRUCTION COST	\$ 1,011,000
SUBTOTAL JEFFERY WAY IMPROVEMENTS	\$ 2,919,000
SUBTOTAL EMPIRE AVENUE IMPROVEMENTS	\$ 374,000
SUBTOTAL DRAINAGE IMPROVEMENTS	\$ 1,518,000
SUBTOTAL WESTERLY UTILITY EXTENSION CONSTRUCTION COST	\$ 98,000
SUBTOTAL PARK SITE CONSTRUCTION COST	\$ 716,000
TOTAL CONSTRUCTION COST	\$ 6,636,000



Carlson, Barbee & Gibson, Inc.

CML ENGRS • EERS • SURVEYCRS • PLANNERS

PRELIMINARY ENGINEER'S CONSTRUCTION COST ESTIMATE

October 23, 2014

NOTES AND ASSUMPTIONS

Job No.: 0349-086

ALTERNATIVE SITE 2

LOS MEDANOS COLLEGE

BRENIWOOD, CALIFORNIA

Description	Amount
-------------	--------

NOTES AND ASSUMPTIONS

This estimate is based upon information available at this time. Carlson, Barbee & Gibson, Inc. (CBG) assumes no liability for changes in prices, fees or costs due to final design, unforeseen conditions or changes required by Governing Agencies or Market Conditions.

- 2 Existing conditions and utilities have not been verified.
- 3 Proposed utility sizing was estimated but not confirmed.
- 4 Grading construction cost accounted for mobilization, clearing & grubbing, rough grading, erosion control and finish grading of the site. Earthwork was assumed to be 25 feet over the entire site.
- 5 Park construction cost is estimated for 2.86 acres at a \$5 / SF to replicate the cost of improving a park site equivalent to the Pioneer Square park site being provided to the College.
- 6 Jeffery Way street section was assumed to be a 96' R1W with (west-to-east) 10' landscape & irrigation, 5' sidewalk, 5' landscape & irrigation, 20' curb to curb, 16' median with landscape & irrigation, 20' curb to curb, 5' landscape & irrigation, 5' sidewalk, 10' landscape and irrigation.
- 7 The extension of Jeffery Way construction cost accounts for street improvements, storm drainage, sanitary sewer, potable water, electrical, and landscape improvements. Other notable costs include E.B.M.U.D. crossings/protection and a pedestrian signal crossing.
- 8 Empire Avenue street section was assumed to be a 96' RJW with (north-to-south) 5' landscape & irrigation, 5' sidewalk, 40' curb to curb, 10' landscape and irrigation.
- 9 The extension of Empire Avenue construction cost accounts for street improvements, storm drainage, sanitary sewer, potable water, electrical, and landscape improvements. Other notable costs include C.C.W.D. crossings/protection, including boring and jacking the sewer and storm drain.
- 10 Drainage improvement construction cost accounted for two basins, excavation, erosion control, side slope treatment, inlet and outlet structures, bio-retention facilities, fencing, access roads and one outfall to Sand Creek.
- 11 The site is split between two drainage shed areas, therefore two basins are needed. The northern portion of the site drains to Empire Avenue and the southern portion of the site drains to Sand Creek.
- 12 A cost was included for the extension of the 12" Sanitary Sewer and 12" Water main lines across the project site to the western boundary for future extension under the bypass.

Carlson, Barbee & Gibson, Inc.

EXCLUSIONS

- 13 Soil remediation
- 14 Perimeter Fencing or Soundwalls
- 15 Easement and RNV acquisition

CONTRA COSTA COMMUNITY COLLEGE DISTRICT

500 Court Street
Martinez, CA 94553

November 3, 2014

Addendum 1 / Alternative 3

Feasibility Study Report

Potential Relocation of the Future LMC Brentwood Center Site

Prepared By:

The Sword Company

Community & Economic Development • Real Estate Planning Strategies

Attention: Howard Sword
620 K Street
Patterson, CA 95363

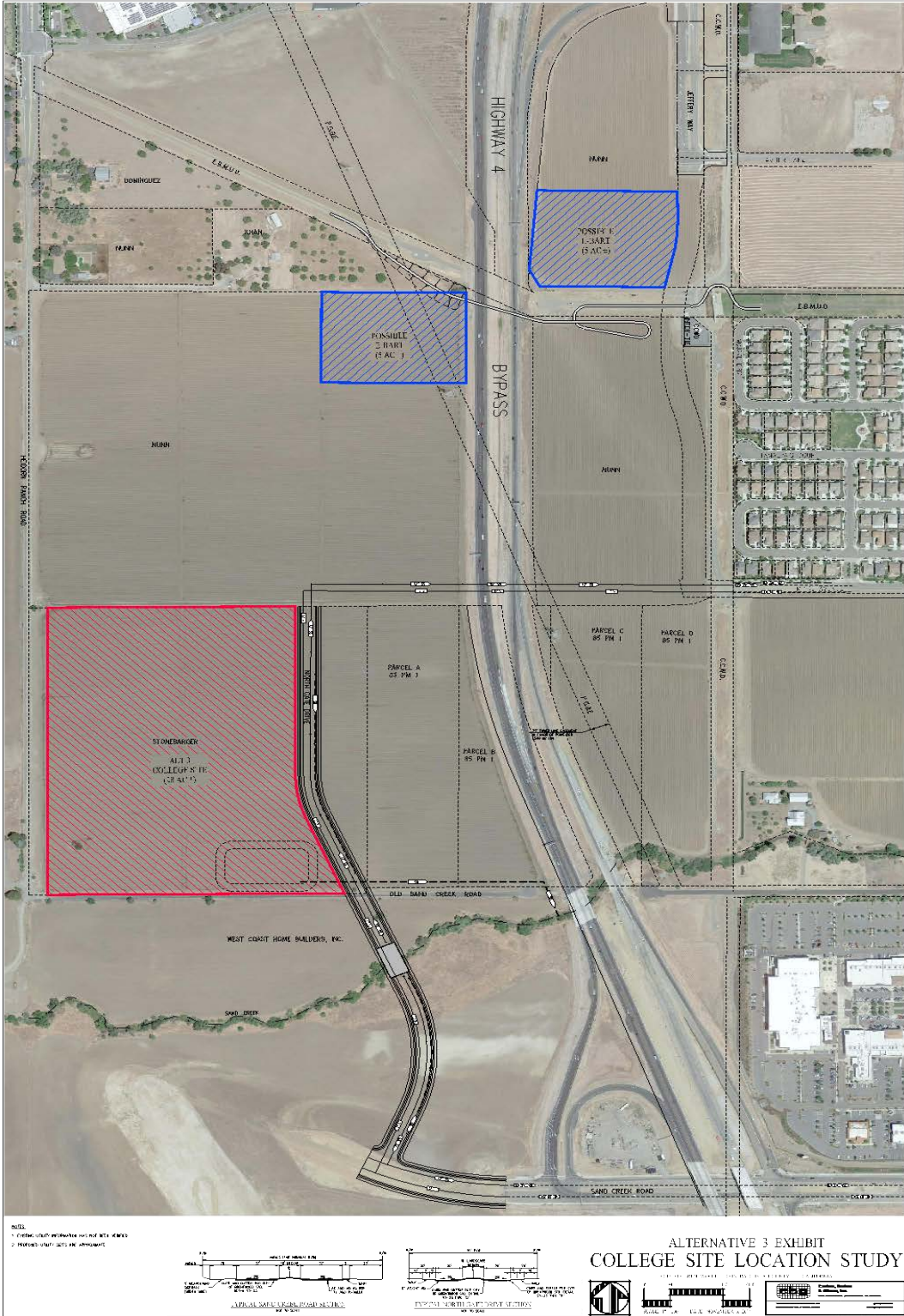
209-892-1445
howsword@mac.com

Carlson, Barbee & Gibson, Inc.
Civil Engineers • Surveyors • Planners

Attention: Andrea Bellanca, P.E.
2633 Camino San Ramon, suite 350
San Ramon, CA 94583

925-866-0322
ABellanca@cbgandg.com

Alternative 3



- Site Location: East side of Heidorn Ranch Road, north of Old Sand Creek Road.

- This site was not originally considered in the Study because it did not meet the criteria for adjacency to the Mokelumne Trail. It is being considered in the addendum to the Study because the property owner has expressed interest in selling property to the District. Since BART has not selected a site it is possible that they could select a site close to this property. The property has been advertised for sale at \$325,000 per acre by Ridgewater Real Estate Services.

Alternative 3 does appear to remove the uncertainty of finding a willing seller in PA-1. However, the rest of the discussion regarding PA-1 in the Study pertains to this property.

- Drive Times:

1) Golf Course/Lone Tree	7 minutes
2) Neroly/Main Street	9 minutes
3) Cypress/Main Street	12 minutes
4) Balfour/Sellers.	17 minutes
5) Balfour/Country Club	8 minutes
6) SR 4/Discovery Bay Blvd	18 minutes
7) Average	11.8 minutes

- Utilities: All off site infrastructure and utilities need to be extended to the site. The infrastructure and utility requirements for this site are very similar to Alternative 1 except that the extension to the north is shorter. Carlson, Barbee & Gibson Preliminary Engineer's Construction Cost Estimate is included at the end of this addendum.
- Road Improvements:
 - 1) Frontage: A new road needs to be extended north from Sand Creek Road. See Carlson, Barbee & Gibson Preliminary Engineer's Construction Cost Estimate.
 - 2) Signalization: All traffic signals are installed. There is no cost to the District.
- Off-site improvement, on-site grading and open space improvement costs: \$11,119,000. CBG preliminary engineer's construction cost estimate is attached at the end of this addendum.
- Site Amenities:
 - 1) Adjacent Land Use: Vacant land and big box regional commercial to the north. Vacant land and SR 4 to the east. Vacant land to the south. Vacant land to the west.
 - 2) Restaurants/Retail: There are a large variety of restaurants and regional commercial retail stores on Lone Tree Way. However, it is not a very pedestrian friendly environment and a motor vehicle would be necessary to access these types of establishments conveniently.
 - 3) Parks/Trails: There are no parks or trails close to this site.

- 4) Student Housing Opportunities: High density residential use is planned for the PA-1 area.
 - 5) General Ambiance: The site is in a vacant land setting.
- Environmental Condition: There has been no specific environmental review or assessment of this site.
 - Purchase Price: The estimated cost is \$8,125,000. This number is based on an advertised price of \$325,000 per acre for 25 acres.
 - Total property cash costs plus off-site/partial on site improvement costs: \$19,244,000.



Carlson, Barbee & Gibson, Inc.

CIVIL ENGINEERS • SURVEYORS • PLANNERS

PRELIMINARY ENGINEER'S CONSTRUCTION COST ESTIMATE

November 3, 2014

NOTES AND ASSUMPTIONS

Job No.: 0349-086

ALTERNATIVE SITE 3

LOS MEDANOS COLLEGE

BRENTWOOD, CALIFORNIA

Item Description

NOTES AND ASSUMPTIONS

- 1 This estimate is based upon information available at this time. Carlson, Barbee & Gibson, Inc. (CBG) assumes no liability for changes in prices, fees or costs due to final design, unforeseen conditions or changes required by Governing Agencies or Market Conditions.
- 2 Existing conditions and utilities have not been verified.
- 3 Proposed utility sizing was estimated but not confirmed.
- 4 Grading construction cost accounted for mobilization, clearing & grubbing, rough grading, erosion control and finish grading of the site. Earthwork was assumed to be 2.5 feet over the entire site.
- 5 Park construction cost is estimated for 2.86 acres at a \$5 / SF to replicate the cost of improving a park site equivalent to the Pioneer Square park site being provided to the College.
- 6 Roadway access to the site was assumed to be from the City of Brentwood and Sand Creek Road to the south was utilized. Existing Canada Valley Road to the north is a private road not built to the public street standard.
- 7 On-site North Gate Drive street section was assumed to be a 96' R/W with (west-to-east) 10' landscape & irrigation, 5' sidewalk, 5' landscape & irrigation, 20' curb to curb, 16' median with landscape & irrigation, 20' curb to curb, 5' landscape and irrigation, 5' sidewalk, 10' landscape and irrigation.
- 8 On-site North Gate Drive construction cost accounts for street improvements, storm drainage, sanitary sewer, potable water, electrical, and landscape improvements.
- 9 Off-site North Gate Drive street section was assumed to be a 96' R/W with (west-to-east) 5' sidewalk, 20' curb to curb, 16' median, 20' curb to curb, 5' sidewalk. Landscaping & Irrigation not included.
- 10 On-site North Gate Drive construction cost accounts for street improvements, storm drainage, sanitary sewer, potable water, and electrical improvements. Notable costs include the bridge over Sand Creek.
- 11 Sand Creek Road was assumed to be a 140' R/W (per the available pending Tentative Map) with (north-to-south) 5' sidewalk, 32' curb to curb, 16' median, 32' curb to curb, 5' sidewalk. Landscape & Irrigation not included.
- 12 Drainage improvement construction cost accounted for one basin, excavation, erosion control, side slope treatment, inlet and outlet structures, bio-retention facilities, fencing, access roads and one outfall to Sand Creek.
- 13 A cost was included for the westerly extension of the 12" Sanitary Sewer and 12" Water to North Gate Drive from Empire Avenue. Notable costs include C.C.W.D. crossings/protection, including boring and jacking the sewer and storm drain and crossing of the Bypass R/W (existing sleeves believed to be constructed).

EXCLUSIONS

- 14 Soil remediation
- 15 Perimeter Fencing or Soundwalls
- 16 Easement and R/W acquisition
- 17 Roadway or Utility Connection to E-Bart Site



**Carlson, Barbee
& Gibson, Inc.**

CIVIL ENGINEERS • SURVEYORS • PLANNERS

PRELIMINARY ENGINEER'S CONSTRUCTION COST ESTIMATE

November 3, 2014

SUMMARY

Job No.: 0349-086

**ALTERNATIVE SITE 3
LOS MEDANOS COLLEGE
BRENTWOOD, CALIFORNIA**

Description	Amount
	SUBTOTAL GRADING CONSTRUCTION COST \$ 1,129,000
	SUBTOTAL NORTH GATE DRIVE CONSTRUCTION COST \$ 1,816,000
	SUBTOTAL NORTH GATE DRIVE (OFF-SITE) CONSTRUCTION COST \$ 4,891,000
	SUBTOTAL SAND CREEK ROAD (OFF-SITE) CONSTRUCTION COST \$ 713,000
	SUBTOTAL DRAINAGE IMPROVEMENTS CONSTRUCTION COST \$ 1,454,000
	SUBTOTAL OFF-SITE UTILITY IMPROVEMENTS CONSTRUCTION COST \$ 400,000
	SUBTOTAL PARK SITE CONSTRUCTION COST \$ 716,000
	TOTAL CONSTRUCTION COST \$ 11,119,000

2633 CAMINO RAMON, SUITE 350 • SAN RAMON, CALIFORNIA 94583 • (925) 866-0322 •

www.cbandg.com P:\0001 - 0599\349-86\Estimates\Cost\College_Alt 3_Est-001.xlsx\Summary