



**BOARD OF DIRECTORS
EAST BAY MUNICIPAL UTILITY DISTRICT**

375 - 11th Street, Oakland, CA 94607

Office of the Secretary: (510) 287-0440

**AGENDA
Planning Committee
Tuesday, February 11, 2025
9:00 a.m.
Boardroom
375 11th Street
Oakland, CA 94607**

***** Please see appendix for public participation instructions*****

Committee Members: Directors Chan {Chair}, Luz Gómez, and Valerie D. Lewis

ROLL CALL:

PUBLIC COMMENT: The Board of Directors is limited by State law to providing a brief response, asking questions for clarification, or referring a matter to staff when responding to items that are not listed on the agenda.

DETERMINATION AND DISCUSSION:

1. Central Reservoir Replacement Project Update (Terentieff)
2. North Interceptor Rehabilitation, Emeryville (N31 to N35) (Mutsuddy)
3. Mokelumne River Fish Hatchery Operations and Maintenance Agreement (Tognolini)
4. Termination of California Shakespeare Theater Operations (Tognolini)

ADJOURNMENT:

Disability Notice

If you require a disability-related modification or accommodation to participate in an EBMUD public meeting please call the Office of the Secretary (510) 287-0404. We will make reasonable arrangements to ensure accessibility. Some special equipment arrangements may require 48 hours advance notice.

Document Availability

Materials related to an item on this agenda that have been submitted to the EBMUD Board of Directors within 72 hours prior to this meeting are available for public inspection in EBMUD's Office of the Secretary at 375 11th Street, Oakland, California, during normal business hours, and can be viewed on our website at www.ebmud.com.



APPENDIX

Planning Committee Meeting

*EBMUD Board committee meetings will be conducted in person and via Zoom.
These meetings are recorded and live-streamed.*

Online*

<https://ebmud.zoom.us/j/94576194030?pwd=dWZlc3hNU3JNUVBQYmNKWjJSNVZQdz09>

Webinar ID: 945 7619 4030

Passcode: 925293

By Phone

Telephone: 1 669 900 6833

Webinar ID: 945 7619 4030

Passcode: 925293

International numbers available: <https://ebmud.zoom.us/u/kdmpbwwlg2>

*To familiarize yourself with Zoom, please visit <https://support.zoom.us/hc/en-us/articles/201362193-Joining-a-Meeting>

Providing public comment - *The EBMUD Board of Directors is limited by State law to providing a brief response, asking questions for clarification, or referring a matter to staff when responding to items that are not listed on the agenda.*

- Each speaker is allotted 3 minutes to speak; the Committee Chair has the discretion to amend this time based on the number of speakers
- The Secretary will track time and inform each speaker when the allotted time has concluded
- Comments on **non-agenda items** will be heard at the beginning of the meeting
- Comments on **agenda items** will be heard when the item is up for consideration
- The Secretary will call each speaker in the order received

In person

- Fill out and submit a blue speaker card which is available in the meeting room

Via Zoom

- Use the raise hand feature in Zoom to indicate you wish to make a public comment
<https://support.zoom.us/hc/en-us/articles/205566129-Raising-your-hand-in-a-webinar>
 - If you participate by phone, press *9 to raise your hand
- When prompted by the Secretary, please state your name, affiliation if applicable, and topic

Submitting written comments or materials


- Email written comments or other materials for the Board of Directors to SecOffice@ebmud.com
- Please indicate the meeting date and agenda item number or non-agenda item topic in the subject of the email. Contact information is optional.
- **Please email by 4 p.m. the day prior to the scheduled regular meeting;** written comments and other materials submitted to the Board of Directors will be filed in the record.


To observe the Planning Committee Meeting,
please visit: <https://www.ebmud.com/about-us/board-directors/board-meetings/>

EAST BAY MUNICIPAL UTILITY DISTRICT

DATE: February 6, 2025

MEMO TO: Board of Directors

THROUGH: Clifford C. Chan, General Manager 

FROM: Serge V. Terentieff, Director of Engineering and Construction 

SUBJECT: Central Reservoir Replacement Project Update

SUMMARY

The Central Reservoir Replacement Project (Project) will improve reliability, water quality, and long-term maintenance by replacing the 115-year reservoir and associated facilities with a modern facility designed for optimal performance. The Project will replace the 154-million gallon (MG) open-cut Central Reservoir with three new 14-MG prestressed concrete tanks, demolish and replace the existing Central Rate Control Station (RCS), improve perimeter access around the reservoir, and upgrade site security. A Project update will be presented at the February 11, 2025 Planning Committee meeting.

DISCUSSION

Project Purpose and Description

Constructed in 1910, Central Reservoir is located on a 27-acre site in Oakland that is bounded by 23rd Avenue to the west, Sheffield Avenue to the east, 25th Avenue and East 29th Street to the south, and Interstate 580 to the north (see Location Map, Attachment 1). Central Reservoir's current elevation is lower than other reservoirs in the Central Pressure Zone, creating unusable storage and challenges with maintaining water quality. The Project will replace the existing open-cut reservoir with three 14-MG concrete tanks approximately 20 feet higher than the current reservoir (see Site Plan and Landscape Plan, Attachment 2). The higher reservoir elevation will improve operational flexibility, reliability, and water quality. The replacement tanks will provide 42-MG of storage capacity, sized to meet future demands while reserving 70 percent capacity for emergencies and fire flows. At the conclusion of the Project, the Central Reservoir service area will be connected to the Dunsmuir and South reservoirs service area, which will enhance system reliability and resilience by providing both service areas access to additional storage, further enhancing emergency preparedness.

The Project will likely need to be constructed under two separate construction contracts. The contracts will facilitate completion of additional geotechnical investigation within the footprint of the existing open-cut reservoir to confirm design assumptions for the new tanks. The first

construction contract will include demolition of the existing reservoir and material storage building, which will require removal and disposal of polychlorinated biphenyls (PCBs) from the reservoir's interior liner, abatement of asbestos from the reservoir's roof panels, and completion of geotechnical borings. The second construction contract will include construction of new reinforced concrete tanks, RCS, valve structure, bioretention area, paved service roads, and new perimeter security fencing all within the existing reservoir property. The site design incorporates existing landscaping and a mix of earthen berms, trees, and shrubs to screen the tanks and maintain the natural aesthetic at the perimeter of the site while optimizing earthwork balance. As part of the design process, staff will assess the feasibility of phasing the construction of some of the earthen berms and landscaping early in the second construction contract to provide visual mitigation for the benefit of adjacent residents.

To offset the loss of storage while the Project is under construction, the southern basin of Dunsmuir Reservoir will be placed into service and a valve opened between the Central Reservoir and Dunsmuir and South reservoirs' service areas to increase hydraulic connectivity and increase storage. In addition, sufficient water supply and pressures will be provided by the Orinda, Upper San Leandro, and Sobrante water treatment plants that will be in operation as needed to maintain existing demands, including fire flow, during the required outage period.

The Project Environmental Impact Report (EIR) includes a Project Mitigation Monitoring and Reporting Program (MMRP). Key mitigation measures include installation of perimeter noise barriers, restrictions on work hours, and requirements for handling hazardous materials. The Project also includes a potential design feature enabling the adjacent Redwood Day School (RDS) to construct a private driveway along the northern end of the property. The driveway would connect RDS to Ardley Avenue. If this design option is approved by the City of Oakland, RDS would be responsible for implementing a design that addresses all traffic control, security, safety, and permitting requirements. The Project's MMRP requires RDS to conduct an operational and safety analysis for the new driveway where it meets Ardley Avenue.

Project Status

The Project EIR was certified by the Board of Directors on April 13, 2021. A Project update was presented at the September 10, 2024 Board meeting when the agreement with Brown and Caldwell, Inc. (BC) for design services was awarded.

The design for the Project began in September 2024. The final design is anticipated to be completed by early 2028, following completion of additional geotechnical borings. Demolition work is scheduled to start in summer 2026. Construction of the new tanks and related work is scheduled to start in 2028 and will take four to six years to complete.

The District will conduct a pre-construction meeting with the community to discuss key elements from the contractor's noise monitoring plan, hazardous materials removal plan, air monitoring plans, community notification procedures, and the Project schedule. The District will consider the input received from the community meeting when reviewing the draft plans. Community

notification will be conducted in advance of demolishing the transite roof and approximately two weeks in advance of potentially disruptive construction activities. The Project website will be maintained with Project progress and key developments.

NEXT STEPS

Design commenced in fall 2024. Demolition is expected to begin in 2026 and construction of new tanks is expected to begin in 2028.

CCC:SVT:dvc

Attachments: 1. Central Reservoir Location Map
2. Central Reservoir Replacement Project Site Plan and Landscape Plan

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EAST BAY MUNICIPAL UTILITY DISTRICT

DATE: February 6, 2025

MEMO TO: Board of Directors

THROUGH: Clifford C. Chan, General Manager *CCC*

FROM: Amit K. Mutsuddy, Director of Wastewater *AM*

SUBJECT: North Interceptor Rehabilitation, Emeryville (N31 to N35)

SUMMARY

The North Interceptor, constructed approximately 70 years ago, collects sewage from the cities of Richmond, El Cerrito, Albany, Berkeley, Emeryville, and parts of Oakland before discharging to the District's Main Wastewater Treatment Plant. The North Interceptor Rehabilitation Project (Project) includes rehabilitation of approximately 2,500 feet of 5.5-foot diameter pipeline using a cured-in-place-pipe (CIPP) liner and five maintenance holes (MH) to address the severe corrosion within this pipeline segment. This Project will require a temporary bypass pumping system; noise, odor, and traffic control; excavation and shoring; site restoration; and security measures. An overview of the Project will be presented at the February 11, 2025 Planning Committee meeting.

DISCUSSION

In 2022, the District completed a risk assessment of critical segments of its 29-mile interceptor network. This study identified that the North Interceptor between MHs N31 and N35 was in the most need for rehabilitation. The design was completed in November 2024, and the construction contract is ready for Board consideration.

The Project begins at the intersection of 64th Street and La Coste Street in Emeryville and extends southbound, crossing Powell Street, to an area located behind the Powell Street Plaza Shopping Center. A location map is attached. The following is an overview of the scope of work at the project locations:

- La Coste Street: A temporary bypass pumping system will divert flows from the North Interceptor at this location. La Coste Street will be restored to its original condition upon completion of the rehabilitation.
- 64th and La Coste Street, and Pacific Park Plaza: The work adjacent to the businesses and residences at this location includes setting up a smaller, temporary bypass pumping

system. Sound attenuated pumps will be used to minimize disruption to the adjacent businesses and residences.

- 5801 Christie Avenue, Oxford Properties: This will be the location of the CIPP liner insertion pit. The property, which contains unoccupied office buildings, will be restored to its original condition once work is completed.
- Powell Street at Denny's: A bypass pipeline will be placed above grade at the rear of the Denny's property. Temporary screened fencing will be installed to minimize impacts on the business during the Project. The bypass pipeline will be routed across Powell Street in a temporary trench adjacent to Denny's, which will be covered with steel plates during the rehabilitation to minimize disruptions. The roadway will be restored to its original condition once work is completed. Pedestrian access on both sides of Powell Street will be maintained throughout the project.
- Powell Street Plaza: The bypass pipeline will be routed to the service roadway behind the Powell Street Plaza stores. To maintain access, the bypass piping will be buried in a shallow, temporary trench where necessary.

CIPP liner is preferred because it does not require excavation to replace the existing piping, minimizing overall construction impacts to the community. CIPP lining has a 50-year estimated life span. CIPP lining requires use of a bypass pumping system because the interceptor must be dry. This primary bypass system will divert flows around the 2,500 feet of interceptor being lined. Three secondary bypass systems will convey sidestream sewer flows from the City of Emeryville. These systems will ensure uninterrupted operation during the Project. The bypass system will be monitored and staffed 24 hours per day, seven days per week to maintain consistent operation and prevent sewer system overflows.

Noise

The District was granted a noise waiver by the Emeryville City Council to allow nighttime work for this project. Most of the work will take place along I-80 where background noise levels are already high. The contractor is required to monitor noise levels and ensure that its operations do not increase noise more than three decibels above the ambient levels. If necessary, sound mitigation measures, such as the installation of sound enclosures over generators and pumps, will be implemented.

Odor Control

Odors may be generated from work at the bypass pit at La Coste Street and the CIPP insertion pit. These odors are not anticipated to be detectable beyond the immediate work areas. Nevertheless, a hydrogen peroxide chemical system will be installed to control odors.

Traffic Impacts

- Main Bypass Pit: Work on the main bypass pit will require a long-term full street closure of La Coste Street from May to September 2025. Access to adjacent businesses and residences will be maintained throughout the Project duration.
- CIPP Insertion Pit: Work on the insertion pit will require a long-term single-lane closure of the Powell Street on-ramp, with nighttime full-ramp closures during excavation and pit restoration activities. These closures are estimated to take place between June and September 2025. One lane will always be open during the daytime. During nighttime full-ramp closures, City of Emeryville traffic will be routed through surface roads to the I-80 on-ramp at Ashby Avenue.
- Rehabilitating MHs N32, N33: MHs N32 and N33 are situated in the shoulder of I-80. To provide safety for the workers, minimize traffic impacts, and comply with California Department of Transportation (Caltrans) requirements, rehabilitation of these MHs will be conducted between 10:00 p.m. and 5:00 a.m. This work will require the closure of a lane of I-80 and the I-80 eastbound on-ramp at Powell Street. These closures are estimated to last a couple of weeks between July and August 2025.

Construction Permits

The contractor is required to secure and comply with the requirements of the following permits:

- Caltrans Encroachment Permit: This permit is required for work that will take place in the various sites within the Caltrans right-of-way. The contractor will have to comply with Caltrans traffic mitigation requirements as well as any site restoration requirements.
- City of Emeryville Encroachment Permit: This permit will apply to any work areas not on private property or in the Caltrans right-of-way and will include requirements for site restoration. This permit will apply to the work planned in La Coste Street.

Temporary Construction Easements (TCEs)

For areas of the work with no existing District rights-of-way, the District is in the process of, or has already, secured TCEs with private property owners. Three TCEs are required for this project:

- 5801 Christie TCE: Provides the contractor with a staging area in the vicinity of the CIPP insertion pit.
- Denny's TCE: Provides access to the rear yard of Denny's and allows excavation of a small pit to route the bypass piping in a temporary trench across Powell Street.
- Powell Street Plaza TCE: Enables routing of the bypass pipeline to the discharge location at MH N35A.

Community Outreach

Staff has developed a webpage <https://www.ebmud.com/about-us/construction-and-maintenance/construction-my-neighborhood/emeryville-north-sewage-interceptor-pipeline-rehabilitation> for the Project on the District's "Construction in Our Neighborhood" platform, which provides detailed information and contact information for inquiries.

While staff has been coordinating with all affected property owners, a community outreach plan will also be implemented. This plan includes sending postcards, emails, and Nextdoor notifications to property owners and residents within the project area 30 to 60 days before the start of construction. These notifications will provide a Project description, contact information, and a link to the Project webpage. Additionally, Nextdoor notifications will be sent to all residents of Emeryville to inform them about the I-80 on-ramp closures at Powell Street. Staff will also install two construction signs at both ends of the Project site, displaying key details and contact information.

Staff will continue to provide project and schedule updates to the community through notices, including updates on night work and other activities, and will coordinate with the community throughout the construction process. Concerns raised by residents and businesses will be addressed promptly, with follow-up communication to ensure transparency and resolution whenever possible. Issues will also be reviewed during weekly Project meetings to identify and implement mitigation measures where feasible.

NEXT STEPS

The Board will consider approving the construction contract at its February 11, 2025 meeting. A bid protest was received resulting from the District dismissing the apparent low bid as non-responsive. The District's grounds for dismissing the protest are justified. If approved, construction is expected to be completed by the end of calendar year 2025.

CCC:AKM:gdw

Attachment: Location Map

North Interceptor Rehabilitation, Emeryville (N31 to N35) Project Locations





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EAST BAY MUNICIPAL UTILITY DISTRICT

DATE: February 6, 2025

MEMO TO: Board of Directors

THROUGH: Clifford C. Chan, General Manager 

FROM: Michael T. Tognolini, Director of Water and Natural Resources 

SUBJECT: Mokelumne River Fish Hatchery Operations and Maintenance Agreement

SUMMARY

The existing Operations and Maintenance Agreement (Agreement) between the California Department of Fish and Wildlife (CDFW) and the District for operations and maintenance of the Mokelumne River Fish Hatchery (Hatchery) will expire on April 30, 2025. A new agreement has been negotiated between the two agencies to cover the next 20 years of operation and maintenance of the Hatchery. The new agreement clarifies and incorporates each party's roles and responsibilities and addresses updated infrastructure, marking and tagging programs, and general changes in operation and maintenance issues from the previous 20 years. The agreement provides details of the funding process and split between the two agencies and will ensure that operation of the Hatchery meets the District's Mokelumne River fishery mitigation requirements (for the Camanche Project). This includes provisions of the 1998 Mokelumne River Joint Settlement Agreement (JSA), background on the Hatchery and the new agreements will be presented at the February 11, 2025 Planning Committee meeting.

DISCUSSION

In 1956, the State of California issued water right decision D-858, which approved the District's water right permit (Permit 10478, Application 13156) for the Camanche Project on the Mokelumne River. As part of D-858, the State imposed special terms and conditions, including a requirement that the District not divert under the new permit until an agreement was reached between permittee (the District) and CDFW with respect to bypass flows for fish.

The first Agreement between the District and CDFW (then California Department of Fish and Game) was entered into in January of 1961, prior to the construction of Camanche Dam. The agreement designated downstream flows and required that the District build the Hatchery, at the District's expense, to support the first run of Chinook salmon following construction of Camanche Dam. The agreement also required the District to pay CDFW to operate the facility. A number of amendments to the original agreement updated specifics of operations and funding. In 1998, the District signed the JSA as part of a Federal Energy Regulatory Commission process, which required upgrades to the Hatchery. Once these upgrades were completed, a new agreement was signed in 2004 that described the details of operating the facility and outlined roles and responsibilities for both CDFW and the District for operations, maintenance, funding and permitting.

The 2004 agreement expired in June 2024 but was extended to April 30, 2025, while the parties negotiated new terms for the Agreement.

The responsibilities for annual operations planning, hatchery water supply, CDFW facility operation and maintenance, and the hatchery operating and capital budget planning process are now in a single agreement. The agreement also addresses compliance with the Hatchery National Pollutant Discharge Elimination System (NPDES) permit and other regulatory requirements that apply to the hatchery. The term of the agreement is up to 20 years; however, at the end of the first five years, the parties will meet to assess the adequacy of the agreement and confirm its continuation by mutual consent. After 20 years, it may be extended by mutual agreement in writing.

The District's cost to implement the agreement for the period January 1, 2025 - June 30, 2025 is \$480,991.94 and is covered in the Fiscal Year (FY) 2025 adopted operating budget. The parties have met to jointly develop the FY 2026 and FY 2027 budgets, which are pending.

NEXT STEPS

The Board will consider the new Agreement at its February 25, 2025 meeting.

CCC:MTT:dec

Attachment: Key Elements of Mokelumne River Fish Hatchery Agreement

Attachment Mokelumne River Fish Hatchery

Key Elements of the New Operation Agreement

Regulatory Compliance: The new operation agreement assigns responsibility for regulatory compliance for the hatchery NPDES permit to CDFW and Air Resource Board permits related to generator operation, fuel dispensing and refrigerant for the chiller to EBMUD.

Reporting: CDFW will produce an annual report summarizing the adult salmon and steelhead returns, number of juvenile fish produced, the incidence of any diseases, water quality data, fish tagging and marking operations, and the number of visitors to the fish hatchery. Annual Operations Plans will be developed in coordination with EBMUD, and produced by CDFW to describe planned operation.

Fish Marking and Tagging EBMUD will fund the marking and tagging of all mitigation production lots, and CDFW will fund marking and tagging of enhancement and other State requested production lots. All marking and tagging will meet the State's Constant Fractional Marking guidelines. New innovative marking/tagging methods may become available, and funding will be negotiated.

Facility Maintenance: The agreement clarifies items to be maintained by CDFW and items to be maintained by the District. The District will maintain the raw water supply, drinking water supply, sanitary sewer system, and electrical system (excluding 50-amp and below branch circuits, interior and exterior lighting). Any maintenance performed by CDFW will be paid by the funding provided by the agreement, however CDFW will be responsible for the maintenance of any new or modified equipment or facilities that they install.

Fiscal Responsibility: The budget for the remainder of FY25 shall not exceed \$443,200.15. Subsequent two-year budgets will be based on projected fiscal year costs and annual operating plans to carry out the mitigation program. Projected budgets are based on the labor, contract, and material expenses for the prior biennial budget adjusted by CPI and the non-federal overhead rate. These budgets will provide a cap on the District's total annual obligation to operate the fish hatchery, except for adjustments made to State approved salaries and wage rates and for extraordinary electrical costs that are necessary to operate the hatchery.

CDFW will submit detailed invoices each quarter for the District's review and the District will have the right to approve or deny compensation for any work not previously approved by the District or not part of the annual budget.

CDFW may request additional funds to cover the repair or replacement of failed equipment or a failed system. The District will provide additional funds only if the request can be supported by analysis acceptable to the District. CDFW will make its best efforts to secure salmon stamp and other State funds to pay for the replacement costs for capital equipment commensurate with the proportion of fish production for purposes other than mitigation.

Hatchery Residences: Occupation of each of the 4 Mokelumne River Fish Hatchery Residences by CDFW employees is subject to execution of a Mokelumne River Fish Hatchery Residence Lease Agreement. Terms of the CDFW lease agreement allow for the rent-free residence agreement for sufficient staff to provide and in exchange for 24/7 oversight of the hatchery and emergency response to hatchery alarms by the incumbent resident. Funding for maintenance and capital repairs of the residences is subject to the funding splits identified.

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EAST BAY MUNICIPAL UTILITY DISTRICT

DATE: February 6, 2025

MEMO TO: Board of Directors

THROUGH: Clifford C. Chan, General Manager *CCC*

FROM: Michael T. Tognolini, Director of Water and Natural Resources *MTT*

SUBJECT: Termination of California Shakespeare Theater Operations

SUMMARY

After over 30 years of operation on Orinda watershed land leased from EBMUD, the California Shakespeare Theater (Cal Shakes) has dissolved due to financial insolvency. The Bruns Amphitheater performing arts venue and associated on-site facilities were returned to the District at the end of January 2025. Continued leased occupancy of the venue is desirable to provide for security and maintenance of the facility and prevent unauthorized and unsanctioned activities on the property that may compromise protection of the watershed. A request for proposals (RFP) will be developed to identify interested parties with the ability to continue operating the venue as a performing arts space for educational activities to support the District's mission. This item will be presented at the February 11, 2025 Planning Committee meeting.

DISCUSSION

Cal Shakes was a theater company founded in 1974. Originally producing Shakespearean plays for free in outdoor parks, the non-profit company grew to become a regional theater. In 1991, Cal Shakes constructed a permanent performing arts venue on land leased from EBMUD in Siesta Valley of the Orinda watershed (located at 100 California Shakespeare Theater Way in Orinda). Due to financial insolvency, Cal Shakes ceased all operations in November 2024. Cal Shakes was unable to honor their lease agreement with EBMUD and return the site to its original natural state. The site was left with substantial structures and facilities on EBMUD property. The final turnover of the facility keys and assets was completed at the end of January 2025.

The remaining facilities consist of the centralized stage and amphitheater, a paved plaza near permanent restrooms, a building with indoor meeting space and kitchenette, adjacent grounds with multiple picnic areas, a landscaped walking path, an access road, and parking area for 200 cars. The site plan and facilities map is attached.

Rolling natural hills serve as the backdrop for the terraced outdoor amphitheater and stage. The amphitheater has an audience capacity of approximately 540. The indoor space, called the Green

Room, can accommodate 20+ people for workshops and meetings. The site does not have water or wastewater service connections. Potable water needs to be trucked to the site and stored in a 50,000-gallon tank. Restrooms are connected to a septic tank that will require pumping after venue use by the future tenant.

FISCAL IMPACT

Remediation of the site to remove physical assets and return to a natural state is estimated to be in excess of \$1 million. Continued leased occupancy of the venue is desirable to provide for security and maintenance of the facility and prevent unauthorized and unsanctioned activities on the property which may compromise protection of the watershed.

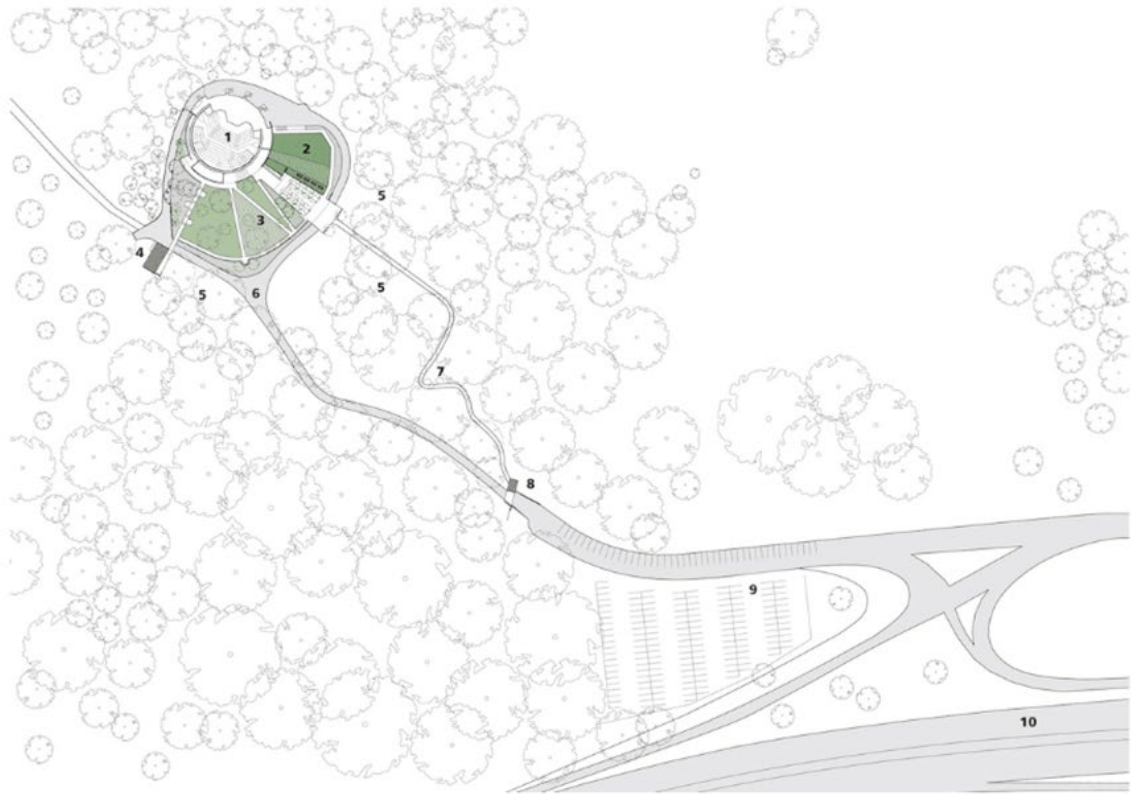
NEXT STEPS

Staff will prepare an RFP to identify potential parties qualified to secure, operate, and maintain a venue of this size. Input from community liaisons, including local elected officials will be solicited as part of the evaluation process. Staff will seek feedback from the Planning and Finance/Administration committees and negotiate a lease with a new tenant before summer 2025. The lease terms will include use of the facility by the District for education, meetings, and events.

CCC:MTT:dec

Attachment: Site Plan and Facilities Map

Figure 1. Site Plan and Facilities Map



SITE PLAN

1. Amphitheater
2. Sharon Simpson Center (includes Cafe, Restrooms, and Green Room)
3. Landscaped Meadows, Paths, and Plaza
4. Secondary Stage
5. Picnic Groves
6. Road
7. Walking Path
8. Ticket Booth
9. Parking
10. CA Highway 24

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