



City of Pittsburg Planning Commission Agenda

10/22/2024

**City Hall Council Chamber
65 Civic Avenue, Pittsburg, CA 94565**

**Regular Meeting
7:00 P.M.**

Planning Commission Members

**Arlene Kobata, Chair
Sarah Foster, Vice-Chair
Donna Smith, Commissioner
Elissa Robinson, Commissioner
Frank Gordon, Commissioner
Deandra Stokes, Commissioner
Ivelina Popova, Commissioner**

Any member of the public who wishes to address the Commission should complete a Speaker's Card, available on the public counter below the dais. Please note on the card the agenda item number, or, for items not listed on this agenda, a brief description of the issue on which you would like to address the Commission. Give the completed form to the Minutes Clerk or a staff member, who will give the card to the Commission Chair. The Chair will invite the speaker(s) to the podium at the appropriate time during the meeting. Each individual will be given three minutes to address the Commission, unless additional time is allowed as provided for spokespersons. Prior to speaking, each speaker is requested to state his or her name and business and city of residence in a clear and audible tone of voice. For items listed under the "Public Hearings" or "Commission Consideration" portions of this agenda, the public hearing or public comment period will follow a brief presentation on the item by Planning Department staff and/or the project applicant.

A decision by the Planning Commission is not final until the appeal period expires 10 calendar days after the date the decision occurred. The applicant, City Council member(s), City Manager, or any affected person may appeal the denial, approval, recommendation, or any condition of approval of an item within the 10-day appeal period. A completed appeal form and the applicable filing fee must be filed with the City Planner, 65 Civic Avenue, Pittsburg. The appeal form must include the name and address of the appellant and state the reasons for the appeal. The appeal will be set for City Council consideration and appropriate public notification given.

The Commission requests that you refrain from disruptive conduct during the meeting and that you observe the order and decorum of the Council Chamber. Please turn off or set to vibrate all cellular phones, and refrain from making personal, impertinent or slanderous remarks. Boisterous or disruptive behavior while the Commission is in session, and the display of signs in a manner that violates the rights of others or prevents others from watching or fully participating in the Planning Commission meeting is considered counterproductive and will not be tolerated, and the Commission Chair can order any person who engages in such conduct to leave the Council Chamber.

This agenda was posted in City Hall on Friday, October 18, 2024

CALL TO ORDER

ROLL CALL

PLEDGE OF ALLEGIANCE

DELETIONS, WITHDRAWALS OR CONTINUANCES

COMMENTS FROM THE AUDIENCE

CONSENT

1. United Rentals Contractor's Storage, AP-24-0059 (UP, DR)

This is a public hearing on a request for approval of a Use Permit and Design Review to establish a "Contractor's Yard" at 1501 Loveridge Road, within the IG (General Industrial) District. Assessor's Parcel No. 073-230-032.

The proposed project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) under Class 32, "In-Fill Development Projects," of the state CEQA Guidelines, section 15332.

PUBLIC HEARINGS

2. Recommendation to the City Council on Adoption of the City of Pittsburgh Transportation Impact Analysis Guidelines and Thresholds to Evaluate Transportation Impacts Under the California Environmental Quality Act (Senate Bill 743), AP-24-0047

Recommendation to the City Council on Adoption of the City of Pittsburgh Transportation Impact Analysis Guidelines and Thresholds to Evaluate Transportation Impacts Under the California Environmental Quality Act (Senate Bill 743).

The proposed TIA Guidelines are exempt from CEQA for the following reasons: 1) they do not meet the definition of a "project" pursuant to CEQA Guidelines section 15378(a)), 2) they do not constitute an activity covered by CEQA pursuant to CEQA Guidelines section 15060(c)(2), 3) they do not have the potential for causing a significant effect on the environment pursuant to CEQA Guidelines section 15061(b)(3), and 4) they consist of an action taken by a regulatory agency to enhance and protect the environment pursuant to Government Code Section 15308 (Class 8).

As such, the proposed TIA Guidelines are strictly a policy document to improve the City's resilience to reduce greenhouse gas emissions and improve public health through more active transportation.

Additionally, the proposed TIA Guidelines do not provide entitlements to any specific land use project, nor do the guidelines make any changes to the 2040 General Plan land use map or modify land use designations, densities, or land use intensities.

3. Cardenas Wholesale, AP-24-0042 (UP, ADR)

This is a public hearing on a request for approval of a Use Permit and Administrative Design Review to establish a “Warehousing and Storage, Limited” use at 960 East Street, within the Downtown Services Commercial (CSD) Zoning District. Assessor’s Parcel No. 085-182-006.

Environmental: The proposed project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) under Class 32, “In-Fill Development Projects,” of the state CEQA Guidelines, section 15332.

4. Happy Sunny Massage, AP-24-0098 (UP)

This is a public hearing on a request for approval of a Use Permit to allow a massage therapy establishment within an existing approximately 850 square-foot multi-tenant commercial building located at 2237 Railroad Avenue. , The site falls within the Railroad Avenue Specific Plan Area, PD-09-1319 (pursuant to Pittsburgh City Council Ordinance No. 09-1319 and the Mixed-Use General Plan Land Use Classification. Assessor’s Parcel Number: 088-183-037.

The proposed project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) under Class 1, “Existing Facilities,” of the CEQA Guidelines, section 15301. The proposed project qualifies for a Class 1 categorical exemption because the project site is an existing, private structure and the applicant is not proposing any expansion of the existing structure. Therefore, the proposed project will not have a significant effect on the environment and is exempt from the provisions of CEQA.

ZONING ADMINISTRATOR REPORTS

5. Notice of Intent to Exercise Delegated Design Review Authority

The Zoning Administrator also submits two notices of intent to Exercise Delegated Design Review Authority.

STAFF COMMUNICATIONS

COMMITTEE REPORTS

ADJOURNMENT OF PLANNING COMMISSION MEETING

NOTICE TO PUBLIC

NOTICE TO THE DISABLED AND VISUALLY OR HEARING IMPAIRED

In compliance with the Americans with Disabilities Act, the city of Pittsburg will provide special assistance for disabled citizens. Upon request, an agenda for any meeting shall be made available in appropriate alternative formats. The Council Chamber is equipped with sound amplifier units for use by the hearing impaired. The units operate in conjunction with the Chamber's sound system. You may request the sound amplifier from the City Clerk for personal use during Commission meetings. If you need special assistance to participate in this meeting, or are requesting a specially formatted agenda, please contact the City Clerk at 925-252-4850. Notification 48 hours prior to the meeting will enable the city to make reasonable arrangements to ensure accessibility to this meeting or provide the requested agenda format. (28 CFR 35.102-35.104 ADA Title II)

GENERAL INFORMATION

Copies of the open session agenda packets that are distributed to the Planning Commission are on file in the office of the Planning Department, 65 Civic Avenue, Pittsburg, California, and are available for public inspection, beginning no fewer than 72 hours in advance of the meeting, during normal business hours (8:00 a.m. – 5:00 p.m., Monday through Friday, except city holidays). Additionally, if any reports or documents that are public records are distributed to the Planning Commission fewer than 72 hours before the meeting, those reports and documents will also be available for public inspection in the city's Planning Department and at the Commission meeting. The Pittsburg Library is also provided a full agenda packet for your convenience. As a courtesy, the agenda is also located on the city's website at www.ci.pittsburg.ca.us.

**CITY OF PITTSBURG
PLANNING COMMISSION
STAFF REPORT
October 22, 2024**

ITEM: United Rentals Contractor's Storage, AP-24-0059 (UP, DR)

ORIGINATED BY: Laile Giansetto; (916) 358-3737; laile@sleconstruction.com

SUBJECT: This is a public hearing on a request for approval of a Use Permit and Design Review to establish a "Contractor's Yard" at 1501 Loveridge Road, within the IG (General Industrial) District. Assessor's Parcel No. 073-230-032.

RECOMMENDATION:

Staff recommends the Planning Commission adopt a resolution approving Planning Application No. 24-0059 subject to conditions.

BACKGROUND:

The project site for this request was previously owned by the Federal Government for Navy Use. The Contra Costa Industrial Group purchased the property in 1992 and leases it to various industrial service related businesses.

On May 20, 2024, Laile Giansetto with SLE Construction, Inc. filed Planning Application No. 24-0059 on behalf of United Rentals, requesting approval of a Use Permit and Design Review to establish a "Contractor's Yard" at 1501 Loveridge Road, within the IG ("General Industrial") Zoning District. Assessor's Parcel No. 073-230-032.

PROJECT DESCRIPTION:

Existing Conditions: The project site is located within the City of Pittsburg, north of Pittsburg-Antioch Highway and Union Pacific Railroad Tracks, east of Loveridge Road, and south of the Burlington Northern Santa Fe railroad tracks. The project site lease area is mostly paved and is entirely contained within a larger parcel (APN: 073-230-033). 1501 Loveridge Road contains several industrial type businesses, including a truck terminal use, a wholesaling and storage use and other limited manufacturing uses.

The project site is accessed via a shared driveway located at the western edge of the 1501 Loveridge parcel.

See Attachment 3 for a map of the site and the surrounding uses.

Proposed Project: The applicant is requesting Planning Commission approval of a Use Permit and Design Review application to establish a Contractor's Yard within a 3.5-acre leased portion of the site located at 1501 Loveridge Avenue. This location would be classified as a "Mobile Solutions Facility" and operated by United Rentals. United Rentals Mobile Solutions Facilities primarily handle mobile office trailers and conex storage containers for rental.

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This location would rent, store, and maintain/repair Ground Level Office Units (which is a modified shipping container) and Storage Containers/"conex boxes" (standard shipping containers). In the future this site may also store trailer offices within the same leased area. This potential added storage of trailer offices would not constitute the need to apply for an additional use permit so long as the proposed conditions of approval are followed and the lease area of the business is not expanded.

The applicant proposes to store between 100 and 200 storage containers at the project site. Storage containers/conex boxes would be stacked up in piles of three, equivalent to 28-feet, six inches when fully stacked. A yard lift would be used to move the containers. Flatbed trucks would be driven into the Leased area and the containers are loaded onto them for transport. Proposed hours of operation are Monday through Friday, 7:00 A.M. to 5:00 P.M. There will be 4 to 6 employees at this facility. Employees work in the office to handle rentals and in the Shade Structure to maintain and repair the rental units on site.

The request for Design Review approval has been filed, as the applicant is requesting the installation of a 1,420-square foot temporary office trailer to be used as the project site's office. Customers would not typically visit the project site as part of their rental transaction but may occasionally do so in order to see all available stock. The office space would be utilized to complete paperwork, to ensure security of the project site, and to provide a location to meet with clients, as applicable. In addition to the office trailer, the applicant proposes the construction of a concrete pad to support a new 2,723-square foot shade structure. The shade structure would be used to provide shade to employees performing repair on the rented conex boxes or mobile office trailers. The applicant proposes new six-foot fencing, new automatic-locking rolling gates to secure the lease area, the installation of barbed wire atop the six-foot fencing, the installation of 14 light poles, parking lot pavement patching as needed, applicable parking lot striping, and the installation of gravel for all unpaved areas on site (which would be used for business storage).

GENERAL PLAN/CODE COMPLIANCE:

General Plan: The project site is located in the 'Loveridge Subarea' of the General Plan. The project is consistent with the goals of the Loveridge subarea, specifically Goal 2-1, in that the proposed project would further promote optimal, orderly, well-planned, and diverse land uses that provides a mix and distribution of uses to meet Pittsburg's needs, including infill development. The site has a land use designation of 'Industrial'. Manufacturing, wholesale, warehousing and distribution, commercial and business services, research and development, and storage uses are permitted under this land use designation.

Zoning: The property is located within the IG (General Industrial) District, and the applicant's proposed operation falls under the use classification of 'Contractor Yard,' which is defined by the Pittsburg Municipal Code (PMC) sections 18.08.100(B)(2)(a).

Pursuant to PMC Section 18.54.010, the use classification of "Contractor Yard" is permitted in the IG District, subject to Limitation L-112, which states, "Permitted;

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provided, that: (1) vehicles with gross vehicle weight in excess of 15,000 pounds, equipment, supplies or merchandise are stored indoors, or, if stored outdoors, are not visible from public right(s)-of-way by means of screening by a building or an eight-foot-tall masonry wall constructed prior to the establishment of the use, and (2) the City Engineer has determined that deliveries to and from the site can be made safely and without disruption of circulation patterns or modification to the existing streets that provide access to the site. Use Permit required for any use that does not meet all of these provisions.” For the proposed project, vehicles, equipment and supplies would be stored outdoors and would not be fully screened from Pittsburg-Antioch Highway by a building or an eight-foot-tall masonry wall.

Development Standards: As shown in Attachment 4 of this report, the proposed project meets, exceeds, or conditionally meets the applicable IG District property development regulations (PMC section 18.52.115), for height, FAR (floor-area-ratio), lot coverage, lot area, lot width, and setbacks.

Parking: A ‘Contractor Yard’ use does not have a minimum number of off-street parking spaces specified in PMC 18.78.040, Schedule A. Pursuant to PMC 18.78.040(F), if a Use Permit is required to establish a use, and the use classification is not included in Schedule A, the Planning Commission or Zoning Administrator, as appropriate, shall determine the required number of parking or loading spaces for the use in conjunction with the Commission’s or Zoning Administrator’s review of the Use Permit. The applicant is proposing six automobile parking spaces, one of which is an accessible ADA (Americans with Disabilities Act) parking space. Staff has determined this parking allocation to be sufficient for proposed business operations.

Landscaping: Due to the unique qualities of the site, in that the project site is a portion within a larger parcel, staff recommends allowing landscaping improvements to be limited to the landscape parking lot standard required by PMC section 18.84.315(J), separating the leased area from the traveled roadway on Pittsburg-Antioch Highway. The existing landscaped planter greatly exceeds the five feet, as required by the aforementioned section, and has a continuous length along the southern boundary of the leased area. The existing landscape exceeds the required 10% of the zoning designation of which this project is located. As such, the project complies with the landscaping requirements of the Pittsburg Municipal Code.

Required Use Permit Findings: In accordance with PMC Section 18.16.040, a Use Permit may be granted only if the Planning Commission can make findings that the proposed use:

1. is in accord with the objective of the Zoning Ordinance, the purposes of the land use district in which it is located and is appropriate to the specific location;
2. is not detrimental to the health, safety, and general welfare of the City;
3. will not adversely affect the orderly development of property within the City;

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4. will not adversely affect the preservation of property values and the protection of the tax base and other substantial revenue sources within the City;
5. is consistent with the objectives, policies, general land uses and programs specified in the General Plan and applicable Specific Plan;
6. will not create a nuisance or enforcement problem within the neighborhood;
7. will not encourage marginal development within the neighborhood;
8. will not create a demand for public services within the City beyond that of the ability of the City to meet in light of taxation and spending restraints imposed by law;
9. is consistent with the City's approved funding priorities; and
10. if located within the Pedestrian Commercial (CP) District, will support the goals of creating a vibrant, economically prosperous, visually interesting, and engaging pedestrian-oriented atmosphere along the primary downtown corridor.

Required Design Review Findings: In accordance with PMC section 18.36.220(B), Design Review approval may be granted only if the appropriate reviewing body can make findings that:

- A. the structure conforms with good taste, good design and in general contributes to the character and image of the City as a place of beauty, spaciousness, balance, taste, fitness, broad vistas, and high quality.
- B. the structure will be protected against exterior and interior noise, vibrations and other factors that may tend to make the environment less desirable.
- C. the exterior design and appearance of the structure is not of inferior quality as to cause the nature of the neighborhood to materially depreciate in appearance and value.
- D. the structure is in harmony with proposed developments on land in the general area.
- E. the application conforms with the criteria set forth in any applicable City adopted Design Guidelines.

Environmental: The proposed project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) under Class 32, "In-Fill Development Projects," of the state CEQA Guidelines, section 15332.

Public Notice: On or prior to October 11, 2024, notice of the October 22, 2024, public hearing to consider this application was posted at City Hall, at the proposed project site, and on the 'Public Notices' section of the city's website; was delivered to the Pittsburg

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Library; and was mailed via first class or electronic mail to the applicant/property owner, to owners of property located within 300 feet of the proposed project site, to local service agencies expected to provide services to the use, and to individuals who had previously filed written request for such notice, in accordance with PMC section 18.14.010 and Government Code section 65091. The notice was also posted on www.nextdoor.com (Nextdoor) and was sent directly to all subscribed residents in the "Pittsburg-Antioch" Nextdoor neighborhood.

The Public Hearing Notice is included as Attachment 5 of this report.

ANALYSIS:

Staff believes that the Planning Commission can make the required findings to approve the proposed project, with the inclusion of specific Conditions of Approval included within the proposed resolution for this item.

The proposed Use Permit application would allow for the development of a leased portion of the existing 65.42-acre parcel for the use of a "Contractor's Yard". The uses would not adversely affect the orderly development of property within the city, nor would it encourage marginal development within the neighborhood because the use is surrounded by similar Industrial uses.

The proposed Contractor's Use would be operated by United Rentals, a company founded in 1977 and one of the largest equipment rental companies in the world. This project site would significantly improve the company's ability to deploy large industrial equipment to the growing eastern Contra Costa County and surrounding locations. This location would rent, store, and maintain/repair Ground Level Office Units (which is a modified shipping container) and Storage Containers/"conex boxes" (standard shipping containers). In the future this site may also store trailer offices within the same leased area. The site proposes the storage of up to 200 conex storage containers and office units, all of which are classified as contractor's equipment, thus being classified as a contractor's yard use classification by the Pittsburg Municipal Code, not triggering the requirement of any additional Use Permit application. Storage of the equipment on site would be in an orderly manner and would consist of the storage of up to three storage containers in one single pile, not exceeding 30 feet in height. Given the industrial nature of the developed area, this use would be in-keeping with the overall development pattern of the area.

A 1,420-square foot temporary office trailer to be used as the project site's office. Customers would not typically visit the project site as part of their rental transaction but may occasionally do so in order to see all available stock. The office space would be utilized to complete paperwork, to ensure security of the project site, and to provide a location to meet with clients, as applicable. In addition to the office trailer, the applicant proposes the construction of a concrete pad to support a new 2,723-square foot shade structure. The shade structure would be used to provide shade to employees performing repair on the rented conex boxes or mobile office trailers. Any repairs to the equipment would occur on site within the shade structure proposed as part of the development.

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Repairs would not include the washing of units or any metal cutting. A yard lift would be used at the project site to move the containers. Flatbed trucks would be driven into the Leased area and the containers are loaded onto them for transport, not impacting the traffic or circulation on the larger parcel area or on any of the surrounding roadways.

The proposed use would not be detrimental to the health, safety and general welfare of the City, nor would it create an enforcement problem within the neighborhood, if the applicant abides by all conditions of approval included with the Use Permit, all City codes and regulations, and all regulations of any other affected outside agencies. Further, the proposed project site would be secured by a 6-foot chain-link fencing material with privacy slats, topped with three rows of barbed wire for added security. There would be sliding access gates to the project site, controlled by an automatic locking system. The proposed office trailer would also have its own alarm system to protect against potential crime. The site would have security lighting provided by 14 light poles, all of which would light the leased area of the project site only.

As further detailed in the Code Compliance section of this staff report, staff believes that the proposed use is consistent with the General Plan and the zoning of the property as prescribed by the Pittsburgh Municipal Code.

ACTION REQUIRED:

Move to adopt a Resolution approving Planning Application No. 24-0059, subject to conditions.

ATTACHMENTS:

1. Proposed Resolution
2. Project Plans
3. Project Location & Surrounding Land Uses Map
4. Property Development Regulations Table
5. Public Hearing Notice/Vicinity Map

Prepared by: Kelsey Gunter, Associate Planner

BEFORE THE PLANNING COMMISSION OF THE CITY OF PITTSBURG

In the Matter of:

Granting approval of a Use Permit and)
Design Review to establish a “Contractor’s)
Yard” use at 1501 Loveridge Road, within the)
IG (General Industrial) Zoning District.)
Assessor’s Parcel No. 073-230-032.)
AP-24-0059 (UP, DR))

Resolution No. ____

The Planning Commission DOES RESOLVE as follows:

Section 1. Background

- A. On May 20, 2024, Laile Giansetto with SLE Construction, Inc. filed Planning Application No. 24-0059 on behalf of United Rentals, requesting approval of a Use Permit and Design Review to establish a “Contractor’s Yard” at 1501 Loveridge Road, within the IG (“General Industrial”) Zoning District. Assessor’s Parcel No. 073-230-032.
- B. The proposed project is governed by the policies, development standards, and guidelines contained in the Pittsburg General Plan, and Pittsburg Municipal Code (PMC) Title 18 (Zoning).
- C. This project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) under Class 32, ‘In-Fill Development Projects’, of the State CEQA Guidelines, sections 15332.
- D. On or prior to October 11, 2024, notice of the October 22, 2024, public hearing to consider this application was posted at City Hall, near the proposed project site, and on the “Public Notices” section of the City’s website; was delivered to the Pittsburg Library; and was mailed via first class or electronic mail to the applicant, to the property owner, to owners of property located within 300 feet of the proposed project site, and to individuals who had previously filed written request for such notice, in accordance with PMC section 18.14.010 and Government Code section 65091. Although not required, the notice was also posted on www.nextdoor.com (Nextdoor).
- E. On October 22, 2024, the Planning Commission held a public hearing on Use Permit and Administrative Design Review Application No. AP-24-0059, at which time oral and/or written testimony was considered.

Section 2. Findings

- A. Based on the Planning Commission Staff Report entitled, “United Rentals

Contractor's Storage, AP-24-0059 (UP, DR)" and based on all the information contained in the Planning Division files on the project, incorporated herein by reference and available for review in the Planning Division located at 65 Civic Avenue in Pittsburg, and based on all written and oral testimony presented at the meeting, the Planning Commission finds that:

1. All recitals above are true and correct and are incorporated herein by reference.

Use Permit:

2. The Contractor's Yard use:
 - a. Is in accord with the objective of the Zoning Ordinance, the purposes of the land use district in which it is located and is appropriate to the specific location, in that a Contractor Yard, are conditionally permitted uses in the IG District.
 - b. Will not be detrimental to the health, safety, and general welfare of the City, if the proposed project complies with all applicable local, state, and federal agency regulations.
 - c. Will not adversely affect the orderly development of property within the City, in that, the project is located in an area where infrastructure is already present, and no changes are needed that could impact the orderly development of the surrounding area.
 - d. Will not adversely affect the preservation of property values, rather, it will help to improve values as the proposed project provides an industrial business that will have a positive impact on the City tax base, in a portion of a larger parcel that would otherwise remain vacant.
 - e. Is consistent with the General Plan, specifically Goal 2-1, in that the proposed project would further promote optimal, orderly, well-planned, and diverse land uses that provides a mix and distribution of uses to meet Pittsburg's needs, including infill development.
 - f. Will not create a nuisance or enforcement problem if the applicant abides by all Conditions of Approval included with the Use Permit, all City codes and regulation, and all regulations of any other affected out agencies.
 - g. Will not encourage marginal development within the neighborhood, in that the proposed structures are compatible with surrounding uses in the area and existing on the project site presently.
 - h. Will not create a demand for public services within the City beyond that of the ability of the City to meet in the light of taxation and spending

restraints, in that the project site is located in an area of the City served by existing utilities, and the business will be maintained and operated at the cost of the applicant.

- i. Is consistent with the City's approved funding priorities in that there is no public money involved in this project.
- j. Will not be located in the Pedestrian Commercial (CP) District.

Design Review:

3. The proposed use of a Contractor's Yard:

- a. Will conform with good taste, good design and in general contributes to the character and image of the City as a place of beauty, spaciousness, balance, taste, fitness, broad vistas, and high quality, in that the proposed uses will operate within an existing heavy-industrial development area, on a disturbed and maintained site within the City. The exterior appearance of the structure and overall development would be required to be maintained in a good, clean condition.
- b. Will be protected against exterior and interior noise, vibrations and other factors that may tend to make the environment less desirable in that the proposed noise, if any, would be limited to moving equipment and automobile ignitions. Should the use operate out of conformance with this, the use shall be subject to Enforcement.
- c. Will not be of inferior quality in terms of exterior design and appearance as to cause the nature of the neighborhood to materially depreciate in appearance and value, if the exterior of the project site is maintained in a neat and clean manner. Further, the exterior of the structure shall be enhanced as shown on the proposed project plans and shall not be changed without approval by the City of Pittsburgh Planning Division.
- d. Will be in harmony with proposed development on land in the general area, in that there are no known proposed developments on land in the structure's immediate vicinity and the existing development in the surrounding area is of industrial land use zone and development patterns.
- e. Will be in conformance with the criteria set forth in the City's adopted Development Review Design Guidelines (DRDG, Planning Commission Resolution No. 9864).

Section 3. Decision

- A. Based on the findings set forth above, the Commission hereby approves Planning

Application No. 24-0059, subject to the following conditions:

1. The project must be constructed in compliance with the project plans dated July 8, 2024.
2. The business operator shall ensure that the site is maintained in a neat and clean manner at all times. Trash, debris, weeds and/or other unkempt shrubbery shall not be allowed to accumulate on or around the site, on perimeter fencing, or on the street gutters and sidewalks.
3. Exterior Storage. Exterior storage of containers or other equipment shall not exceed 29 feet in height. Total number of leasable units shall not exceed 300 on site at any given time. Staking shall begin no closer than five feet from the fence line and shall be stacked a maximum of one container high on the first row, a maximum of two containers high for the second row, and a maximum of three containers high for the third row of containers. All rows following the third row shall be limited to three containers in height. If the layout of the storage on site impedes on traffic, safety, or circulation patterns, as determined by the Transportation Engineer or other regulatory authority, the applicant shall revise their proposed layout and provide any revisions requested on a plan set, to be reviewed and approved by the City of Pittsburg and applicable regulatory authority.
4. The proposed business shall operate in substantial conformance with this Use Permit application. Any proposed change in use is subject to review and approval by the City of Pittsburg Planning Commission.
5. Exterior Appearance. The exteriors of all structures shall be maintained in a good state of repair and the exterior finishes must be clean and well maintained.
6. Fencing. Fencing shall be kept in a good state of repair and shall not allow for any vehicular access from Pittsburg-Antioch Highway. The cost for construction, maintenance, and any modifications to the fencing shall be the responsibility of the applicant. The fencing shall be constructed of chain link material with fence slats for enhanced screening from the public right of way. Fence line shall continue around entire lease area. All barbed wire fencing must be a minimum of six feet above ground level.
7. Security Cameras. The developer shall provide exterior security cameras throughout the project site.
 - i. Location and installation details to be reviewed and approved by the City of Pittsburg Police Department prior to Building Permit issuance.

- ii. The proposed cameras shall be web-based, and the internet protocol (IP) addresses of each camera shall be provided to the Pittsburgh Police Department for investigative purposes.
8. On-Site Repairs. On site repairs shall be limited to minor repairs not involving the construction of the rental units themselves, and not involving painting or the production of dust, smoke, metal shavings, or any other pollutant. Any washing of the rental units on site shall be prohibited.
9. On-Site Parking. Parking facilities shall be constructed in accordance with the Pittsburgh Municipal Code and shall obtain all applicable permits prior to construction. Details regarding parking lot improvements, including but not limited to parking lot lighting, parking lot striping, and parking spaces, shall be included on the Improvement Plans submitted for the parking facility. The applicant shall provide a minimum of one (1) ADA-accessible parking space.
10. On-site Occupancy Prohibited. No person shall live on-site.
11. Business License. The business operator shall obtain and maintain a valid City of Pittsburgh Business License for the business at all times.
12. Trash Enclosure. A trash enclosure shall be constructed on site for proper refuse disposal. The trash enclosure shall be consistent with the City of Pittsburgh Trash Enclosure Design Standards and is subject to review and approval by the City of Pittsburgh Planning Division and Public Works Department prior to installation.
13. Roof vents shall be painted the same color as roofing material to which they are adjacent. Downspouts, side vents, attached utility boxes, and hose bibs shall be painted the same color or colors as the surface or surfaces to which they are adjacent.
14. Equipment Screening. All utility equipment, including utility boxes, transformers, meters, and junction boxes shall be undergrounded whenever possible. All air conditioning units and utility equipment (which cannot be undergrounded) shall be substantially screened from public view by way of a permanent screen or appropriately sized plant material (City of Pittsburgh DRDG II.h and III.a). The final method and design of the screening shall be reviewed and approved by the Planning and Engineering Divisions prior to issuance of an engineering or building permit.

City of Pittsburgh Public Works Conditions:

1. The City of Pittsburgh's GIS system indicates a private water line that runs through the middle of the proposed project site. The applicant must confirm

whether the line is still in use or abandoned. If still in use, the applicant shall be prohibited from stacking or storing containers over the top of the water line.

City of Pittsburg Engineering Conditions:

1. Grading Permit. Grading permit required for the proposed improvements to accommodate the proposed use. A Grading Permit is issued by the Engineering Division.
2. Frontage Improvements along Pittsburg-Antioch Highway. The applicant shall install frontage improvements along the Pittsburg-Antioch Highway.
3. C.3 Requirements. The proposed project triggers C.3 Regulations. The applicant must submit a storm water control plan. See Contra Costa Clean Water Program. Note: Compacted gravel is considered impervious surface.

The applicant shall pay the following fees to the Engineering Department

4. Grading Plan Review Fee.
The total grading plan review fee is 2.5% of the engineer's estimated cost for grading, or it may be based upon cubic yards of earth disturbance as set forth in the City's Master Fee Schedule. The engineer's estimate must be included with the first plans submittal. An initial payment of 50% of the estimated total grading plan review fee is to be submitted prior to grading permit issuance. This initial payment will be credited towards the final fee as determined at engineering permit. The remainder of the fees shall be due payable prior to issuance of an engineering permit.
5. Grading Inspection Fee The grading inspection fee is 3% of the engineer's estimated for the cost of grading. The grading inspection fee may also be based upon an approved engineer's estimate of total cubic yards, according to the current schedule of grading fee charges as set forth in the City's Master Fee Schedule.
6. Facility Reserve Charge. If the applicant requires water and sewer service connections to serve the project, the applicant shall pay the water and sewer facility reserve charges prior to the issuance of a building permit. The applicant shall pay the City of Pittsburg Facilities Reserve Charge (PMC Chapters 13.08, 13.12 and 13.24) (the "FRC") to the Engineering Division for water and sewer service in the amounts in effect at the time of building permit issuance. The applicant understands that the current FRC on file, effective August 20, 2005, shall be paid in accordance with the fee schedule approved by Resolution No. 05-10290, and amended by Resolution No. 12-11778, on February 21, 2012, a copy of which is available at the City.

7. Local Traffic Mitigation Fee. Prior to issuance of a building permit, the applicant shall pay the Local Transportation Mitigation Fee (PMC Chapter 15.90) (the "LTMF") amount in effect at the time of building permit issuance. The applicant understands that the LTMF is reviewed and adjusted annually to the current Construction Cost Index (CCI) and may be increased at the City Council's discretion based on revised cost estimates for roadway and transit facilities and other factors that demonstrate an increase is needed to offset traffic impacts caused by new development. The LTMF is calculated by dividing the total fee share of improvement costs by the total number of Dwelling Unit Equivalencies ("DUE") in the City, as described in PMC Chapter 15.90 and the Pittsburg Local Transportation Mitigation Fee Program Update, copies of which are available from the City.
8. Regional Traffic Mitigation Fee. Prior to issuance of a building permit, the applicant shall pay the Regional Transportation-Development Impact Mitigation Fee (PMC Chapter 15.103) (the "RTDIM") amount in effect at the time of building permit issuance. The RTDIM will be automatically increased or decreased on January 1 of each year based on the percent change in the Engineering News-Record Construction Costs Index – San Francisco Bay Area, between September 1 and September 1 of the preceding two calendar years.
9. GIS Update. Prior to the issuance of an engineering permit, the applicant shall pay the Geographic Information System (GIS) fee as set forth in the City's Master Fee Schedule. The current fee is \$129 plus \$0.06/sf of parcel improvements for non-residential uses.

ENGINEERING SUBMITTALS:

10. Improvement Plans. The applicant shall submit electronic, pdf. files of the engineering plans to the Engineering Division for review and approval through the Accela permitting portal. The plans shall be prepared by a registered civil engineer, to include but not be limited to the following:
 - a. A Site Plan
 - b. A Grading and Drainage Plan
 - c. A Utilities Plan
 - d. A Landscaping and Irrigation Plan
 - e. An Erosion and Sedimentation Control Plan
11. Geotechnical Report. The applicant shall submit a current geotechnical report that supports the design features incorporated into this project including, but not limited to, grading activities, compaction requirements, utility construction, slopes, retaining walls, and roadway sections. The geotechnical report shall be submitted to the Engineering Division for review prior to the approval of any civil plans and/or the issuance of a site

development permit.

12. Stormwater Pollutants. The applicant shall incorporate long-term best management practices (BMP's) for the reduction or elimination of storm water pollutants. The project design shall incorporate wherever feasible, the following long term BMPs to limit pollutant generation, discharge, and runoff. Such source control design measures may include:
13. Incorporating landscaping that minimizes irrigation and runoff, promotes surface infiltration where possible, minimizes the use of pesticides and fertilizers, and incorporates appropriate sustainable landscaping practices.
14. Providing covered trash, food waste, and compactor enclosures.
15. Using pavers for walkways and other appropriate hardscape surfaces to minimize impervious areas.
16. Minimizing the amount of directly connected impervious surface area.
17. Marking all storm drains with "No Dumping, Drains to Delta" messages.
18. Constructing concrete driveway weakened plane joins at angles to assist in directing run-off to landscaped/pervious areas prior to entering the street curb and gutter.
19. Plumbing of the following discharges to the sanitary sewer, subject to Delta Diablo's authority and standards:
20. Discharges from indoor floor mat/equipment/hood filter wash racks or covered outdoor wash racks for restaurant.
21. Dumpster drips from covered trash and food compactor enclosures.
22. Discharges from outdoor covered wash areas for vehicles, equipment, and accessories.
23. Fire sprinkler test water if discharge to onsite vegetated areas is not a feasible option.
24. Stormwater Pollution Protection During Construction. Prior to the issuance of a grading permit, the applicant shall submit an Erosion and Sedimentation Control Plan or Stormwater Pollution Prevention Plan (if the project requires a permit from the State Water Resources Control Board under the provisions of the General Construction Permit) to the Engineering Division for review. The Stormwater Pollution Prevention Plan measures shall also include measures to prevent soil, dirt, and debris from entering

the storm drain system, in accordance with California Stormwater Quality Association's (CASQA's) construction handbook.

UTILITIES and SITE IMPROVEMENTS:

25. Off-Site Capacity Evaluation. The applicant shall evaluate the existing, receiving storm, sewer, and water facilities for adequate capacity and provide the results to the City to identify any service or supply problems. The cost for installation of additional facilities required to be constructed to accommodate the project shall be borne by the applicant.
26. Applicant shall locate and construct all wet utilities in conformance with the City standard Plans and Specifications in effect at the time of permit application submittal.
27. The applicant shall provide pavement improvements to prevent the track out of any loose material onto Loveridge Road, or erosion runoff from the site from daily operations of the facility.

City of Pittsburg Building Division Conditions:

1. All new businesses must acquire a Business license and a Certificate of Occupancy permit prior to opening any business in the City of Pittsburg.
2. On the cover sheet, please indicate the building Design Codes applicable to this project. The City of Pittsburg has adopted and enforces the following building Design Codes: 2022 California Administrative Code (CAC), 2022 California Building (CBC), 2022 California Historical Building Code (CHBC), 2022 California Existing Building Code (CEBC), 2022 California Green Building Standards Code (CGBSC), 2022 California Mechanical Code (CMC), 2022 California Plumbing Code (CPC), 2022 California Electrical Code (CEC), 2022 California Energy Code (CEC Part 6), 2022 California Fire Code and the Pittsburg Municipal Code (RMC). Reference CBC Sec. 107.
3. On the cover sheet, please verify the Drawing Index includes all plan sheets. Reference CBC Sec. 107.
4. On the cover sheet, provide or verify the Code Analysis includes the proposed tenant's Use, Occupancy Group, Type of Construction, Separated or Nonseparated Mixed Occupancies, whether or not the building is Fire Sprinkled, Floor Area (S.F.), Number of Stories and Occupant Load. Reference CBC Sec. 111, 302.1, 401, 503, 508, 601, 903 and 1004.1.

5. The preparation of plans or specifications for commercial buildings and tenant improvements shall be performed by a licensed architect or engineer (Exception: Interior alterations that involve only non-bearing partitions). The licensed architect or engineer shall affix a stamp to the plans as evidence of the person's responsibility for the documents. Licensed Mechanical, Plumbing and Electrical Contractors may design the systems that they are to install.
6. The Site Plan shall include code compliant accessible parking spaces and access aisles, and an accessible route from accessible parking spaces to all entrances and exterior ground floor exits. The clear width for sidewalks and walks shall be 48" minimum. The slope of the accessible route shall not exceed 1:20 (5%) in the direction of travel for walking surfaces, 1:12 (8.3%) in the direction of travel for ramps, and the cross slope shall not exceed 1:48 (2%). The slope of curb ramps shall not exceed 1:12 (8.3%). Where the accessible route crosses onto a vehicular route of travel, provide a 36" long continuous detectable warning mat where the pedestrian path crosses or adjoins the vehicular way, such as a driveway, to warn of potential hazards.
7. At least one accessible route shall be provided within the site from accessible parking spaces and accessible loading zones; public streets and sidewalks; and public transportation stops to the accessible building or facility entrance they serve. Where more than one route is provided, all routes must be accessible.
8. At least one accessible route shall connect accessible buildings, accessible facilities, accessible elements, and accessible spaces that are on the same site.
9. All exterior and interior accessibility requirements for this project, shall be designed and built to chapter 11B of the California Building Code.

Contra Costa County Fire Protection District Conditions:

1. The Permittee shall request that the Project site be annexed into the most current Community Facilities District for fire protection and emergency response services (if applicable), or developer will provide an alternative funding mechanism acceptable to the Contra Costa Fire Protection District for the provision of fire protection and emergency response services.
2. The Contra Costa County Fire Protection District has development impact fees established in the unincorporated County and in the Cities of Antioch and Pittsburg. Projects within the development impact areas will need to pay the fees prior to Building Permit issuance.

3. Access as shown on plans appears to comply with Fire District requirements.

Provide emergency apparatus access roadways with all-weather (paved) driving surfaces of not less than 20-feet unobstructed width, and not less than 13 feet 6 inches of vertical clearance, to within 150 feet of travel distance to all portions of the exterior walls of every building. Access shall have a minimum outside turning radius of 45 feet, and must be capable of supporting the imposed fire apparatus loading of 37 tons. (503) CFC

4. Access gates for Fire District apparatus shall be a minimum of 20-feet wide. Access gates shall slide horizontally or swing inward and shall be located a minimum of 30 feet from the street. Electrically operated gates shall be equipped with a Knox Company key-operated switch. Manually operated gates shall be equipped with a non-casehardened lock or approved Fire District lock. Contact the Fire District for information on ordering the key-operated switch. (D103. 5) CFC.
5. The developer shall provide an adequate and reliable water supply for fire protection as set forth in the California Fire Code. (507. 1) CFC
6. The developer shall provide an adequate and reliable water supply for fire protection with a minimum fire flow of 1500 GPM. Required flow must be delivered from not more than 1 hydrant flowing for a duration of 120 minutes while maintaining 20-pounds residual pressure in the main. (507. 1), (B105) CFC
7. The developer shall provide hydrants of the East Bay type in compliance with Chapter 5 and Appendix B and C of the California Fire Code. If existing fire hydrants are present that are accessible and meet the requirements then a site plan documenting the existence and location is required. (C103. 1)CFC
8. A land development permit is required for access and water supply review and approval prior to submitting building construction plans. The developer shall submit scaled site improvement plans indicating:
 - a. All existing or proposed hydrant locations,
 - b. Fire apparatus access to include slope and road surface
 - c. Elevations of building,
 - d. Size of building and type of construction,
 - e. Gates, fences, retaining walls, bio-retention basins, any obstructions to access.
 - f. Striping and signage plan to include "NO PARKING-FIRE LANE" markings
 - g. This is a separate submittal from the building construction plans.

These plans shall be approved prior to submitting building plans for review. (501.3) CFC

9. Emergency apparatus access roadways and hydrants shall be installed, in service, and inspected by the Fire District prior to construction or combustible storage on site. (501.4) CFC Note: A temporary aggregate base or asphalt grindings roadway is not considered an all-weather surface for emergency apparatus access. The first lift of asphalt concrete paving shall be installed as the minimum roadway material and must be engineered to support the designated gross vehicle weight of 37 tons.
10. New buildings shall have approved radio coverage for emergency responders. An emergency responder radio coverage system shall be installed when the conditions of CFC 510.4.1 are not met. Testing shall be conducted and the results submitted to the Fire District prior to the building final. (510. 1) CFC
11. Flammable or combustible liquid storage tanks shall not be located on the site without obtaining approval and necessary permits from the Fire District. (3401. 4) CFC
12. A new construction permit is not required for a commercial modular building with a California Insignia of Approval tag. The tag will be verified once the trailers are placed in position during the land development inspection.
13. The owner or the owner's authorized agent shall be responsible for the development, implementation and maintenance of a written plan in compliance with NFPA 241, establishing a fire prevention program at the project site applicable throughout all phases of the construction. The plan shall be made available for review by the fire code official upon request. (Ch.33) CFC

The fire prevention program superintendent shall develop and maintain an approved prefire plan in cooperation with the fire chief. The fire chief and fire code official shall be notified of changes affecting the utilization of information contained in such prefire plans. (Ch.33) CFC
14. The developer shall submit building construction plans and specifications for the subject project to the through the Fire District public portal. After the new construction / tenant improvement plans are approved, plans and specifications for all deferred submittals shall be submitted, including, but not limited to the following. Private underground fire service water mains All plan submittals shall be submitted to the through the Fire District public portal for review and approval prior to construction of the building or installation of the systems to ensure compliance with minimum requirements related to fire and life safety. Plan review and inspection fees

shall be submitted at the time of plan review submittal. (105. 4. 1) CFC, (901. 2) CFC, (107) CBC

15. TO SCHEDULE A FIRE DISTRICT INSPECTION OF THE ACCESS AND HYDRANT INSTALLATION PRIOR TO CONSTRUCTION OR THE STORAGE OF COMBUSTIBLE MATERIAL ON THE JOB SITE, CONTACT THE FIRE DISTRICT (MINIMUM 2 WORKING DAYS IN ADVANCE) AT 925-941-3300 EXT 3902 OR SCHEDULE THROUGH THE FIRE DISTRICT PUBLIC PORTAL UNDER THE CORRECT PERMIT NUMBER.
16. Our preliminary review comments shall not be construed to encompass the complete project. Additional plans and specifications may be required after further review.

City of Pittsburg Standard Conditions:

1. Site Accessibility: All public and pedestrian facilities shall be designed in accordance with Title 24, Handicap Access, and the California Department of State Architect's standards for accessibility compliance.
2. Standard Conditions: The Standard Conditions of Development as adopted by the Pittsburg Planning Commission by Resolution No. 8931 shall apply as conditions of approval for this project as applicable. Where there is a conflict between the Standard Conditions of Development, and this Resolution, this Resolution shall prevail. Where there is a conflict between Planning Commission Resolution No. 8931 and the conditions identified herein, the specific conditions of this resolution shall apply.
3. Other Agency Requirements: The applicant shall comply with all the requirements of the Planning Division, Engineering Division, Contra Costa County Fire Protection District, Delta Diablo Sanitation District, State Water Resources Control Board, Bay Area Air Quality Management District, and all other applicable local, state and federal agencies.
4. Other Municipal Code Requirements: All site development shall comply with Title 12 (Streets, Sidewalks, and Utilities), Title 13 (Water and Sewers) and Chapter 15.88 (Grading, Erosion and Sediment Control) of the PMC as determined by the City Engineer. Issuance of a site development permit will be required whereby specific engineering requirements will be made as conditions of approval.
5. Indemnification: The applicant agrees to indemnify, defend, and hold harmless the City, its officials, officers, employees, agents and consultants from any and all administrative, legal or equitable actions or other proceedings instituted by any person challenging the validity of this project approval, subsequent project approval, or other action arising out of, or in

connection with, this project approval. The parties shall cooperate in defending such action or proceeding. The parties shall use reasonable efforts to select mutually agreeable defense counsel but, if the parties cannot reach agreement, City may select its own legal counsel at applicant's sole cost and expense. Applicant may select its own legal counsel to represent applicant's interests at applicant's sole cost and expense. Applicant shall pay for City's costs of defense, whether directly or by timely reimbursement to City on a monthly basis. Such costs shall include, but not be limited to, all court costs and attorneys' fees expended by City in defense of any such action or other proceeding, plus staff and City Attorney time spent responding to and defending the claim, action or proceeding.

- 6. Expiration: This use permit approval will expire on October 22, 2026, unless the use has been legally established prior to the expiration date, or a written request for extension is filed with the Planning Division prior to the expiration date and subsequently approved by the Planning Commission.

Section 4. Effective Date

This resolution shall take effect immediately upon its adoption.

On motion by Commissioner _____, seconded by Commissioner _____, the foregoing resolution was passed and adopted the 22nd day of October 2024, by the Planning Commission of the City of Pittsburg, California by the following vote:

AYES:

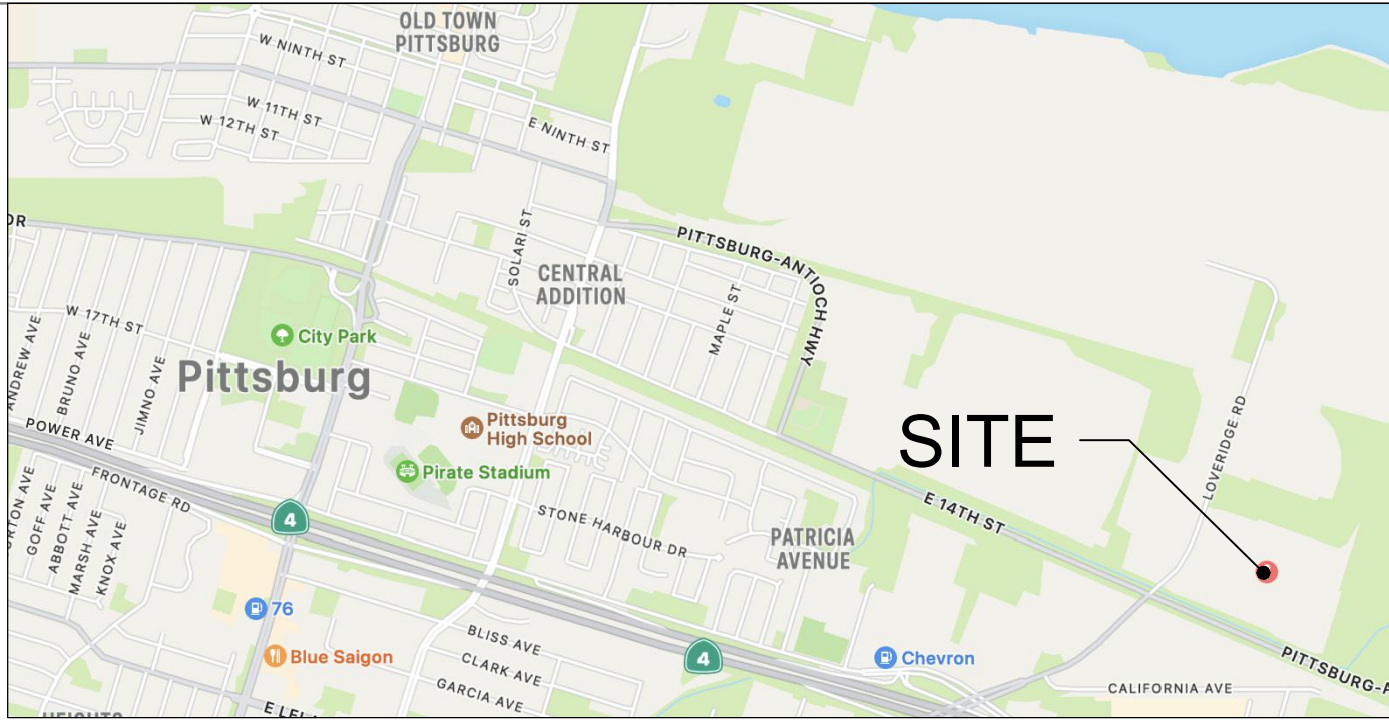
NAYES:

ABSTAIN:

ABSENT:

I hereby certify that the above Resolution No. _____ was adopted by the Planning Commission of the City of Pittsburg on October 22, 2024

JOHN FUNDERBURG, SECRETARY
PITTSBURG PLANNING COMMISSION



3 VICINITY MAP
NTS



2 DRAWING INDEX
1/4" = 1'-0"

- A1.0 PROJECT DATA, VICINITY MAP,
PROPOSED SITE PLAN
- A1.1 AERIAL PARCEL VIEW
- A1.2 PAVING AND LIGHTING PLAN
- A2.0 MOBILE OFFICE
FLOOR PLAN & EXTERIOR ELEVATIONS
- A2.1 SHADE STRUCTURE
FLOOR PLAN & EXTERIOR ELEVATIONS
- A3.0 COLORED ELEVATIONS
- 1 of 1 EXISTING TOPOGRAPHIC SURVEY

PROJECT DATA

PARCEL NUMBER: 073-230-033
ZONING: IG
LEASE AREA: 152,460 S.F. (3.5 ACRES)

PROPOSED BUILDING ELEMENTS:

OFFICE TRAILER 1,420 S.F.
SHADE STRUCTURE: 2,723 S.F.

FLOOR AREA RATION: .027

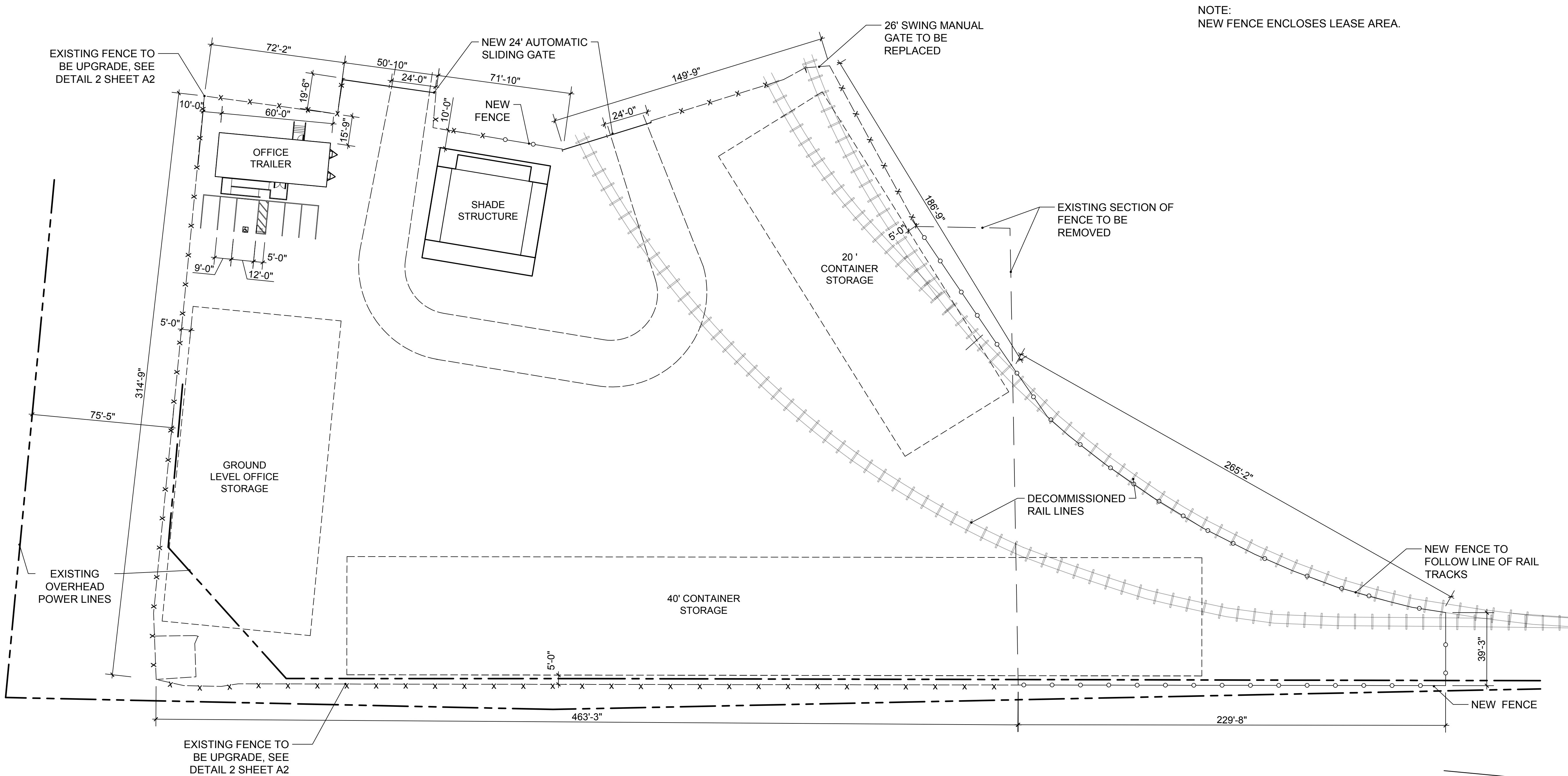
PARKING:

STANDARD SPACE 5
VAN ACCESSIBLE SPACE 1
TOTAL SPACES 6

SCOPE OF WORK

1. INSTALL MOBILE OFFICE AND CONNECT TO ELECTRICAL SERVICE.
2. INSTALL NEW 60' X 60' X 6" THICK CONCRETE PAD AND SHADE STRUCTURE.
3. PATCH EXISTING PAVEMENT AS NEEDED.
4. INSTALL GRAVEL AT UNPAVED SECTIONS OF STORAGE AREAS
5. INSTALL 2 NEW AUTOMATIC SLIDING GATES AND 1 NEW SWINGING GATE TO REPLACE EXISTING. INFILL ONE EXISTING GATE.
6. INSTALL 14 NEW LIGHT POLES.
7. STRIPE PARKING SPACES AND PROVIDE SIGNAGE.
8. UPGRADE EXISTING FENCE TO 6' TALL WITH 18" BARBED WIRE, SEE DETAIL 2 SHEET A1.2

1 PROJECT INFORMATION



4 SITE PLAN
1" = 30'-0"



5000 WINDPLAY DRIVE, STE. 1
EL DORADO HILLS, CA 95762

STAMP

CONSULTANT

PROJECT



1501 LOVERIDGE ROAD
PITTSBURG, CA

OWNER

UNITED RENTALS
33008 CALLE PERFECTO
SAN JUAN CAPISTRANO
CA 92675

REVISIONS

TITLE

PROPOSED
SITE PLAN

ISSUED

5/6/2024

REVISED

7/8/2024

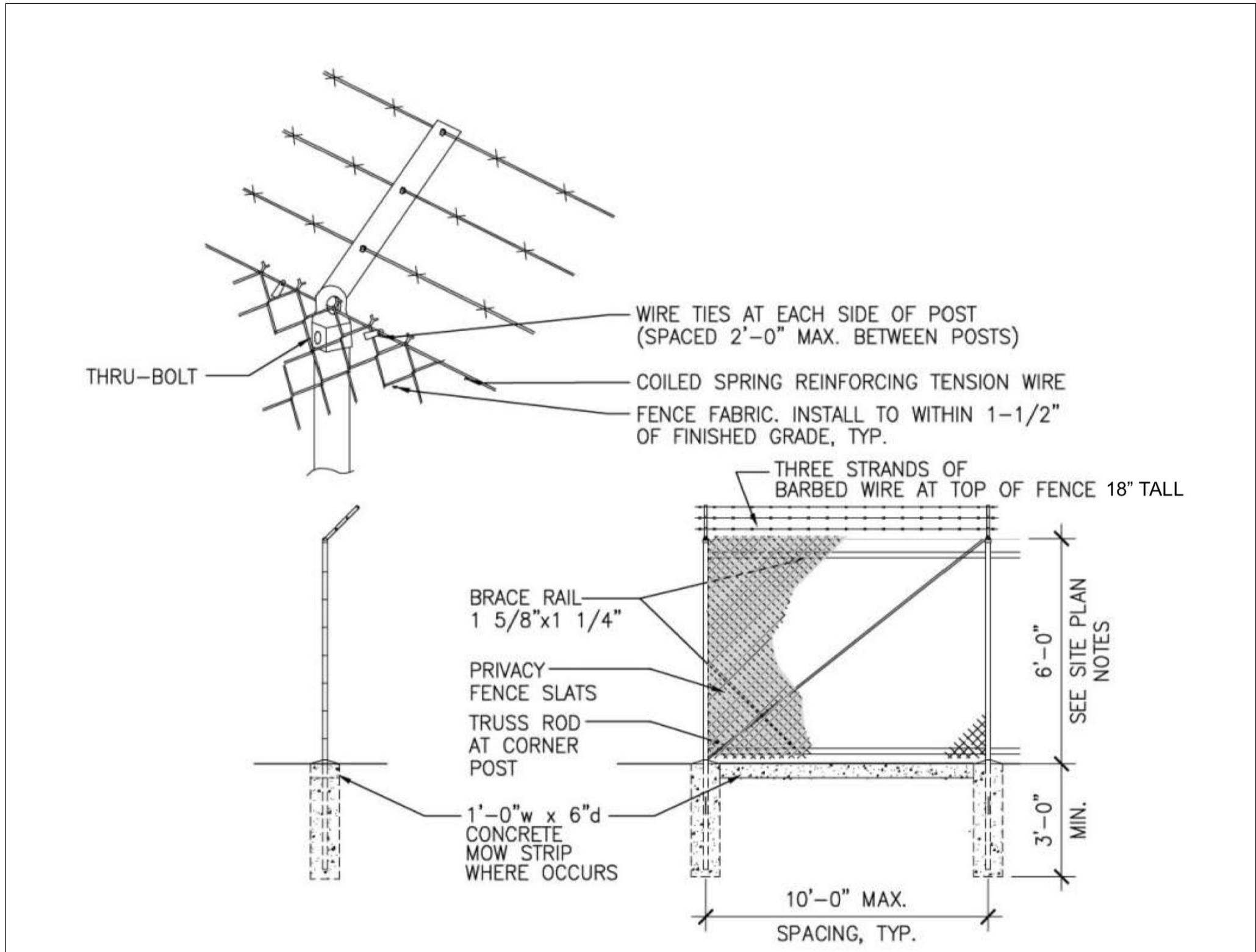
JOB NO.

UR-PITTSBURG

SHEET

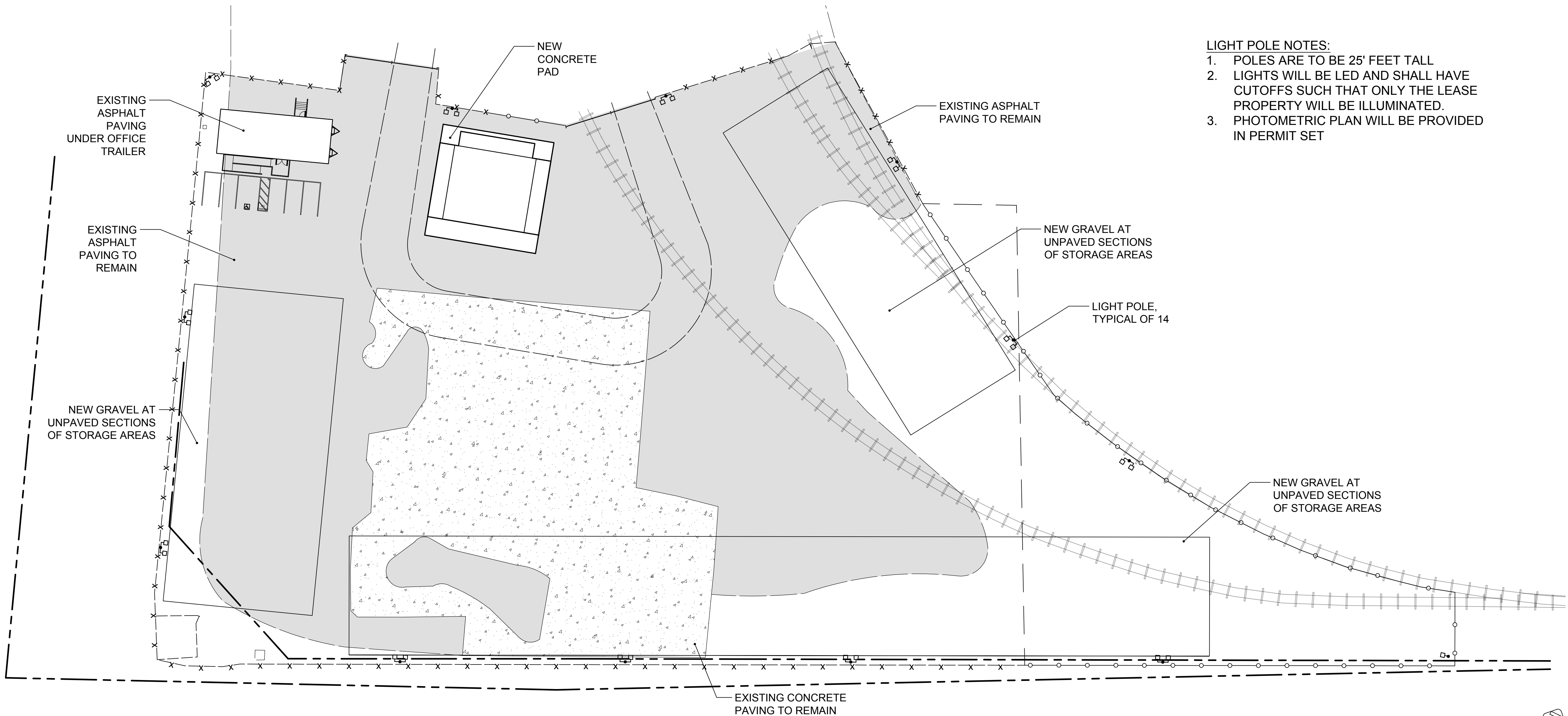
A1.0





2 FENCE DETAIL
N.T.S.

1 EXISTING FENCE



- LIGHT POLE NOTES:**
1. POLES ARE TO BE 25' FEET TALL
 2. LIGHTS WILL BE LED AND SHALL HAVE CUTOFFS SUCH THAT ONLY THE LEASE PROPERTY WILL BE ILLUMINATED.
 3. PHOTOMETRIC PLAN WILL BE PROVIDED IN PERMIT SET

3 LIGHTING AND PAVING PLAN
1" = 30'-0"

STAMP

CONSULTANT

PROJECT



1501 LOVERIDGE ROAD
PITTSBURG, CA

OWNER

UNITED RENTALS
33008 CALLE PERFECTO
SAN JUAN CAPISTRANO
CA 92675

REVISIONS

TITLE

PROPOSED
SITE PLAN

ISSUED

5/6/2024

REVISED

7/8/2024

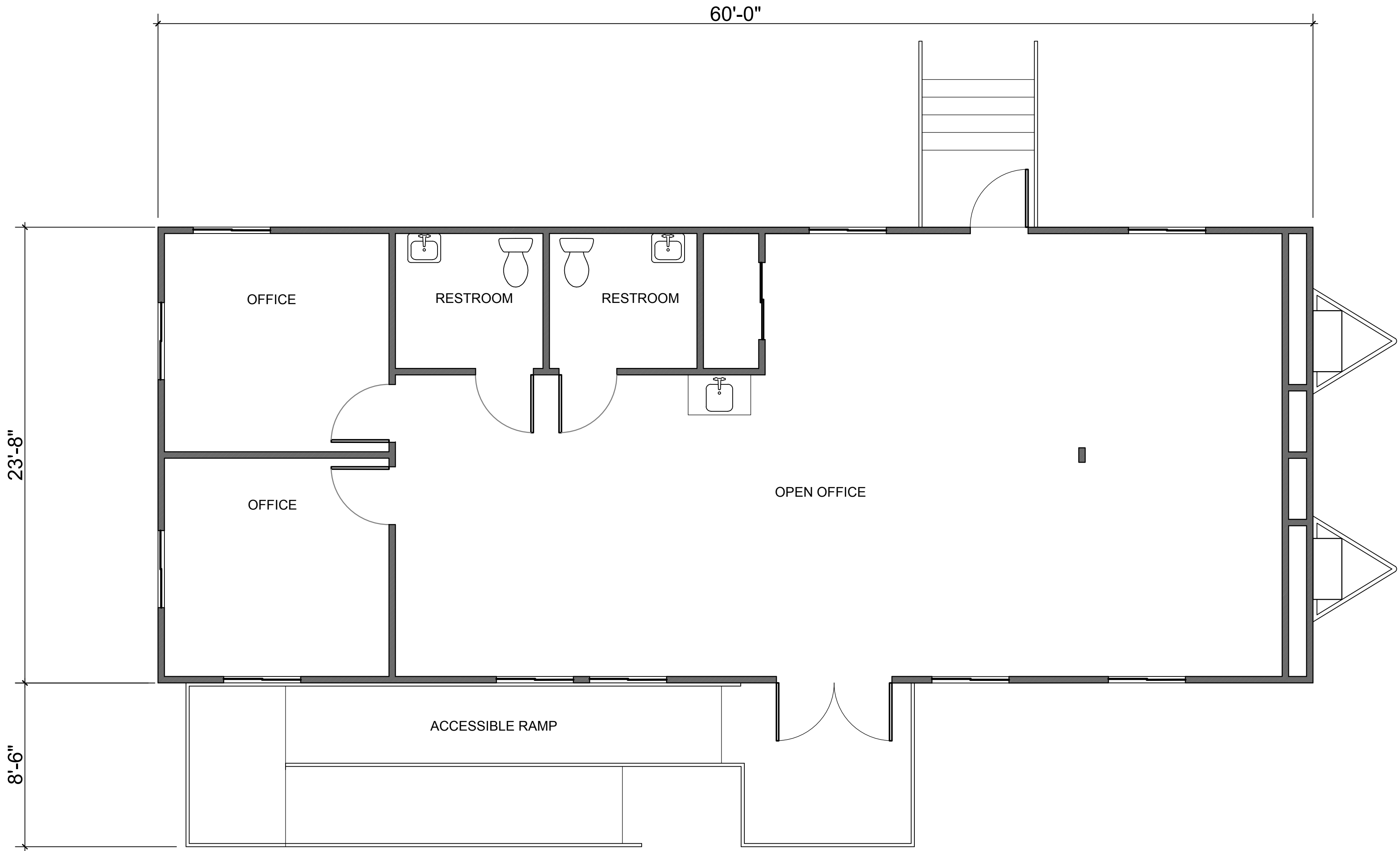
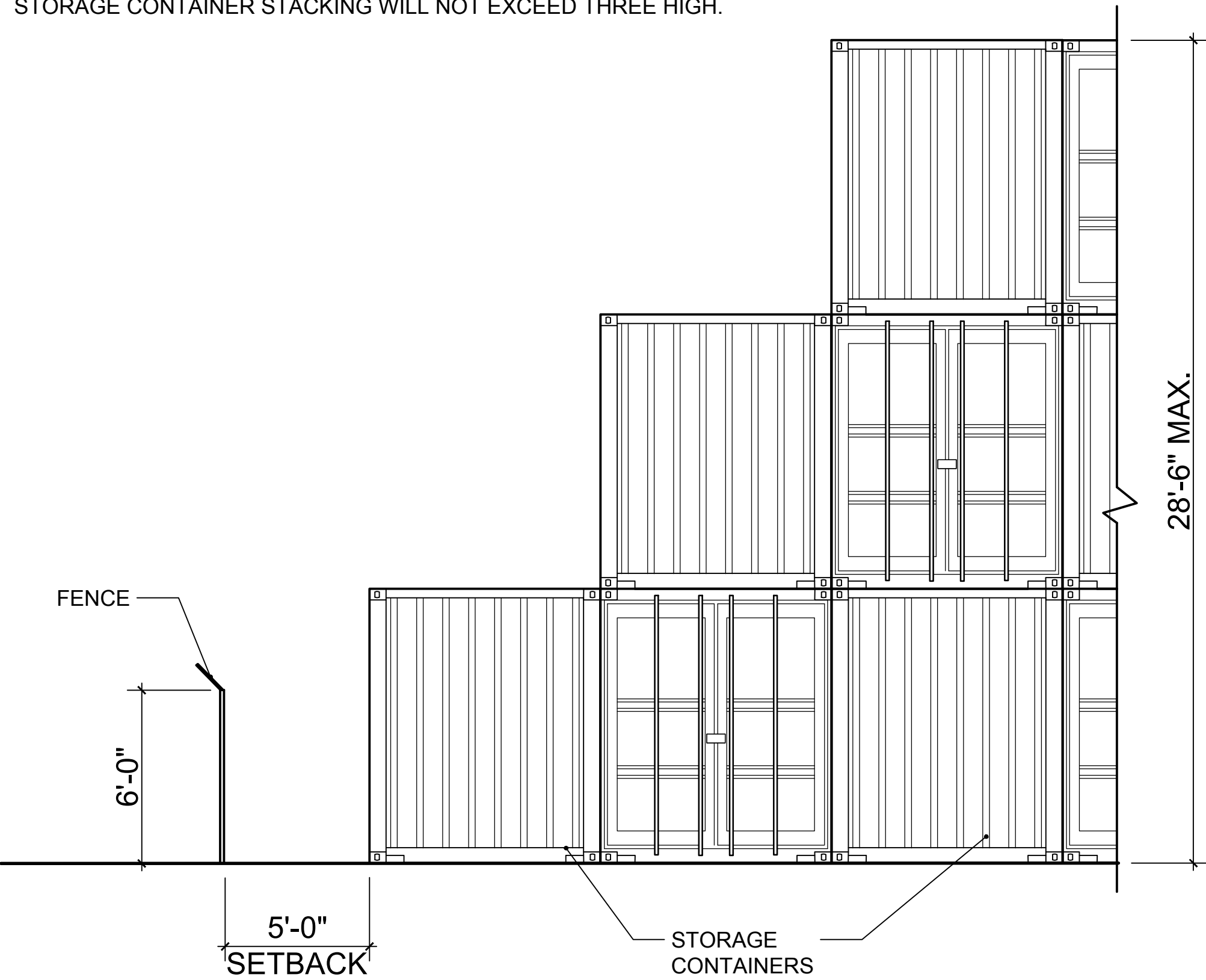
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UR-PITTSBURG

SHEET

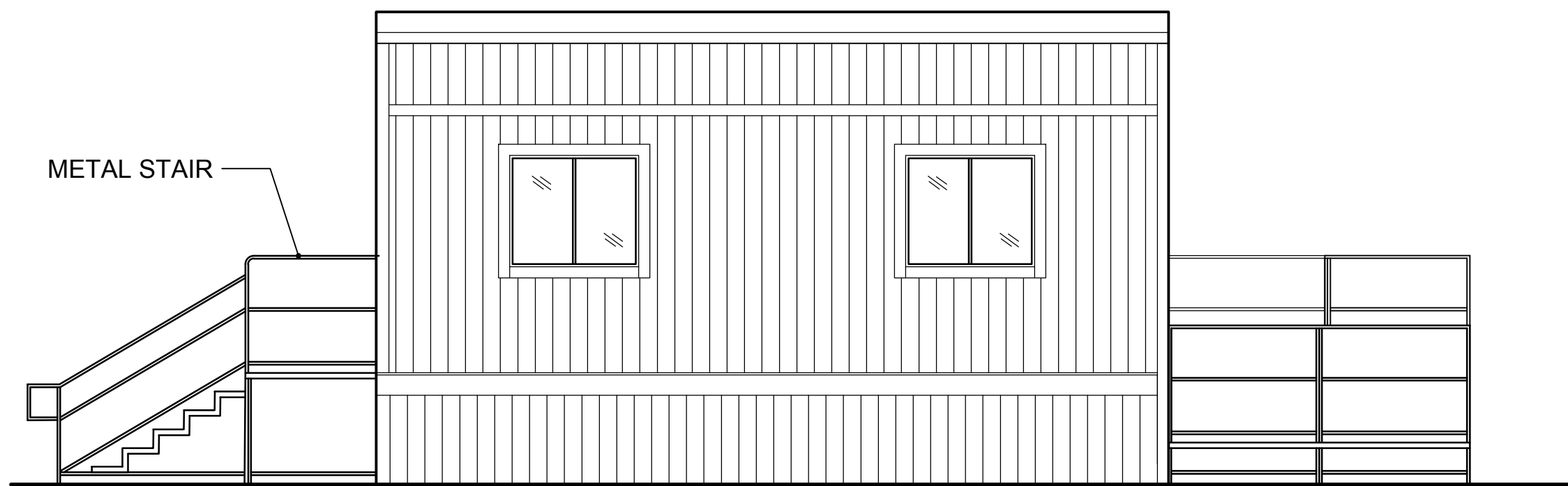
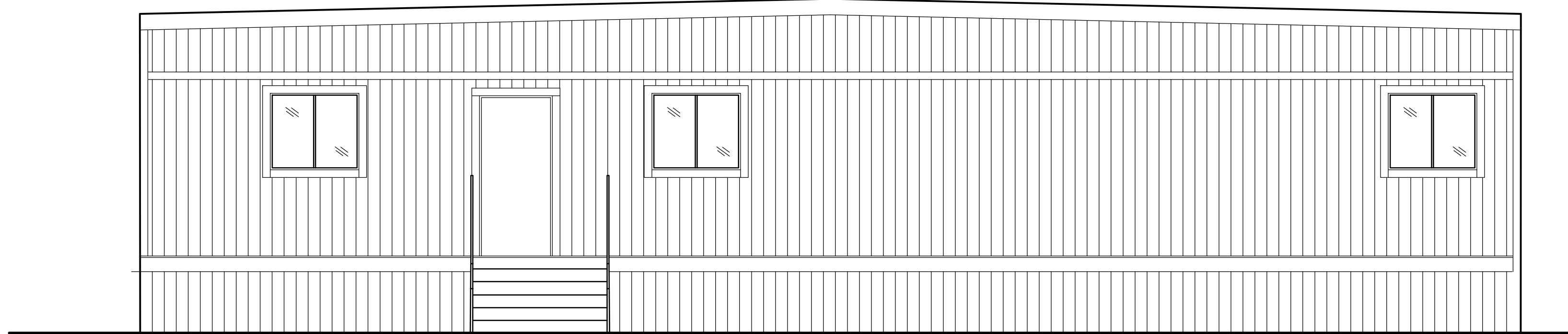
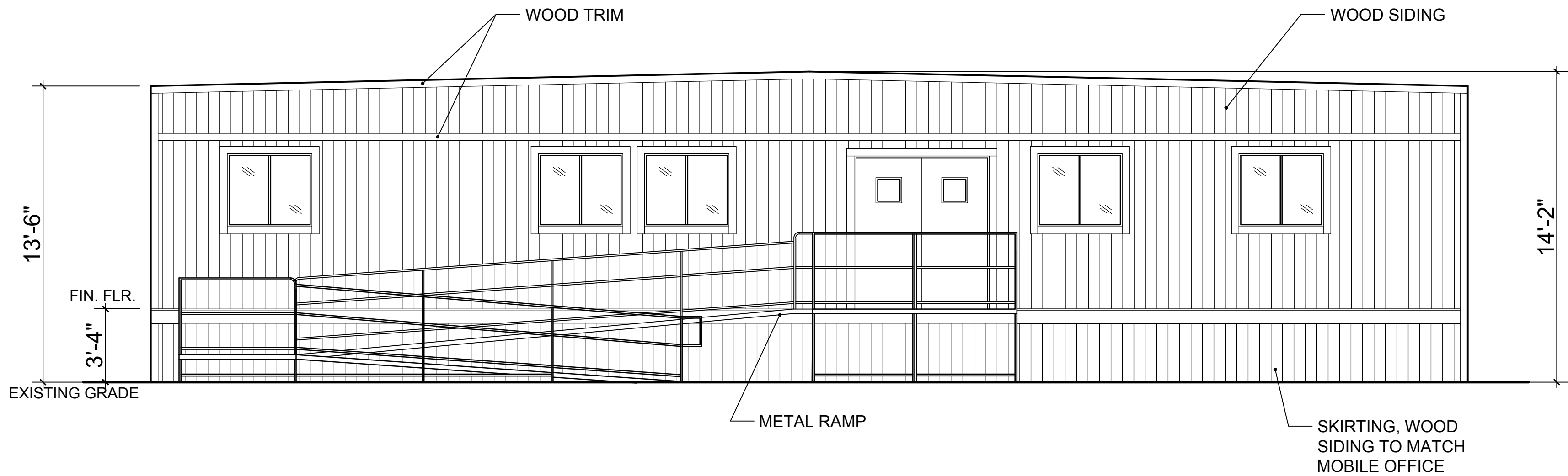
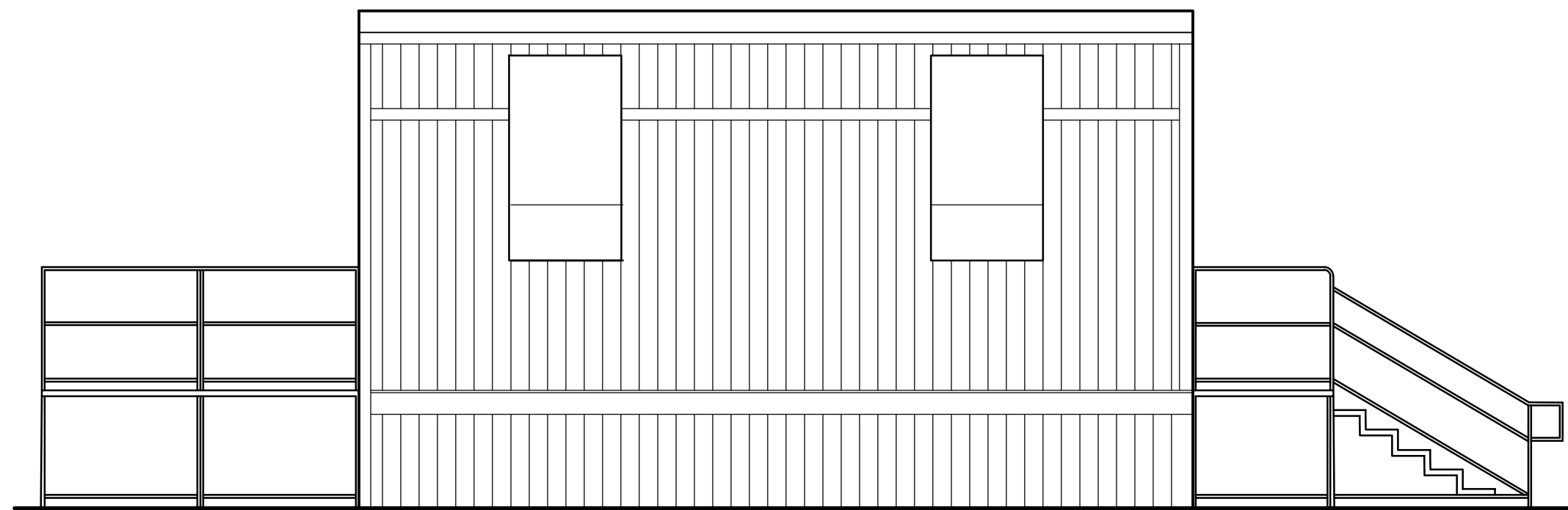
A1.2

NOTE:
FIRST ROW OF CONTAINERS NEAREST FENCE WILL NOT BE STACKED.
SECOND ROW OF CONTAINERS WILL BE STACKED TWO HIGH
MAXIMUM. REMAINING ROWS CAN BE STACKED THREE HIGH.
STORAGE CONTAINER STACKING WILL NOT EXCEED THREE HIGH.



3 TYPICAL CONTAINER STACKING PATTERN
1/4" = 1'-0"

1 FLOOR PLAN - OFFICE TRAILER
1/4" = 1'-0"



3 EXTERIOR ELEVATION - OFFICE TRAILER
1/4" = 1'-0"



5000 WINDPLAY DRIVE, STE. 1
EL DORADO HILLS, CA 95762

STAMP

CONSULTANT

PROJECT



1501 LOVERIDGE ROAD
PITTSBURG, CA

OWNER

UNITED RENTALS
33008 CALLE PERFECTO
SAN JUAN CAPISTRANO
CA 92675

REVISIONS

TITLE

MOBILE OFFICE

ISSUED

5/6/2024

REVISED

7/8/2024

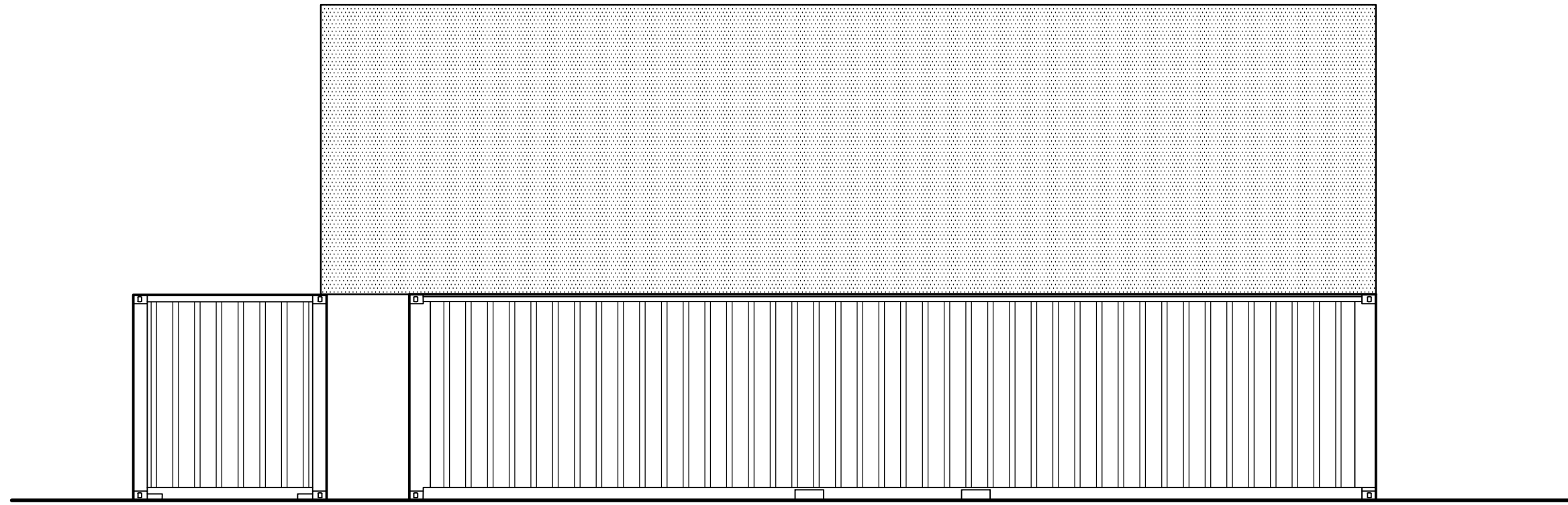
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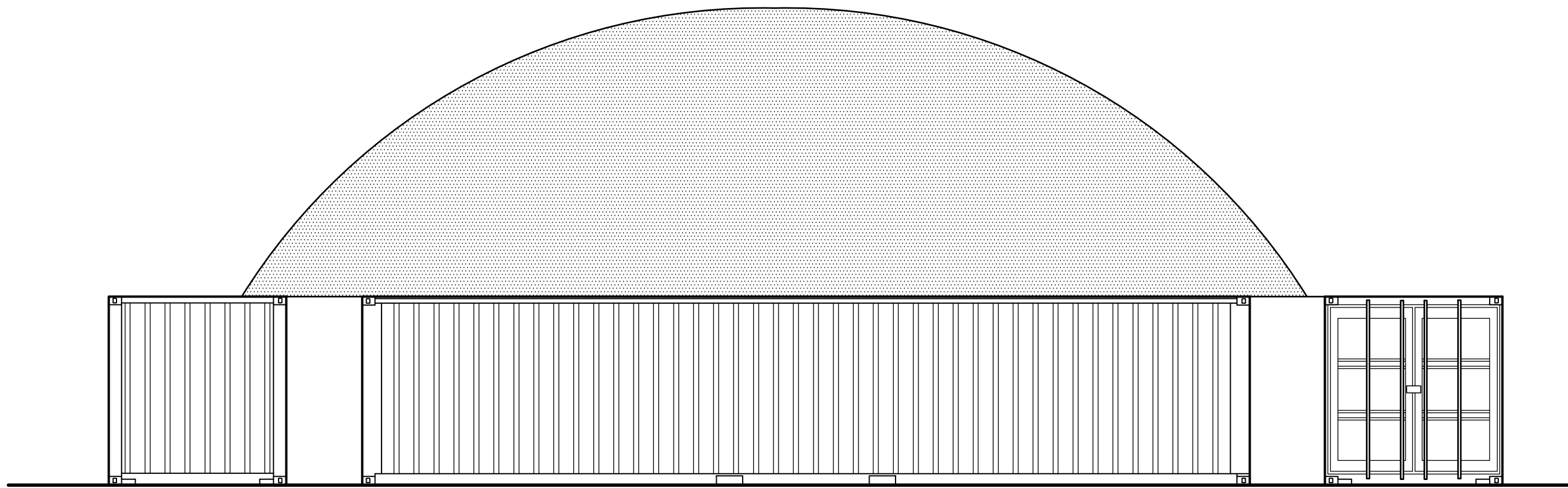
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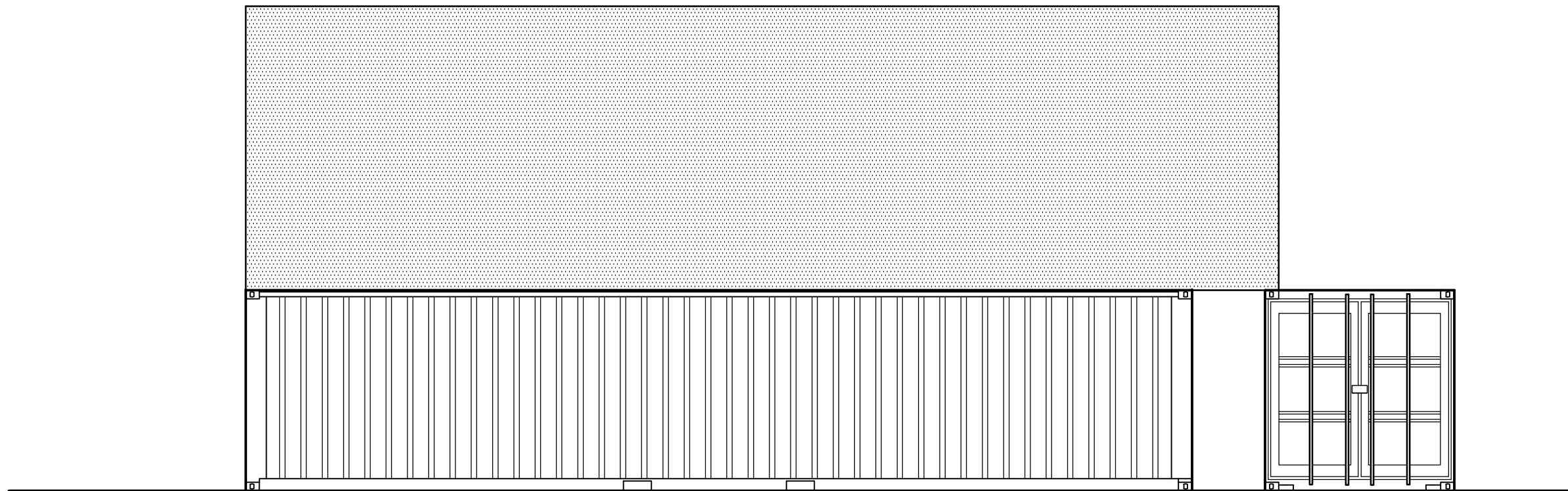
3 SOUTH ELEVATION
3/16" = 1'-0"



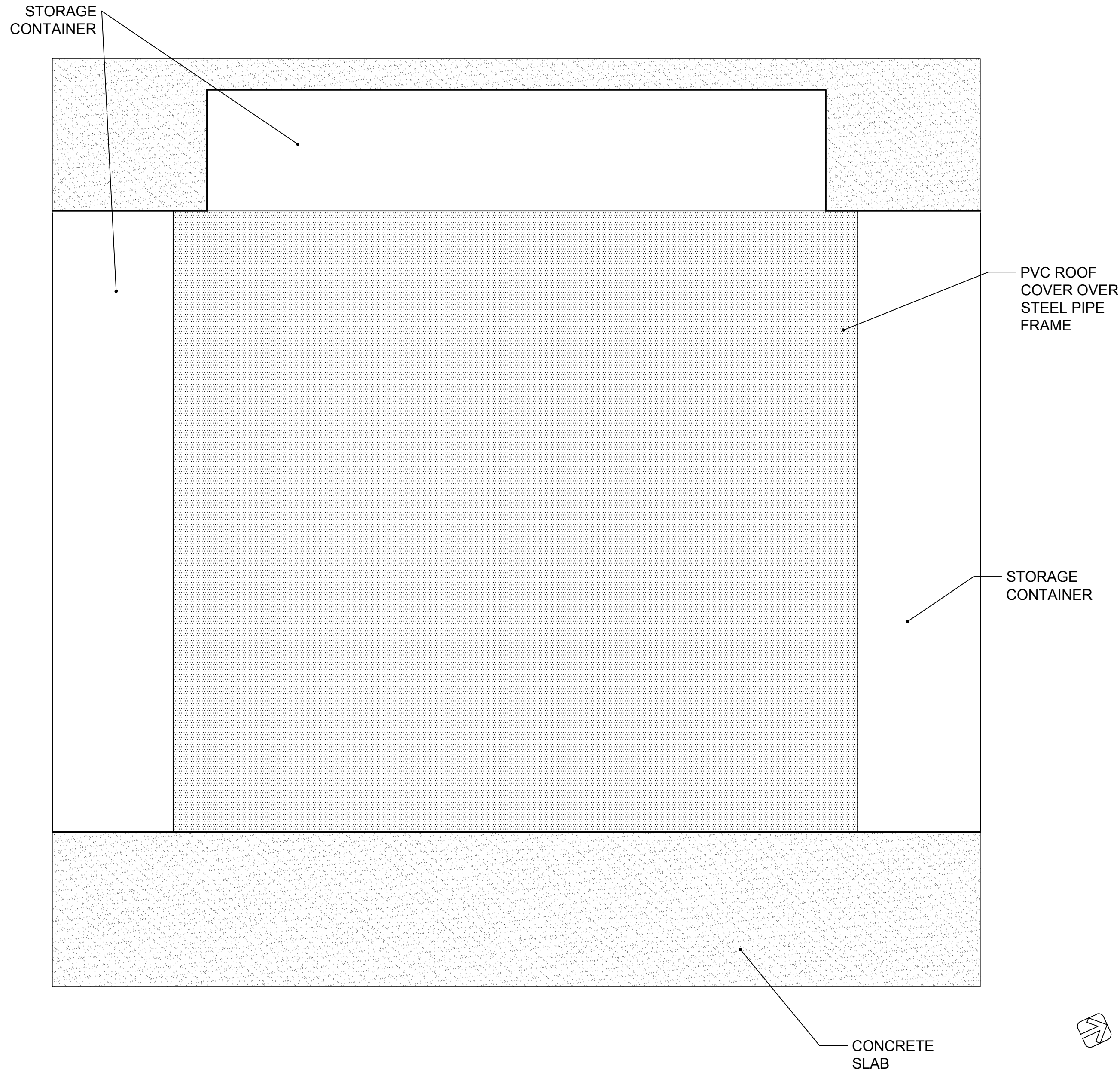
4 WEST ELEVATION
3/16" = 1'-0"



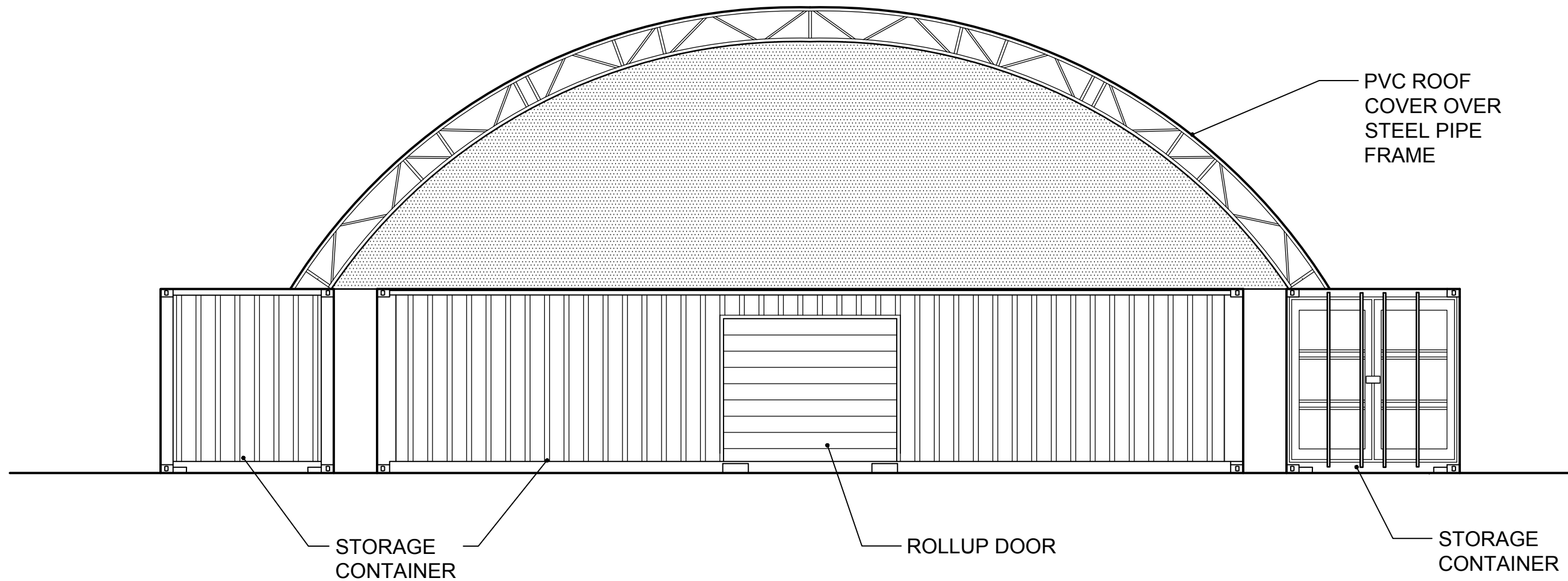
5 NORTH ELEVATION
3/16" = 1'-0"



1 SHADE STRUCTURE - FLOOR PLAN
3/16" = 1'-0"



2 EAST ELEVATION
1/4" = 1'-0"



5000 WINDPLAY DRIVE, STE. 1
EL DORADO HILLS, CA 95762

STAMP

CONSULTANT

PROJECT



1501 LOVERIDGE ROAD
PITTSBURG, CA

OWNER

UNITED RENTALS
33008 CALLE PERFECTO
SAN JUAN CAPISTRANO
CA 92675

REVISIONS

TITLE

SHADE
STRUCTURE

ISSUED

5/6/2024

REVISED

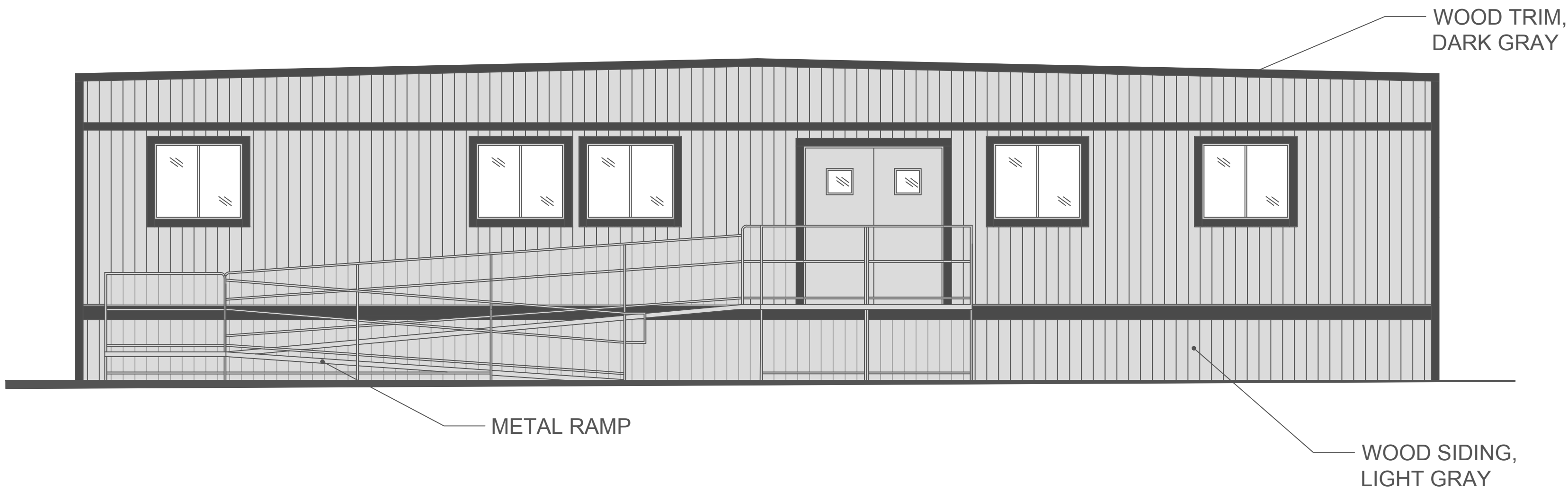
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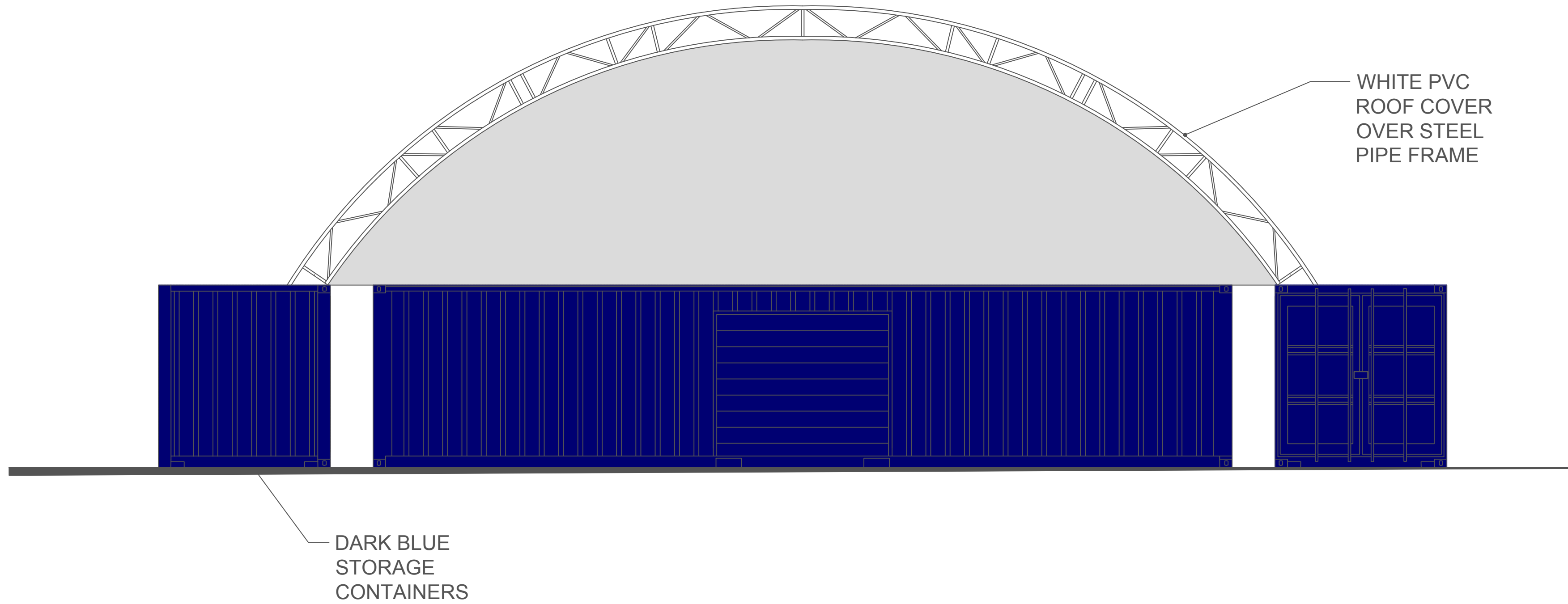
UR-PITTSBURG

SHEET

A2.1



1 MOBILE OFFICE
1/4" = 1'-0"



2 SHADE STRUCTURE
1/4" = 1'-0"

STAMP

CONSULTANT

PROJECT



1501 LOVERIDGE ROAD
PITTSBURG, CA

OWNER

UNITED RENTALS
33008 CALLE PERFECTO
SAN JUAN CAPISTRANO
CA 92675

REVISIONS

TITLE
**COLORED
ELEVATIONS**

ISSUED
5/6/2024

REVISED
7/8/2024

JOB NO.
UR-PITTSBURG

SHEET

A3.0

**Attachment 3 – Project Location and Surrounding Uses
AP-24-0059 (UP, ADR)**



Proposed project site is surrounded on all sides by Industrial-zoned parcels that are industrially developed, such as HASA, Inc., Mount Diablo Resource Recovery, K2 Pure Solutions, and Alstom.

Property Development Regulations
 United Rentals Contractor's Yard
 AP-24-0059 (UP, ADR)

Development Regulations: <i>IG District</i>	Requirement:	Proposed Project:
Minimum Lot Area:	20,000 sq. ft.	More than 20,000 sq. ft. (Existing, no change)
Minimum Lot Width:	100 ft.	More than 100 ft. (Existing, no change)
Minimum Yards:	-	-
Front:	25 ft.	More than 25 ft. (Existing, no change)
Side	-	Existing, no change
Rear:	-	Existing, no change
Maximum Height of Structures:	50 ft.	Approx. 30 ft.
Maximum Lot Coverage:	75%	Less than 75% (existing, no change)
Maximum Floor-Area Ratio (FAR):	0.8	Less than 0.8 FAR (existing, no change)
Minimum Site Landscaping:	10%	> 10% (existing)



NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that the **PLANNING COMMISSION** of the City of Pittsburg will conduct a public hearing on:

DATE: October 22, 2024
TIME: 7:00 PM
PLACE: City Council Chamber at City Hall
65 Civic Avenue, Pittsburg, California

Concerning the following matter:

SUBJECT: United Rentals, AP-24-0059 (UP, DR)

Project Description: This is a request for Planning Commission approval of approval of a Use Permit and Design Review application to establish a Contractor's Yard within a 3.5-acre leased portion of the site located at 1501 Loveridge Avenue. This location would be classified as a "Mobile Solutions Facility" for United Rentals, which primarily handles mobile office trailers and conex storage containers for rental. This location will rent, store, and maintain/repair Ground Level Office Units (which is a modified shipping container) and Storage Containers/"conex boxes" (standard shipping containers).

Environmental Determination: The project is exempt from California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines section 150303.

PROJECT PLANNER: Kelsey Gunter, (925) 252-4824 or kgunter@pittsburgca.gov

Why am I receiving this notice?

You are receiving this notice because you have either previously requested notifications from the Planning Division, or a project has been proposed in your neighborhood and all property owners within a minimum 300-foot radius of the project site are required to be notified under the Pittsburg Municipal Code.

Where can I get more information about this project?

The complete file for this project is available for public inspection; please contact the project planner listed above to make necessary arrangements.

What can I do if I have comments on the project?

Comments or objections to the project can be made by writing or through e-mailed testimony prior to and oral testimony during the meeting. Written comments citing the project name may be emailed to the project planner listed above or may be mailed or delivered to Pittsburg Planning Division, 65 Civic Avenue, Pittsburg, CA 94565. Pursuant to Section 65009 of the California Government Code, if you challenge this matter in court, you may be limited to those issues you or someone else raised at the public hearing described in this notice, or in written correspondence on the matter delivered to this agency at, or prior to the public hearing. Any written correspondence delivered to the Planning Division before the hearing body's action on the matter will become a part of the administrative record.

*Para información en
español:
(925) 252-4920*


JOHN FUNDERBURG, SECRETARY
PITTSBURG PLANNING COMMISSION

Project Title: AP-24-0059 – United Rentals (UP, DR)
Location: 1501 Loveridge Road, Pittsburg, CA 94565



City of Pittsburg
California

**Community and Economic Development Department -
Planning Division**
65 Civic Avenue
Pittsburg, CA 94565



NOTICE OF PUBLIC HEARING

**CITY OF PITTSBURG
PLANNING COMMISSION
STAFF REPORT
October 22, 2024**

ITEM: Recommendation to the City Council on Adoption of the City of Pittsburg Transportation Impact Analysis Guidelines and Thresholds to Evaluate Transportation Impacts Under the California Environmental Quality Act (Senate Bill 743), AP-24-0047

ORIGINATED BY: City of Pittsburg, 65 Civic Avenue, Pittsburg, CA 94565

SUBJECT: Recommendation to the City Council on Adoption of the City of Pittsburg Transportation Impact Analysis Guidelines and Thresholds to Evaluate Transportation Impacts Under the California Environmental Quality Act (Senate Bill 743).

RECOMMENDATION: Staff recommends that the Planning Commission adopt a Resolution (Attachment 1) recommending City Council approval of the City of Pittsburg Transportation Impact Analysis Guidelines and Thresholds to Evaluate Transportation Impacts Under the California Environmental Quality Act (Senate Bill 743).

BACKGROUND:

In 2013, CA Senate Bill (SB 743) established a reform process to the California Environmental Quality Act (CEQA) that resulted in a major change to how cities and counties must evaluate transportation impacts. SB 743 changed the focus of transportation impact analysis under CEQA Guidelines from Level of Service (LOS) to Vehicle Miles of Travel (VMT) as the preferred transportation impact metric. As such, this shift in the focus of transportation impacts is expected to better align impact analyses and mitigation outcomes with the State's goals to reduce greenhouse gas emissions, encourage infill, and improve public health through more active transportation.

On December 12, 2022, the City of Pittsburg (City) entered into a Consulting Services Agreement with Fehr & Peers, Inc., to provide transportation planning services to support the City in achieving SB 743 compliance. As part of this process, the City established a VMT Technical Advisory Committee (TAC), comprised of City staff from both the Community and Economic Development and Public Works Departments. The primary responsibility of the VMT TAC was to work together to develop a set of procedures and requirements pertaining to if, and when, an applicant for a development project in the City would be required to provide a Transportation Impact Analysis (TIA) as part of the development review process.

The City's VMT TAC convened four times (on December 6, 2022, January 17, 2023, on February 21, 2023, and on March 29, 2023) and provided input regarding VMT metrics, calculation methods, VMT-based CEQA thresholds, screening criteria, and mitigation options to guide the City's evaluation of transportation-related

environmental impacts for new projects in accordance with SB 743. This effort led to the development of the proposed City TIA Guidelines (Attachment 2).

VMT TAC FINDINGS:

The focus of the Committee's discussion at the first VMT TAC meeting was to determine the most appropriate methodology to use to evaluate the significance of a project's transportation impacts by determining the vehicle miles traveled, i.e., the amount and distance of automobile travel attributable to a project. In particular, the Committee considered what model the City should use, what metrics should be analyzed, and how VMT should be calculated.

Methodology

VMT TAC members agreed that the City should rely upon the Contra Costa Transportation Authority's (CCTA) Travel Demand Model for VMT assessments. Committee members concurred that the CCTA model was most suitable for use because it provides best available trip data, is routinely maintained, and allows for future opportunities to take advantage of regional VMT reduction programs.

Metrics

VMT TAC members also generally concurred on the metric to be used opting to focus on home-based trips as opposed to commuter-based trips for residential uses. The home-based metric was preferred in part due to the desire to capture a majority of local trips such as to schools, shopping, and services in the City and greater region.

The second VMT TAC meeting focused on the key decision points related to what thresholds of significance should be used to determine if a project's transportation impacts would have a significant effect on the environment, what type of criteria should be used to "screen out" projects that would not exceed VMT thresholds, and what measures should be used to mitigate VMT impacts.

Thresholds

VMT TAC members agreed unanimously to establish a VMT threshold consistent with the Governor's Office of Land Use and Climate Innovation (LCI) (formerly the Office of Planning and Research (OPR)) recommendation of 15 percent below existing VMT per capita. For example, a project would be considered to cause substantial additional VMT if it exceeds 15 percent of the existing countywide household average (for residential projects) or VMT per employee average (for office projects).

Screening Criteria

There was general consensus among VMT TAC members regarding the types of development projects that would generally "screen out" from having to provide a detailed VMT analysis.

- Small Projects (projects generating/attracting less than 110 trips per day, i.e., non-residential 10,000 square feet or less, single-family residential 10 dwelling units or less)
- CEQA-Exempt Projects (any project that is exempt from CEQA)
- Small-Scale, Local-Serving Retail (commercial 50,000 square feet or less)
- Active Transportation Projects (transit, bicycle and pedestrian and roadway)
- Certain Public Services (police and fire stations, public utilities, and parks)
- Residential and Employment-Generating Projects in Low-VMT Areas
- Residential, Retail, Office or Mixed-Use Projects within Transit Priority Areas

Exceptions to Screening Criteria

VMT TAC members agreed that exceptions to the screening criteria listed above would include projects:

- that are inconsistent with existing land uses/densities in the surrounding area,
- expected to alter travel patterns or increase vehicle capacity,
- with a Floor Area Ratio of less than 0.75,
- that exceed adopted parking standards,
- that are inconsistent with the City's Sustainability Plan or Sustainable Communities Strategy/Plan Bay Area,
- that conflict with City programs, plans, ordinances or policies addressing the circulation system,
- that replace affordable housing with market-rate residential units,
- with retail components that exceed 50,000 square feet, or
- that substantially increase hazards due to geometric design features.

Projects not meeting the screening criteria or that include elements listed in the list of exceptions above would be required to complete a VMT Analysis and forecasting through the CCTA model to determine if they have a significant VMT impact.

VMT Analysis

Section 5.2.3 of the TIA Guidelines provide guidance for the preparation of a VMT Analysis that transportation engineers, project applicants, and City staff can utilize in assessing transportation impacts. Depending on the nature of the project, location, and other factors, a VMT Analysis may be limited in scope, due to screening thresholds, or may require a full assessment that evaluates VMT, discloses VMT impacts, and identifies mitigation measures. The VMT Analysis would inform the necessary level of CEQA review and provide substantial evidence to support a CEQA determination regarding environmental impacts to transportation and circulation. The process of determining the level of VMT analysis needed is outlined in the TIA Guidelines.

Mitigation

The Committee's discussion around VMT mitigation explored various options at the project, citywide and regional scale. Options for mitigation generally included

modifications to project design to reduce project trips or trip length, relocation of the project to a more travel-efficient area, and/or implementation of Transportation Demand Management (TDM) measures to reduce VMT generation. There was consensus among VMT TAC members that all new projects should be incorporating VMT reduction strategies into the project design and contributing towards reducing automobile dependence among all City residents and business owners.

Implementation

As the TIA Guidelines are implemented, staff may identify inefficiencies or challenges and administrative updates may be made at the discretion of the Directors of the Community and Economic Development or Public Works Departments or his/her designee. Future changes to the VMT thresholds or significance criteria in the TIA Guidelines will be at the sole discretion of the City Council and informed by State mandates and CEQA case law.

GENERAL PLAN/CODE COMPLIANCE: The proposed TIA Guidelines are consistent with the following City of Pittsburg 2040 General Plan Circulation and Transportation Element Goals and Policies.

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

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

2040 General Plan Implementation Measures 7-A-1.a and 7-A-1.b related specifically to adoption of the proposed TIA Guidelines as follows:

7-A-1.a: Evaluate projects traffic and Vehicle Miles Traveled (VMT) impacts of development projects based on the City's Transportation Impact Analysis Guidelines to determine transportation impacts to all users, including pedestrians, bicyclists, transit riders, and motorists, and to require projects to address impacts consistent with the requirements of CEQA.

7-A-1.b: Require proposed development projects with VMT levels above the City's threshold to consider reasonable and feasible project modifications and other measures during the project design and review stage and the environmental review stage that would reduce VMT effects in a manner consistent with the City's sustainability goals, the City's Transportation Impact Analysis Guidelines, and with State guidance on VMT reduction.

STAFF ANALYSIS: The proposed TIA Guidelines are the culmination of input received from the VMT TAC, guidance from transportation consultant, Fehr & Peers, Inc., and is informed by publications from the California Office of Planning and

Research (OPR), the California Air Pollution Control Officers Association (CAPCOA), Contra Costa Transportation Authority (CCTA), and other jurisdictions throughout the State that have established VMT programs.

In the interim, while the City's TIA Guidelines have been under development, the City has generally used the recommended screening methodology and thresholds set forth in Office of Planning and Research's (OPR) Technical Advisory on Evaluating Transportation Impacts in CEQA to evaluate VMT impacts for discretionary projects as part of required environmental review.

Adoption of the proposed TIA Guidelines would establish a local framework under which discretionary projects are reviewed and evaluated to assess VMT impacts in accordance with CEQA and SB 743. Additionally, adoption would help make meaningful progress toward achieving the goals and policies in the 2040 General Plan and the City's Sustainability Plan related to VMT.

ENVIRONMENTAL DETERMINATION:

The proposed TIA Guidelines are exempt from CEQA for the following reasons: 1) they do not meet the definition of a "project" pursuant to CEQA Guidelines section 15378(a)), 2) they do not constitute an activity covered by CEQA pursuant to CEQA Guidelines section 15060(c)(2), 3) they do not have the potential for causing a significant effect on the environment pursuant to CEQA Guidelines section 15061(b)(3), and 4) they consist of an action taken by a regulatory agency to enhance and protect the environment pursuant to Government Code Section 15308 (Class 8).

As such, the proposed TIA Guidelines are strictly a policy document to improve the City's resilience to reduce greenhouse gas emissions and improve public health through more active transportation. Additionally, the proposed TIA Guidelines do not provide entitlements to any specific land use project, nor do the guidelines make any changes to the 2040 General Plan land use map or modify land use designations, densities, or land use intensities.

ATTACHMENTS:

1. Proposed Resolution
2. TIA Guidelines

Prepared By: Alison Spells, Associate Planner

BEFORE THE PLANNING COMMISSION OF THE CITY OF PITTSBURG

In the Matter of:

Recommending City Council Adoption of	)	
the City of Pittsburg Transportation Impact	)	
Analysis Guidelines and Thresholds to	)	Resolution No.
Evaluate Transportation Impacts Under	)	
the California Environmental Quality Act	)	
(Senate Bill 743), AP-24-0047	)	

The Planning Commission DOES RESOLVE as follows:

Section 1. Background

- A. In 2013, CA Senate Bill (SB) 743 established a reform process to the California Environmental Quality Act (CEQA) that resulted in a major change to how cities and counties must evaluate transportation impacts. SB 743 changed the focus of transportation impact analysis in CEQA from Level of Service (LOS) to Vehicle Miles of Travel (VMT) as the preferred transportation impact metric.
- B. On December 12, 2022, the City of Pittsburg entered into a Consulting Services Agreement with Fehr & Peers, Inc., to provide transportation planning services to support the City in achieving SB 743 compliance.
- C. The City's VMT TAC convened four times (on December 6, 2022, January 17, 2023, on February 21, 2023, and on March 29, 2023) to provide input regarding VMT metrics, calculation methods, VMT-based CEQA thresholds, screening criteria, and mitigation options in an effort to develop Transportation Impact Analysis Guidelines in accordance with SB 743.
- D. 2040 General Plan Implementation Measure 7-A-1.a requires the City evaluate the traffic and VMT impacts of development projects based on the City's Transportation Impact Analysis Guidelines to determine transportation impacts to all users, including pedestrians, bicyclists, transit riders, and motorists, and to require projects to address impacts consistent with the requirements of CEQA.
- E. Adoption of the City's TIA Guidelines would establish a local framework under which discretionary projects are reviewed and evaluated to assess VMT impacts in accordance with 2040 General Plan Goals, Policies and Implementation Measures, CEQA and SB 743.
- F. The project is exempt from CEQA because it does not meet the definition of a "project" pursuant to CEQA Guidelines section 15378(a)), it does not constitute an activity covered by CEQA pursuant to CEQA Guidelines section 15060(c)(2), it does not have the potential for causing a significant effect on the environment pursuant to CEQA Guidelines section 15061(b)(3), and it consists of an action taken by a regulatory agency to enhance and protect the environment pursuant to Government Code Section 15308 (Class 8).

- G. On or prior to October 11, 2024, notice of the October 22, 2024, public hearing was posted in the East County Times, at City Hall, at the Pittsburg Library, on the 'Public Notices' section of the city's website and on www.nextdoor.com ("Nextdoor") and was sent directly to all subscribed residents in all city neighborhoods.
- H. On October 22, 2024, the Planning Commission held a public meeting on Application No. AP-24-0047, at which time oral and/or written testimony was considered.

Section 2. Findings

- A. Based on the Planning Commission Staff Report entitled, "Recommendation to the City Council on Adoption of the City of Pittsburg Transportation Impact Analysis Guidelines and Thresholds to Evaluate Transportation Impacts Under the California Environmental Quality Act (Senate Bill 743), AP-24-0047," and based on all the information contained in the Planning Division files on the project, incorporated herein by reference and available for review in the Planning Division located at 65 Civic Avenue in Pittsburg, and based on all written and oral testimony presented at the October 22, 2024, meeting, the Planning Commission finds that:

1. All recitals above are true and correct and are incorporated herein by reference.

Section 3. Decision

Based on the findings and the authority set forth above, the Planning Commission hereby recommends that the City Council adopt the Final Draft of the City of Pittsburg Transportation Impact Analysis Guidelines, as written in the attached "Exhibit A".

Section 4. Effective Date

This resolution shall take effect immediately upon its adoption.

On motion by Commissioner _____, seconded by Commissioner _____, the foregoing resolution was passed and adopted the 22nd day of October, 2024, by the Planning Commission of the City of Pittsburg, California by the following vote:

AYES:

NAYES:

ABSTAIN:

ABSENT:

I hereby certify that the above Resolution No. _____ was adopted by the Planning Commission of the City of Pittsburg on October 22, 2024.

JOHN FUNDERBURG, SECRETARY
PITTSBURG PLANNING COMMISSION

City of Pittsburgh Transportation Impact Analysis Guidelines

October 2024
Final Draft



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1. Introduction

The purpose of these Transportation Impact Analysis (TIA) Guidelines is to establish general procedures and requirements for the preparation of transportation impact studies for development projects within the City of Pittsburgh. In general, they are designed for use by transportation engineering and California Environmental Quality Act (CEQA) professionals because of their technical contents. The term “guideline” is important in that the City recognizes that every project and study context is unique. The guidelines are intended as a checklist for study preparers to be sure that all required study items are included. They establish a uniform approach, methodology, and tool set to evaluate the effects of land use decisions and related transportation projects on the city transportation system. They are not intended to eliminate professional judgment or creativity. However, the need for and final scope of a TIA shall be determined by the City of Pittsburgh. This is intended to be a “living document” and will be updated periodically to reflect newly acquired data and relevant policies.

The primary objectives of these guidelines are to provide:

- Guidance in determining if and when a Transportation Impact Analysis is needed;
- Consistency and uniformity in the identification of transportation impacts of proposed land uses;
- An early guidance to establish assumptions, data requirements, study scenarios and analysis methodologies prior to beginning the TIA; and
- Early coordination during the planning phases of a project to facilitate the preparation of a TIA.

These guidelines are intended to ensure that a TIA will address the potential effects of a proposed development on the transportation system of the city, giving equal attention to all modes of travel, in accordance with the goals of the City of Pittsburgh’s General Plan. Note that these are only guidelines, and the information provided herein does not constitute a complete scope of work for any particular transportation analysis. The guidelines provide a broad overview of analysis procedures, while a tailored scope of work is required to match the size and complexity of transportation issues associated with a particular project. The City Engineer, under the authority of the Public Works Director and recommendations from the Traffic Engineer, will make the final decision on the need for a transportation study.

1.1 SB 743 and the Updated CEQA Guidelines

Senate Bill 743 (SB 743), signed by the Governor in 2013, changed the way transportation impacts are identified. Specifically, the legislation directed the Office of Planning and Research (OPR) to consider different metrics for identifying transportation impacts under the California Environmental

Quality Act. OPR finalized updates to the CEQA Guidelines in December 2018; the updated Guidelines identify vehicle miles of travel (VMT) as the preferred transportation impact metric. The updated Guidelines state that, as of July 2020, all lead agencies must use VMT as the new transportation metric for identifying impacts of land use projects.

The updated guidelines include revised Appendix G Checklist questions for transportation impact evaluation. The four questions are:

Would the project:

1. *Conflict with a program, plan, ordinance or policy addressing the circulation system, including public transit, roadway, bicycle and pedestrian facilities?*
2. *Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?*
3. *Substantially increase hazards due to a geometric design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?*
4. *Result in inadequate emergency access?*

Criteria 2 is the implementation of the SB 743 requirement. CEQA Guidelines section 15064.3(b) reads, in part, as follows:

- (1) *Land Use Projects. Vehicle-miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high-quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact.*
- (2) *Transportation Projects. Transportation projects that reduce, or have no impact on, vehicle miles traveled should be presumed to cause a less than significant transportation impact. For roadway capacity projects, agencies have discretion to determine the appropriate measure of transportation impact consistent with CEQA and other applicable requirements. To the extent that such impacts have already been adequately addressed at a programmatic level, such as in a regional transportation plan EIR, a lead agency may tier from that analysis as provided in Section 15152.*
- (3) *Qualitative Analysis. If existing models or methods are not available to estimate the vehicle miles traveled for the particular project being considered, a lead agency may analyze the project's vehicle miles traveled qualitatively. Such a qualitative analysis would evaluate factors such as the availability of transit, proximity to other destinations, etc. For many projects, a qualitative analysis of construction traffic may be appropriate.*



- (4) *Methodology. A lead agency has discretion to choose the most appropriate methodology to evaluate a project's vehicle miles traveled, including whether to express the change in absolute terms, per capita, per household or in any other measure. A lead agency may use models to estimate a project's vehicle miles traveled and may revise those estimates to reflect professional judgment based on substantial evidence. Any assumptions used to estimate vehicle miles traveled and any revisions to model outputs should be documented and explained in the environmental document prepared for the project. The standard of adequacy in Section 15151 shall apply to the analysis described in this section.*

1.2 CEQA Transportation Impact Analysis and City Development Review

One of the fundamental roles of government agencies is the construction and maintenance of public infrastructure facilities including roadways, rail and bus facilities, bicycle and pedestrian infrastructure, water lines, sanitary sewer lines, stormwater treatment facilities, parks, and other public facilities. When private development occurs, it is the responsibility of government to ensure that there are adequate public facilities to serve incremental population and employment growth. For the transportation system, one way to address this issue has been the preparation of a Transportation Impact Analysis.

For the past several decades, the preparation of a TIA within the City of Pittsburgh was integrated into the CEQA process, in which the TIA was used primarily to analyze a project's impacts under CEQA. However, with the passage of SB 743, changes to this process are necessary. Specifically, a TIA may need to be prepared as a stand-alone document, as part of the project approval process, including information for the decision makers that is not required as part of the CEQA process (e.g. Level of Service assessments).

The purpose of this TIA Guidelines document is to provide instructions for analyzing the potential transportation impacts of proposed development projects, for purposes of both the CEQA and non-CEQA transportation evaluations. These guidelines present the recommended methodology that should generally be utilized in the preparation of TIAs. These recommendations are general guidelines, and the City of Pittsburgh may modify the TIA requirements based on the unique characteristics of a particular project.

1.2.1 Non-CEQA Analysis

SB 743 does not prevent a city from continuing to analyze delay or Level of Service (LOS) outside of CEQA review for other transportation planning or analysis purposes (i.e., general plans, impact fee programs, corridor studies, congestion mitigation, or ongoing network monitoring); but these metrics may no longer constitute the sole basis for CEQA impacts.

The City of Pittsburgh's General Plan 2040 provides for the following policies relating to the calculation and assessment of intersection LOS:

- Levels of Service shall be calculated using the latest version of the Transportation Research Board's Highway Capacity Manual available at the time the analysis is prepared.
- The City shall strive to maintain LOS D for motor vehicle traffic as the minimum acceptable service standard for all signalized and stop controlled intersections during peak periods. In the designated Downtown core, LOS E would be considered as an acceptable service standard to account for the more urban, pedestrian-oriented character of the area.

LOS can continue to be assessed relative to this standard during development review, to promote the City's interest in maintaining and operating a functional roadway network. However, assessment of a development project's effect on intersection level of service must be conducted outside the CEQA process. The assessment can be performed as part of a General Plan consistency assessment. City planning and traffic engineering staff will define the scope and methodology for project-level of service analysis as part of the development review process.



2. Developing the Scope of Work

A transportation impact analysis will be required by the City to assess the transportation effects of development projects on the existing and/or planned street system under the conditions described below.

2.1 Transportation Impact Analysis

1. Projects that do not meet any of the Vehicle Miles Traveled screening criteria outlined in section 5.2.2 of these guidelines,
2. When project-generated traffic is expected to be greater than 100 vehicle trips during the morning or evening peak hour,
3. When project-generated traffic is expected to be greater than 1,000 vehicle trips per day, or
4. When a project includes a General Plan Amendment (GPA) that changes the land use and is expected to generate greater than 50 vehicle trips during the morning or evening peak hour.

2.2 Focused Transportation Impact Analysis

The City may require a focused transportation analysis in lieu of a full transportation analysis under any of the following circumstances:

- When project traffic will affect an intersection or roadway segment where there are known traffic concerns in the vicinity of the project site.
- Any project that contains a “drive through” function.
- When the project will substantially change the off-site transportation system or result in diversion of traffic to other routes, including physical changes such as street closures or access restrictions, lane reductions, new traffic signals or stop signs, disruption of sidewalk or bikeway continuity or safety, relocation or obstruction of transit stops, etc.
- When the project produces between 50 to 100 morning or evening peak hour trips.
- When the project is within 1,000 feet of a freeway on-ramp.
- When the proposed project may be presumed to have a less-than-significant VMT impact through screening criteria, but the presumption needs to be verified.

The scope of the focused traffic analysis would be reviewed by City staff, but at minimum should show that the project would not result in any significant effect on any transportation facility or mode.

3. Transportation Impact Study Format

The content and level of analysis necessary to evaluate a project will vary and are dependent on the scope of land use proposal and location within the city. All transportation impact studies will be generally organized and contain the information provided in the following outline. Additional study elements may be required by the City Traffic Engineer.

1. Executive Summary
 - a. Project Description and Analysis Parameters
 - b. Key Findings and Recommendations
 - i. CEQA Findings
 - ii. Non-CEQA Findings and Recommendations
2. Introduction
 - a. Study Purpose
 - b. Project Description
 - c. Site Location and Study Area Boundaries
 - d. Analysis Scenarios
 - e. Analysis Methods
 - f. Regulatory Setting – Applicable Plans and Policies
 - g. Significance Criteria
3. Existing Conditions
 - a. Existing Roadway System
 - b. Existing Pedestrian Facilities
 - c. Existing Bicycle Facilities
 - d. Existing Transit Service
 - e. Existing Traffic Counts
 - f. Existing Operations Assessment
4. Project Characteristics
 - a. Project Description
 - b. Project Trip Generation
 - c. Project Trips Distribution and Assignment
5. Existing with Project Conditions
 - a. Existing with Project Traffic Volumes
 - b. Analysis of Existing with Project Conditions



6. Near-Term Traffic Conditions
 - a. Approved and Pending Near-Term Projects
 - b. Near-Term Traffic Forecasts
 - c. Near-Term Roadway Assumptions
 - d. Analysis of Near-Term Conditions
7. Cumulative Traffic Conditions
 - a. Cumulative Traffic Forecasts
 - b. Cumulative Roadway Assumptions
 - c. Analysis of Cumulative Conditions
8. Site Plan Review
 - a. Vehicular Circulation
 - b. Bicycle and Pedestrian Facilities
 - c. Emergency Vehicle Access
 - d. Transit Facilities
 - e. Construction Traffic Assessment
 - f. Parking
 - i. City Code Requirements
 - ii. Parking Demand
9. Environmental Assessment
 - a. Vehicle Miles Traveled
 - b. Pedestrian System Impacts
 - c. Bicycle System Impacts
 - d. Transit System Impacts
 - e. Emergency Vehicle Access Impacts
 - f. Vehicular Circulation/Hazardous Features
10. Summary of Findings
11. Appendix
 - a. Traffic Counts
 - b. Intersection Operations Calculations
 - c. Traffic Signal Warrant Calculations

4. Non-CEQA Assessment

4.1 Level of Service Analysis

When evaluating the effects of development projects on the performance of the City of Pittsburgh's transportation facilities, the City applies operational standards to ensure the levels of growth and development provided in the City of Pittsburgh's General Plan Land Use Element are sufficiently accommodated.

4.1.1 LOS Analysis Methodologies

The method used for evaluating LOS at signalized and unsignalized intersections shall be the method defined in the latest version of the Transportation Research Board's *Highway Capacity Manual* (HCM), unless directed otherwise by the City. This method bases intersection operations on the average vehicular control delay. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and acceleration delay. The average delay for intersections should be calculated using the latest version of Synchro analysis software, unless directed otherwise by the City.

Roundabout intersections should be analyzed using the latest version of the SIDRA software. Freeway mainline segment LOS and ramp junction LOS shall be analyzed using the latest HCM operational analysis consistent with Caltrans' Traffic Impact Analysis Guidelines.

4.1.2 Multimodal Transportation Service Objectives

As necessary, projects shall evaluate their effects on the appropriate Multimodal Transportation Service Objectives (MTSO) as defined in the latest version of CCTA's technical guidance. For freeway segments, the *East County Action Plan for Routes of Regional Significance*, CCTA has established the delay index as the Multimodal Transportation Service Objective for State Route 4 (SR 4) through Pittsburgh. The delay index is the ratio of travel time on a facility divided by the travel times that occur during non-congested free-flow periods. Should the delay index exceed 2.5 during either the AM or PM peak period, freeway operations would be considered deficient. This would equate to peak hour travel taking 2.5 times as long as off-peak travel or an average travel speed below 26 miles per hour assuming a non-congested free-flow speed of 65 miles per hour. The number of vehicles traveling in the high-occupancy vehicle (HOV) lane is also an MTSO.



4.1.3 Selection of Study Intersections

The scope of the transportation analysis shall include the following intersections:

- All intersections adjacent to the project site;
- All signalized or all-way stop controlled intersections that operate at LOS E or F to which the project would add 30 or more peak hour trips;
- All signalized or all-way stop controlled intersections to which the project would add 50 or more peak hour trips; and
- All side-street stop-controlled intersection(s) where 50 or more peak hour trips are added by the project to any individual movement other than the major-street through movement.

Study intersections should be selected without consideration of jurisdictional boundaries. Additional study intersections may be selected after City staff has reviewed the trip generation, distribution, and assignment of a proposed project.

Study intersections should also include arterial and ramp intersections along defined Routes of Regional Significance, as appropriate. When the proposed project adds more than 50 net new vehicle trips to a freeway ramp, the project should be evaluated against the freeway multi-modal transportation service objectives (MTSOs) provided *East County Action Plan for Routes of Regional Significance*.

4.1.4 Traffic Counting Protocol

Traffic counts for shall be conducted as follows:

1. Three-hour peak period transportation counts of vehicles, pedestrians, and bicyclists are required for all study intersections. Typical analysis will include both weekday morning (6a.m. – 9a.m.) and evening (4p.m. – 7p.m.) peak periods. Counts shall be recorded at 5-minute or 15-minute intervals, tallied by turning movement for vehicles and bicyclists and by crossing leg for pedestrians.
2. At saturated intersections, traffic demand shall be based on the arrival counts, queue lengths, and departure volumes. Typical intersection vehicle counts yield only the departure volumes through an intersection. For saturated intersections, departure volumes do not reflect actual demand because of growing queues on the intersection approaches, and thus the need for arrival counts.
3. During Fair Weather – Counts should be conducted in fair weather, without rain, flooding, heavy winds, or other adverse weather conditions that could disrupt the flow of traffic.
4. Counts shall be conducted on a Tuesday, Wednesday, or Thursday of a non-holiday week when public schools are in session.

5. Typical School Day – Counts should be taken on typical school days avoiding half days, late start days and early-dismissal days whenever possible.
6. No Major Road Closings – If temporary road closings have occurred that affect traffic flow at the count location, the count should be postponed until the road is re-opened. If the road closing is to be for an extended period, and a count needs to be conducted, the count results should be annotated to reflect the road closure conditions.
7. No Construction Activity – Counts should not be conducted in the presence of construction activity that could disrupt the arrival or departure of traffic at the count location.
8. No Incidents or Accidents – If an incident or accident has occurred in the vicinity of the count location, or if such an event occurs during the count, the count should be discarded, and repeated at a later date.

4.1.4.1 Field Observations

The transportation consultant should observe each study intersection during peak hours of analysis and document their field observations. This should the following:

- Do field observations of delay match calculated delay
- Freeway ramp effects on local streets, including ramp meter spillback
- Uneven lane demand and usage
- Presence and effect of on-street parking
- Pedestrian and bicycle safety issues
- Transit routes and location of transit stops
- Cut-through traffic in neighborhoods
- Sight distance issues
- Intersection saturation that may explain low peak period traffic counts
- Queuing and storage length
- Issues affecting transit operations
- Truck routes

For study locations where saturated conditions exist, the consultant should note the corresponding traffic queue lengths at the beginning and end of each 15-minute interval.

4.2 Level of Service Policies

Although not a CEQA metric, intersection levels of service are required to be assessed for General Plan compliance and to identify potential transportation improvements that could be implemented



as part of the project to improve the overall operations of the transportation system for all travel modes. The City of Pittsburg's General Plan 2040 provides for the following policies relating to the calculation and assessment of intersection LOS:

- Levels of Service shall be calculated using the latest version of the Transportation Research Board's Highway Capacity Manual available at the time the analysis is prepared.
- The City shall strive to maintain LOS D for motor vehicle traffic as the minimum acceptable service standard for all signalized and stop controlled intersections during peak periods. In the designated Downtown core, LOS E would be considered as an acceptable service standard to account for the more urban, pedestrian-oriented character of the area.

The project could have a noticeable effect on local and regional travel if it would cause an increase in traffic which is substantial in relation to the traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, or delay and congestion at intersections), or change the condition of an existing street (e.g., street closures, changing direction of travel) in a manner that would substantially change access or traffic load and capacity of the street system.

Recommendations will be designed to enhance mobility for all travel modes, including transit vehicles, without degrading or precluding the provision of planned bicycle, pedestrian, and transit facilities.

For the Caltrans freeway facilities, the operational standards and significance criteria are established by the Contra Costa Transportation Authority (CCTA) acting as the designated Congestion Management Agency (CMA) representing the jurisdictions of Contra Costa County. As the acting CMA, the CCTA establishes the traffic LOS standards for all state highway facilities in Contra Costa County, which supersede the general Caltrans operational standard for all state highways.¹

4.2.1 Operational Improvements

The traffic analysis must recommend appropriate treatments for the transportation system to offset operational deficiencies that are found to have exceeded operational standards for the City of Pittsburg. Furthermore, as appropriate, the traffic analysis must disclose any secondary operational deficiencies that the proposed treatments could generate. For example, the secondary operational deficiency generated by adding approach lanes to an intersection could include an increase in pedestrian crossing time. The project should pay their proportionate share of improvements that would provide acceptable operations or participate in the East Contra Costa Regional Fee and Finance Authority (ECCRFFA) regional fee program if improvements that would result in acceptable operations at the location are added to the fee program. A reimbursement agreement could be

¹ 2013 *Contra Costa Congestion Management Plan*, Contra Costa County Authority, Walnut Creek, CA, 94598, December 19, 2013.

established with the City of Pittsburgh to collect proportionate shares from other developments that would benefit from the improvement.

4.3 Analysis Scenarios

The transportation operations analysis shall include, as a minimum, consideration of the following scenarios:

1. **Existing Conditions** – This scenario evaluates transportation facilities based on volumes, lane geometry and traffic controls at the time of analysis.
2. **Existing plus Project Conditions** – Existing Conditions with the addition of traffic from the proposed project.
3. **Near-term Conditions** – Existing Conditions with the addition of trips added by the buildout of approved and planned projects in the study area expected to be complete in the next 5 to 10 years.
4. **Near-term plus Project Conditions** – Near-term Conditions with the addition of traffic from the proposed project.
5. **Cumulative Conditions** (Year 2040)– This scenario evaluates horizon year conditions with the implementation of all approved land use changes and any development that is consistent with the General Plan and expected to occur within the time frame of the project. It will also include transportation projects programmed for implementation prior to the horizon year and any programmed capital improvements. Unless otherwise directed by the City, cumulative forecasts should be developed using the latest available version of the CCTA travel demand model. Currently the CCTA travel demand model has a horizon year of 2040.
6. **Cumulative plus Project Conditions** – Cumulative Conditions with the addition of traffic from the proposed project.

4.4 Project Assessment

The TIA should include a detailed description of the project, including factors which quantify traffic generation, (e.g., dwelling units, square feet of office space, persons to be employed, restaurant seats). A detailed site plan shall be provided that includes access, circulation, parking, and loading as applicable. The project description should include the following information:

1. Location of the project site, address, and cross streets; information regarding the project site's lot area, existing and proposed zoning.
2. Existing and proposed total gross square footage for each land use type and the number of units for residential uses, including the net changes for each type of use.
3. Existing and proposed estimated number of employees and/or dwelling units by type of use, including net changes.
4. Existing and proposed number of off-street parking spaces and whether any on-street or off-street parking spaces will be removed.



5. Existing and proposed number of off-street and on-street freight loading spaces as well as any proposed changes affecting on-street loading spaces.
6. Detailed plans showing vehicular and pedestrian site access, including location of curb cuts for both existing and proposed uses, and internal vehicular circulation, presented in standard architectural or engineering scale.
7. Figure identifying parking spaces, the proposed egress and ingress to the parking garage or lot, the circulation pattern within the parking facility and the number and location of parking spaces for the disabled (accessible parking spaces).
8. Figure showing the location, dimensions and access to the off-street freight loading spaces as well as the on-site location for trash and garbage storage.
9. Identification of the location, number, type of bicycle parking spaces provided, and proposed primary access.

4.4.1 Trip Generation

Trip generation refers to the process of estimating the amount of vehicular traffic a project would add to the surrounding roadway system. Trip generation estimates shall be developed using the latest version of the Institute of Transportation Engineers (ITE) *Trip Generation Manual*. Trips should be calculated using the weighted average rates or rates from the regression equations as determined according to the guidelines in the ITE *Trip Generation Manual*.

Special consideration should be given for ITE rates based on antiquated data or a small sample, which may require use of other data sources or additional data collection to determine the appropriate trip generation. (Local trip generation surveys may be required if the project site is not compatible with any ITE land use codes, the land use code has fewer than five data points, the project size does not fall within the range of ITE study site, or standard deviation is greater than 110 percent of the weighted average rate).

Other trip generation rates may be approved by the City due to unique characteristics of a proposed project. In cases where the published ITE trip generation rates are based on very limited data, rates shall be verified through alternative source documents or local peak-period field observations of similar uses. When ITE data is not available or if the available ITE categories are inadequate for a specific project, trips may be determined using other references such as the San Diego Association of Governments (SANDAG) publications and other reputable sources. Appropriate supporting information is required for the use of these other non-ITE or SANDAG data sources.

New rates may be determined from similar land uses in the community for uses not updated or included in the ITE *Trip Generation Manual* or other acceptable data sources, subject to receipt of documentation acceptable to City staff. Local trip generation studies should follow the procedures prescribed in the ITE *Trip Generation Manual*.

4.4.1.1 Other Trip Generation Adjustments

The City may consider the following adjustments to trip generation if appropriate:

1. Existing trips generated by uses at the project site to be removed are already included in existing transportation counts and thus may be subtracted from the total project trip generation. A trip generation survey of the existing site is generally required for claiming this trip reduction and the results of the survey shall determine the reduction; however, ITE Trip Generation analysis may be substituted for a survey subject to the approval of City transportation staff. If the existing and proposed site differs by land uses and/or access points, existing trips shall be distributed and reassigned separately to the network as both positive and negative trips.
2. Pass-by, diverted, and linked trips are created by intermediate stops on a through trip. Pass-by trips are existing trips that enter the project site and then exit in the same direction of travel. They are attracted to the land use – typically service stations, fast food restaurants, and convenience stores – from an adjacent roadway with direct access to the project site. Diverted and linked trips are existing trips on nearby roadways that will divert from their existing routes to access the project site, typically larger retail development. These trips change existing through movements to turning movements or vice versa at nearby intersections. The latest edition of the ITE Trip Generation Handbook shall be used as the starting point to determine these reductions. Pass-by trip reductions shall only be applied to shopping centers greater than 10,000 square feet, service stations, fast food restaurants, and convenience stores. Use of this reduction requires justification of the percent reduction based on existing volumes and an analysis of turning movements to and from the project driveways.

4.4.2 Trip Distribution and Assignment

Project trip distribution refers to the directions of approach and departure that vehicles would take to access and leave the site. A figure illustrating the percentage of peak hour project-generated traffic going to and from various destinations along the transportation network shall be included in the TIA. Trip distribution shall be based on the proposed land use, existing travel patterns, site access to major corridors, relative locations of complementary land uses, and model runs of the Contra Costa Transportation Authority travel demand model. Typically, CCTA model runs should only be used for a general trip distribution to and from the north, south, east, and west. Project trips should then be manually assigned to the driveways, intersections, and roadway segments according to the trip distribution, and account for any turning movement restrictions or other relevant roadway characteristics including relative level of congestion on available route options. The model should not be relied on for project trip assignment.

A preliminary trip distribution pattern should be submitted in the proposed project scope for review and approval by City staff. Trip distribution may be further refined after consultation with City staff, even after a transportation analysis work scope is agreed upon.



A figure illustrating the assignment of peak hour project-only trips at the driveways, study intersections, and roadway segments based on the trip distribution shall be included in the TIA. If the trip distribution is different between existing, near-term, and cumulative conditions, a figure shall be provided for each different trip distribution and/or assignment with supporting discussion and justification. All assumptions shall have proper citation and justification for their use in the TIA. The trip distribution and assignment assumptions shall be submitted with the work scope for review and approval of the City Traffic Engineer, which the consultant should obtain before proceeding with subsequent traffic analysis.

4.5 Other Analyses

The following assessments should be included in the TIA as appropriate and directed by City staff.

4.5.1 Site Plan Review

The TIA will review and evaluate the site plan for the proposed project to ensure safe and efficient circulation of vehicles, bicycles, and pedestrians through the project site and on the roadways adjacent to the project site. The site plan review section will include evaluations of the following:

1. Site access and interface with roadway network including adequacy of turn-pocket lengths, driveway throat lengths, sight distance and level of service
2. Vehicular circulation and internal intersection operations
3. Emergency vehicle access and circulation
4. Pedestrian access and circulation within and adjacent to the site
5. Bicycle access and circulation within and adjacent to the site
6. Transit and shuttle vehicle circulation within and adjacent to the site
7. Pedestrian access to and from transit stops
8. Truck circulation and loading dock access
9. Level of parking supply in relation to code requirements and expected demand
10. Construction traffic evaluation and phasing
11. Bicycle parking

5. CEQA Assessment

5.1 CEQA Significance Criteria

A project would have a significant effect on the environment if it would:

1. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including public transit, roadway, bicycle, and pedestrian facilities.
2. Conflict with or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b).
3. Substantially increase hazards due to a geometric design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment).
4. Result in inadequate emergency access.

CEQA Guidelines section 15064.3, subdivision (b) details the requirements regarding the implementation of SB 743 and the use of VMT in the assessment of transportation impacts.

5.2 VMT Analysis

A key element of SB 743, signed in 2013, is the elimination of automobile delay and LOS as the sole basis of determining CEQA impacts. The most recent CEQA guidelines, released in December 2018, recommend VMT as the most appropriate measure of project transportation impacts. However, SB 743 does not prevent a city from continuing to analyze delay or LOS as part of other plans (i.e., the general plan), studies, or ongoing network monitoring. These guidelines provide technical guidance regarding the assessment of VMT, thresholds of significance, and mitigation measures for land development and transportation projects within the City of Pittsburgh.

5.2.1 VMT Thresholds of Significance

The following are thresholds of significance related to substantial additional VMT:

- For residential projects, a project would cause substantial additional VMT if it exceeds existing countywide household VMT per capita minus 15 percent.
- For office projects, a project would cause substantial additional VMT if it exceeds the existing countywide VMT per employee minus 15 percent.
- For regional retail projects a project would cause substantial additional VMT if it exceeds the baseline Bay Area total VMT per service population minus 15 percent.
- Mixed-use projects – shall be divided into their individual constituent parts and evaluated against their individual components' standards.

Additional guidance is provided in below regarding review of other types of land uses.



5.2.2 Project VMT Screening

The following screening criteria may be used to identify types, characteristics, and/or locations of land use projects that would not exceed these VMT thresholds of significance. If a project or components of the project meet any of the below screening criteria, then it is presumed VMT impacts would be less than significant for the project or component of the project and a detailed VMT analysis is not required. It should be noted that City staff can deny the use of screening criteria if substantial evidence suggests that the project is not appropriate for screening.

There are three key screening criteria for projects: project type, project location in a low-VMT area, and project location near transit stations. A project only needs to meet one of the three screening criteria to “screen out”. Projects that do not meet any of the identified screening criteria are required to conduct a detailed VMT assessment.

5.2.2.1 Screening Criteria 1: Project Type

Absent substantial evidence indicating that a project would generate a potentially significant level of VMT, the following types of projects should be expected to cause a less-than-significant impact under CEQA and would not require further VMT analysis.

- Small Projects: Small projects generate or attract fewer than 110 trips per day. Based on research for small project triggers, this may equate to non-residential projects of 10,000 square feet or less and single-family residential projects of 10 units or less, or otherwise generating less than 836 VMT per day.
- CEQA Exemption: Any project that is exempt from CEQA is not required to conduct a VMT analysis.
- Small Scale, Local-Serving Retail: Local-serving retail projects are defined as projects of less than 50,000 square feet in size on the basis that they attract trips that would otherwise travel longer distances. Local-serving retail generally improves the convenience of shopping and other activities close to home and has the effect of reducing vehicle travel.
- Small and Active Transportation Projects: Screened transportation projects are transit projects, bicycle and pedestrian projects, and roadway projects that do not result in an increase in vehicle capacity.
- Public services: Police stations, fire stations, public utilities, and parks do not generally generate VMT. Instead, these land uses are often built in response to development from other land uses (e.g., office and residential). Therefore, these land uses can be presumed to have less-than-significant impacts on VMT. However, this presumption would not apply if the project is sited in a location that would require employees or visitors to travel substantial distances and the project is not located within ½ mile of a major transit stop or does not meet the small project screening criterion.

5.2.2.2 Screening Criteria 2: Low VMT Area Screening

Residential and employment-generating projects located within a low-VMT generating area of the city (i.e., lower than baseline average levels, based on the significance thresholds in this document) may be presumed to have a less than significant impact absent substantial evidence to the contrary. For this screening, CCTA's Travel Demand Model shall be utilized to compare the project's characteristics to land uses currently in the low-VMT area and for individual traffic analysis zones (TAZs). TAZs are geographic polygons like Census block groups used to represent areas of homogenous travel behavior. For low VMT area screening to be satisfied, the analyst must verify that the project land uses would not alter the existing built environment in such a way as to increase the rate or length of vehicle trips (e.g. the proposed project is consistent with existing land use in the area, the project would be expected to contribute VMT consistent with existing land use in the area, and the project would not significantly alter travel patterns in the area).

A low VMT area is defined as follows:

- For housing projects: TAZs that have a baseline home-based VMT per capita that is 85% or less of the existing countywide average.
- For employment-generating projects: TAZs that have baseline home-work VMT per worker that is 85% or less of the existing countywide average.

To identify if the project is in a low VMT-generating area, the analyst may review the screening maps provided as **Figure 1** (residential project mapping) and **Figure 2** (employment-generating project mapping) attached to this document. Additionally, as noted above, the analyst must identify if the project is consistent with the existing land use (e.g., if the project is proposing single-family housing, there should be existing single-family housing of approximately the same density) within that TAZ and use professional judgement that there is nothing unique about the about the project that would otherwise be misrepresented utilizing the data from the travel demand model.

5.2.2.3 Screening Criteria 3: Proximity to Transit

Projects located within a Transit Priority Area (TPA)² may be presumed to have a less than significant impact absent substantial evidence to the contrary. This includes residential, retail, office projects, or

² A TPA is defined as a half mile area around an existing major transit stop or an existing stop along a high quality transit corridor per the definitions below. The City has discretion to measure the half-mile based on a straight radius or walking routes. The straight radius method will maximize the footprint of the TPA and allow for the greatest amount of potential project screening. Using the walking route method will decrease the land area subject to potential TPA screening but will increase the likelihood that development projects located in this area have a less than 1/2 mile walking distance to the transit station. Academic research has demonstrated that walking distance is an important factor that influences the choice to take transit and thereby reduce VMT. For more background on this, see the following article: <http://www.reconnectingamerica.org/assets/Uploads/20111018UCB-ITS-VWP-2011-5.pdf>.



mixed-use projects proposed within half mile of an existing major transit stop or an existing stop along a high-quality transit corridor. In Pittsburgh, the existing BART Stations (Pittsburgh/Bay Point and Pittsburgh Center) are major transit stops and the 381 Eastbound and 381 Westbound Tri-Delta Transit Bus Routes are a high quality transit corridor. This presumption would not apply, however, if project-specific or location-specific information indicates that the project will still generate significant levels of VMT. For example, the presumption might not be appropriate if the project:

1. Has a Floor Area Ratio (FAR) of less than 0.75;
2. Includes more parking for use by residents, customers, or employees of the project than required by the City (if the City requires the project to supply parking);
3. Is inconsistent with the applicable Sustainable Communities Strategy/Plan Bay Area;
4. Replaces affordable residential units with a smaller number of moderate- or high-income residential units; or
5. Has a retail component that is greater than 50,000 square feet.

Projects in proximity to an existing major transit stop or an existing stop along a high-quality transit corridor that do not satisfy all these criteria should prepare a detailed VMT analysis.

5.2.3 VMT Assessment for Non-Screened Development

Projects not screened through the steps above should complete a VMT analysis and forecasting through the CCTA model to determine if they have a significant VMT impact. This analysis shall include “projected generated VMT” and “project effect VMT” estimates for the project TAZ(s) under the following scenarios:

- **Baseline Conditions** – This data is available from the CCTA travel demand model; analysts should use caution to ensure that the baseline values calculated are reflective of values at the time that the Notice of Preparation for a project is released (consistent with guidance from OPR). The screening maps also provide the baseline VMT per service population in the City of Pittsburgh.
- **Baseline Plus Project** – The project land use would be added to the project TAZ or a separate TAZ would be created to contain the project land uses. A full base year model run would be performed and VMT changes must be isolated for the project TAZ and across the

Pub. Resources Code, § 21064.3 – ‘Major transit stop’ means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.’ Note that this requirement means that both intersecting routes must have the 15-minute or less frequency of service interval.

Pub. Resources Code, § 21155 – For purposes of this section, a ‘high-quality transit corridor’ means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.

full model network. The model output must include reasonableness checks of the production and attraction balancing to ensure the project effect is accurately captured. If this scenario results in a less-than-significant impact, then additional cumulative scenario analysis may not be required.

The screening maps provide an estimate of the Baseline plus project conditions. This data could be presented in lieu of results from the full model run if the project land use is well represented in the TAZ (adding more employment to an employment center area). However, it is recommended that a base year plus project run always be performed as a check for reasonableness and consistency with the cumulative year results.

- **Cumulative No Project**– This data is available from the CCTA travel demand model. The cumulative year shall be confirmed with City staff prior to beginning the cumulative analysis.
- **Cumulative Plus Project** – The project land use would either be added to the project TAZ or a separate TAZ would be created to contain the project land uses. The addition of project land uses may need to be accompanied by a reallocation of a similar amount of land use from other TAZs; especially if the proposed project is significant in size such that it could change other future developments. Land use projects are often represented in the assumed growth of the cumulative year population and employment. It may be appropriate to remove land use growth that represents the project from the cumulative year model to represent the cumulative no project scenario. If project land uses are simply added to the cumulative no project scenario, then the analysis should reflect this limitation in the methodology and acknowledge that the analysis may overestimate the project’s effect on VMT.

The model output should include total VMT, which includes all vehicle trips and trip purposes, and VMT per service population (population plus employment), home based VMT per resident for residential, and home-based-work VMT per worker for employment uses. Total VMT (by speed bin) is needed as an input for air quality, greenhouse gas (GHG), and energy impact analysis while total VMT per service population is recommended for transportation impact analysis.

Both “plus project” scenarios noted above will summarize different types of VMT: (1) project generated VMT per service population, home based VMT per resident for residential, and home-based-work VMT per worker for employment uses and comparing those back to the appropriate benchmark noted in the thresholds of significance, and (2) the project effect on VMT, comparing how the project changes VMT compared to the no project condition.

Project-generated VMT shall be extracted from the travel demand forecasting model using the origin-destination trip matrix and shall multiply that matrix by the final assignment skims. The project-effect on VMT shall be estimated using the appropriate boundary and extracting the total link-level VMT for both the no project and with project condition.



5.2.4 VMT Mitigation Measures

To mitigate VMT impacts, the following general choices are available to projects:

1. Modify the project's design features and/or land uses to reduce project trips or reduce trip length.
2. Moving the proposed development to a more travel-efficient area (i.e. area with access to high quality transit, or other transportation solutions that reduce the length/number of trips).
3. Implement Transportation Demand Management (TDM) measures to reduce VMT generated by the project.

Of the strategies included within these general categories, only a subset of the strategies is likely to be effective in a suburban setting such as Pittsburgh. Proposed projects shall utilize the latest version of the California Air Pollution Control Officers Association ("CAPCOA") Quantifying Greenhouse Gas Mitigation Measures document to estimate the maximum feasible VMT mitigation. However, it should be noted that most of the data used to develop the CAPCOA mitigation strategies are based on projects from urban or relatively dense suburban areas. The effectiveness of VMT mitigations will vary from project to project based on the surrounding land use context, the combination of its uses, and the availability of alternative transportation modes. The proposed project's transportation impact analysis must quantifiably demonstrate, through the use of reliable calculation tools, proposed VMT mitigations will result in the estimated reductions when applied to the project. In the event a proposed project's characteristics render most or all the aforementioned mitigation strategies infeasible or ineffective, City staff will consider other mitigations options.

The following VMT mitigation strategies should be considered by projects for the mitigation of VMT impacts within the City.

Land Use

T-2: Increase Job Density – This measure accounts for the VMT reduction achieved by a project that is designed with a higher density of jobs compared to the average job density in the U.S. Increased densities affect the distance people travel and provide greater options for the mode of travel they choose. Increasing job density results in shorter and fewer trips by single-occupancy vehicles and thus a reduction in GHG emissions.

T-3: Provide Transit-Oriented Development – This measure would reduce project VMT in the study area relative to the same project sited in a non-transit-oriented development (TOD) location. TOD refers to projects built in compact, walkable areas that have easy access to public transit, ideally in a location with a mix of uses, including housing, retail offices, and community facilities. Project site residents, employees, and visitors would have easy access to high-quality public transit, thereby encouraging transit ridership and reducing the number of single occupancy vehicle trips and associated GHG emissions.

T-17: Improve Street Connectivity – This measure accounts for the VMT reduction achieved by a project that is designed with a higher density of vehicle intersections compared to the average intersection density in the U.S. Increased vehicle intersection density is a proxy for street connectivity improvements, which help to facilitate a greater number of shorter trips and thus a reduction in GHG emissions.

Trip Reduction Programs

T-5: Implement Commute Trip Reduction Program (Voluntary) – This measure will implement a voluntary commute trip reduction (CTR) program with employers. CTR programs discourage single occupancy vehicle trips and encourage alternative modes of transportation such as carpooling, taking transit, walking, and biking, thereby reducing VMT and GHG emissions. Voluntary implementation elements are described in this measure.

T-6: Implement Commute Trip Reduction Program (Mandatory Implementation and Monitoring) – This measure will implement a mandatory CTR program with employers. CTR programs discourage single-occupancy vehicle trips and encourage alternative modes of transportation such as carpooling, taking transit, walking, and biking, thereby reducing VMT and GHG emissions.

T-7: Implement Commute Trip Reduction Marketing – This measure will implement a marketing strategy to promote the project site employer's CTR program. Information sharing and marketing promote and educate employees about their travel choices to the employment location beyond driving such as carpooling, taking transit, walking, and biking, thereby reducing VMT and GHG emissions.

T-8: Provide Ridesharing Program – This measure will implement a ridesharing program and establish a permanent transportation management association with funding requirements for employers. This strategy includes measures such as designating a proportion of parking spaces exclusive to ride sharing vehicles, providing adequate loading, and unloading areas for passengers of ride-sharing vehicles and generating a web site or message board for ride coordination. The focus of this strategy is to increase the vehicle occupancy by ride sharing between people driving similar trips, which will result in fewer cars, and thus a decrease in VMT.

T-9: Implement Subsidized or Discounted Transit Program – Employees Only – This measure will provide subsidized or discounted, or free transit passes for employees and/or residents. Reducing the out-of-pocket cost for choosing transit improves the competitiveness of transit against driving, increasing the total number of transit trips and decreasing vehicle trips. This decrease in vehicle trips results in reduced VMT and thus a reduction in GHG emissions.

T-9-A: Implement Subsidized or Discounted Transit Program – Employees and Residents – This measure will provide subsidized or discounted, or free transit passes for employees and residents. Reducing the out-of-pocket cost for choosing transit improves the competitiveness of transit against driving, increasing the total number of transit trips and decreasing vehicle trips. This decrease in vehicle trips results in reduced VMT and thus a reduction in GHG emissions.



T-10: Provide End-of-Trip Bicycle Facilities – This measure will install and maintain end-of-trip facilities for employee use. End-of-trip facilities include bike parking, bike lockers, showers, and personal lockers. The provision and maintenance of secure bike parking and related facilities encourages commuting by bicycle, thereby reducing VMT and GHG emissions.

T-11: Provide Employer-Sponsored Vanpool – This measure will implement an employer-sponsored vanpool service. Vanpooling is a flexible form of public transportation that provides groups of 5 to 15 people with a cost-effective and convenient rideshare option for commuting. This strategy is appropriate for office, industrial, and mixed-use projects. In some cases, this can be employed as a community strategy with employers within a particular area pooling resources to provide shuttles to transit. The mode shift from long-distance, single-occupied vehicles to shared vehicles reduces overall commute VMT, thereby reducing GHG emissions.

T-12: Price Workplace Parking – This measure will price onsite parking at workplaces. Because free employee parking is a common benefit, charging employees to park onsite increases the cost of choosing to drive to work, so employees consider alternative modes. It may include explicitly charging for parking for its employees, implementing above market rate pricing, validating parking only for invited guests, not providing employee parking and transportation allowances, and educating employees about available alternatives. This is expected to reduce single-occupancy vehicle commute trips, resulting in decreased VMT, thereby reducing associated GHG emissions.

T-13: Implement Employee Parking Cash-Out – This measure will require project employers to offer employee parking cash-out. Cash-out is when employers provide employees with a choice of forgoing their current subsidized/free parking for a cash payment equivalent to or greater than the cost of the parking space. This encourages employees to use other modes of travel instead of single occupancy vehicles. This mode shift results in people driving less and thereby reduces VMT and GHG emissions.

T-23: Community-Based Travel Planning – This measure will target residences in the plan/community with community-based travel planning (CBTP). CBTP is a residential based approach to outreach that provides households with customized information, incentives, and support to encourage the use of transportation alternatives in place of single occupancy vehicles, thereby reducing VMT and associated GHG emissions.

Parking or Road Pricing/Management

T-15: Limit Residential Parking Supply – This measure will reduce the total parking supply available at a residential project or site. Limiting the amount of parking available creates scarcity and adds additional time and inconvenience to trips made by private auto, thus disincentivizing driving as a mode of travel. Reducing the convenience of driving results in a shift to other modes and decreased VMT and thus a reduction in GHG emissions. Evidence of the effects of reduced parking supply is strongest for residential developments.

T-16: Unbundle Residential Parking Costs from Property Cost – This strategy separates parking costs from property costs removing the burden from those who do not utilize parking spaces and requiring those who wish to do so to purchase parking spaces at an additional cost. On the assumption that parking costs are passed through to the vehicle owners/drivers utilizing the parking spaces, this measure results in decreased vehicle ownership and, therefore, a reduction in VMT and GHG emissions.

T-24: Implement Market Price Public Parking (On-Street) – This measure will price all on-street parking in a given community, with a focus on parking near central business districts, employment centers, and retail centers. Increasing the cost of parking increases the total cost of driving to a location, incentivizing shifts to other modes and thus decreasing total VMT to and from the priced areas. This VMT reduction results in a corresponding reduction in GHG emissions.

Neighborhood Design

T-18: Provide Pedestrian Network Improvements – This strategy focuses on creating a pedestrian network and connecting projects to nearby destinations via pedestrian pathways. Projects in the City of Pittsburgh range in size, so the emphasis of this strategy for smaller projects would likely be the construction of network improvements that connect the project sites directly to nearby destinations. For larger projects, this strategy could focus on the development of a robust pedestrian network within the project itself or closing gaps that could connect the project to other areas. This strategy could also include improvements that improve the safety outcomes for people walking, especially walking to/from transit stops. Alternatively, implementation could occur through an impact fee program or benefit/assessment district based on local or regional plans. Providing sidewalks and an enhanced pedestrian network encourages people to walk instead of drive. This mode shift results in a reduction in VMT and GHG emissions.

T-19-A: Construct or Improve Bike Facility – This measure will construct or improve a single bicycle lane facility (only Class I, II, or IV) that connects to a larger existing bikeway network. Providing bicycle infrastructure helps to improve biking conditions within an area. This encourages a mode shift on the roadway parallel to the bicycle facility from vehicles to bicycles, displacing VMT and thus reducing GHG emissions. When constructing or improving a bicycle facility, a best practice is to consider local or state bike lane width standards. A variation of this measure is provided as T-18-B, Construct or Improve Bike Boulevard.

T-19-B: Construct or Improve Bike Boulevard – Construct or improve a single bicycle boulevard that connects to a larger existing bikeway network. Bicycle boulevards are a designation within Class III Bikeway that create safe, low-stress connections for people biking and walking on streets. This encourages a mode shift from vehicles to bicycles, displacing VMT and thus reducing GHG emissions. A variation of this measure is provided as T-18-A, Construct or Improve Bike Facility, which is for Class I, II, or IV bicycle infrastructure.



T-20: Expand Bikeway Network – This measure will increase the length of a city or community bikeway network. A bicycle network is an interconnected system of bike lanes, bike paths, bike routes, and cycle tracks. Providing bicycle infrastructure with markings and signage on appropriately sized roads with vehicle traffic traveling at safe speeds helps to improve biking conditions (e.g., safety and convenience). In addition, expanded bikeway networks can increase access to and from transit hubs, thereby expanding the “catchment area” of the transit stop or station and increasing ridership. This encourages a mode shift from vehicles to bicycles, displacing VMT and thus reducing GHG emissions. When expanding a bicycle network, a best practice is to consider bike lane width standards from local agencies, state agencies, or the National Association of City Transportation Officials’ Urban Bikeway Design Guide.

T-21-A: Implement Conventional Carshare Program – This measure will increase carshare access in the user’s community by deploying conventional carshare vehicles. Carsharing offers people convenient access to a vehicle for personal or commuting purposes. This helps encourage transportation alternatives and reduces vehicle ownership, thereby avoiding VMT and associated GHG emissions. A variation of this measure, electric carsharing, is described in Measure T-20-B, Implement Electric Carshare Program.

T-21-B: Implement Electric Carshare Program – This measure will increase carshare access in the user’s community by deploying electric carshare vehicles. Carsharing offers people convenient access to a vehicle for personal or commuting purposes. This helps encourage transportation alternatives and reduces vehicle ownership, thereby avoiding VMT and associated GHG emissions. This also encourages a mode shift from internal combustion engine vehicles to electric vehicles, displacing the emissions-intensive fossil fuel energy with less emissions-intensive electricity. Electric carshare vehicles require more staffing support compared to conventional carshare programs for shuttling electric vehicles to and from charging points. A variation of this measure, conventional carsharing, is described in Measure T-20-A, Implement Conventional Carshare Program.

T-22-A: Implement Pedal (Non-Electric) Bikeshare Program – This measure will establish a bikeshare program. Bikeshare programs provide users with on-demand access to bikes for short-term rentals. This encourages a mode shift from vehicles to bicycles, displacing VMT and thus reducing GHG emissions. Variations of this measure are described in Measure T-21-B, Implement Electric Bikeshare Program, and Measure T-21-C, Implement Scootershare Program.

T-22-B: Implement Electric Bikeshare Programs – This measure will establish an electric bikeshare program. Electric bikeshare programs provide users with on-demand access to electric pedal assist bikes for short-term rentals. This encourages a mode shift from vehicles to electric bicycles, displacing VMT and reducing GHG emissions. Variations of this measure are described in Measure T-21-A, Implement Pedal (Non-Electric) Bikeshare Program, and Measure T-21-C, Implement Scootershare Program.

T-22-C: Implement Scootershare Program – This measure will establish a scootershare program. Scootershare programs provide users with on-demand access to electric scooters for short-term rentals. This encourages a mode shift from vehicles to scooters, displacing VMT and thus reducing GHG emissions. Variations of this measure are described in Measure T-21-A, Implement Pedal (Non-Electric) Bikeshare Program, and Measure T-21-B, Implement Electric Bikeshare Program.

Transit

T-25: Extend Transit Network Coverage or Hours – This measure will expand the local transit network by either adding or modifying existing transit service or extending the operation hours to enhance the service near the project site. Starting services earlier in the morning and/or extending services to late-night hours can accommodate the commuting times of alternative-shift workers. This will encourage the use of transit and therefore reduce VMT and associated GHG emissions.

T-26: Increase Transit Service Frequency – This measure will increase transit frequency on one or more transit lines serving the plan/community. Increased transit frequency reduces waiting and overall travel times, which improves the user experience and increases the attractiveness of transit service. This results in a mode shift from single occupancy vehicles to transit, which reduces VMT and associated GHG emissions.

T-27: Implement Transit-Supportive Roadway Treatments – This measure will implement transit-supportive treatments on the transit routes serving the plan/community. Transit-supportive treatments incorporate a mix of roadway infrastructure improvements and/or traffic signal modifications to improve transit travel times and reliability. This results in a mode shift from single occupancy vehicles to transit, which reduces VMT and the associated GHG emissions.

T-28: Provide Bus Rapid Transit – This measure will convert an existing bus route to a bus rapid transit (BRT) system. BRT includes the following additional components, compared to traditional bus service: exclusive right-of-way (e.g., busways, queue jumping lanes) at congested intersections, increased limited-stop service (e.g., express service), intelligent transportation technology (e.g., transit signal priority, automatic vehicle location systems), advanced technology vehicles (e.g., articulated buses, low-floor buses), enhanced station design, efficient fare-payment smart cards or smartphone apps, branding of the system, and use of vehicle guidance systems. BRT can increase the transit mode share in a community due to improved travel times, service frequencies, and the unique components of the BRT system. This mode shift reduces VMT and the associated GHG emissions.

T-29: Reduce Transit Fares – This measure will reduce transit fares on the transit lines serving the plan/community. A reduction in transit fares creates incentives to shift travel to transit from single-occupancy vehicles and other traveling modes, which reduces VMT and associated GHG emissions. This measure differs from Measure T-8, Implement Subsidized or Discounted Transit Program,



which can be offered through employer-based benefits programs in which the employer fully or partially pays the employee's cost of transit.

Clean Vehicles and Fuels

T-30: Use Cleaner-Fuel Vehicles – This measure requires use of cleaner-fuel vehicles (electric vehicles, natural gas and propane vehicles, and vehicles powered by biofuels) in lieu of similar vehicles powered by gasoline or diesel fuel.

The above list should not be considered exhaustive, and projects can propose other TDM measures if appropriate and desired.

5.2.4.1 VMT Mitigation Measure Effectiveness

An important consideration when combining TDM measures is whether a maximum VMT reduction should be applied based on the land use context. The CAPCOA methodology identifies VMT reduction maximums based on community types tied to land use context. The caps are applied at each step of the VMT reduction calculation (i.e., at the strategy scale, the combined strategy scale, and the global scale). However, these caps are not based on research related to the effectiveness of VMT reduction strategies in different land use contexts. The cap differences are largely based on VMT generation differences within different land use contexts and serves as a proxy for potential limits on VMT reduction strategy effectiveness. For suburban jurisdictions such as Pittsburgh, CAPCOA identifies a global VMT reduction maximum of 15 percent. **Table 1** presents a summary of the maximum allowable reductions we recommend for individual VMT mitigation measures based on the available research and the City's local context. For projects adjacent to the existing BART stations (Pittsburgh/Bay Point and Pittsburgh Center) or a high-quality transit corridor, a higher VMT reduction is likely to be realized. However, it is not expected that projects located adjacent to a BART station or high-quality transit corridor would result in a VMT impact that would need to be mitigated.

Table 1: VMT Mitigation Measure Reduction Caps

Mitigation Measure	Maximum Allowable Reduction
Land Use	
T-2: Increase Job Density	30.0%
T-3: Provide Transit-Oriented Development	31.0%
T-17: Improve Street Connectivity	30.0%
Trip Reduction Programs	
T-5: Implement Commute Trip Reduction Program (Voluntary)	4.0%
T-6: Implement Commute Trip Reduction Program (Mandatory Implementation and Monitoring)	26.0%
T-7: Implement Commute Trip Reduction Marketing	4.0%

T-8: Provide Ridesharing Program	8.0%
T-9: Implement Subsidized or Discounted Transit Program – Employees Only	5.5%
T-9-A: Implement Subsidized or Discounted Transit Program – Employees and Residents	5.5%
T-10: Provide End-of-Trip Bicycle Facilities	4.4%
T-11: Provide Employer-Sponsored Van pool	8.1%
T-12: Price Workplace Parking	20.0%
T-13: Implement Employee Parking Cash-Out	12.0%
T-23: Community-Based Travel Planning	2.3%
Parking and Road Pricing/Management	
T-15: Limit Residential Parking Supply	13.7%
T-16: Unbundle Residential Parking Costs from Property Cost	15.7%
T-24: Implement Market Price Public Parking (On-Street)	30.0%
Neighborhood Design	
T-18: Provide Pedestrian Network Improvements	6.4%
T-19-A: Construct or Improve Bike Facility	0.8%
T-19-B: Construct or Improve Bike Boulevard	0.2%
T-20: Expand Bikeway Network	0.5%
T-21-A: Implement Conventional Carshare Program	0.15%
T-21-B: Implement Electric Carshare Program	0.18%
T-22-A: Implement Pedal (Non-Electric) Bikeshare Program	0.02%
T-22-B: Implement Electric Bikeshare Programs	0.06%
T-22-C: Implement Scootershare Program	0.07%
Transit	
T-25: Extend Transit Network Coverage or Hours	4.6%
T-26: Increase Transit Service Frequency	11.3%
T-27: Implement Transit-Supportive Roadway Treatments	0.6%
T-28: Provide Bus Rapid Transit	13.8%
T-29: Reduce Transit Fares	1.2%

Each of the TDM measures described above can be combined with others to increase the effectiveness of VMT mitigation; however, the interaction between the various TDM measures is



complex and sometimes counter intuitive. Generally, with each additional measure implemented, a VMT reduction is achieved, but the incremental benefit of VMT reduction may diminish. To quantify the VMT reduction that results from combining TDM measures, the analyst must consider multiplicative dampening as outlined in the CAPCOA documentation.

5.3 Other Environmental Considerations

As noted in the Introduction, the updated CEQA Guidelines Appendix G Checklist contains three additional criteria beyond the VMT evaluation criteria discussed in the preceding section. They are listed below.

Would the project:

- 1. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?*
- 3. Substantially increase hazards due to a geometric design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?*
- 4. Result in inadequate emergency access?*

TIAs should address these three questions, considering the unique characteristics of the project, including its location, size, design, use mix, transportation and urban form context, and other relevant details. TIAs should include a Multimodal Operations Analysis (MOA) to assess these environmental considerations and establish priorities for bicycles, pedestrians, transit, and other non-vehicular users. The City will determine if a proposed project reasonably and substantially affects the facilities or operations of the multimodal network and provide a list of required elements to be included in the MOA. The MOA should include the following elements.

Transit System

A description of the existing and planned transit facilities and services in the study area should be provided. The transit system evaluation will include an analysis of transit stops within the project area. Key items within the assessment should include transit operation efficiency and transit-rider amenities related to safety and comfort. The MOA should evaluate and incorporate transit improvements to existing stops located along the project frontage and/or within the site's vicinity. This should include, but is not limited to:

- Bus stops and amenities
- Sidewalk widths and ADA access
- Pedestrian crossings at intersections
- Potential improvements to reduce transit delays and improve service.

Bicycle System

A description of the existing and planned bicycle facilities in the study area should be provided. Assessments of bicycle safety in the study area should be conducted utilizing five-year collision data near the project site and site observations. The five-year collision data will include collisions that occurred on all dates and times throughout the full year. Site observations are to be recorded during typical operating conditions relative to site location and context, including but not limited to commute hours, midday peak, school hours, and other periods recommended by the City. Summaries will include but are not limited to primary collision factors, direction of travel, compliance issues, near misses, travel pattern behaviors, and other considerations recommended by the City.

Pedestrian System

A description of the existing and planned pedestrian facilities in the study area should be provided. The pedestrian system assessment will include an analysis of existing uncontrolled crossings using the Federal Highway Administration's (FHWA) "Guide for Improving Pedestrian Safety at Uncontrolled Crossings". The section will include all locations within walking distance of the project area (approximately ½ mile) and any extents identified by the City. The TIA will use the guidance provided by FHWA to analyze locations where crossing opportunities would support pedestrian activity in the project area. The evaluation will include an inventory of the roadway network, existing pedestrian crossings, and recommendations for new crossings that will link paths, close gaps, and form complete networks of pedestrian-supportive infrastructure. It will include an analysis of the project's access points with recommendations for crossing locations that support safe access for pedestrians approaching from all directions.

Significance Criteria

In the assessment of transit, bicycle and pedestrian network, the following standards of significance shall be used.

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

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

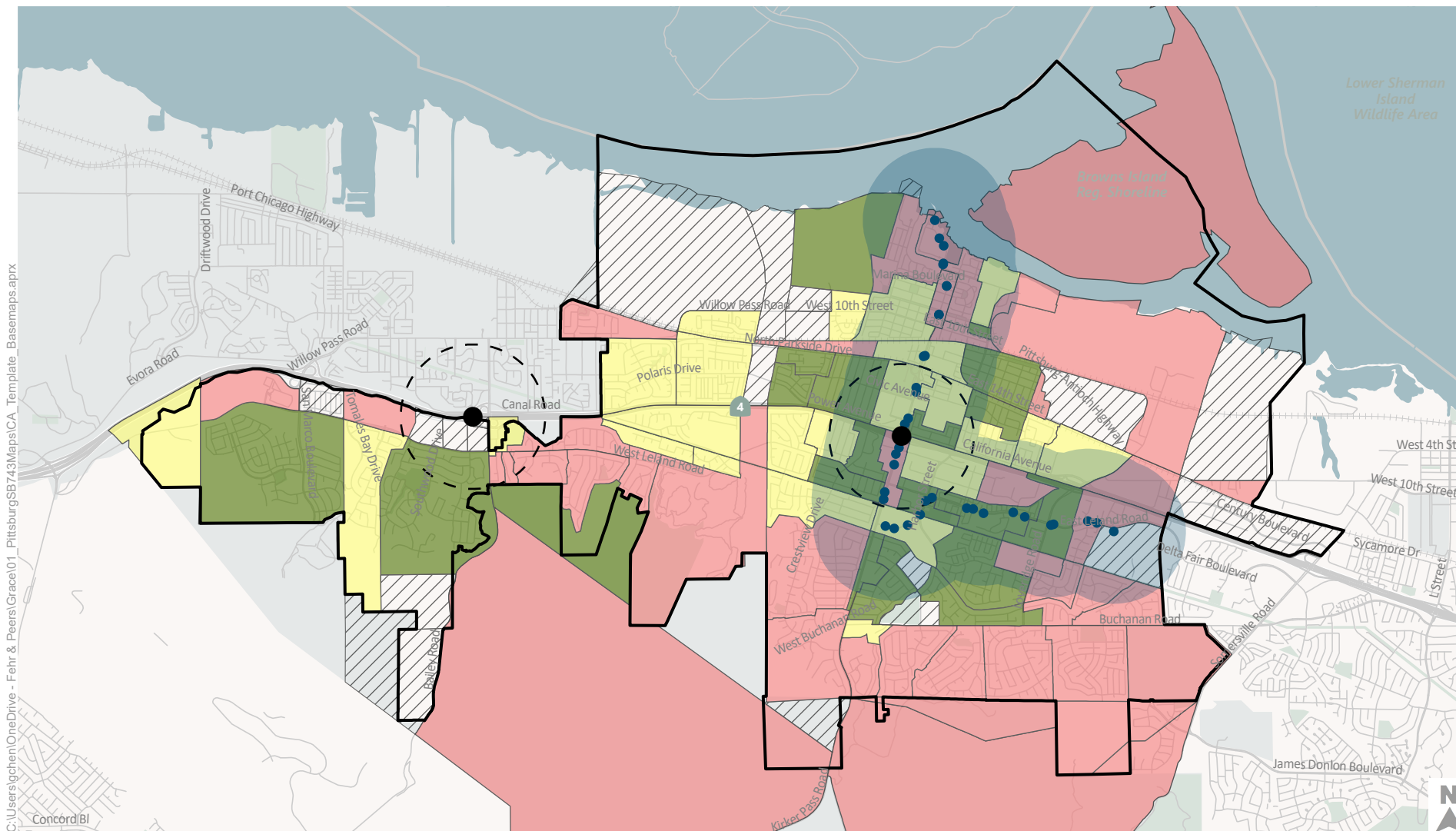
Bicycle System – The project would create a significant impact related to the bicycle system if any of the following criteria are met:

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



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

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



Contra Costa County-Wide Average Home-Based VMT per Resident: 17.6

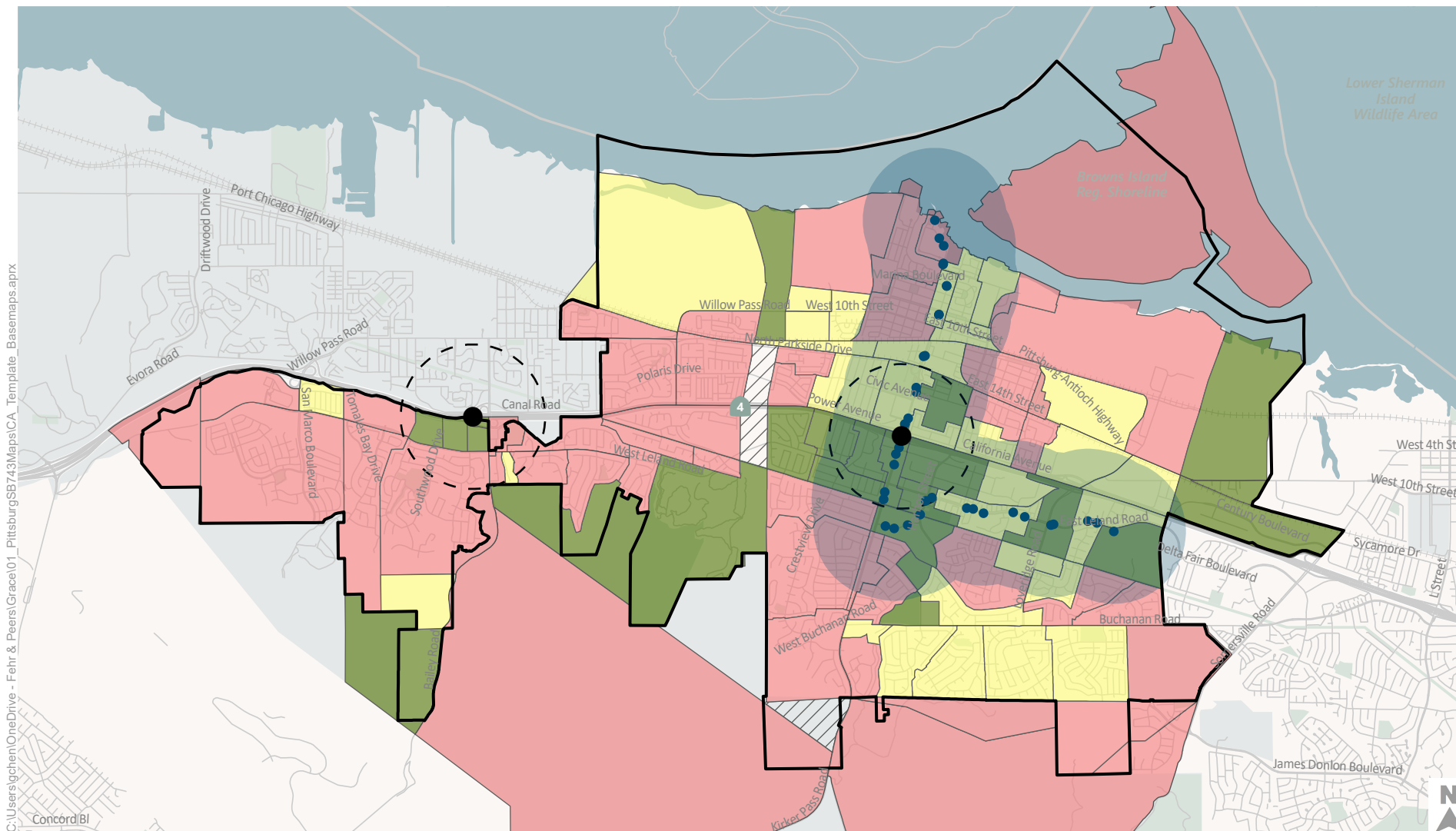
- 15% below Contra Costa County Average
- Between 15% - 0% below Contra Costa County Average
- Above Contra Costa County Average
- TAZ with no Residents
- City Boundary
- 0.5-mile BART Station Buffer
- 0.5-mile High-Quality Transit Buffer

Figure 1

City of Pittsburg SB743 Implementation

Source: CCTA Travel Demand Model

City of Pittsburg - Home-Based Vehicle-Miles Traveled Per Resident (2022)



Contra Costa County-Wide Average Commute VMT per Worker: 14.9

- 15% Below
- Between 15% - 0% below Contra Costa County Average
- Above Contra Costa County Average
- TAZ with no Employees
- City Boundary
- 0.5-mile BART Station Buffer
- 0.5-mile High-Quality Transit Buffer

Figure 2

City of Pittsburg SB743 Implementation

Source: CCTA Travel Demand Model

City of Pittsburg - Commute Vehicle-Miles Traveled Per Worker (2022)



**CITY OF PITTSBURG
PLANNING COMMISSION
STAFF REPORT
October 22, 2024**

ITEM: Cardenas Wholesale, AP-24-0042 (UP, ADR)

ORIGINATED BY: Maria and Jorge Cardenas, (925) 826-2462, jorgec3@sbcglobal.net and mariac1023@att.net

SUBJECT: This is a public hearing on a request for approval of a Use Permit and Administrative Design Review to establish a “Warehousing and Storage, Limited” use at 960 East Street, within the Downtown Services Commercial (CSD) Zoning District. Assessor’s Parcel No. 085-182-006.

RECOMMENDATION:

Staff recommends the Planning Commission adopt a resolution approving Planning Application No. 24-0042, subject to conditions.

BACKGROUND:

On April 14, 2024, the applicant filed Planning Application No. 24-0042 requesting approval of a Use Permit and Administrative Design Review to establish a “Warehousing and Storage, Limited” use at an existing, vacant commercial building at 960 East Street.

PROJECT DESCRIPTION:

Existing Conditions: The project site is located at the northwest intersection of East Street and East Tenth Street. The approximate .34-acre site is developed with one approximately 5,000-square-foot structure, with the remainder of the site being utilized for parking.

See Attachment 3 for a map of the site and the surrounding uses.

Proposed Project: The applicant is requesting Planning Commission approval for Use Permit and Administrative Design Review to establish the use of a “Warehousing and Storage – Limited” business at 960 East Street. The proposed business will utilize the existing structure on site as a location to store bulk quantities of private commercial goods associated with their various food and beverage establishments in the surrounding area. The building includes a business office but would not accommodate customers at this project location. No outside or exterior storage of materials or tools is proposed or permitted with the use classification “Warehousing and Storage – Limited”. The applicant intends to utilize the existing outdoor parking lot as a business parking lot, accommodating both automobiles and box trucks (maximum 26-feet in length). The project sites parking area is primarily composed of gravel surface and would require new impervious pavement (asphalt or Portland cement), striping, and accessibility arrows.

GENERAL PLAN/CODE COMPLIANCE:

General Plan: The project site is located in the 'Downtown Subarea' of the General Plan. The project is consistent with the goals and actions of the Downtown subarea, specifically 5-A-1.e, in that the proposed project would be consistent with limited commercial uses along the southern portion of East Tenth Street to service commercial businesses.

Zoning: The property is located within the Downtown Services Commercial (CSD) Zoning District, and the applicant's proposed operation falls under the use classification of "Warehousing and Storage, Limited" which is defined by the Pittsburg Municipal Code (PMC) section 18.08.080(32). The use of "Warehousing and Storage, Limited" is conditionally permitted in the CSD Zoning District, subject to an approved Use Permit.

Development Standards: As shown in Attachment 4 of this report, the proposed project meets, exceeds, or conditionally meets the applicable CSD Zoning District property development regulations for height, FAR (floor-area-ratio), lot coverage, lot area, lot width, and setbacks.

Parking: The use of "Warehousing and Storage, Limited" requires 2 parking spaces, as per Schedule A in PMC 18.78.040. The project proposes 23 parking spaces, one of which is an Americans with Disabilities Act (ADA accessible) parking space.

Landscaping: Landscaping is not required for the development of a parcel within the Downtown Service Commercial Zoning District. However, the applicant proposes a parking facility fronting a public right of way. Therefore, staff recommends and has included a Condition of Approval to require the applicant to install landscaping improvements to be limited to the landscape parking lot standard required by PMC section 18.84.315(J), separating the parking lot from the traveled roadway on East Tenth Street.

Required Use Permit Findings: In accordance with PMC Section 18.16.040, a Use Permit may be granted only if the Planning Commission can make findings that the proposed use:

1. is in accord with the objective of the Zoning Ordinance, the purposes of the land use district in which it is located and is appropriate to the specific location;
2. is not detrimental to the health, safety, and general welfare of the City;
3. will not adversely affect the orderly development of property within the City;
4. will not adversely affect the preservation of property values and the protection of the tax base and other substantial revenue sources within the City;

5. is consistent with the objectives, policies, general land uses and programs specified in the General Plan and applicable Specific Plan;
6. will not create a nuisance or enforcement problem within the neighborhood;
7. will not encourage marginal development within the neighborhood;
8. will not create a demand for public services within the City beyond that of the ability of the City to meet in light of taxation and spending restraints imposed by law;
9. is consistent with the City's approved funding priorities; and
10. if located within the Pedestrian Commercial (CP) District, will support the goals of creating a vibrant, economically prosperous, visually interesting, and engaging pedestrian-oriented atmosphere along the primary downtown corridor.

Required Administrative Design Review Findings: In accordance with PMC section 18.36.220(B), Administrative Design Review approval may be granted only if the appropriate reviewing body can make findings that:

- A. the structure conforms with good taste, good design and in general contributes to the character and image of the City as a place of beauty, spaciousness, balance, taste, fitness, broad vistas, and high quality.
- B. the structure will be protected against exterior and interior noise, vibrations and other factors that may tend to make the environment less desirable.
- C. the exterior design and appearance of the structure is not of inferior quality as to cause the nature of the neighborhood to materially depreciate in appearance and value.
- D. the structure is in harmony with proposed developments on land in the general area.
- E. the application conforms with the criteria set forth in any applicable City adopted Design Guidelines.

Environmental: The proposed project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) under Class 32, "In-Fill Development Projects," of the state CEQA Guidelines, section 15332.

Public Notice: On or prior to October 11, 2024 notice of the October 22, 2024 public hearing to consider this application was posted at City Hall, at the proposed project site, and on the 'Public Notices' section of the city's website; was delivered to the Pittsburg Library; and was mailed via first class or electronic mail to the applicant/property owner,

to owners of property located within 300 feet of the proposed project site, to local service agencies expected to provide services to the use, and to individuals who had previously filed written request for such notice, in accordance with PMC section 18.14.010 and Government Code section 65091. The notice was also posted on www.nextdoor.com (Nextdoor).

The Public Hearing Notice is included as Attachment 5 of this report.

ANALYSIS:

Staff believes that the Planning Commission can make the required findings to approve the proposed project, with the inclusion of specific Conditions of Approval (in addition to those included in the resolution), as detailed below:

1. The business operator shall ensure that the site is maintained in a neat and clean manner at all times. Trash, debris, weeds and/or other unkempt shrubbery shall not be allowed to accumulate on or around the site, on perimeter fencing, or on the street gutters and sidewalks.
2. The proposed business shall operate in substantial conformance with this Use Permit application. Any proposed change in use is subject to review and approval by the City of Pittsburg Planning Commission.

The proposed Use Permit application would allow for the use of a “Wholesaling and Storage, Limited” business. The use would not adversely affect the orderly development of property within the city, nor would it encourage marginal development within the neighborhood because the use is surrounded by similar service commercial uses. Conditions of Approval have been added to require the applicant to limit the delivery and pick-up of materials to the hours of 7:00 A.M. and 8:00 P.M. so as to not allow for the potential disturbance of surrounding uses.

The proposed use would allow for the warehousing of general business storage to allow the existing food and beverage businesses operations to expand. This expansion further encourages economic development along the East Tenth Street Corridor, as envisioned by the City’s General Plan. Visual enhancements would further improve the appearance of the Corridor, such as new pavement, new striping, automobile and bicycle parking facilities, a landscaping buffer, and the installation of public art.

The proposed use would not be detrimental to the health, safety and general welfare of the City, nor would it create an enforcement problem within the neighborhood, if the applicant abides by all conditions of approval included with the Use Permit, all City codes and regulations, and all regulations of any other affected outside agencies. As further detailed in the Code Compliance section of this staff report, staff believes that the proposed use is consistent with the General Plan and the zoning of the property as prescribed by the Pittsburg Municipal Code.

Further, the proposed use would improve the overall general welfare of the project's vicinity, in that it would create a highly secured facility that would deter crime in the neighborhood. The security cameras required for installation as a Condition of Approval would maintain footage that would be required to be shared with the Pittsburgh Police Department for investigative purposes, as needed. For these reasons, along with all Conditions of Approval outlined in the proposed Resolution, staff finds all required findings in the affirmative and recommends Planning Commission adoption of this item.

ACTION REQUIRED:

Move to adopt a Resolution approving Planning Application No. 24-0042, subject to conditions.

ATTACHMENTS:

1. Proposed Resolution
2. Project Plans
3. Project Location & Surrounding Land Uses Map
4. Property Development Regulations Table
5. Public Hearing Notice/Vicinity Map

Prepared by: Kelsey Gunter, Associate Planner

BEFORE THE PLANNING COMMISSION OF THE CITY OF PITTSBURG

In the Matter of:

Granting approval of a Use Permit and) Resolution No. ____
Administrative Design Review to establish a)
“Warehousing and Storage, Limited” use at)
960 East Street, within the CSD (Downtown)
Service Commercial) Zoning District, Assessor’s)
Parcel No. 085-182-006. AP-24-0042 (UP, ADR).)

The Planning Commission DOES RESOLVE as follows:

Section 1. Background

- A. On April 14, 2024, the applicant filed Planning Application No. 24-0042 requesting approval of a Use Permit and Administrative Design Review to establish a “Warehousing and Storage, Limited” use at an existing, vacant commercial building at 960 East Street, Pittsburg, within the CSD (Downtown Service Commercial) Zoning District. Assessor’s Parcel No. 085-182-006.
- B. The proposed project is governed by the policies, development standards, and guidelines contained in the Pittsburg General Plan, and Pittsburg Municipal Code (PMC) Title 18 (Zoning).
- C. This project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) under Class 32, ‘In-Fill Development Projects’, of the State CEQA Guidelines, sections 15332.
- D. On or prior to October 11, 2024, notice of the October 22, 2024, public hearing to consider this application was posted at City Hall, near the proposed project site, and on the “Public Notices” section of the City’s website; was delivered to the Pittsburg Library; and was mailed via first class or electronic mail to the applicant, to the property owner, to owners of property located within 300 feet of the proposed project site, and to individuals who had previously filed written request for such notice, in accordance with PMC section 18.14.010 and Government Code section 65091. Although not required, the notice was also posted on www.nextdoor.com (Nextdoor).
- E. On October 22, 2024, the Planning Commission held a public hearing on Use Permit and Administrative Design Review Application No. AP-24-0042, at which time oral and/or written testimony was considered.

Section 2. Findings

- A. Based on the Planning Commission Staff Report entitled, “Cardenas Wholesale, AP-24-0042 (UP, ADR)” and based on all the information contained in the Planning

Division files on the project, incorporated herein by reference and available for review in the Planning Division located at 65 Civic Avenue in Pittsburgh, and based on all written and oral testimony presented at the meeting, the Planning Commission finds that:

1. All recitals above are true and correct and are incorporated herein by reference.

Use Permit:

2. The Warehousing and Storage, Limited use:
 - a. Is in accord with the objective of the Zoning Ordinance, the purposes of the land use district in which it is located and is appropriate to the specific location, in that Warehousing and Storage, Limited is a conditionally permitted use in the CSD District.
 - b. Will not be detrimental to the health, safety, and general welfare of the City, if the proposed project complies with all applicable local, state, and federal agency regulations.
 - c. Will not adversely affect the orderly development of property within the City, in that, the project is located in an area where infrastructure is already present, and no changes are needed that could impact the orderly development of the surrounding area.
 - d. Will not adversely affect the preservation of property values, rather, it will help to improve values as the proposed project provides a commercial business that will have a positive impact on the City tax base, in a site that would otherwise remain vacant.
 - e. Is consistent with the General Plan, specifically Action 5-A-1.e, in that the proposed project would be consistent with limited commercial uses along the southern portion of East Tenth Street to service commercial businesses.
 - f. Will not create a nuisance or enforcement problem if the applicant abides by all Conditions of Approval included with the Use Permit, all City codes and regulation, and all regulations of any other affected out agencies.
 - g. Will not encourage marginal development within the neighborhood, in that the proposed structures are compatible with surrounding uses in the area and existing on the project site presently.
 - h. Will not create a demand for public services within the City beyond that of the ability of the City to meet in the light of taxation and spending restraints, in that the project site is located in an area of the City served

by existing utilities, and the business will be maintained and operated at the cost of the applicant.

- i. Is consistent with the City's approved funding priorities in that there is no public money involved in this project.
- j. Will not be located in the Pedestrian Commercial (CP) District.

Administrative Design Review:

- 3. The proposed use of Warehousing and Storage, Limited, and associated parking lot changes:
 - a. Will conform with good taste, good design and in general contributes to the character and image of the City as a place of beauty, spaciousness, balance, taste, fitness, broad vistas, and high quality, in that the proposed uses will operate on an existing building on a disturbed and maintained site within the City. The exterior appearance of the structure is in good condition and the proposed use does not propose any exterior changes.
 - b. Will be protected against exterior and interior noise, vibrations and other factors that may tend to make the environment less desirable in that the proposed noise, if any, would be limited to moving equipment and automobile ignitions. Should the use operate out of conformance with this, the use shall be subject to Enforcement.
 - c. Will not be of inferior quality in terms of exterior design and appearance as to cause the nature of the neighborhood to materially depreciate in appearance and value, if the exterior of the project site is maintained in a neat and clean manner. Further, the exterior of the structure shall not be changed without approval by the City of Pittsburgh Planning Division to ensure the structures are not only compatible with each other, but also with other nearby existing structures in the project vicinity.
 - d. Will be in harmony with proposed development on land in the general area, in that there are no known proposed developments on land in the structure's immediate vicinity.
 - e. Will be in conformance with the criteria set forth in the City's adopted Development Review Design Guidelines (DRDG, Planning Commission Resolution No. 9864).

Section 3. Decision

- A. Based on the findings set forth above, the Commission hereby approves Planning Application No. 24-0042, subject to the following conditions:

1. The business operator shall ensure that the site is maintained in a neat and clean manner at all times. Trash, debris, weeds and/or other unkempt shrubbery shall not be allowed to accumulate on or around the site, on perimeter fencing, or on the street gutters and sidewalks.
2. Exterior Storage. Exterior storage of materials and supplies is prohibited. All storage of materials shall be within the existing structure on site. No outdoor storage of equipment or repairs of vehicles shall occur outside the building.
3. The proposed business shall operate in substantial conformance with this Use Permit application. Any proposed change in use is subject to review and approval by the City of Pittsburg Planning Commission.
4. If applicant will have more than 55 gallons of a liquid, 200 cubic feet of a gas, or 500 pounds of a solid of a hazardous material, applicant is required to notify and apply for a permit through Contra Costa Health Services, Hazardous Materials Programs. This includes day tanks of fuel on generators that are stored on site. Also, if the site is to generate hazardous waste, they are also required to contact and apply for a permit through CCHS HMP. If there are any further questions, feel free to contact CCHS Hazardous Materials Programs at 925-655-3200.
5. Exterior Appearance. The exteriors of all structures shall be maintained in a good state of repair and the exterior finishes must be clean and well maintained.
6. Fencing. Fencing shall be kept in a good state of repair and shall not allow for any vehicular access from East Tenth Street. Fencing shall not block the corner-sight-distance visibility hinderance of traffic in the vicinity, as determined by the Public Works Department or City Engineer. The cost for construction, maintenance, and any modifications to the fencing shall be the responsibility of the applicant.
7. Driveway Entrance. Access to the project site shall be limited to East Tenth Street, utilizing the existing driveway approach. Improvements to the driveway approach, as needed, shall be the responsibility of the applicant. Any gate installed to secure the driveway access shall be reviewed and approved by the Contra Costa County Fire Protection District prior to installation.
8. Deliveries and Operations. Deliveries and supply pick-up hours shall be limited to the hours of 7:00 A.M. and 8:00 P.M. Pick-up or delivery of items outside of these hours shall be strictly prohibited and subject to Code Enforcement action.

9. Security Cameras. The developer shall provide exterior security cameras at along each side of the existing building.
 - i. Location and installation details to be reviewed and approved by the City of Pittsburgh Police Department prior to Building Permit issuance.
 - ii. The proposed cameras shall be web-based, and the internet protocol (IP) addresses of each camera shall be provided to the Pittsburgh Police Department for investigative purposes.
10. On-Site Parking. Parking facilities shall be constructed in accordance with the Pittsburgh Municipal Code and shall obtain all applicable permits prior to construction. Details regarding parking lot improvements, including but not limited to parking lot lighting, parking lot striping, and parking spaces, shall be included on the Improvement Plans submitted for the parking facility. The applicant shall provide a minimum of one (1) ADA-accessible parking space and shall not store vehicles on site that are not directly associated with the proposed business.
11. Bicycle Parking. The applicant shall maintain permanent, fixed bicycle parking for at least one (1) bicycle on-site in a location providing convenient access and natural surveillance. The final location of bicycle parking stall shall be subject to review and approval by the Planning Division prior to installation.
12. On-site Occupancy Prohibited. No person shall live on-site.
13. Business License. The business operator shall obtain and maintain a valid City of Pittsburgh Business License for the business at all times.
14. Public Art. The applicant shall work with the City of Pittsburgh Community and Economic Development Staff on the feasibility to install public art along the street-facing side of the building at 960 East Street. Details related to the public art and art installation requirements shall be determined prior to any permit or license issuance.
15. Landscape. A landscape buffer shall be installed between the proposed parking lot and the existing sidewalk along East Street and East Tenth Street. The landscape buffer shall comply with the Pittsburgh Municipal Code for width, planting materials, and water use. Landscaping improvements shall be noted on the Improvement Plans for the project.
16. Landscape Maintenance: The applicant shall be responsible for maintaining landscaping with the planter area.

17. Trash Enclosure. A trash enclosure shall be constructed and shall accommodate three bins compliant with Senate Bill 1383 of 2018 – one for refuse, one for recyclables, and one for organic waste. The trash enclosure on site shall be consistent with the City of Pittsburgh Trash Enclosure Design Standards.
18. Rooftop equipment. All rooftop mechanical equipment shall be fully screened from public view. In the event that the building is built, and it is discovered that any roof top mechanical equipment is visible (as seen by the naked eye) from any ground-level public vantage point, then the developer shall provide additional screening around the equipment to completely conceal it. Any additional screening required to comply with this agreement shall be subject to review and approval by the Planning and Building Divisions prior to the issuance of a certificate of occupancy.
- i. Roof vents shall be painted the same color as roofing material to which they are adjacent. Downspouts, side vents, attached utility boxes, and hose bibs shall be painted the same color or colors as the surface or surfaces to which they are adjacent.
19. Equipment Screening. All utility equipment, including utility boxes, transformers, meters, and junction boxes shall be undergrounded whenever possible. All air conditioning units and utility equipment (which cannot be undergrounded) shall be substantially screened from public view by way of a permanent screen or appropriately sized plant material (City of Pittsburgh DRDG II.h and III.a). The final method and design of the screening shall be reviewed and approved by the Planning and Engineering Divisions prior to issuance of an engineering or building permit.

City of Pittsburgh Engineering Conditions:

The applicant shall pay the following fees to the Engineering Department:

1. Grading Plan Review Fee. The total grading plan review fee is 2.5% of the engineer's estimated cost for grading, or it may be based upon cubic yards of earth disturbance as set forth in the City's Master Fee Schedule. The engineer's estimate must be included with the first plans submittal. An initial payment of 50% of the estimated total grading plan review fee is to be submitted prior to grading permit issuance. This initial payment will be credited towards the final fee as determined at engineering permit. The remainder of the fees shall be due payable prior to issuance of an engineering permit.
2. Grading Inspection Fee The grading inspection fee is 3% of the engineer's estimated for the cost of grading. The grading inspection fee may also be based upon an approved engineer's estimate of total cubic yards, according to the current schedule of grading fee charges as set forth in the City's Master Fee Schedule.

3. GIS Update. Prior to the issuance of an engineering permit, the applicant shall pay the Geographic Information System (GIS) fee as set forth in the City's Master Fee Schedule. The current fee is \$129 plus \$0.06/sf of parcel improvements for non-residential uses.

ENGINEERING SUBMITTALS:

4. Improvement Plans. The applicant shall submit electronic, pdf. files of the engineering plans to the Engineering Division for review and approval through the Accela permitting portal. The plans shall be prepared by a registered civil engineer, to include but not be limited to the following:
 - A Site Plan
 - A Grading and Drainage Plan
 - A Utilities Plan
 - A Landscaping and Irrigation Plan
 - An Erosion and Sedimentation Control Plan
5. Geotechnical Report. The applicant shall submit a current geotechnical report that supports the design features incorporated into this project including, but not limited to, grading activities, compaction requirements, utility construction, slopes, retaining walls, and roadway sections. The geotechnical report shall be submitted to the Engineering Division for review prior to the approval of any civil plans and/or the issuance of a site development permit.
6. Stormwater Pollutants. The applicant shall incorporate long-term best management practices (BMP's) for the reduction or elimination of storm water pollutants. The project design shall incorporate wherever feasible, the following long term BMPs to limit pollutant generation, discharge, and runoff. Such source control design measures may include:
 - Incorporating landscaping that minimizes irrigation and runoff, promotes surface infiltration where possible, minimizes the use of pesticides and fertilizers, and incorporates appropriate sustainable landscaping practices.
 - Providing covered trash, food waste, and compactor enclosures.
 - Using pavers for walkways and other appropriate hardscape surfaces to minimize impervious areas.
 - Minimizing the amount of directly connected impervious surface area.
 - Marking all storm drains with "No Dumping, Drains to Delta" messages.
 - Constructing concrete driveway weakened plane joins at angles to assist in directing run-off to landscaped/pervious areas prior to entering the street curb and gutter.
 - Plumbing of the following discharges to the sanitary sewer, subject to Delta Diablo's authority and standards:

- ✓ Discharges from indoor floor mat/equipment/hood filter wash racks or covered outdoor wash racks for restaurant.
 - ✓ Dumpster drips from covered trash and food compactor enclosures.
 - ✓ Discharges from outdoor covered wash areas for vehicles, equipment, and accessories.
 - ✓ Fire sprinkler test water if discharge to onsite vegetated areas is not a feasible option.
7. Stormwater Pollution Protection During Construction. Prior to the issuance of a grading permit, the applicant shall submit an Erosion and Sedimentation Control Plan to the Engineering Division for review. The Stormwater Pollution Prevention Plan measures shall also include measures to prevent soil, dirt, and debris from entering the storm drain system, in accordance with California Stormwater Quality Association's (CASQA's) construction handbook.
 8. Stormwater Control Plan. Grading, improvement, and/or building plans shall be consistent with the approved Stormwater Control Plan. The C.3 treatment facilities shall be adequately sized to treat the stormwater runoff from the associated drainage management areas and incorporate adequate designs to comply with current hydrograph modification requirements. The grading, improvement, and landscaping plans shall include drawings and specifications necessary to implement all measures in the Stormwater Control Plan. Design features should incorporate low impact development design standards as outlined in the most current edition of the Contra Costa Clean Water Program's C.3 Guidebook. These features include limiting directly connected impervious area, and incorporating pervious pavements, self-retaining areas, treatment BMPs, permanent stormwater control BMPs, and other features that control stormwater flow and potential for stormwater pollutants. Grading and/ or building permits shall not be issued until this condition is met to the satisfaction of the Engineering and Planning Divisions.
 9. Operations and Maintenance Plan. The applicant shall submit a Stormwater BMP Operation and Maintenance Plan for the continuous maintenance of all C.3 facilities constructed to meet the C.3 requirements of the project. The final plan shall be submitted to the Engineering Division prior to the certificate of occupancy.
 10. Operation and Maintenance Agreement and Right of Entry. The applicant shall execute the Operations and Maintenance Agreement and Right of Entry, which pertain to the transfer of ownership and / or long-term maintenance of stormwater treatment BMPs or hydrograph modification BMPs prior to the issuance of a certificate of occupancy. The Guidelines for the preparation of Stormwater BMP Operation and Maintenance Plans are found on the Contra Costa County Clean Water Program website

(www.cccleanwater.org) or the Stormwater C.3 Guidebook, most current edition.

11. Stormwater Pollution Protection During Construction. Prior to the issuance of a grading permit, the applicant shall submit an Erosion and Sedimentation Control Plan or Stormwater Pollution Prevention Plan (if the project requires a permit from the State Water Resources Control Board under the provisions of the General Construction Permit) to the Engineering Division for review. The Stormwater Pollution Prevention Plan measures shall also include measures to prevent soil, dirt, and debris from entering the storm drain system, in accordance with California Stormwater Quality Association's (CASQA's) construction handbook.

Contra Costa County Fire Protection District Conditions:

1. Access gates for Fire District apparatus shall be a minimum of 20-feet wide. Access gates shall slide horizontally or swing inward and shall be located a minimum of 30 feet from the street. Electrically operated gates shall be equipped with a Knox Company key-operated switch. Manually operated gates shall be equipped with a non-casehardened lock or approved Fire District lock. Contact the Fire District for information on ordering the key-operated switch. (D103.5) CFC.
2. The developer shall provide an adequate and reliable water supply for fire protection as set forth in the California Fire Code. (507. 1) CFC
3. Changes of use or occupancy. Changes shall not be made in the use or occupancy of any structure that would place the structure in a different division of the same group or occupancy or in a different group of occupancies, unless such structure is made to comply with the requirements of this code. (§102. 3) CFC. Submit at least two sets of architectural drawings to the Fire District for review and pay the associated fees.
4. The developer shall submit tenant improvement plans and specifications for the subject project to the through the Fire District public portal. After the new construction / tenant improvement plans are approved, plans and specifications for all deferred submittals shall be submitted, including, but not limited to the following:
 - . Fire alarm if required
 - . High-pile storage if required

All plan submittals shall be submitted to the through the Fire District public portal.

City of Pittsburg Standard Conditions:

1. Site Accessibility: All public and pedestrian facilities shall be designed in accordance with Title 24, Handicap Access, and the California Department of State Architect's standards for accessibility compliance.
2. Standard Conditions: The Standard Conditions of Development as adopted by the Pittsburg Planning Commission by Resolution No. 8931 shall apply as conditions of approval for this project as applicable. Where there is a conflict between the Standard Conditions of Development, and this Resolution, this Resolution shall prevail. Where there is a conflict between Planning Commission Resolution No. 8931 and the conditions identified herein, the specific conditions of this resolution shall apply.
3. Other Agency Requirements: The applicant shall comply with all the requirements of the Planning Division, Engineering Division, Contra Costa County Fire Protection District, Delta Diablo Sanitation District, State Water Resources Control Board, Bay Area Air Quality Management District, and all other applicable local, state and federal agencies.
4. Other Municipal Code Requirements: All site development shall comply with Title 12 (Streets, Sidewalks, and Utilities), Title 13 (Water and Sewers) and Chapter 15.88 (Grading, Erosion and Sediment Control) of the PMC as determined by the City Engineer. Issuance of a site development permit will be required whereby specific engineering requirements will be made as conditions of approval.
5. Indemnification: The applicant agrees to indemnify, defend, and hold harmless the City, its officials, officers, employees, agents and consultants from any and all administrative, legal or equitable actions or other proceedings instituted by any person challenging the validity of this project approval, subsequent project approval, or other action arising out of, or in connection with, this project approval. The parties shall cooperate in defending such action or proceeding. The parties shall use reasonable efforts to select mutually agreeable defense counsel but, if the parties cannot reach agreement, City may select its own legal counsel at applicant's sole cost and expense. Applicant may select its own legal counsel to represent applicant's interests at applicant's sole cost and expense. Applicant shall pay for City's costs of defense, whether directly or by timely reimbursement to City on a monthly basis. Such costs shall include, but not be limited to, all court costs and attorneys' fees expended by City in defense of any such action or other proceeding, plus staff and City Attorney time spent responding to and defending the claim, action or proceeding.

6. Expiration: This use permit approval will expire on October 22, 2026, unless the use has been legally established prior to the expiration date, or a written request for extension is filed with the Planning Division prior to the expiration date and subsequently approved by the Planning Commission.

Section 4. Effective Date

This resolution shall take effect immediately upon its adoption.

On motion by Commissioner ____, seconded by Commissioner ____, the foregoing resolution was passed and adopted the 22nd day of October 2024, by the Planning Commission of the City of Pittsburg, California by the following vote:

AYES:

NAYES:

ABSTAIN:

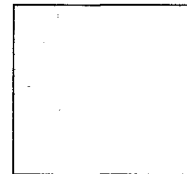
ABSENT:

I hereby certify that the above Resolution No. ____ was adopted by the Planning Commission of the City of Pittsburg on October 22, 2024

JOHN FUNDERBURG, SECRETARY
PITTSBURG PLANNING COMMISSION

MICHAEL
FRANCIS
MARTIN

ARCHITECT



35 QUAIL COURT OFFICE PARK
SUITE 300
WALNUT CREEK CA. 94596

CONSULTANT

CONSULTANT

CONSULTANT

PROJECT

CARDENAS BUILDING
960 EAST ST.
PITTSBURG CA

TITLE

PARKING LOT PLAN

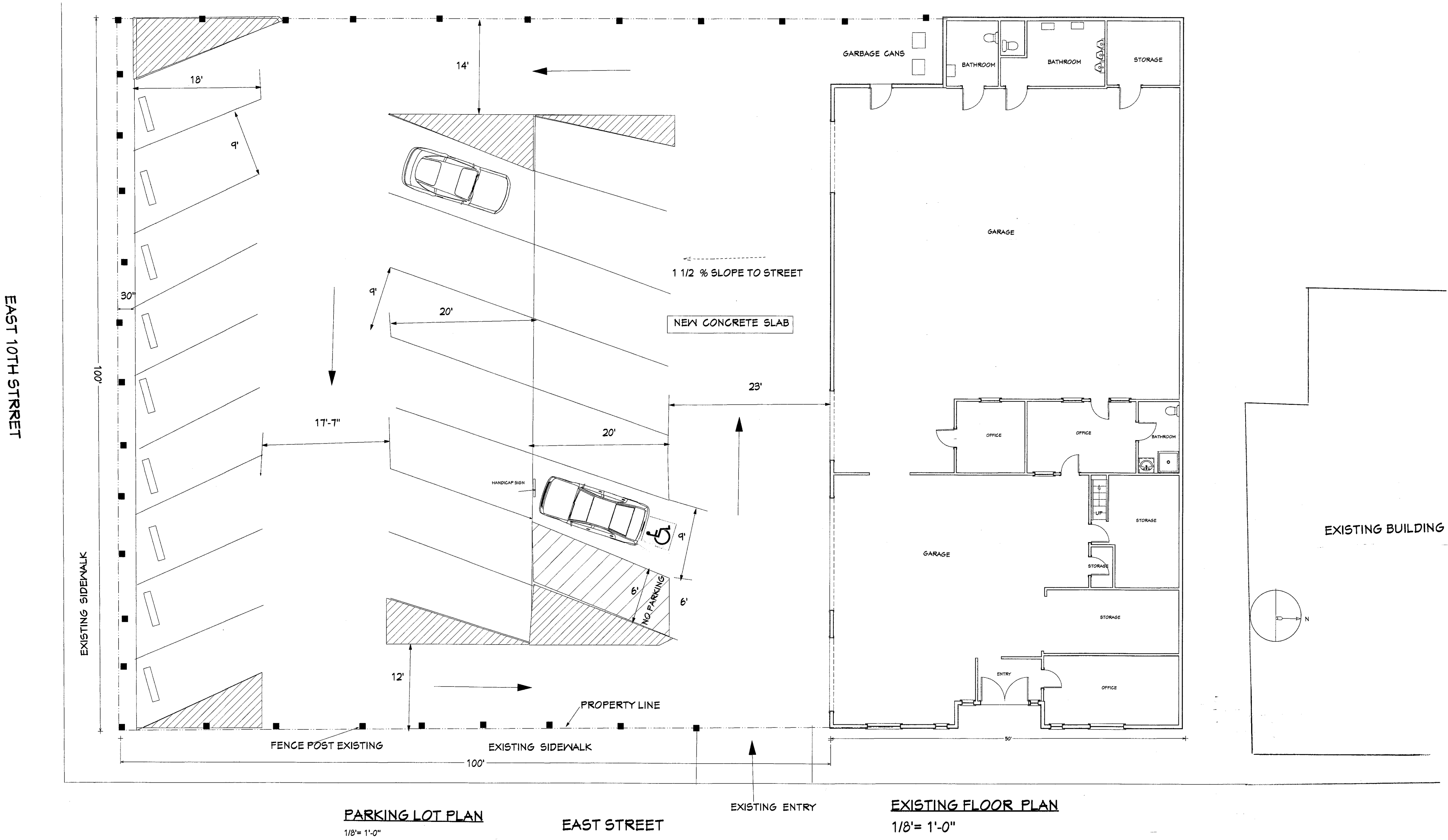
7/16/24

SCALE:

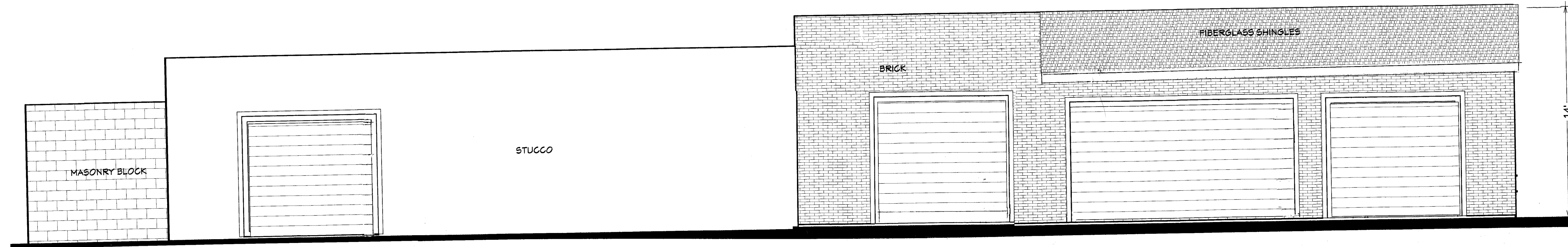
1/8" = 1'-0"

SHEET:

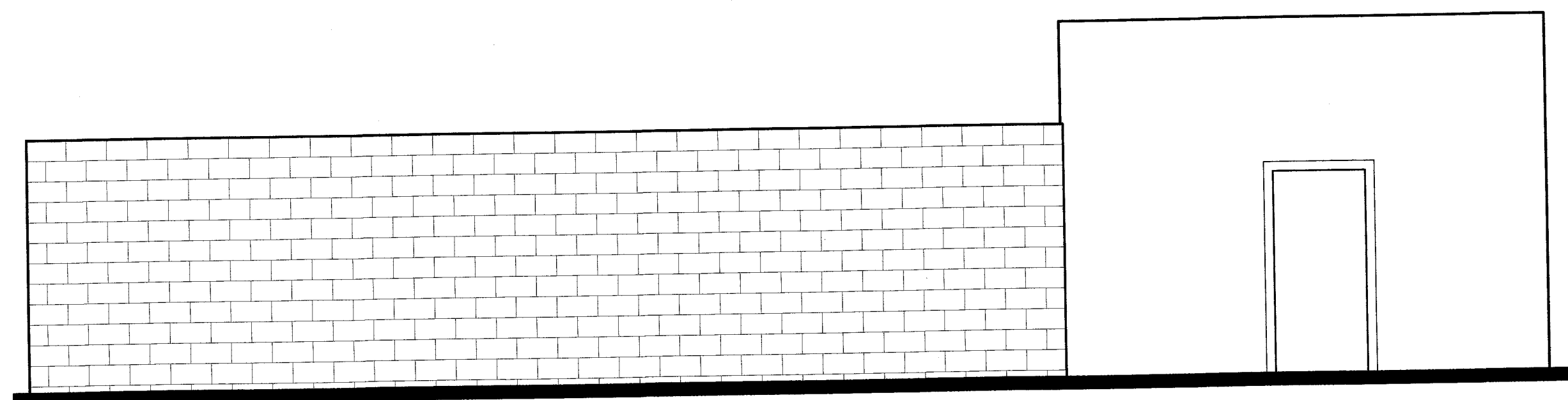
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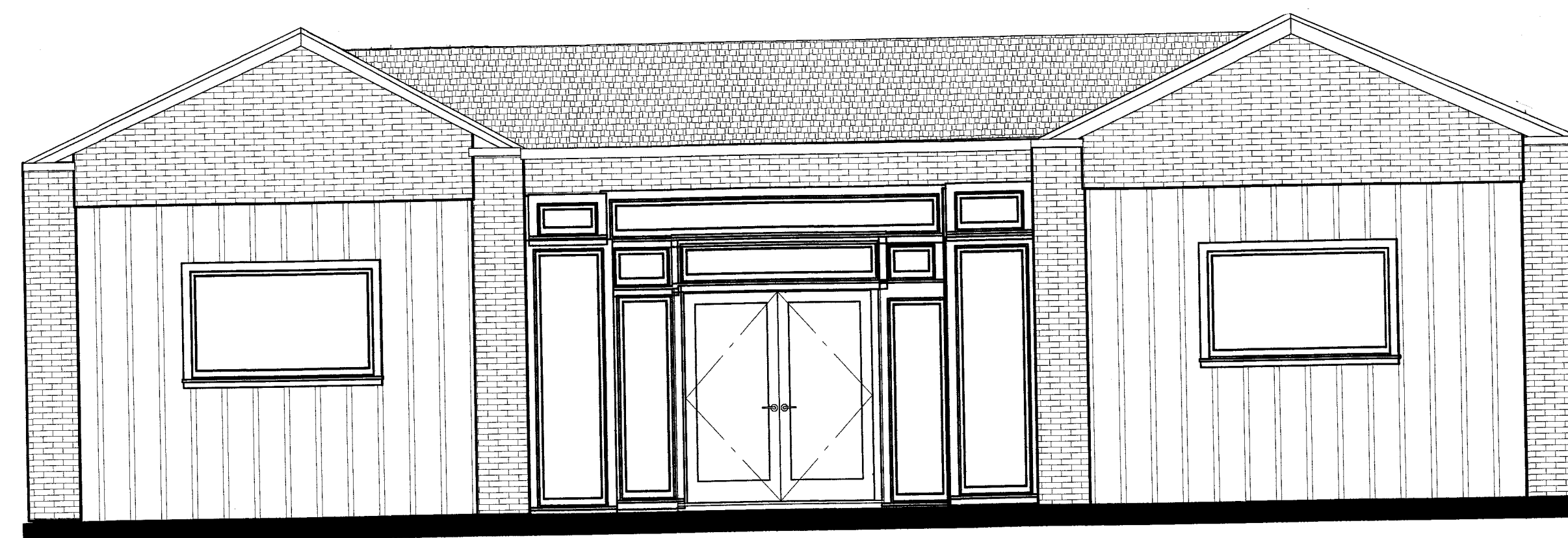
VICINITY MAP



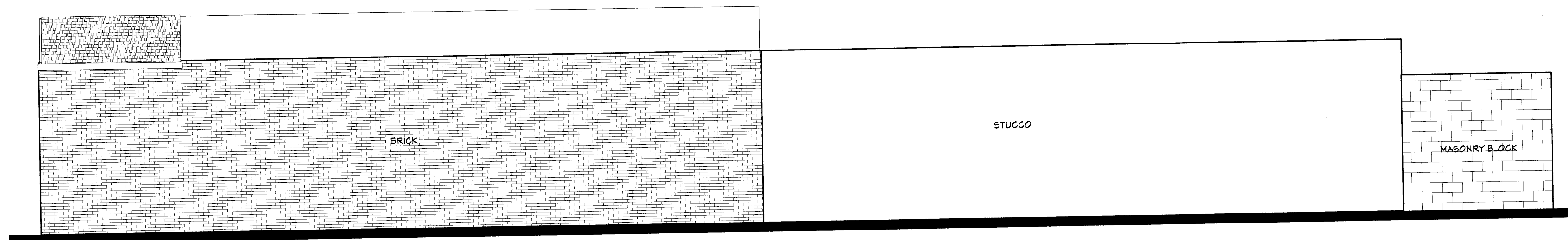
SOUTH ELEVATION
1/4" = 1'-0"



WEST ELEVATION
1/4" = 1'-0"



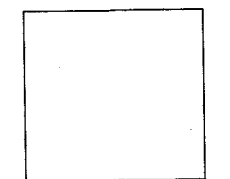
EAST ELEVATION
1/4" = 1'-0"



NORTH ELEVATION
1/4" = 1'-0"

**MICHAEL
FRANCIS
MARTIN**

ARCHITECT



35 QUAIL COURT OFFICE PARK
SUITE 300
WALNUT CREEK CA. 94596

CONSULTANT

CONSULTANT

CONSULTANT

PROJECT

CARDENAS BUILDING
960 EAST ST.
PITTSBURG CA

TITLE

ELEVATIONS

7/16/24

SCALE:

1/8" = 1'-0"

SHEET:

2

Attachment 3
AP-24-0042 (UP, ADR) Map of Surrounding Uses



(North: Commercial and Residential Development; East: Personal Service Uses and Convenience Store Use; South: Service Commercial Development; West: Former Enean Theatre and Veteran's Square Housing)

Attachment 4
Property Development Regulations Table
 Cardenas Wholesale (UP, ADR)

Development Regulations for Downtown Service Commercial	Requirement:	Proposed Project:
Maximum Height	48'	14'
Front Yard Setback	0'	104'
Side Setback	0'	0'
Street Side Setback	0'	0'
Rear Setback	0' – 10'	4'
Minimum Site Landscaping 0% of total lot area to be landscaped.	0 Sq. Ft. required by PMC 18.52.115	Required 3' landscape buffer along East Tenth Street.
Minimum Automobile Parking	Minimum of 2 spaces	23 spaces
Minimum Bicycle Parking	0 spaces	1 space



NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that the **PLANNING COMMISSION** of the City of Pittsburg will conduct a public hearing on:

DATE: October 22, 2024
TIME: 7:00 PM
PLACE: City Council Chamber at City Hall
65 Civic Avenue, Pittsburg, California

Concerning the following matter:

SUBJECT: Cardenas Wholesale, AP-24-0042 (UP, ADR)

Project Description: This is a request for Planning Commission approval of a Use Permit and Administrative Design Review to establish a "Warehousing and Storage, Limited" use at 960 East Street, within the Downtown Services Commercial (CSD) Zoning District. Assessor's Parcel No. 085-182-006.

Environmental Determination: The project is exempt from California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines section 15303.

PROJECT PLANNER: Kelsey Gunter, (925) 252-4824 or kgunter@pittsburgca.gov

Why am I receiving this notice?

You are receiving this notice because you have either previously requested notifications from the Planning Division, or a project has been proposed in your neighborhood and all property owners within a minimum 300-foot radius of the project site are required to be notified under the Pittsburg Municipal Code.

Where can I get more information about this project?

The complete file for this project is available for public inspection; please contact the project planner listed above to make necessary arrangements.

What can I do if I have comments on the project?

Comments or objections to the project can be made by writing or through e-mailed testimony prior to and oral testimony during the meeting. Written comments citing the project name may be emailed to the project planner listed above or may be mailed or delivered to Pittsburg Planning Division, 65 Civic Avenue, Pittsburg, CA 94565. Pursuant to Section 65009 of the California Government Code, if you challenge this matter in court, you may be limited to those issues you or someone else raised at the public hearing described in this notice, or in written correspondence on the matter delivered to this agency at, or prior to the public hearing. Any written correspondence delivered to the Planning Division before the hearing body's action on the matter will become a part of the administrative record.

*Para información en
español:
(925) 252-4920*


JOHN FUNDERBURG, SECRETARY
PITTSBURG PLANNING COMMISSION

Project Title: AP-24-0042 – Cardenas Wholesale (UP, ADR)
Location: 960 East Street, Pittsburg, CA 94565

City of Pittsburg
California

**Community and Economic Development Department -
Planning Division**
65 Civic Avenue
Pittsburg, CA 94565

NOTICE OF PUBLIC HEARING



**CITY OF PITTSBURG
PLANNING COMMISSION
STAFF REPORT
October 22, 2024**

ITEM: Happy Sunny Massage, AP-24-0098 (UP)

ORIGINATED BY: Douglas Wong, 916-936-8938, wwdouglasww2@gmail.com

SUBJECT: This is a public hearing on a request for approval of a Use Permit to allow a massage therapy establishment within an existing approximately 850 square-foot multi-tenant commercial building located at 2237 Railroad Avenue. , The site falls within the Railroad Avenue Specific Plan Area, PD-09-1319 (pursuant to Pittsburg City Council Ordinance No. 09-1319 and the Mixed-Use General Plan Land Use Classification. Assessor's Parcel Number: 088-183-037.

The proposed project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) under Class 1, "Existing Facilities," of the CEQA Guidelines, section 15301. The proposed project qualifies for a Class 1 categorical exemption because the project site is an existing, private structure and the applicant is not proposing any expansion of the existing structure. Therefore, the proposed project will not have a significant effect on the environment and is exempt from the provisions of CEQA.

RECOMMENDATION: Staff recommends the Planning Commission adopt a Resolution (Attachment 1), approving Use Permit Application No. 24-0098, subject to conditions.

BACKGROUND: The tenant space for the proposed massage establishment is one of several commercial units within a small shopping center built in the 1970's known as the Stoneman Plaza.

On September 4, 2024, the applicant filed Use Permit Application No. 24-0098 to establish a massage therapy establishment in an existing tenant space within the Stoneman Plaza Shopping Center where existing uses include a variety of restaurants, an Afro-Caribbean grocery store, a liquor store, a convenience store, a smoke shop, a barber shop, an insurance office, a drive-thru Starbucks, a tattoo studio, a nail shop, a clothing store, a community services office, and other retail sales and convenience services. The addition of a massage establishment within the Shopping Center would be compatible with existing and allowed uses in the surrounding area.

The applicant for the proposed massage establishment does not operate any other massage establishments; if approved, this would be the only location in operation for the business owner.

PROJECT DESCRIPTION: .

Existing Conditions: The Stoneman Shopping Center is an existing approximately 24,000 square-foot shopping center located on the east side of Railroad Avenue between Bliss Avenue and East Leland Road. The shopping center consists of four multi-tenant commercial buildings ranging in size from approximately 4,000 to 6,440 square feet (Buildings A, B, C, and D), and a detached 2,600 square-foot building

Planning Commission Staff Report

occupied by a drive-thru Starbucks coffee shop. Access to the site is from two existing driveways off Railroad Avenue. There are 102 parking spaces evenly distributed throughout the site. Two trash enclosures are located on site, one behind the Starbucks and one on the eastern elevation of two interior multi-tenant buildings. Two existing internally illuminated double faced freestanding signs identify the site from Railroad Avenue. The signs are located adjacent the access driveways at Railroad. Also, there are several existing tenant signs which are mounted along the exterior facades of each business in the “can” style design.

See Attachment 2 for Existing Conditions Photos

Surrounding Land Uses: The following land uses surround the shopping center:

North: Law Offices/Small adjacent Shopping Center

West: America's Tire

South: Pittsburg Funeral Chapel

East: National Trench Safety contractor yard

See Attachment 3 for Map of Surrounding Land Uses

Proposed Project: The applicant is requesting approval of a Use Permit to allow a massage therapy establishment (proposed project) within an existing multi-tenant commercial building approximately 850 square-feet. The proposed massage establishment would operate between the hours of 10:00 a.m. to 9:00 p.m. daily. The applicant has indicated that the proposed massage establishment would have the owner and a maximum number of three employees on-site at any given time.

The proposed project also involves obtaining building permits for unpermitted work which includes seismic upgrades to existing interior partitions and electrical connections. The proposed floor plan consists of a reception and waiting area at the front, four massage rooms, a worker's locker room, a storage/laundry room, and a restroom.

See Attachment 4 for the Project Floor Plan

CODE COMPLIANCE:

General Plan: Pittsburg General Plan 2040: The project site is located within the Railroad Avenue Specific Plan Area - PD-09-1319 (pursuant to Pittsburg City Council Ordinance No. 09-1319 and the Mixed-Use General Plan Land Use Classification where massage therapy services requires a conditional use permit pursuant to Section 18.53.020 (L-131) and PMC Section 5.64.030 (B)2 of the Pittsburg Municipal Code (PMC). If approved, the proposed project is expected to provide a personal service use and complement other commercial uses located along the Railroad Avenue commercial corridor in the Railroad Subarea.

Off-Street Parking: PMC section 18.78.030(E)(3) sets forth standards for off-street parking within retail shopping centers. This section specifies that the parking

Planning Commission Staff Report

requirement for all uses shall be those prescribed for retail sales (one space per each 250 sq. ft. of retail space), unless a Use Permit is required for an individual use within the shopping center. In the instance where a Use Permit is required, the parking requirement for that use shall correspond to the parking requirements outlined in PMC section 18.78.040, Schedule A. The 850 square-foot space would require approx. 4 parking spaces per the one space per each 250 sq. ft. of retail space. This is more than met by the several shared parking spaces (approximately 102) within the Stoneman Shopping Center available for use by all tenants and customers utilizing the shopping area.

With regards to bicycle parking, PMC section 18.78.045 specifies a minimum number of bicycle parking stalls that must be provided on new non-residential sites based on the number of required off-street parking stalls for the use. Pursuant to this PMC section the proposed project is not required to provide any additional bicycle parking.

Signage: The applicant proposes to reface an existing shared “can” sign for the proposed business. The project site is subject to a Master Plan and signage associated with the proposed project will require a separate sign permit application that demonstrates consistency with the sign Master Plan at the shopping center. Once Planning Staff has reviewed and approved a separate sign permit, the applicant will be able to apply for a Building Permit for the sign.

Zoning: .

Findings: Required Findings – Use Permit: Pursuant to PMC section 18.16.040, in order to approve the Use Permit for the proposed massage establishment, the Planning Commission must find that the proposed project:

A. is in accord with the objective of the Zoning Ordinance, the purposes of the land use district in which it is located and is appropriate to the specific location;

B. is not detrimental to the health, safety, and general welfare of the city;

C. will not adversely affect the orderly development of property within the city;

D. will not adversely affect the preservation of property values and the protection of the tax base and other substantial revenue sources within the city;

E. is consistent with the objectives, policies, general land uses and programs specified in the general plan and applicable specific plan;

F. will not create a nuisance or enforcement problem within the neighborhood;

G. will not encourage marginal development within the neighborhood;

H. will not create a demand for public services within the city beyond that of the ability of the city to meet in the light of taxation and spending restraints imposed by law; and

Planning Commission Staff Report

I. is consistent with the city's approved funding priorities.

A full analysis of how the proposed project meets the required Use Permit findings is provided in the Resolution (Attachment 1).

Environmental: The proposed project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) under Class 1, "Existing Facilities," of the CEQA Guidelines, section 15301. The proposed project qualifies for a Class 1 categorical exemption because the project site is an existing, private structure and the applicant is not proposing any expansion of the existing structure. Therefore, the proposed project will not have a significant effect on the environment and is exempt from the provisions of CEQA.

If the proposed project is approved, Planning Staff will file a Notice of Exemption with the Governor's Office of Planning and Research (OPR) State Clearinghouse and Contra Costa County Clerk-Recorder's Office.

Public Notice: On or before October 11, 2024, a notice of the October 22, 2024, public hearing for the proposed project was posted at City Hall and at or near the project site; was delivered for posting at the Pittsburg Library; was posted on the "Public Notices" section of the City's website and was mailed via first class or electronic mail to the applicant, to the property owner, to all owners of property within 300 feet of the project site, to local service agencies expected to provide services to the business, and to individuals who had previously filed written request for such notice, in accordance with PMC section 18.14.010 and Government Code section 65091 (Attachment 5). In addition, a copy of the notice was posted on www.nextdoor.com ("Nextdoor") and was sent directly to all subscribed residents in the surrounding neighborhoods.

ANALYSIS: Staff believes that the Planning Commission can make the required findings to grant Use Permit approval for the proposed project, as it would provide for a new commercial business within the City, have a positive impact on the City's tax base, and occupy a vacant tenant space that could otherwise remain vacant. See Attachment 1 for a full analysis of how the proposed project meets the required Use Permit findings.

Approval of the proposed project would provide a personal service business that would serve local residents, including surrounding businesses and residents in the Railroad Subarea.

Staff recommends key conditions of approval be incorporated into the attached Resolution intended to meet requirements in PMC 5.64 related to Massage Establishments including:

- all massage therapists employed by the business shall maintain and keep publicly-displayed valid massage therapy licenses issued by the State of California;
- the business owner/operator and all massage therapists shall adhere to all requirements of the California Massage Therapy Council (CAMTC);

Planning Commission Staff Report

- the business owner/operator maintain exterior video cameras at the front and back doors (if any exists) of the business location, and that the cameras encompass the parking lot in front of the business, the front public entrance, the rear emergency exit (if any exists), and the parking area fronting the business;
- the business owner/operator shall ensure that front windows and separate entrance doorways are not screened or tinted, and allow for visibility into the business; and
- the business owner/operator shall be responsible for maintaining the peace and order on the premises. All necessary steps shall be taken to ensure that the customers refrain from incidents of violence or indecent acts that adversely impact the safety of the community. Should the business owner/operator fail to control loitering, noise, public disturbances or incidents of violence or indecency, and in the event that the business necessitates an increased police presence, the Chief of Police may require the business owner/operator to provide additional public safety measures, including but not limited to, additional video cameras, additional exterior lighting, hiring licensed and bonded security guards approved by the Police Department, or such other measures as determined necessary by the Chief of Police. Any such required additional measures shall be at the business owner/operator's sole expense.

In addition, the business owner/operator and all massage therapists would be required to obtain and maintain active business licenses with the City of Pittsburgh. Prior to issuance of a Business License, each applicant would be required to submit to the Chief of Police, or his designee, an application which must include, among other things: 1) fingerprints and recent photographs of the applicant; 2) proof that the applicant is a certified massage practitioner and member of a qualified massage association; 3) the applicant's birth certificate or other acceptable proof that the applicant is over 18 years of age; 4) a photograph identification card; 5) a statement that the applicant understands that the application shall be considered by the City only after a full background investigation has been made by the Chief of Police; and 6) any other information reasonably required by the Chief of Police.

ACTION REQUIRED: Move to adopt a Resolution, approving Use Permit application No. 24-0098, subject to conditions.

ATTACHMENTS:

Prepared by:

BEFORE THE PLANNING COMMISSION OF THE CITY OF PITTSBURG

In the Matter of:

Granting a Use Permit to Allow a)
Massage Therapy Establishment)
at an Existing Commercial Space)
located at 2237 Railroad Avenue)
for "Happy Sunny Massage",)
AP-24-0098 (UP))

Resolution No.

The Planning Commission DOES RESOLVE as follows:

Section 1. Background

- A. On September 4, 2024, Douglas Wong filed Planning Application No. AP-24-0098 (UP), requesting approval of a use permit to establish a massage therapy business within an existing 850 square-foot commercial space located at 2237 Railroad Avenue, within the Stoneman Plaza Shopping Center. The property within the Railroad Avenue Specific Plan Area - PD-09-1319 (pursuant to Pittsburg City Council Ordinance No. 09-1319 and the Mixed-Use General Plan Land Use Classification. Assessor's Parcel Number: 088-183-037.
- B. The project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) under Class 1, "Existing Facilities," of the CEQA Guidelines, section 15301.
- C. On or prior to October 11, 2024, notice of the October 22, 2024, public hearing was posted at City Hall, near the proposed project site, and on the "Public Notices" section of the city's website; was delivered for posting at the Pittsburg Library; and was mailed via first class or electronic mail to the applicant, to the property owner, to owners of property located within 300 feet of the proposed project site, to local service agencies expected to provide services to the building, and to individuals who had previously filed written request for such notice, in accordance with Pittsburg Municipal Code (PMC) section 18.14.010 and Government Code section 65091. In addition, a copy of the notice was posted on www.nextdoor.com ("Nextdoor") and was sent directly to all subscribed residents in the "Upper Diamond" neighborhood.
- D. PMC section 18.16.040 specifies that the following findings must be made before approval of a use permit. The Planning Commission may grant approval of a use permit if the proposed use:
 - 1. is in accord with the objective of the Zoning Ordinance, the purposes of the land use district in which it is located and is appropriate to the specific location;
 - 2. is not detrimental to the health, safety, and general welfare of the city;
 - 3. will not adversely affect the orderly development of property within the city;

4. will not adversely affect the preservation of property values and the protection of the tax base and other substantial revenue sources within the city;
 5. is consistent with the objectives, policies, general land uses and programs specified in the general plan and applicable specific plan;
 6. will not create a nuisance or enforcement problem within the neighborhood;
 7. will not encourage marginal development within the neighborhood;
 8. will not create a demand for public services within the city beyond that of the ability of the city to meet in light of taxation and spending restraints imposed by law; and,
 9. is consistent with the city's approved funding priorities.
- E. On October 22, 2024, the Planning Commission held a public hearing on Planning Application No. 24-0098 (UP), at which time oral and/or written testimony was considered.

Section 2. Findings

- A. Based on the Planning Commission Staff Report entitled, "Happy Sunny Massage, AP-24-0098 (UP)," dated October 22, 2024, and based on all the information contained in the Planning Division files on the project, incorporated herein by reference and available for review in the Planning Division located at 65 Civic Avenue in Pittsburg, and based on all written and oral testimony presented at the meeting, the Planning Commission finds that:
1. All recitals above are true and correct and are incorporated herein by reference.
 2. The proposed massage therapy use will:
 - a) be in accordance with the objectives of the Zoning Ordinance, the purposes of the land use district in which it is located, and will be appropriate to the specific location, in that the Railroad Avenue Specific Plan Area, PD-09-1319 (pursuant to Pittsburg City Council Ordinance No. 09-1319 and the Mixed-Use General Plan Land Use Classification allows massage therapy services upon the granting of use permits which allows appropriate conditions of approval to minimize potential nuisances. The proposed massage therapy service at the Stoneman Plaza will provide a personal service use in an area to complement the variety of personal services available in the area.
 - b) not be detrimental to the health, safety, and general welfare of the city, if the following Conditions of Approval are incorporated into the adopted Resolution: 1) the business owner, operator, and all massage therapists employed by the business undergo thorough background checks conducted by the Pittsburg Police Department; 2) the business owner install cameras at the exterior

- entrance(s) of the tenant space; and 3) that the front windows are not screened, tinted, or otherwise obscured, and allow for visibility into the business. In addition, the use will be required to meet health and safety requirements of the California Massage Therapy Council, the Pittsburg Economic and Community Development Department, the Contra Costa County Fire Protection District, and the Environmental Health Division of Contra Costa Health Services.
- c) not adversely affect the orderly development of property within the city, in that the proposed use will occupy an existing commercial space that will operate as a personal service use, and the applicant is proposing to improve and upgrade the interior of the lease space.
 - d) not adversely affect the preservation of property values and the protection of the tax base and other substantial revenue sources within the city, as the continued occupancy of empty tenant spaces throughout town will increase property values as well as the city's tax base.
 - e) be consistent with the General Plan in that the project site is located in the 'Railroad Subarea' of the General Plan and has a land use designation of Railroad Avenue Specific Plan, which is intended to provide mixed-use, transit-oriented activity center at the crossroads of the community, well-designed housing options, affordable to a range of incomes, balanced with neighborhood-serving retail, public amenities, open spaces, and strong employment uses. The proposed project augments the Stoneman Plaza as a neighborhood-serving shopping center containing a wide variety of businesses, including personal services.
 - f) not create a nuisance or enforcement problem within the neighborhood, if the project is conditioned with the following: 1) the business owner, operator, and all massage therapists employed by the business undergo thorough background checks conducted by the Pittsburg Police Department; 2) the business owner install cameras at the front and rear entrances of the tenant space; and 3) that the front windows are not screened, tinted, or otherwise obscured, and allow for visibility into the business. In addition, the use will be required to meet health and safety requirements of the California Massage Therapy Council.
 - g) not encourage marginal development within the neighborhood, in that the business will occupy a space located within an existing commercial shopping center, and does not involve construction of a new building or building addition.
 - h) not create a demand for public services within the city beyond that of the ability of the city to meet in light of taxation and spending restraints imposed by law, in that any such use will operate in a building that has been designed to utilize existing infrastructure. Additional proposed Conditions of Approval state that the Pittsburg Police Department reserves the right to require the business owner to provide additional public safety measures, including but not limited to, video cameras, additional exterior lighting, hiring licensed and bonded security guards approved by the Police Department, or such other measures as determined

necessary by the Chief of Police, at the business owner's sole expense to ensure that the Pittsburgh Police Department can adequately address potential public safety concerns. Further, the proposed project is located on private property and will be maintained privately.

- i) not be inconsistent with the city's approved funding priorities, in that the proposed use is on private property, to be maintained privately, and does not propose or require any city funding.

B. The staff report entitled, "Happy Sunny Massage, AP-24-0098 (UP)," dated October 22, 2024, is referenced hereto as additional support for the findings.

Section 3. Decision

A. Based on the findings set forth above, the Planning Commission hereby approves Planning Application No. 24-0098 (UP), subject to the following conditions:

1. The approved use shall be operated substantially as presented to the Planning Commission in the staff report identified in Section 2 of this resolution, except as may be modified by the conditions below. Operation of the approved use in a manner inconsistent with this use permit shall be grounds for revocation of the use permit.
2. The hours of operation for the business shall be limited to 8:00 a.m. to 8:00 p.m., seven days per week, as specified in PMC section 5.64.070(A)(5).
3. The business owner and all massage therapists shall adhere to all requirements of the California Massage Therapy Council (CAMTC) pursuant to PMC section 5.64.030(A).
4. All massage therapists employed by the business shall maintain and keep displayed valid Massage Therapy Licenses issued by the State of California pursuant to PMC section PMC section 5.64.070(A)(14).
5. The business owner, operator, and all massage therapists employed by the business shall maintain and keep displayed active Business Licenses issued by the City of Pittsburgh. Pursuant to PMC section 5.64.040, prior to issuance of a Business License to the business owner or an individual massage therapist, each applicant shall be required to submit to the Chief of Police or his designee and Finance Director an application which shall include the following:
 - a) A list stating the number of massage therapists and other employees the applicant intends to employ at the massage establishment, the full name, date of birth, current address, and telephone number of each employee, the identification number and expiration date of each massage therapists' CAMTC certificate, and how many massage therapists the applicant intends to be working on site performing massages simultaneously. The business shall also provide a copy of each massage therapist's unexpired CAMTC certificate and identification card;

- b) A list providing the complete name, address, and telephone number of each owner and operator of the proposed business;
- c) : Proof that an owner or operator is a CAMTC certificate holder, through submission of a copy of the owner's or operator's valid, unexpired CAMTC certificate and CAMTC identification; or PMC section 5.64.040(A)(3): the applicant may submit an application for a background check filed, under penalty of perjury, by each individual owner and operator of the massage establishment containing the following:
 - i. Each individual owner and operator of the massage establishment's full legal name and any other names used by the individual.
 - ii. The individual's height, weight, and color of eyes and hair;
 - iii. The business name, address and telephone number of the proposed massage establishment for which the business permit is sought;
 - iv. The current residential address and telephone number of the individual, and two previous residential addresses and business addresses, if any;
 - v. A copy of a valid and current Driver's License and/or identification issued by a state or federal government agency or other photographic identification bearing a bona fide seal by a foreign government showing, to the satisfaction of the city, that the individual is at least 18 years of age;
 - vi. The individual's business, occupation or employment history for the five years immediately preceding the date of the application;
 - vii. The name and address of any massage establishment or similar business owned or operated by the person whether inside or outside the city or state;
 - viii. The massage or similar Business License history of the individual, including whether such person, in previously operating in this City or another city, county or state under a license or permit, has had such license or permit revoked or suspended, and the reasons and dates for any such revocation or suspension;
 - ix. All criminal convictions, except infractions for traffic violations;
 - x. Two identical passport photos;

- xi. The individual shall be fingerprinted, and such fingerprints shall be submitted to the Department of Justice for a criminal background check; and
- xii. A statement that the applicant understands that the application shall be considered by the city only after a full background investigation has been made by the Chief of Police;
- d) A statement as to whether the proposed business intends to provide massage services off site;
- e) Information demonstrating that the proposed business is consistent with the applicable land use designation and the city's Zoning Code;
- f) A floor plan showing the layout of the massage establishment, to the specifications required by the finance department;
- g) A statement of the nature and character of the business and of any other business conducted or proposed to be conducted at the same location, if applicable;
- h) An acknowledgment signed by the applicant and each owner and operator of the massage establishment that:
 - i. all information contained in the application is true and correct;
 - ii. the applicant and each owner and operator have read this chapter and are familiar with state and local requirements for massage establishments;
 - iii. the applicant and all owners and operators shall be jointly responsible for all conduct of the business and its employees; and
 - iv. the failure of the business, applicant, any owner, any operator, or any employee to comply with California Business and Professions Code Section 4600 et seq. and any local, state, or federal law, including CAMTC rules or regulations and the provisions of this chapter, may result in immediate suspension or revocation of the business permit.
- i) A statement that the applicant understands and agrees that any business or activity conducted or operated under any permit issued under such application shall be operated in full conformity with all state and local laws and regulations, and that a violation of any such laws or regulations may render any permit subject to immediate suspension or revocation;
- j) A statement that the applicant has read the provisions of PMC Chapter 5.64, and particularly the provisions of PMC section 5.64.070, and understands and agrees to abide by all rules and regulations contained in PMC Chapter 5.64; and

- k) Any other information reasonably required by the Chief of Police.
6. The business owner shall abide by the operational requirements contained within PMC section 5.64.070. In the event of a conflict between the conditions of approval contained within this resolution and the operational requirements contained within PMC section 5.64.070, the more restrictive requirement, as determined by the City Planner, shall rule.
 7. The business owner shall install and maintain a video surveillance system in the common areas of the business with at least 90 days of video retention. The cameras shall be web-based, and the business owner shall provide the Pittsburgh Police Department with the cameras' internet protocol (IP) addresses.
 8. The business owner shall ensure that front windows are not screened, tinted, or otherwise obscured, and allow for visibility into the business.
 9. The business operator shall maintain unobstructed access and visibility between the main entrance and the rear exit of the tenant space, and shall not construct or install any doors, walls, curtains, or similar screening mechanisms in the Hallway/Reception Area of the business. Doorways leading to private massage rooms shall not be lockable.
 10. Exterior signage is not approved at this time. No signs shall be installed until plans are reviewed and approved by the Planning Division under a separate sign permit application.
 11. Illuminated window signage shall be prohibited.
 12. The business operator shall ensure that there is no loitering on the pedestrian walkways, rear or surroundings of the business tenant space, or within the nearby parking lots, during operating hours and within one (1) hour of business closing. If the business operator observes loitering, the Pittsburgh Police Department shall be notified immediately.
 13. The business operator shall be responsible for maintaining the peace and order on the premises. All necessary steps shall be taken to ensure that the customers refrain from incidents of violence that adversely impact the safety of the community. Should the business operator fail to control loitering, noise, public disturbances or incidents of violence, and in the event that the business necessitates an increased police presence, the Chief of Police may require the business owner to provide additional public safety measures, including but not limited to, video cameras, additional exterior lighting, hiring licensed and bonded security guards approved by the Police Department, or such other measures as determined necessary by the Chief of Police. Any such required additional measures shall be at the business owner/operator's sole expense.
 14. The site shall be kept clean and free of all litter, debris, and refuse at all times. For the cleanup of trash and leaf debris on and around the premises, the applicant shall

ensure that dry cleanup methods such as sweeping are used whenever possible, in lieu of hosing the area down with water. There shall be no outside storage of materials, supplies, bins, or other equipment related to the business operation.

15. The business owner shall practice dry clean-up methods for outdoor sidewalk and patio surface areas, in accordance with the guidelines established by the Bay Area Stormwater Management Agencies Association (BASMAA).
16. The business owner shall ensure employees collect and dispose of water and cleaning liquids to the sanitary sewer, not the exterior storm drain inlets/catch basins.
17. The business owner shall ensure detergents/degreasers are never used in the process of outdoor cleaning.
18. The Standard Conditions of Development as adopted by the Pittsburg Planning Commission by Resolution No. 8931 shall apply as conditions of approval for this project as applicable. Where there is a conflict between the Standard Conditions of Development and the project-specific conditions identified in this resolution, the specific conditions of this resolution shall govern.
19. The business owner shall comply with all the requirements of the City's Community Development Department, Contra Costa County Fire Protection District, the Environmental Health Division of Contra Costa Health Services, the California Massage Therapy Council, and all other applicable local, state and federal agencies. It is the responsibility of the business owner to contact each local, state, or federal agency for requirements that may pertain to this project.
20. Business owner agrees to indemnify, defend, and hold harmless the city, its officials, officers, employees, agents and consultants from any and all administrative, legal or equitable actions or other proceedings instituted by any person challenging the validity of this project approval, subsequent project approval, or other action arising out of, or in connection with, this project approval. The parties shall cooperate in defending such action or proceeding. The parties shall use reasonable efforts to select mutually agreeable defense counsel but, if the parties cannot reach agreement, city may select its own legal counsel at applicant's sole cost and expense. Business owner may select its own legal counsel to represent business owner's interests at business owner's sole cost and expense. Business owner shall pay for city's costs of defense, whether directly or by timely reimbursement to city on a monthly basis. Such costs shall include, but not be limited to, all court costs and attorneys' fees expended by city in defense of any such action or other proceeding, plus staff and City Attorney time spent responding to and defending the claim, action or proceeding.
21. This use permit will expire on October 22, 2025, unless the use has been legally established prior to the expiration date, or a written request for an extension is filed with the Planning Division prior to the expiration date and subsequently approved by the Planning Commission.

Section 4. Effective Date

This resolution shall take effect immediately upon its adoption.

On motion by Commissioner _____, seconded by Commissioner _____, the foregoing resolution was passed and adopted the 22nd day of October, 2024, by the Planning Commission of the City of Pittsburg, California by the following vote:

AYES:

NAYES:

ABSTAIN:

ABSENT:

I hereby certify that the above Resolution No. was adopted by the Planning Commission of the City of Pittsburg on October 22, 2024.

JOHN FUNDERBURG, SECRETARY
PITTSBURG PLANNING COMMISSION

Attachment – 2
Happy Sunny Massage, 2237 Railroad Avenue, AP-24-0098



Subject Tenant Space



View of Subject Tenant Space from driveway entrance off Railroad Avenue



View of Stoneman Shopping Cener from Railroad Avenue



View of other entrance to the Stoneman Shopping Cener from Railroad Avenue

Attachment – 2
Happy Sunny Massage, 2237 Railroad Avenue, AP-24-0098



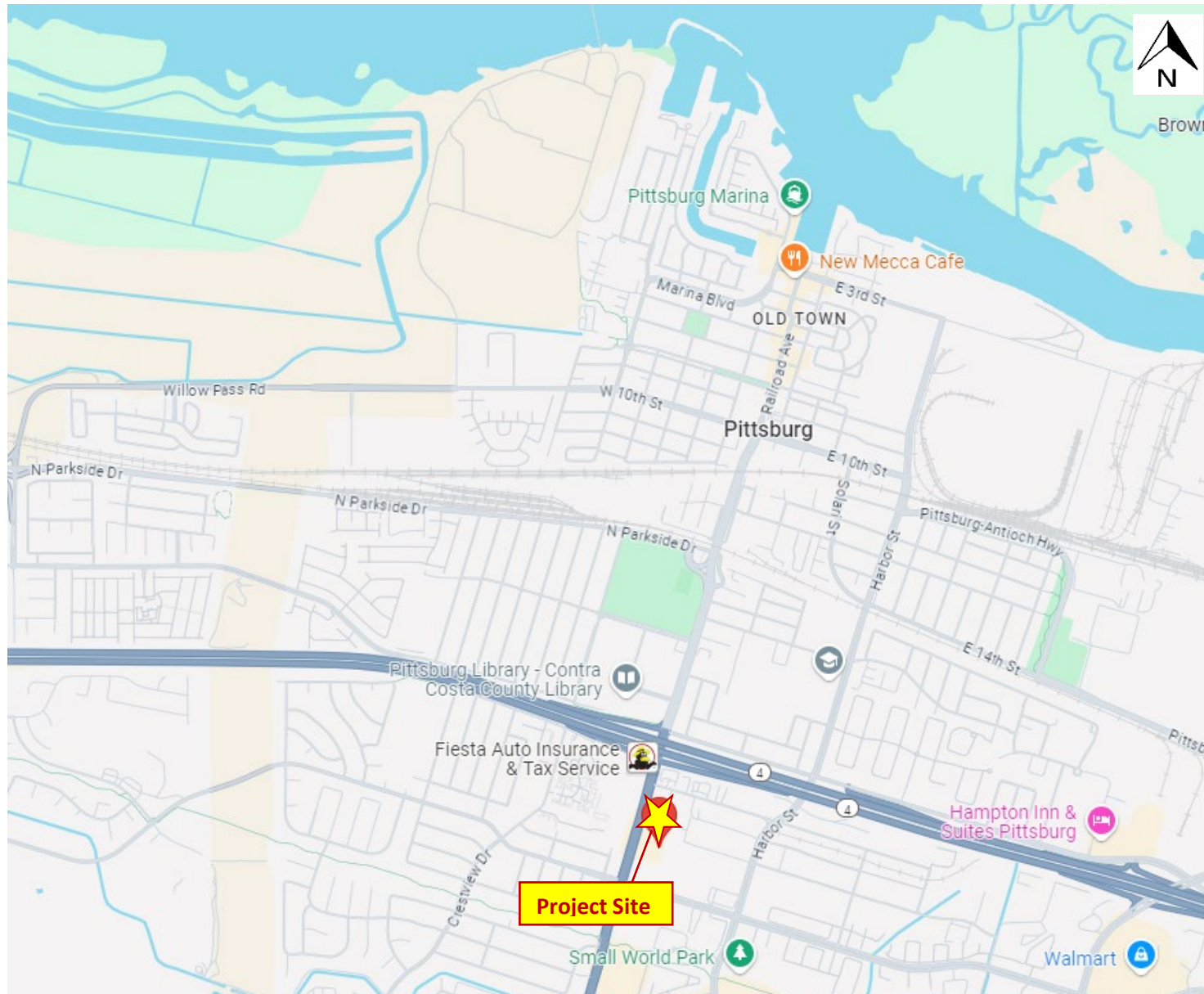
Interior view - Reception Area



Interior view - Rooms

HAPPY SUNNY MESSAGE – Aerial Map

AP-24-0098	2237 Railroad Avenue, Pittsburg, CA 94565
Use Permit (UP) for Massage Therapy Service	Assessor's Parcel No. 088-183-037



HAPPY SUNNY MESSAGE – Aerial Map

AP-24-0098	2237 Railroad Avenue, Pittsburg, CA 94565	
Use Permit (UP) for Massage Therapy Service	Assessor's Parcel No. 088-183-037	







NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that the **PLANNING COMMISSION** of the City of Pittsburg will conduct a public hearing on:

DATE: October 22, 2024
TIME: 7:00 p.m.
PLACE: City Council Chamber at City Hall
65 Civic Avenue, Pittsburg, California

Concerning the following matter:

Happy Sunny Massage, AP-24-0098 (UP)

Use Permit (UP) application to allow a massage therapy establishment at an existing approximately 850 square-foot commercial space located at 2237 Railroad Avenue, within an existing multi-tenant building. The site falls within the Railroad Avenue Specific Plan Area - PD-09-1319 (pursuant to Pittsburg City Council Ordinance No. 09-1319 and the Mixed-Use General Plan Land Use Classification. Assessor’s Parcel Number: 088-183-037.

Environmental Determination
The project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) under Class 1, “Existing Facilities,” of the CEQA Guidelines, section 15301.

PROJECT PLANNER: Maurice Brenyah-Addow, (925) 252-4261 or mbrenyah-addow@pittsburgca.gov

Why am I receiving this notice?
You are receiving this notice because you have either previously requested notifications from the Planning Division, or a project has been proposed in your neighborhood and all property owners within a minimum 300-foot radius of the project site are required to be notified under the Pittsburg Municipal Code.

Where can I get more information about this project?
The complete file for this project is available for public inspection; please contact the project planner listed above to make necessary arrangements.

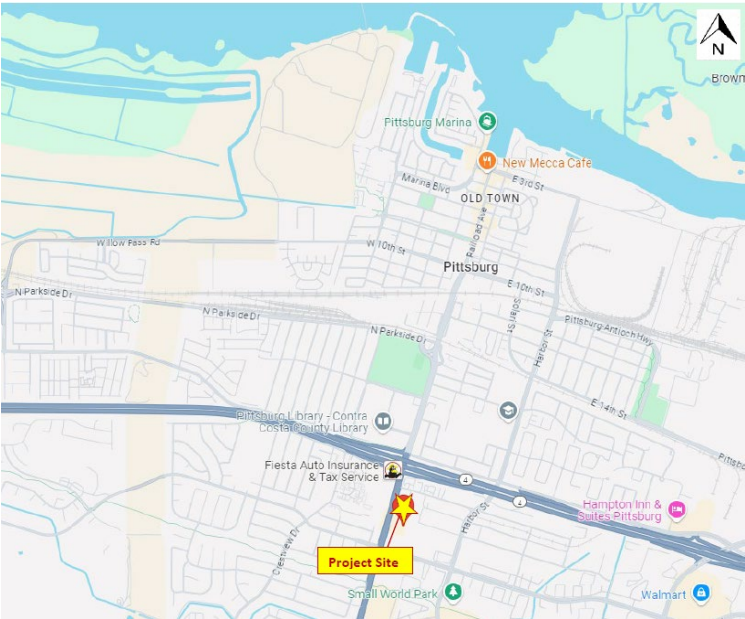
What can I do if I have comments on the project?
Comments or objections to the project can be made by writing or through e-mailed testimony prior to the meeting or provided orally during the meeting. Written comments citing the project name may be emailed to the project planner listed above or may be mailed or delivered to Pittsburg Planning Division, 65 Civic Avenue, Pittsburg, CA 94565.

Pursuant to Section 65009 of the California Government Code, if you challenge this matter in court, you may be limited to those issues you or someone else raised at the public hearing described in this notice, or in written correspondence on the matter delivered to this agency at, or prior to the public hearing. Any written correspondence delivered to the Planning Division before the hearing body’s action on the matter will become a part of the administrative record.

Para información en español:
(925) 252-4920


JOHN FUNDERBURG, SECRETARY
PITTSBURG PLANNING COMMISSION

Project Title: Happy Sunny Massage, AP-24-0098 (UP)
Location: 2237 Railroad Avenue, Assessor’s Parcel No. 088-183-037



**CITY OF PITTSBURG
PLANNING COMMISSION
STAFF REPORT
October 22, 2024**

ITEM: Notice of Intent to Exercise Delegated Design Review Authority

ORIGINATED BY: City of Pittsburg, Zoning Administrator, 65 Civic Avenue, Pittsburg, CA 94565

SUBJECT: The Zoning Administrator also submits two notices of intent to Exercise Delegated Design Review Authority.

RECOMMENDATION:

Staff recommends that the Commission acknowledge receipt of the attached Notices of Intent to Exercise Delegated Design Review Authority.

BACKGROUND:

Delegated Design Review Authority

Delegated Design Review Authority: Planning Commission Resolution No. 9444, as later amended by Resolution No. 9918, allows for delegation of nine categories of design review applications from the Planning Commission to the Zoning Administrator, as follows:

1. Freestanding signs: Applicable to signs not already part of a sign program; must be consistent with sign standards and architecturally compatible with associated building.
2. Wireless Communication Equipment: New or replacement antennas on existing poles and their related equipment.
3. Minor Building Remodels: Limited to changes in building colors, awnings, fenestration, and finishes.
4. Changes to Existing Parking Lots.
5. Changes to Existing Landscaping.
6. Additions to Existing Buildings: Additions must be smaller than 2,500 square feet and designed to complement existing building architecture.
7. New Model Homes in Approved Subdivisions. Must be consistent with the general size, quality of architecture and materials, and general character of the originally approved models. Must comply with approved zoning development standards.

8. Ancillary Structures: Structures in any district where visual impacts are minimal, including miscellaneous mechanical equipment associated with legal uses in the Industrial Districts.

The intent of the delegation is to allow a more efficient approval process for non-controversial design review applications, without compromising the integrity of the design review process or removing from public scrutiny those projects that would be most visible or of high interest to the general public. Prior to approving any delegated design review application, the Zoning Administrator must notify the Commission of his or their intent to exercise delegated design review authority. Copies of resolutions approving any delegated design review application must also be provided to the Commission.

PROJECT DESCRIPTION:

Since the last Commission meeting, staff has received two applications requiring Delegated Design Review Authority under Resolution No. 9918:

1. 3724 Railroad Avenue - Bello's Barbershop Proposed Mural (AP-24-0083 [ADR])

This is an application by Eduardo Bello Suazo requesting Administrative Design Review approval to install a mural along the southern wall of an existing building located at the property address 3724 Railroad Avenue. The proposed mural will be hand-painted directly onto the wall to help advertise the barbershop that is located within the multi-tenant building. The business owner has partnered with an artist to design the mural (measured approximately 12' H x 40' W). The parcel contains two existing commercial buildings located on an approximately 1.08-acre parcel, located northwest of Railroad Avenue and Yosemite Drive.

The site is located within the CN (Neighborhood Commercial) District. Assessor's Parcel No. 087-110-018.

This project is delegated to staff under Category 3 (Minor Building Remodels) of Planning Commission Resolution No. 9918.

2. 485 Railroad Avenue – Exterior Modifications (AP-24-0048 [ADR])

This is an application by Anthony Keslinke requesting Administrative Design Review approval to enhance the existing façade of a historic building located at the property address 485 Railroad Avenue. The subject property is an approximately 3,920 square foot parcel, located on the northeastern corner of Railroad Avenue and E. 5th Street in Downtown Pittsburg, with frontage on both Railroad Avenue and E. 5th Street. The proposed project includes: 1) modification of the existing paint colors, 2) installation of decorative panels along the storefront above the entryway and transom windows along the fascia of the west elevation, and 3) the addition of aluminum awnings and granite/marble wainscoting. The parcel contains a two-story multi-tenant mixed-use building that encompasses the entire parcel with zero-yard setbacks.

Planning Commission Staff Report

The building provides entrances to the south along E. 5th Street and to the east along Railroad Avenue.

The site is located within the CP (Pedestrian Commercial) District. Assessor's Parcel No. 085-109-008.

This project is delegated to staff under Category 3 (Minor Building Remodels) of Planning Commission Resolution No. 9918.

GENERAL PLAN/CODE COMPLIANCE:

Delegated Design Review Authority: Resolution No. 9918 established nine categories of design review applications upon which the Commission would authorize the Zoning Administrator to act. Resolution No. 9918, and PMC section 18.10.100, direct staff to notify the Planning Commission of intent to exercise delegated design review authority on any application that falls within one of those nine categories, prior to approving the application. Upon receiving such notification, a majority of the Commission may direct that the matter be scheduled for future consideration by the entire Commission.

Resolution No. 9918 also directs staff to keep the Commission informed about delegated design review application approvals by providing copies of resolutions adopted by the Zoning Administrator.

ANALYSIS:

Not applicable.

ACTION REQUIRED:

Acknowledge receipt of the attached Notices of Intent.

ATTACHMENTS:

1. 485 Railroad Avenue – Exterior Modifications (AP-24-0048, [ADR]), NOI
2. Bello's Barbershop Proposed Mural (AP-24-0083, [ADR]), NOI
3. PC Resolution No. 9918

Prepared by: John Funderburg, Zoning Administrator

NOTICE OF INTENT

TO EXERCISE DESIGN REVIEW AUTHORITY DELEGATED TO STAFF PURSUANT TO PLANNING COMMISSION RESOLUTION NO. 9918

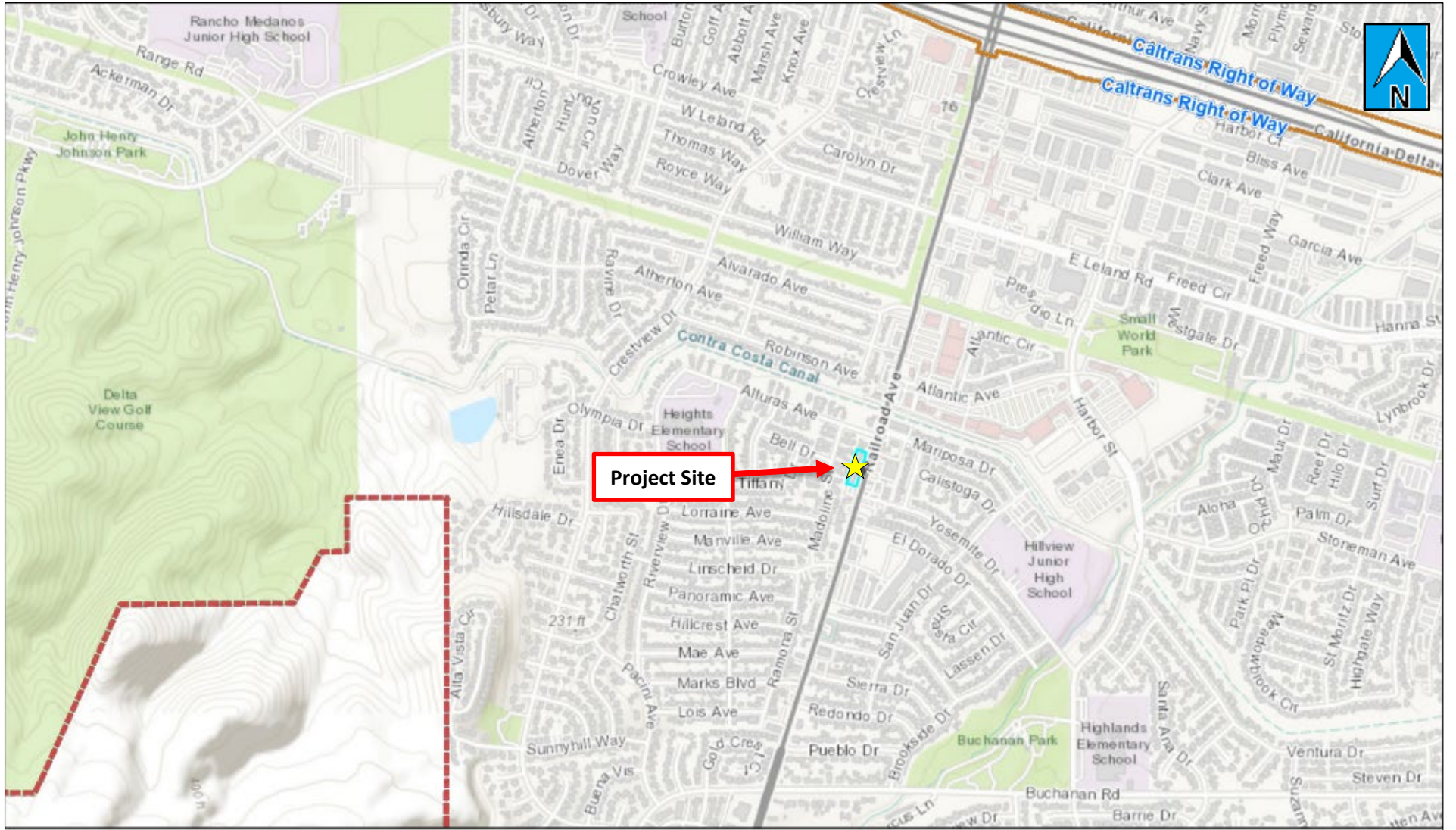
Bello's Barbershop Proposed Mural (AP-24-0083 [ADR]).

This is an application by Eduardo Bello Suazo requesting Administrative Design Review approval to install a mural along the southern wall of an existing building located at the property address 3724 Railroad Avenue. The proposed mural will be hand-painted directly onto the wall to help advertise the barbershop that is located within the multi-tenant building. The business owner has partnered with an artist to design the mural (measured approximately 12' H x 40' W). The parcel contains two existing commercial buildings located at the approximately 1.08-acre parcel, located northwest of Railroad Avenue and Yosemite Drive. The site is located within the CN (Neighborhood Commercial) District. Assessor's Parcel No. 087-110-018.

This project is delegated to staff under Category 3 (Minor Building Remodels) of Planning Commission Resolution No. 9918.

Bello's Barbershop Proposed Mural (ADR) - Vicinity Map

AP-24-0083	3724 Railroad Avenue
Administrative Design Review	APN's: 087-110-018



Bello's Barbershop Proposed Mural (ADR) – Aerial View

AP-24-0083	3724 Railroad Avenue
Administrative Design Review	APN's: 087-110-018



Existing



Proposed



NOTICE OF INTENT

TO EXERCISE DESIGN REVIEW AUTHORITY DELEGATED TO STAFF PURSUANT TO PLANNING COMMISSION RESOLUTION NO. 9918

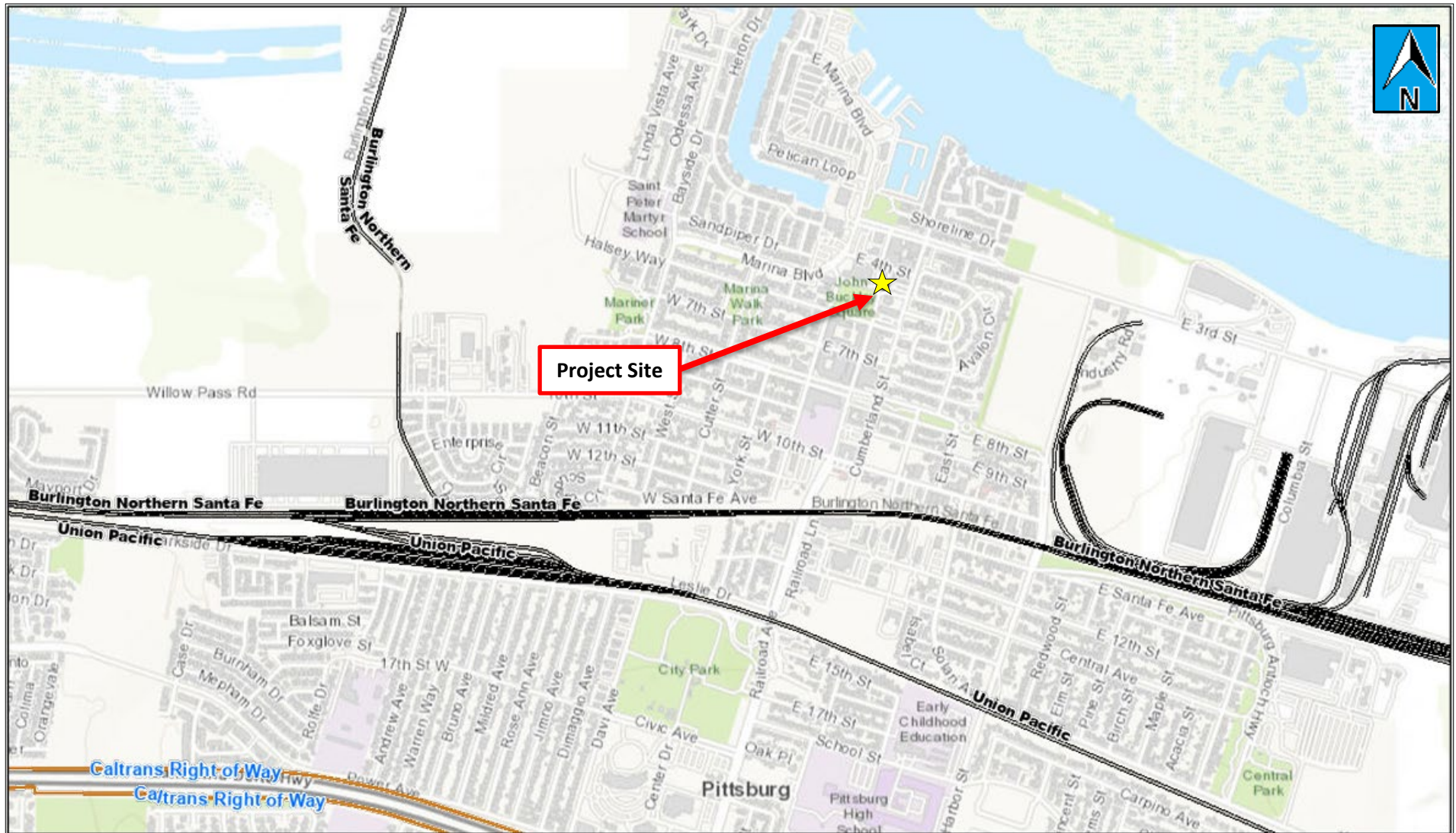
485 Railroad Avenue – Exterior Modifications (AP-24-0084 [ADR]).

This is an application by Anthony Keslinke requesting Administrative Design Review approval to enhance the existing façade of a historic building located at the property address 485 Railroad Avenue. The subject property is an approximately 3,920 square foot parcel, located on the northeastern corner of Railroad Avenue and E. 5th Street in Downtown Pittsburg, with frontage on both Railroad Avenue and E. 5th Street. The proposed project includes: 1) modification of the existing paint colors, 2) installation of decorative panels along the storefront above the entryway and transom windows along the fascia of the west elevation, and 3) the addition of aluminum awnings and granite/marble wainscoting. The parcel contains a two-story multi-tenant mixed-use building that encompasses the entire parcel with zero-yard setbacks. The building provides entrances to the south along E. 5th Street and to the east along Railroad Avenue. The site is located within the CP (Pedestrian Commercial) District. Assessor's Parcel No. 085-109-008.

This project is delegated to staff under Category 3 (Minor Building Remodels) of Planning Commission Resolution No. 9918.

485 Railroad Avenue – Exterior Modifications – Vicinity Map

AP-24-0084	485 Railroad Avenue
Administrative Design Review	APN's: 085-109-008



485 Railroad Avenue – Exterior Modifications – Aerial View

AP-24-0084	485 Railroad Avenue
Administrative Design Review	APN's: 085-109-008









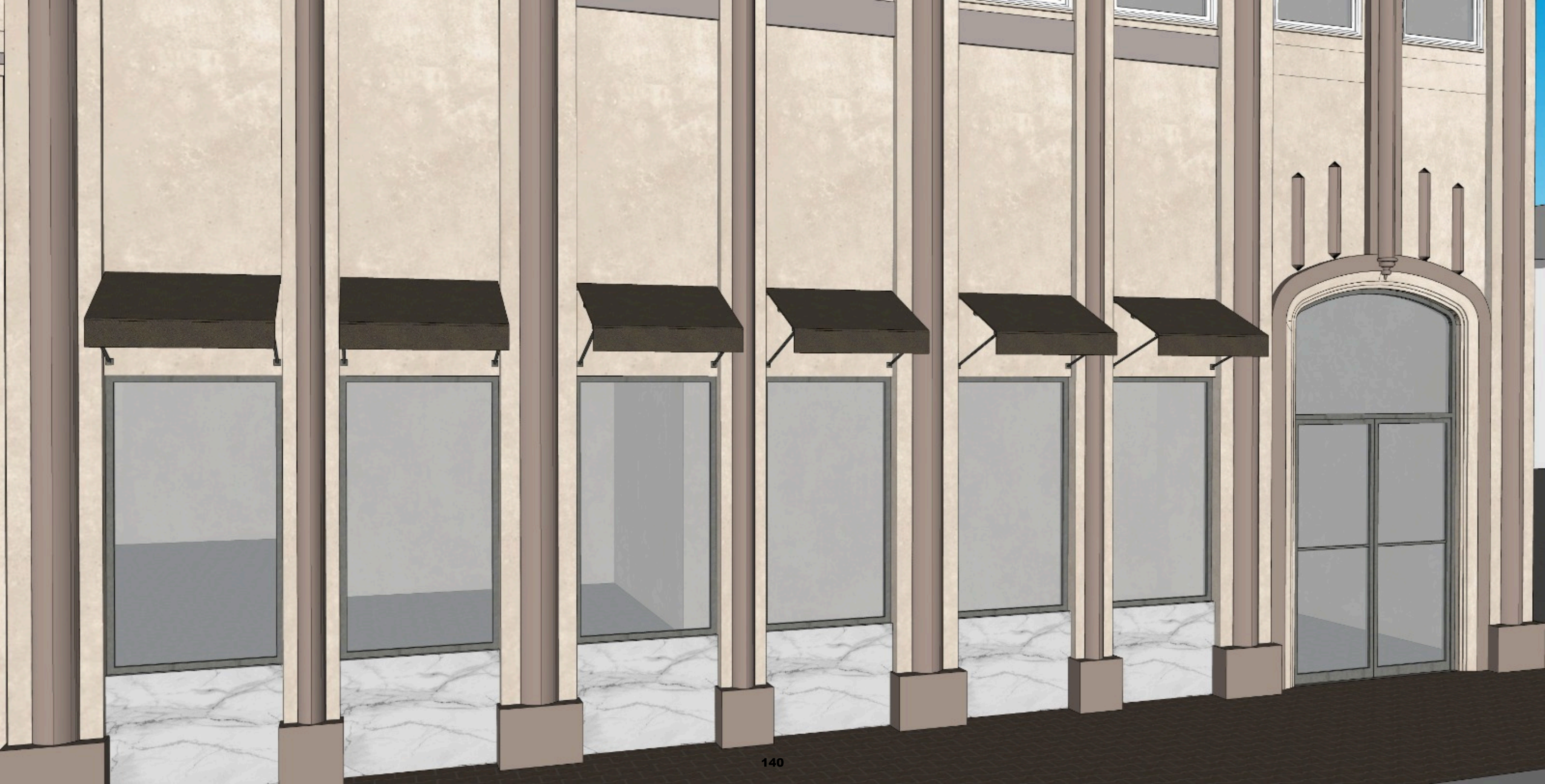












BEFORE THE PLANNING COMMISSION OF THE CITY OF PITTSBURG

In the Matter of:

Resolution Amending the Categories of Eligible)
Projects and Revising the Procedures for) Resolution No. 9918
Delegating Design Review Authority of Certain)
Types of Projects to the Zoning Administrator)

The Planning Commission DOES RESOLVE as follows:

Section 1. Background

- A. On August 26, 2003, the Planning Commission adopted Resolution No. 9444 in an effort to streamline the planning review process for certain projects that the Commission had determined to be routine in nature and have minimal visual impacts on the surrounding community. This resolution authorized various types of projects to be reviewed by the Zoning Administrator rather than the Planning Commission, including "Wireless Communication Antennas, Monopoles and Related Structures and Equipment."
- B. On August 14, 2012, in response to recent Commission concerns regarding the approval process for wireless telecommunication equipment, a study session was conducted with the Planning Commission to review proposed updates to the existing design review delegation procedures. At this study session, the consensus of a majority of Commissioners was to keep all staff proposed changes, with an added clarification on the recommended voting process (Section B) for calling up items to be reviewed by the Commission.
- C. Proposed changes to the existing staff delegated design review authority (as presented during the August 14, 2012, study session) generally include: 1) a modification to the text of category 2, "Wireless Communication Antennas, Monopoles and Related Structures and Equipment," intended to separate out construction of new wireless telecommunications facilities from requests for modifications to existing facilities, with the only latter retaining eligibility for delegated review by the Zoning Administrator; 2) a revision to Category 3 to clarify that it applies to all minor building remodels and not just 'storefront' remodels; 3) a consolidation of Category 7 (changes in building colors) into Category 3; 4) a clarification to Category 9 to confirm application within all districts, not just Industrial areas; and 5) a clarification within Section B clarifying that a Commissioner's request to rescind delegated authority for a specific application, otherwise eligible for Zoning Administrator review, must be supported by a majority of the Commissioners present.
- D. Pittsburgh Municipal Code (PMC) Section 18.10.020, *Powers and Duties of the Planning Commission*, grants primary design review authority to the Planning

Commission. In 2003 the Planning Commission delegated its review and approval authority of certain routine and non-controversial application types to the Zoning Administrator through the adoption of Resolution No. 9444. Changes or revisions to Resolution No. 9444 fall within the same category as the original delegation, which the Commission has authority to approve under PMC 18.10.020.

- E. PMC Section 18.10.030 identifies the City Planner as the Zoning Administrator, and in accordance with PMC Section 18.10.100, the City Planner will continue to give notice to the Planning Commission of intent to exercise any authority that the Commission previously granted, including the authority to review and approve staff delegated design review applications.
- F. Staff would continue to be responsible for reviewing delegated applications for compliance with the General Plan, City Codes and adopted Design Guidelines, and the Zoning Administrator would continue to be required to make findings for approval and identify evidence to support the required findings, consistent with PMC Section 18.36.220(B). Approved resolutions would continue to be signed by the Zoning Administrator and no separate staff reports would be prepared on these items.
- G. Copies of all Zoning Administrator approved resolutions would continue to be forwarded to the Commission in its packet for the next regularly scheduled meeting.
- H. The proposed action delegating certain Planning Commission discretionary authority to the Zoning Administrator is not considered a project, as defined by the Public Resources Code section 21065, of the California Environmental Quality Act (CEQA).
- I. On September 25, 2012, the Planning Commission considered the proposed revisions to the staff delegated design review authority process as previously established by adoption of Resolution No. 9444.

Section 2. Decision

- A. The Planning Commission hereby delegates discretionary Design Review Authority to the Zoning Administrator, for the following types of applications, when categorically or statutorily exempt from the provisions of CEQA:
 - 1. Freestanding Signs. Applicable to signs not already part of a sign program; must be consistent with sign standards and architecturally compatible with associated building.
 - 2. Wireless Communication Equipment. New or replacement antennas on existing poles and their related equipment.

3. Minor Building Remodels. Limited to changes in building colors, awnings, fenestration, and finishes.
 4. Changes to Existing Parking Lots.
 5. Changes to Existing Landscaping.
 6. Additions to Existing Buildings. Additions must be smaller than 2,500 sq. ft. and designed to complement existing building architecture.
 7. New Model Homes in Approved Subdivisions. Must be consistent with the general size, quality of architecture and materials, and general character of the originally approved models. Must comply with approved zoning development standards.
 8. Ancillary Structures. Structures in any district where visual impacts are minimal, including miscellaneous mechanical equipment associated with legal uses in Industrial Districts.
- B. In compliance with PMC Section 18.10.100, staff shall prepare a list and brief description along with a copy of the project plans when applicable, of new pending applications for which the Zoning Administrator intends to exercise delegated design review authority, and submit it to the Commission at a Commission meeting prior to taking any action on the applications. Any member of the Planning Commission may then request at that time to have the matter scheduled for future consideration by the entire Commission. The Commission must approve the request as a group through a majority vote, prior to scheduling the item for future consideration.
 - C. Staff shall continue to prepare resolutions of approval, when appropriate, describing the project, project location, applications being filed, required findings to approve the project and identifying evidence to support the required findings. Resolutions shall be signed by the Zoning Administrator and continue to have conditions of project approval, where applicable.
 - D. To keep the Commission informed about what applications are processed under this proposal, copies of all Zoning Administrator approved resolutions shall be forwarded to the Commission in its packet for the next regularly scheduled meeting.
 - E. If the Zoning Administrator does not believe he/she can make the required design review findings to approve a project, and the applicant is unwilling or unable to make the changes requested, the application shall automatically be referred to the Commission for action on the design review application.

Section 3. Effective Date

This resolution shall take effect immediately upon its adoption.

On motion by Commissioner Wirick, seconded by Commissioner Gargalikis, the foregoing resolution was passed and adopted the 25th day of September, 2012, by the Planning Commission of the City of Pittsburg, California by the following vote:

AYES: Fardella, Fogleman, Gargalikis, Kelley, Ohlson, Wirick

NAYES:

ABSTAIN:

ABSENT: Diokno

I hereby certify that the above Resolution No. 9918 was adopted by the Planning Commission of the City of Pittsburg on September 25, 2012.



KRISTIN VAHL POLLOT, SECRETARY
PITTSBURG PLANNING COMMISSION