

City of Pittsburgh Planning Commission Agenda

October 24, 2017

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

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

Planning Commission Members

**Mark Gargalikis, Chair
James Coniglio, Vice-Chair
Wolfgang Croskey, Commissioner
Elissa Robinson, Commissioner
Durie Foster, Commissioner
Jeremy Ward, 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, Pittsburgh. 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.

CALL TO ORDER

ROLL CALL

PLEDGE OF ALLEGIANCE

DELETIONS, WITHDRAWALS OR CONTINUANCES

COMMENTS FROM THE AUDIENCE

PRESENTATIONS

1. Traffic Engineering Updates

CONSENT

(All items listed under the "Consent" portion of the agenda are considered routine and are adopted under one motion. Any item appearing as a Consent item on this agenda will be considered separately only upon request from a member of the Planning Commission, staff or public.)

2. Minutes

Meeting Minutes of October 10, 2017

STUDY SESSION

3. Los Medanos Industrial Park, AP-17-1265 (PPR).

This is a preliminary plan review of a proposal by Discovery Builders, Inc. to construct four shell buildings for future industrial uses, as well as incidental site improvements, within an existing industrial park located along Garcia Avenue and Kelley Court, in the IP (Industrial Park) Zoning District, and the "Los Medanos Industrial Center," subarea of the Railroad Avenue Specific Plan (RASP). Assessor's Parcel Nos.: 088-530-004; -005; -006; 088-540-007; -014; and -018.

ZONING ADMINISTRATOR REPORTS

STAFF COMMUNICATIONS

4. Tentative Schedule

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.

**MINUTES
OF A REGULAR MEETING
OF THE
PITTSBURG PLANNING COMMISSION**

October 10, 2017

A regular meeting of the Pittsburg Planning Commission was called to order by Acting Chair Gargalikis at 7:00 p.m. on Tuesday, October 10, 2017, in the Council Chamber, City Hall, 65 Civic Avenue, Pittsburg, California.

ROLL CALL

Present: Chair Gargalikis, Commissioners Coniglio, Croskey, Foster, Guerrero, Robinson, Ward

Staff: Community Development Director Jill Hecht, Planning Manager/Secretary Kristin Pollot, Senior Civil Engineer Ron Nevels, Senior Civil Engineer Richard Abono, Associate Planner Jordan Davis, Administrative Assistant Amanda McVey

PLEDGE OF ALLEGIANCE

Commissioner Oliver Guerrero led the Pledge of Allegiance.

DELETIONS / WITHDRAWALS / CONTINUANCES

There were no deletions, withdrawals or continuances.

COMMENTS FROM THE AUDIENCE

There were no comments from the audience.

PRESENTATIONS

1. Five-Year Capital Improvement Program (CIP)

Senior Civil Engineer Ron Nevels gave a presentation.

CONSENT

2. Minutes of September 12, 2017
3. Five-Year Capital Improvement Program (CIP) – General Plan Consistency Determination

A request for the Planning Commission to determine whether the projects in the proposed Five-Year CIP are consistent with the City's General Plan.

On motion by Commissioner Coniglio seconded by Commissioner Foster to approve the consent calendar and carried unanimously.

STUDY SESSION

4. Study Session to Review Proposed Zoning Text Amendments Related to the CP District, AP-17-1277 (RZ)

A City-initiated proposal to consider potential amendments to Title 18 of the Pittsburgh Municipal Code (PMC) to consolidate the CP-1 and CP-2 sub-districts in order to provide more flexibility related to the allowable uses within the CP (Pedestrian Commercial) District.

Associate Planner Jordan Davis gave a presentation

ZONING ADMINISTRATOR REPORTS

There were no Zoning Administrator reports.

STAFF COMMUNICATIONS

Planning Manager / Secretary Kristin Pollot informed the Commission that the meeting of October 10, 2017, would be Commissioner Guerrero's final meeting.

Commissioner Guerrero thanked the City Council, Planning Commissioners and City Staff for the enriching experience as a part of the Planning Commission.

Chair Gargalikis and Vice Chair Coniglio thanked Commissioner Guerrero for his time on the Planning Commission.

COMMITTEE REPORTS

Commissioner Coniglio reported TRANSPLAN meets on Thursday, October 12, 2017.

Commissioner Croskey reported Land Use Subcommittee met and discussed the CP-1 and CP-2 changes as discussed in the study session.

Commissioner Robinson reported the Pittsburgh Recognition Committee has not met.

ADJOURNMENT

The meeting was adjourned at 7:52 p.m. to October 24, 2017.

Kristin Pollot, AICP, Secretary

**CITY OF PITTSBURG
PLANNING COMMISSION
STAFF REPORT**

ITEM: Los Medanos Industrial Park, AP-17-1265 (PPR).

ORIGINATED BY: Louis Parsons, on behalf of Discovery Builders, Inc., 4061 Port Chicago Highway, Suite H, Concord, CA 94520

SUBJECT: This is a preliminary plan review of a proposal by Discovery Builders, Inc. to construct four shell buildings for future industrial uses, as well as incidental site improvements, within an existing industrial park located along Garcia Avenue and Kelley Court, in the IP (Industrial Park) Zoning District, and the “Los Medanos Industrial Center,” subarea of the Railroad Avenue Specific Plan (RASP). Assessor's Parcel Nos.: 088-530-004; -005; -006; 088-540-007; -014; and -018.

RECOMMENDATION:

Staff recommends that the Planning Commission review the initial plans submitted for the Los Medanos Industrial Park project and provide comments regarding site layout and potential amenities or improvements.

BACKGROUND:

On October 10, 1979, the City Council adopted Resolution No. 79-6461, approving the subdivision of approximately 24 acres of industrial land into 19 parcels, known as the Los Medanos Industrial Center, Phase II. Throughout the 1980s and 1990s, 13 of the parcels were developed with various industrial buildings.

PROJECT DESCRIPTION:

Existing Conditions: The project area consists of six parcels totaling approximately 7.61 acres of undeveloped, flat land. Three of the subject parcels (totaling 2.95 acres) slated for development are adjacent to each other, and located along the south side of Garcia Avenue, between Freed Way and Piedmont Way. The remaining parcels are located along Kelley Court, a cul-de-sac off Garcia Avenue. Various industrial warehouses and uses exist sporadically between and adjacent to the individual parcels to be developed. Kirker Creek runs along what can be generally considered the west side of the project area, and is adjacent to three of the individual parcels.

Surrounding Land Uses: See Attachment 1, “Project Location Map and Existing Conditions,” for an overview of surrounding uses.

Proposed Project: The applicant has requested a preliminary plan review of a proposal to construct four shell buildings ranging in size from 14,400-47,500 square feet (s.f.) for future industrial uses, as well as incidental site improvements including drive aisles, parking, landscaping, walkways, lighting, and trash enclosures, in the project area. All

buildings would be designed as shell buildings, meaning the number of tenants and square footage of each tenant space would be flexible, and could be modifiable at a future date.

Proposed Building A would be located along Garcia Avenue (APNs: 088-530-004; -005; and -006). The multitenant building would be approximately 47,500 s.f., including approximately 10,000 s.f. of office area at the front (north side) of the building. The preliminary layout includes 65 parking spaces located directly off Garcia Avenue, as well as generous landscaping area. All loading and unloading would likely take place at the rear of the structure, out of view from the public right-of-way. An existing masonry wall separates the existing residential subdivision from the project site, while Kirker Creek runs along the northwest corner of the property.

Proposed Building B would be located along the western side of Kelley Court (APN: 088-540-007). The multitenant building would be approximately 14,400 s.f., including approximately 4,000 s.f. of office area along the north side of each tenant space. The preliminary layout includes 26 parking spaces, which have been located along the interior property line, rather than adjacent to the street frontage. All loading and unloading would take place at the rear of the structure, which is adjacent to a separate, existing industrial building.

Proposed Buildings C and D would be located along the northeast end of Kelley Court (APNs: 088-540-014 and -018). The multitenant buildings would be 25,000 and 23,000 s.f. and include 6,300 and 7,300 s.f. of office space, respectively. The preliminary layout includes 110 parking spaces between these two structures, as well as generous landscaping area. All loading and unloading would take place at the rear of the structures, which are adjacent to existing industrial uses. Kirker Creek also runs along the northern end of the site.

GENERAL PLAN/CODE COMPLIANCE:

The proposed project is consistent with the uses envisioned by the General Plan for the Business Commercial land use designation, as well as the RASP, which calls for preserving industrial uses east of Harbor Street within the 'Los Medanos Industrial Center' subarea, as they provide a distinct character and key source of employment in the community and in the planning area.

While the future uses that would occupy these shell building are not known at this time, the proposed project is within the IP (Industrial Park) District, which is intended to provide sites in landscaped settings for service-oriented commercial and light industrial uses with limited customer presence and turnover, including industrial office centers, research and development facilities, limited industrial activities (including production and assembly but no raw materials processing or bulk handling), limited and warehouse type retail and commercial activities, and small-scale warehousing distribution.

Planning Commission Staff Report

Attachments 3-5 of this report identify General Plan goals and policies, property development standards, and Design Review and Development Guidelines staff would use to evaluate the proposed project's consistency with adopted land use plans. The Commission may use these tables as a basis to provide the applicant with comments on the initial plans submitted.

ANALYSIS:

Not applicable at this time.

ACTION REQUIRED:

Review the initial plans submitted for the Los Medanos Industrial Park Project and provide comments with regard to site layout and architectural design.

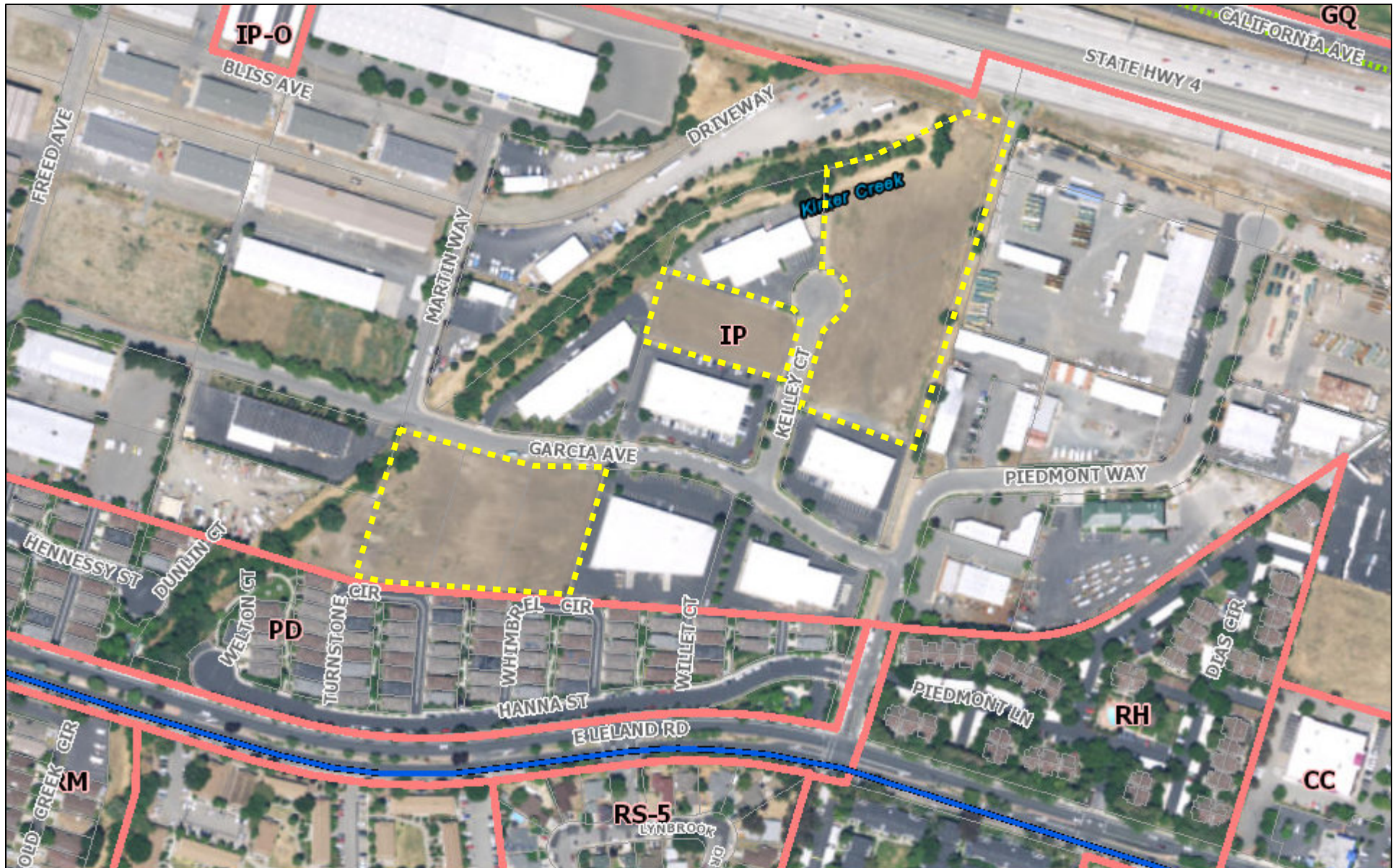
ATTACHMENTS:

1. Project Location Map
2. Preliminary Site Plans, dated July 31, 2017
3. General Plan Goals and Policies Table
4. Development Standards Table
5. Development Review Design Guidelines Table

Prepared by: Jordan Davis, AICP, Associate Planner

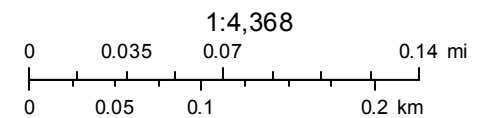
Project Location Map

Attachment 1



October 13, 2017

- Project Boundaries
- Existing Facilities
- Proposed Facilities
- Zoning
- Parcel



Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, and the GIS user community



1: Facing Southeast (area of proposed Bldg. A)



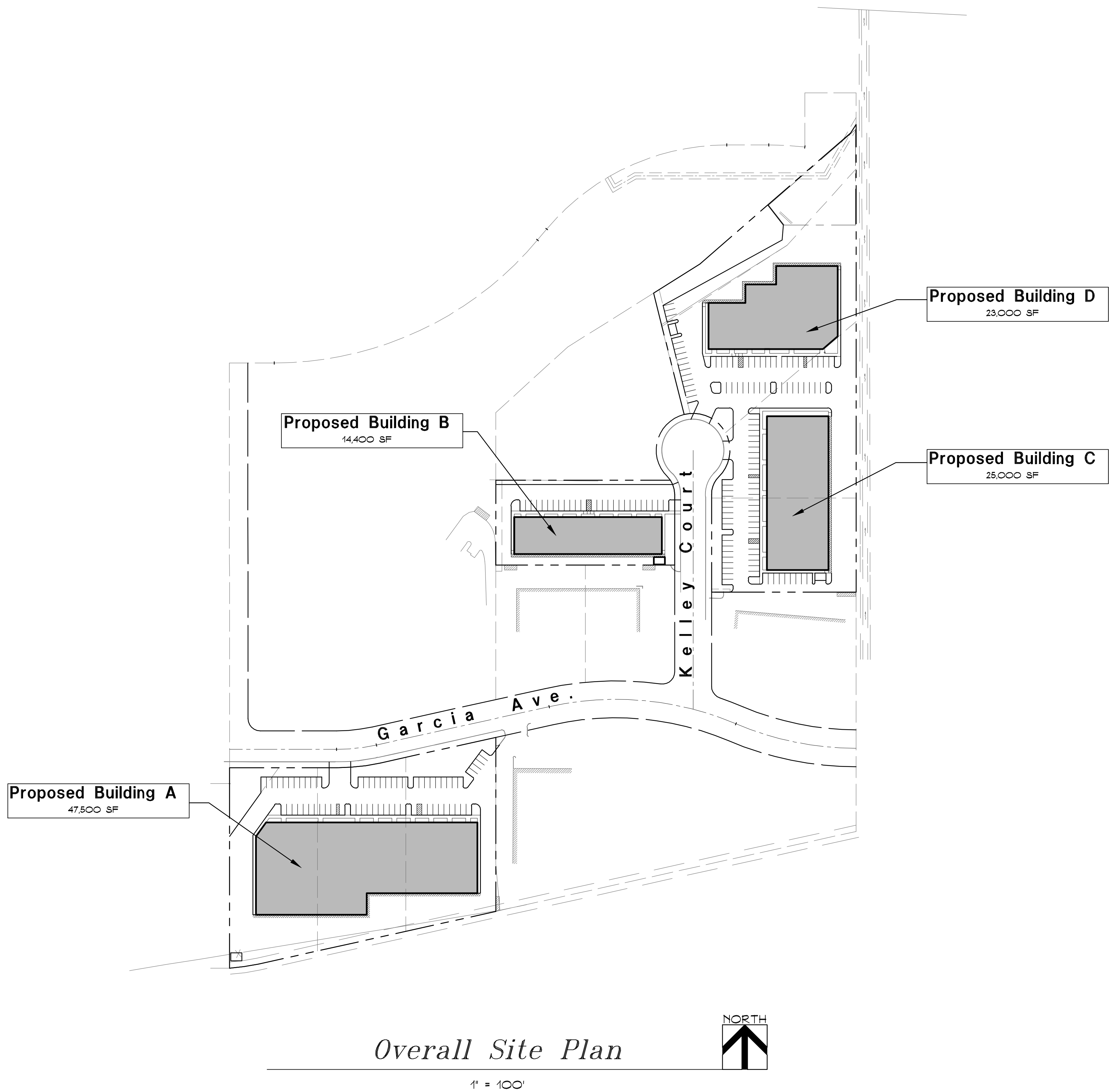
2: Facing Northeast (area of proposed Bldg. B)



3: Facing East (area of proposed Bldg. C)



4: Facing West (area of proposed Bldg. D)

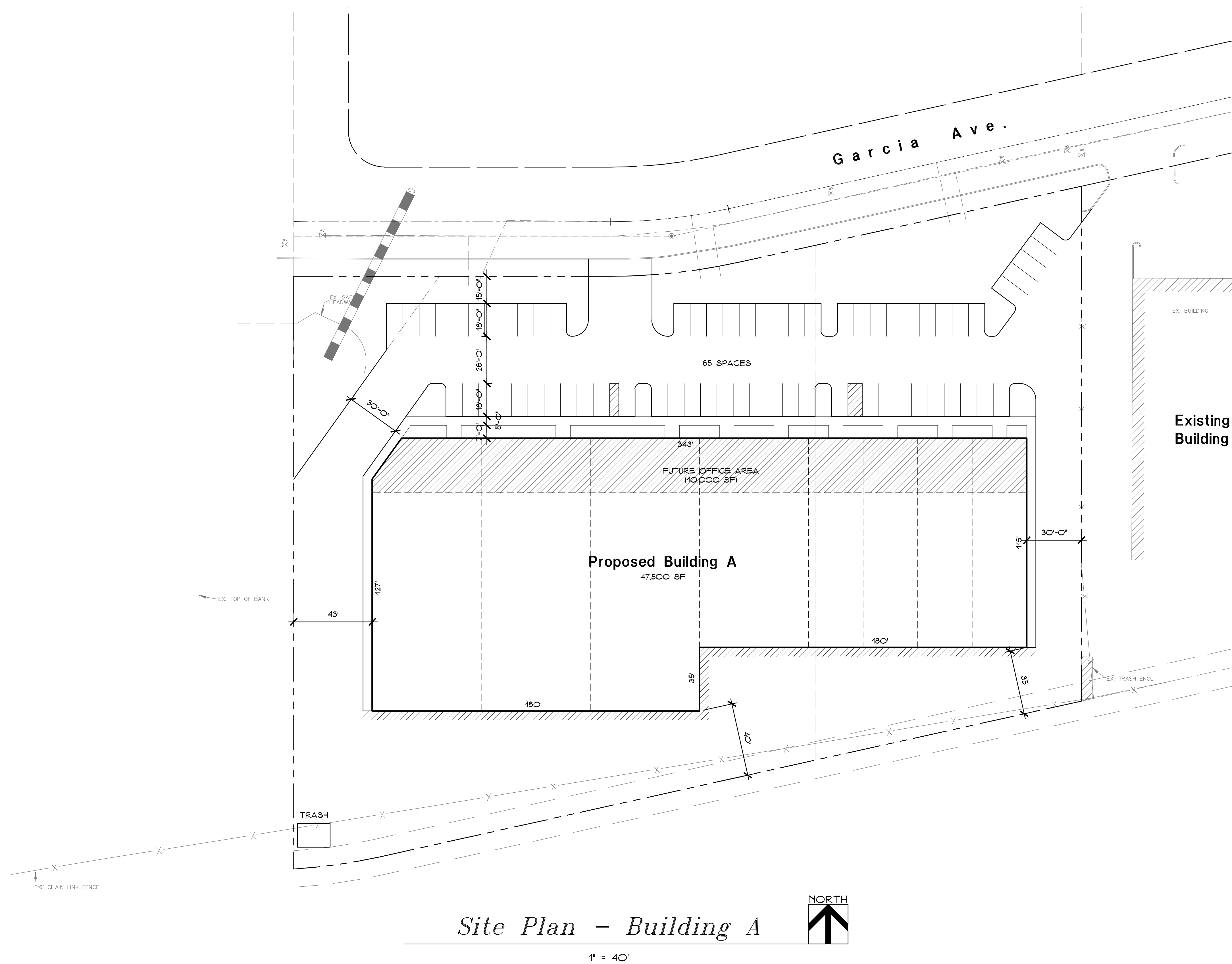


Los Mendanos Industrial Park
Pittsburg, California

PERKINS, WILLIAMS & COTTERILL
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Site Plan

Project: LOS MENDANOS		
Job No.	17712	Date: 7-31-17
Scale:	1" = 100'	



Los Mendanos Industrial Park
Pittsburg, California

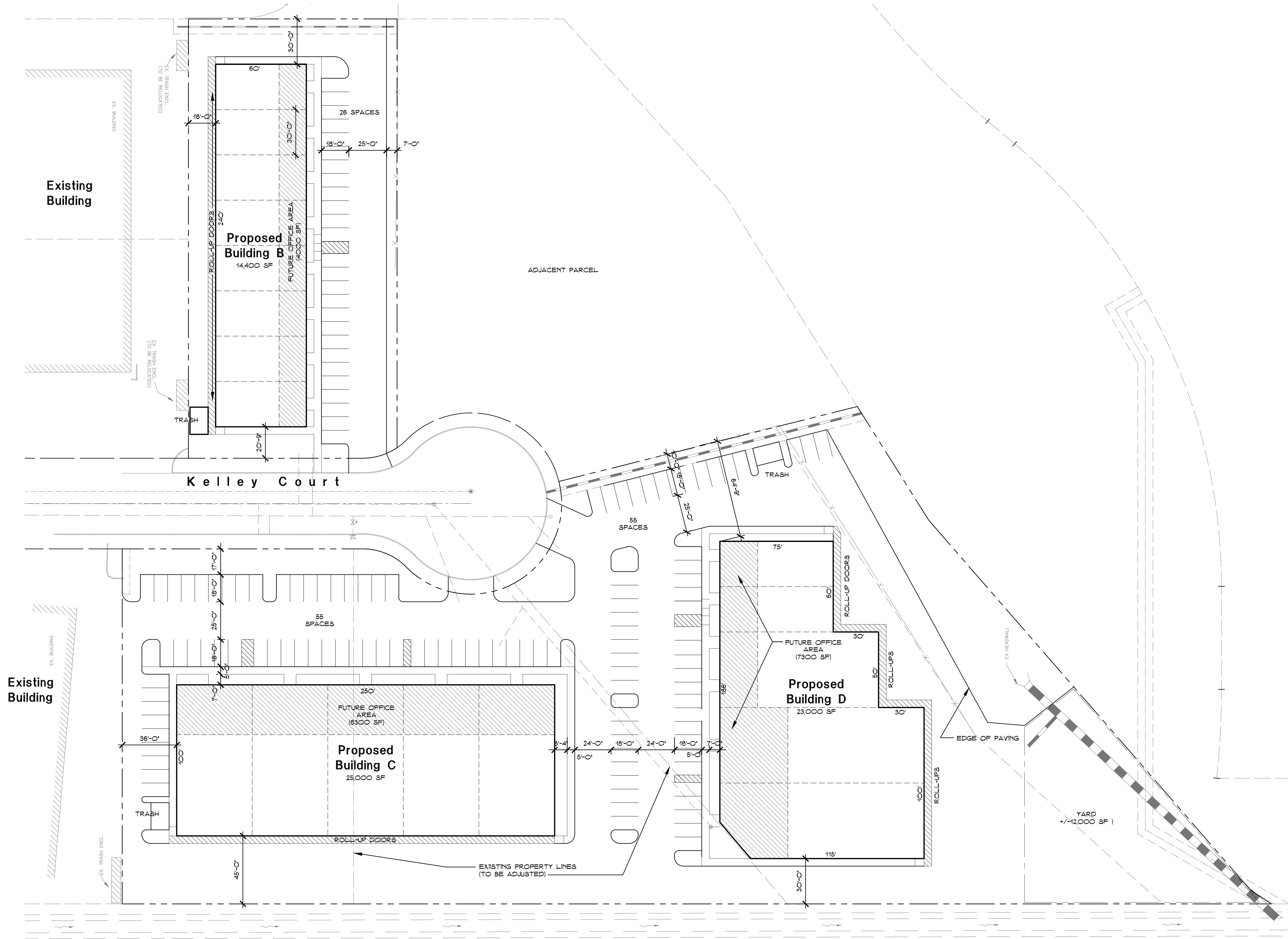
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Site Plan

Project: LOS MENDANOS

Job No. 17712 Date: 7-31-17

Scale: 1" = 100'



Los Mendanos Industrial Park
Pittsburg, California

Site Plan – Building B–C–D



1" = 30'

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Site Plan

Project:	LOS MENDANOS		
Job No.	17712	Date:	7-31-17
Scale:	1" = 30'		

Attachment 3
Applicable General Plan Goals and Policies
Los Medanos Industrial Park, AP-17-1265 (PPR)

General Plan Goal/Policy
Land Use Element:
2-G-1: Maintain a compact urban form within the City's projected municipal boundary. Ensure that hillside lands not environmentally suitable for development are maintained as open space.
2-G-2: Promote large-scale office/business development, and reserve sites for Business Commercial uses in designated locations accessible from regional transportation systems.
2-G-3: Emphasize concentrated commercial development, rather than linear commercial strips.
2-G-22/2-G-23: Encourage redevelopment of the existing industrial area along Garcia Avenue with higher-end business commercial activities.
2-P-6: Ensure provision of community amenities within planned development projects, including parks and recreation facilities, streetscaping and pedestrian paths, transit facilities, parking areas, and public safety facilities. Ensure construction of amenities at a time that is in balance with the needs of the development.
2-P-7: During development review, consider project compatibility with existing surrounding land uses. Ensure that sensitive uses—such as residences, schools, and parks—are not subject to hazardous or unhealthy conditions.
2-P-11: Do not allow sites designated for Business Commercial uses to be changed to another land use designation unless it is determined that adequate sites are available elsewhere to meet the City's office and business development objectives.
2-P-62: Ensure that new Business Commercial centers provide pedestrian, bicycle, and transit amenities (such as walking paths, benches, bus shelters, bicycle racks, and lockers) enabling convenient use of alternative transportation modes, including the proposed Railroad Avenue BART Station.
Growth Management:
3-G-1: Manage the City's growth to balance development of housing options and job opportunities, protection of open space and habitat areas, construction of transportation improvements, and preservation of high quality public facilities.
3-G-5: Ensure that new residential, commercial and industrial growth within the Voter- Approved Urban Limit Line pays its share of the costs for the construction of facilities needed to serve that growth.
3-P-1: Allow urban and suburban development only in areas where public facilities and infrastructure (police, fire, parks, water, sewer, storm drainage, and community facilities) are available or can be provided.
3-P-2: Prior to project approval, ensure that the existing and planned transportation system will have adequate capacity to accommodate new urban development.
3-G-8: Achieve traffic levels of service for roadway intersections that are based on the roadways' classification and location shown in Figure 7-2. (Transportation Goal 7-G-1)
3-G-9: Encourage the provision of new and improved pedestrian, bicycle and transit facilities to serve all users of new development projects.
3-P-5: As part of development review, require preparation of a traffic impact study for all development projects expected to generate more than 100 net new peak hour vehicle trips. Ensure that traffic impact studies are prepared by professional transportation consultants selected and hired by the City, but require that project proponents pay all fees associated with development of such studies.

3-P-9: Ensure that traffic studies prepared for development projects include an analysis of the impacts of project-related traffic and roadway improvements on pedestrians, bicyclists and transit users.
3-P-17: As part of development approval, ensure that safe and contiguous routes for pedestrians and bicyclists are provided within new development projects and on any roadways that are impacted as a result of new development. (Transportation Policy 7-P-34)
Economic Development
6-P-7: Continue to provide incentives, encourage employment, and promote businesses within the City's Enterprise Zone (see Figure 6-1).
Transportation Element
7-G-6: Locate high traffic-generating uses so that they have direct access or immediate secondary access to arterial roadways.
7-P-4: Require that all traffic studies be conducted by professional transportation consultants selected by the Planning and Building and Engineering Departments, with the City acting as the lead agency. Ensure that all costs associated with the traffic study are paid by the applicant.
7-P-6: Ensure that all Regional Routes of Significance within the City maintain [prescribed] traffic levels of service (LOS) standards
7-P-22: Avoid adding traffic roadways carrying volumes above the standards, and consider traffic control measures where perceived nuisance is severe.
7-P-34: As part of development approval, ensure that safe and contiguous routes for pedestrians and bicyclists are provided within new development projects and on any roadways that are impacted as a result of new development.
7-P-39: Ensure that residential and commercial developments provide pedestrian pathways between lots for direct routes to commercial centers, schools, and transit facilities.
7-P-48: Ensure that construction of bulb-outs and curb extensions at intersections for pedestrian safety does not endanger bicyclists by forcing them into traffic lanes.
7-P-57: During review of development plans, encourage major employers to establish designated carpool parking areas and secure bicycle facilities in preferable on-site locations (for example, under parking shelters or closest to main entryways).
Resource Conservation Element
9-G-1: Protect conservation areas, particularly habitats that support special status species, including species that are State or Federally listed as endangered, threatened, or rare (see Table 9-1).
9-G-9: Work toward improving air quality and meeting all Federal and State ambient air quality standards by reducing the generation of air pollutants from stationary and mobile sources.
9-G-11: Reduce the number of motor vehicle trips and emissions accounted to Pittsburg residents and encourage land use and transportation strategies that promote use of alternatives to the automobile for transportation, including bicycling, bus transit, and carpooling.
9-P-1: Ensure that development does not substantially affect special status species, as required by State and federal agencies and listed in Table 9-1. Conduct assessments of biological resources as required by CEQA prior to approval of development within habitat areas of identified special status species, as depicted in Figure 9-1.
9-P-9: Establish creek setbacks along riparian corridors, extending a minimum of 50 to 150 feet laterally on each side of the creek bed. Setback buffers for habitat areas of identified special status species and wetlands may be expanded as needed to preserve ecological resources.

9-P-10: Prohibit development within creek setback areas, except as part of greenway enhancement (for example, trails and bikeways). Encourage developers to reserve space outside of the creek setbacks where endangered species habitat makes trail development inappropriate.
9-P-15: As part of development plans, require evaluation and implementation of appropriate measures for creek bank stabilization, as well as necessary Best Management Practices (BMPs) to reduce erosion and sedimentation. Encourage preservation of natural creeks and riparian habitat as best as possible.
9-P-16: Establish development standards for new construction adjacent to riparian zones to reduce sedimentation and flooding. Standards should include: • Requirements that low berms or other temporary structures such as protection fences be built between a construction site and riparian corridor to preclude sheet-flooding stormwater from entering the corridors during the construction period. • Requirements for installation of storm sewers before construction occurs to collect stormwater runoff during construction.
9-P-17: To prevent flood hazards in the Kirker Creek watershed, ensure that new development minimizes paved areas, retaining large blocks of undisturbed, naturally vegetated habitat to allow for water infiltration.
9-P-21: As part of project review and CEQA documentation, require an assessment of downstream drainage (creeks and channels) and City storm-water facilities impacted by potential project runoff.
9-P-23: Require new urban development to use Best Management Practices to minimize creek bank instability, runoff of construction sediment, and flooding.
9-P-24: Reduce sedimentation and erosion of waterways by minimizing site disturbance and vegetation removal along creek corridors.
9-P-25: Encourage rehabilitation and revegetation of riparian corridors and wetlands throughout the City to contribute to bioremediation and improved water quality.
Health and Safety Element
10-P-23: Ensure that all new development (residential, commercial, or industrial) contributes to the construction of drainage improvements in the Kirker Creek and other watersheds in the Planning Area, as required by the City's adopted ordinances.
10-P-25: Ensure adequate minimum setbacks to reduce potential for property damage from storm flooding.
10-P-26: Reduce the risk of localized and downstream flooding and runoff through the use of high infiltration measures, including the maximization of permeable landscape.
10-P-29: During the review of development plans, require all commercial projects to construct on-site retention facilities. Such facilities could be in the form of landscape features or underground swells.
Public Facilities Element
11-P-7: Ensure that new residential, commercial, and industrial development equitably shares costs associated with providing water services to areas of urban expansion within the Planning Area.
Noise Element
12-P-7: Require the control of noise at the source through site design, building design, landscaping, hours of operation, and other techniques, for new development deemed to be noise generators.
12-P-8: Develop noise attenuation programs for mitigation of noise adjacent to existing residential areas, including such measures as wider setbacks, intense landscaping, double-pane windows, and building orientation muffling the noise source.

Attachment4
Property Development Regulations
Los Medanos Industrial Park, AP-17-1265 (PPR)

Development Regulations: <i>IPDistrict</i>	Requirement:	Proposed Project:
Minimum Lot Area:	15,000s.f.	38,768s.f.
Minimum Lot Width:	80 ft.	N/A. The proposed parcels are existing.
Maximum Height:	35 ft.	<u>To be determined.</u>
Maximum Lot Coverage:	50%	37%
Minimum Yards:	-	
Front:	25 ft.	<u>20.75 ft. Proposed Building B does not appear to meet the required front yard setback.</u>
Side:	10 ft.*	<u>To be determined.</u>
Corner side:	25 ft.	N/A
Rear:	10 ft.*	<u>To be determined.</u>
Minimum Site Landscaping:	15%	<u>To be determined.</u>
Maximum FAR:	0.8	0.37

*Additional setbacks from Kirker Creek may be required.

Attachment 5
Applicable Development Review Design Guidelines

Los Medanos Industrial Park, AP-17-1265 (PPR)

Design Review Guideline
IV.a. Parking areas should be screened from view from any public right-of-way (beaming or hedge-type plant material). Parking areas should be broken up (landscape islands, projections, etc.) to eliminate vast areas of parking especially along street frontages.
IV.b. Provisions should be made for permanent shopping cart corrals in retail shopping centers.
IV.c. Existing trees on site should be incorporated into the project side design, unless waived by the City Planner or Planning Commission.
IV.d. Developer should elect, at least, one of the schemes provided in Appendix #1 for screening all utility box transformers, backflow preventers, meters and junction boxes.
IV.e. Projects with many buildings (greater than three) should have a variety of building sizes and masses.
IV.f. Continuous horizontal roof lines should be broken up whenever possible. An expanse should not exceed 50 (fifty) feet in length unless architecture or size dictate a greater expanse.
IV.g. Building entries should be designed as a focal point. They should be designed to set the theme or be the primary feature of the building or commercial center.
IV.h. Building elevations (example: rear of shopping centers) visible from public right-of- ways should be addressed in design review and treated appropriately.
IV.i. A free-standing structure within an existing commercial or industrial center should be architecturally compatible with the center, including but not limited to materials, colors and architectural elements.
IV.j. All roof mounted equipment should be screened completely from view from all public right-of- ways. A site-line study may be necessary to determine appropriate screening method.
IV.k. All Structures, including, but not limited to, “tilt-up” type structures, should have structural reliefs and articulated entries (Encourage the creation of shadow lines).
IV.l. Exterior fire escapes, stairs and other appurtenances should be designed or treated as integral parts of the building façade.
IV.m. Downspouts should be designed into the façade of the building unless architecturally treated.
IV.n. Add murals, lattice or some other spaceframe type treatment to blank walls visible from public view.
IV.o. Prototype or “theme” architecture is discouraged.
IV.p. New or remodeled buildings should be designed to be compatible in design, color and materials with adjacent development.

IV.q. The street-oriented elevations shall be designed so as not to present the appearance of a rear elevation (i.e., no loading doors or large blank walls, absence of architectural features found on other elevations, and limited landscaping as typically found on interior property lines).

IV.r. Trash enclosures should include area for collection of recyclables (example: space for two 90 gallon containers minimum, See Appendix #2 Trash Enclosure Design Standards).

Green Building Design Guideline

VI.D.1. Roofs should be designed to integrate renewable energy generation systems and provide a cool urban environment.

- a) Roofs should host a renewable energy generation system appropriate to its natural resources (i.e. solar photovoltaic cells where there is ample sunlight, and low-profile wind energy generation turbines where wind currents are adequate). Renewable energy systems should be installed unless they are demonstrated to be cost prohibitive after considering their energy saving benefits over their lifetime.
- b) South facing sloped roofs should be constructed at an angle of about 38° to allow solar panels to be installed and to avoid potential awkward protrusions. Future screening of solar panels should be considered when approving a flat roof design.
- c) Roofs should be covered with a cool roof underneath any energy generation structures, and either a green/living roof or cool roof for uncovered portions.
- d) Uncovered rooftop expanses greater than 200 square feet should be designed to be strong enough to support rooftop gardens and other passive recreational uses for employees.
- e) Building heights should not cause obstructions in solar access for neighboring buildings.

VI.D.2. Parking lot impacts should be minimized.

- a) Urban heat island impacts may be minimized through the shading or paving material design choices. Recommended choices include renewable energy systems on carports, shade trees, underground parking, and open-grid pavement systems (see images under Section III.1 & 2).
- b) Outdoor parking lots with more than 20 spaces and solar access over 75% of more of its surface area should install renewable energy systems on carport structures. The builder may arrange a power-purchase agreement where the energy system is funded and owned by a third party, as a way to alleviate initial cost burden.

VI.D.3. Hardscapes should be constructed with permeable surfaces (e.g. pervious concrete, porous asphalt, unit pavers, and granular materials). Permeable paving consisting of porous above-ground materials, a 6- inch porous sub-base, and a base layer that is designed to ensure proper drainage away from the building and neighboring properties. Alternatively, impermeable surfaces may be used if they direct all runoff toward an appropriate permanent infiltration feature (e.g. vegetated swale, on-site rain garden, or rainwater cistern).

VI.D.4. Design choices should incorporate or prepare for electric vehicle charging or used vegetable oil fueling infrastructure.

- a) For sites that do not have a parking lot and must utilize curbside parking, a 220/240V electrical supply should be extended to curbside spaces. The conduit should connect to an installed charging unit or an electrical pedestal or a well where a charging station may be installed in the future.
- b) Within parking lots, electric vehicle charging units should be made available to employees and patrons with electric vehicles. The parking spaces with charging units should be clearly marked with signs designating them for assigned employees or electric vehicle use only.
- c) For all new gas stations, at least one rapid charging electric vehicle charging station or battery switching station, and sufficient solar photovoltaic panels to fully charge a number of electric vehicles equivalent to 25% of the estimated average daily trips, should be installed.
- d) Unless it would substantially undermine effective orientation of parking spaces, parking areas for facilities that may include significant quantities of food preparation using oil (e.g. food and beverage sales; eating and drinking establishments), should include two parking spaces located as close to the kitchen area as possible. The closest space is intended to be the location of future or immediate installations of oil storage or treatment system for reusing waste oil fuel, while the second space is intended to serve as the parking space during fueling or fuel collection. Any storage or treatment system must be compliant with applicable Federal, State and local regulations.

VI.D.5. Fuel cell technology should be considered for application where (1) space or cost prohibits non-emitting on-site generation (such as solar, wind or geothermal), AND either (2) the heat resulting from fuel combustion is utilized for water or space heating, and/or (3) the fuel cells would be used primarily during peak utility hours.

VI.D.6. Reclaimed (purple pipeline) water should be used for as much non-potable water uses as feasible and practical. Landscaping water fixtures using reclaimed water should be purple, and purple and white signage should clearly mark areas that are irrigated with reclaimed water.

VI.D.7. Large commercial and institutional facilities that are anticipated to employ more than 50 employees, should consider providing on-site shops and services for those employees.

VI.D.8. Street side building faces should encourage walking.

- a) No more than 40% of a building's street side length, or 50 feet, whichever is less, should be blank walls without doors or windows.
- b) Functional entries to buildings should occur at an average of 75 feet or less along sidewalk facing walls.
- c) Additional design techniques contained in the Downtown Design Guidelines that encourage walking, should also be utilized where applicable.

VI.D.9. Secure bicycle parking facilities should be provided for at least 10% of expected peak hour trips. Bicycle parking structures should be complementary to the surrounding structures and may be partially obscured by vegetation or painted with a mural design that is consistent with surrounding aesthetics. Shade trees should be planted if the parking facility is located in an area not shaded by surrounding structures. They should be located in an accessible and visible space to discourage misuse.