City of Pittsburg
Planning Commission Agenda

March 13, 2018

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

Regular Meeting
7:00 P.M.

Planning Commission Members
Mark Gargalikis, Chair
James Coniglio, Vice-Chair
Wolfgang Croskey, Commissioner
Jeremy Ward, Commissioner
Durie Foster, Commissioner
Elissa Robinson, Commissioner
Mark Linde, 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.

CALL TO ORDER

ROLL CALL

PLEDGE OF ALLEGIANCE

DELETIONS, WITHDRAWALS OR CONTINUANCES

COMMENTS FROM THE AUDIENCE

PRESENTATIONS

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.)

1. **Minutes**

   Minutes of February 13, 2018

2. **Disposition of 764 E. 11th Street (APN 073-082-020) – General Plan Consistency Determination.**
   This is a request for the Planning Commission to determine whether a proposed disposition of 764 E. 11th Street, also known as County Assessor's Parcel Number 073-082-020 (the "Property") is consistent with the City's General Plan.

PUBLIC HEARINGS

3. **2108 Railroad Avenue Commercial Shell Building, AP-17-1274 (VA, DR).**
   This is a public hearing on a request for approval of: 1) a variance from the adopted height requirements; and 2) plans to construct a 3,168-square foot, single-story commercial shell building on an 8,598-square foot parcel located at 2108 Railroad Avenue. The property is located within the Railroad Avenue Specific Plan (RASP) PD (Planned Development, Ordinance No. 09-1319) District, and has a RASP Land Use Designation of TOD-H (Transit Oriented Development, High Density). Assessor's Parcel No. 087-030-087.

4. **JC's Auto Body, AP-17-1299 (UP).**
   This is a public hearing requesting approval of a use permit to establish a major auto repair use within an approximately 1,950 square foot tenant space in an existing multi-tenant building, located at 999 Harbor Street, Suite C, in the CS (Service Commercial) District. APN: 073-060-001.

COMMISSION CONSIDERATIONS

5. **Beacon Villas, AP-17-1260 (DR).**
This is a request for design review approval of plans to construct a 40-unit townhouse apartment complex, as well as a mixed-use building with 14 apartment units and approximately 2,840 square feet of commercial/office space, on 2.36 acres of vacant land located at the southwest corner of West 10th Street and Beacon Street. The property is within the M (Mixed Use) District. APNs: 082-260-009, 082-260-012, 082-260-044, 085-243-001, 085-243-002, and 085-260-178.

ZONING ADMINISTRATOR REPORTS

6. **Notice of Intent to Exercise Delegated Design Review Authority, and Submittal of Adopted Zoning Administrator Resolutions.**
The Zoning Administrator submits four notices of intent to exercise delegated design review authority for: 1) an AT&T cell site modification at 2099 Range Road to replace six existing antennas, replace three remote radio units (RRU's), add three RRUs, and install a variety of other related equipment; 2) a T-Mobile cell site modification at 95 Bliss to add three new antennas and three RRU's; and 3) a laundry room remodel for the Lido Square Townhouses. The Zoning Administrator also submits one resolution previously approved under the delegated authority (Planning Commission Resolution No. 9918).

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.

MINUTES
OF A REGULAR MEETING
OF THE
PITTSBURG PLANNING COMMISSION

February 13, 2018

A regular meeting of the Pittsburg Planning Commission was called to order by Chair Gargalikis at 7:00 p.m. on Tuesday, February 13, 2018, in the Council Chamber, City Hall, 65 Civic Avenue, Pittsburg, California.

ROLL CALL

Present: ChairGargalikis, Commissioner Coniglio, Croskey, Foster, Ward

Absent: Commissioner Robinson

Staff: Community Development Director Jill Hecht, Planning Manager/Secretary Kristin Pollot, Deputy City Clerk Amanda McVey,SeniorPlanner Jordan Davis

PLEDGE OF ALLEGIANCE

Commissioner Wardled the Pledge of Allegiance.

DELETIONS / WITHDRAWALS / CONTINUANCES

Item 4, Alves Ranch Housing Element Amendment, AP-18-1311 (GPA) was continued to a future date uncertain.

COMMENTS FROM THE AUDIENCE

Bruce Ohlson, Pittsburg, spoke on behalf of Bike East Bay regarding the Alves Ranch Housing Element Amendment. Mr. Ohlson commented that they would like to see a sidewalk on the west side of San Marco Boulevard connecting to the bike path on the west side of San Marco to the Delta DeAnza Regional Trail.

Zulfie Hai, Pittsburg, spoke in favor of the Alves Ranch project and the revised concept with a grocery store and commercial retail component.

Amy Kubeck, Pittsburg, spoke in favor of the Alves Ranch project and expressed the current need for better grocery shopping locations in the area.

PRESENTATIONS

There were no presentations

CONSENT

1. Minutes of February 13, 2018

2. General Plan Annual Progress Report for Calendar Year 2017

A request for the Planning Commission to: 1) review the draft General Plan Annual Progress Report (APR) for Calendar Year 2017; and 2) authorize its submittal
to the City Council, Governor's Office of Planning and Research (OPR), State Housing and Community Development Department (HCD), and Contra Costa Transportation Authority (CCTA).

On motion by Commissioner Coniglio seconded by Commissioner Foster to approve and carried by the following vote:

AYES:	Coniglio, Croskey, Foster, Ward, Gargalikis
NOES:	None
ABSTAIN:	None
ABSENT:	Robinson

PUBLIC HEARINGS

3. Nunley's Karate-Do, AP-17-1301 (UP, SR).

A public hearing on a request for approval of a use permit to establish a karate school within an existing 1,617 square foot commercial space. The applicantis also requesting approval of a sign review application to install a projecting sign near the entrance of the proposed use located at 760 Railroad Avenue, within the CP (Pedestrian Commercial) District. Assessor's Parcel Number: 085-164-018.

Senior Planner Jordan Davis gave a presentation.

Chair Gargalikis opened the public hearing.

Allan Nunley, Antioch, spoke as the applicant.

There being no one to speak further to the item, Chair Gargalikis closed the public hearing.

On motion by Commissioner Foster seconded by Commissioner Coniglio to approve and carried by the following vote:

AYES:	Coniglio, Croskey, Foster, Ward, Gargalikis
NOES:	None
ABSTAIN:	None
ABSENT:	Robinson

4. Alves Ranch Housing Element Amendment, AP-18-1311 (GPA).

Apublic hearing on arequest for a recommendation of a General Plan amendment modifying the Housing Element data to eliminate the affordable units anticipated for the Alves Ranch Development project.

This item was continued by staff to a date uncertain.

ZONING ADMINISTRATOR REPORTS

5. Notice of Intent to Exercise Delegated Design Review Authority.

The Zoning Administrator submit two notices of intent to exercise delegated design review authority for: 1) a new accessory building to house an emergency back-up generator for Delta Diablo at 3500 Pittsburg-Antioch Hwy; and 2) a minor façade remodel at 4405 Century Blvd.

The Commissioners acknowledged receipt of notices.

STAFF COMMUNICATIONS

Planning Manager / Secretary Kristin Pollot reported the Tentative Schedule was provided to the Commissioners as well as the Goals as they will be presented to the City Council.

Planning Manager / Secretary Kristin Pollot informed the Commissioners of the upcoming Senate Bill 827. The Commissioners requested to be kept informed of the status of this bill.

Planning Manager / SecretaryKristin Pollot announced the Planning Commissioner Academy will be April 4 - 6, 2018 in Monterey.

COMMITTEE REPORTS

Chair Mark Gargalikis appointed Durie Foster as the alternate to the TRANSPLAN Committee.

Commissioner Croskey reported the Land Use Subcommitteediscussed the item of a combination of charter school and senior housing, options being pursued in the progression of the Mi Pueblo shopping center and food vendors/ food truck encouraging possible code changes.

ADJOURNMENT

The meeting was adjourned at 7:26p.m.to March 13, 2018.

_____

Kristin Pollot, AICP, Secretary

CITY OF PITTSBURG
PLANNING COMMISSION
STAFF REPORT

ITEM: **Disposition of 764 E. 11th Street (APN 073-082-020) – General Plan Consistency Determination.**

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

SUBJECT: This is a request for the Planning Commission to determine whether a proposed disposition of 764 E. 11th Street, also known as County Assessor's Parcel Number 073-082-020 (the "Property") is consistent with the City's General Plan.

RECOMMENDATION:

Staff recommends that the Planning Commission adopt Resolution No. 10093, determining that disposition of the Property, as depicted in Exhibit A of the resolution, is consistent with the City's General Plan.

BACKGROUND:

The Property was conveyed from U.S. Bank National Association, as trustee for the specialty underwriting and residential finance trust mortgage loan asset-backed certificates series 2006-BC4, to the City by a grant deed recorded on November 9, 2009.

Within the last sixty (60) days, the City has been approached by two (2) different parties interested in purchasing the Property. The City has no plans for development of the Property.

PROJECT DESCRIPTION:

The Property is located on the south side of E. 11th Street, between Pine Street to the west and Maple Street to the east. The Property is vacant, approximately 4,300 square feet in size, and zoned RS-5 (Single Family Residential, 5,000 square foot minimum lot size) District. The property qualifies as a substandard lot due to its size; however, the lot is developable for one single family home, with or without an accessory dwelling unit.

See Exhibit A for a legal description and map of the Property. Attachment 3 are photos of Property.

GENERAL PLAN/CODE COMPLIANCE:

General Plan: The Property is located in the 'East Central' subarea and has a General Plan land use designation of 'Low Density Residential'. This land use designation is

intended to provide sites for single family residential development at a density of 1 to 7 units per acre. The General Plan does not directly address disposition of properties under redevelopment law; however, the sale of the parcel would facilitate redevelopment of the currently vacant site, thereby promoting and reinforcing the predominately residential land use pattern of the area, consistent with the intent of the General Plan (see 2-G-16).

Environmental: The Planning Commission's determination that the proposed disposition of the Property is consistent with the City's General Plan, is not considered a project under the California Environmental Quality Act (CEQA) and is, therefore not subject to CEQA.

Required Finding: In accordance with Government Code section 65402(a), the Planning Commission must make a determination as to whether the proposed disposition of property conforms with the General Plan, and then submit that determination to the City Council prior to sale of the property.

ANALYSIS:

As mentioned above, staff believes the Planning Commission can make a finding that the proposed disposition of property at 764 E. 11th Street is consistent with the City's General Plan in that the sale of the parcel would facilitate redevelopment of the currently vacant site with a new residential dwelling unit, thereby promoting and reinforcing the predominately residential land use pattern of the area, consistent with the intent of the General Plan (see 2-G-16).

ACTION REQUIRED:

Move to adopt Resolution No. 10093, determining that the disposition of the Property, as described in Exhibit A of the resolution, is consistent with the City's General Plan.

ATTACHMENTS:

1. Proposed Resolution No. 10093
2. Exhibit A – Legal Description for 764 E. 11th Street
3. Site Photos

Prepared by: Kristin Pollot, AICP, Planning Manager

PROPOSED
BEFORE THE PLANNING COMMISSION OF THE CITY OF PITTSBURG

In the Matter of:

Resolution Determining that theDisposition of 764 E. 11th Street (APN: 073-082-020)is Consistent with the Pittsburg General Plan.	)))	Resolution No. 10093

The Planning Commission DOES RESOLVE as follows:

Section 1. Background

A. This is a request for the Planning Commission to determine whether a proposed disposition of 764 E. 11th Street, also known as County Assessor's Parcel Number 073-082-020 (the "Property") is consistent with the City's General Plan.

B. The Property was conveyed from U.S. Bank National Association, as trustee for the specialty underwriting and residential finance trust mortgage loan asset-backed certificates series 2006-BC4, to the City by a grant deed recorded on November 9, 2009.

C. Within the last sixty (60) days, the City has been approached by two (2) different parties interested in purchasing the Property. The City has no plans for development of the Property.

D. In accordance with Government Code section 65402(a), the Planning Commission must make a determination as to whether the proposed disposition of property conforms with the General Plan, and then submit that determination to the City Council prior to sale of the property.

E. The making of this determination does not qualify as a 'Project' under the California Environmental Quality Act (Public Resources Code section 21065).

F. On March 13, 2018, the Planning Commission helda public meetingto consider the disposition of 764 E. 11st Street and its consistency with the Pittsburg General Plan, at which time oral and/or written testimony was considered.

Section 2. Findings

A. Based on the Planning Commission Staff Report entitled, "Disposition of 764 E. 11th Street (APN 073-082-020) – General Plan Consistency Determination," 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 disposition of property at 764 E. 11th Street is consistent with the City's General Plan in that the sale of the parcel would facilitate redevelopment of the currently vacant site with a new residential dwelling unit, thereby promoting and reinforcing the predominately residential land use pattern of the area, consistent with the intent of the General Plan (see 2-G-16).

Section 3. Decision

Based on the findings set forth above, the Planning Commission hereby determines that the disposition of 764 E. 11th Street, as described and depicted in Exhibit Aof this resolution, is consistent with the City's General Plan.

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 13th day of March 2018, by the Planning Commission of the City of Pittsburg, California by the following vote:

AYES:

NAYES:

ABSTAIN:

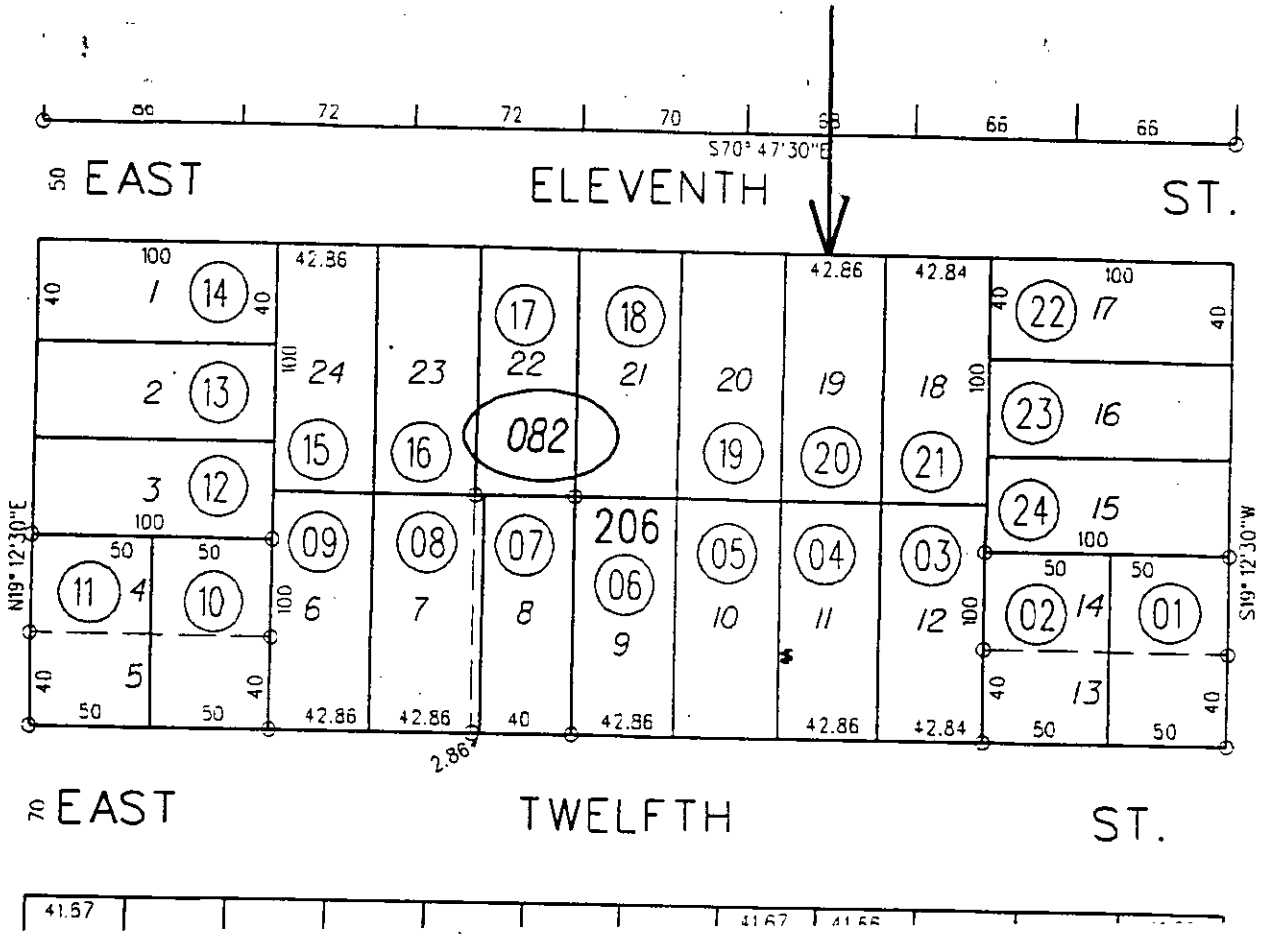
ABSENT:

I hereby certify that the above Resolution No. 10093was adopted by the Planning Commission of the City of Pittsburg on March 13, 2018.

_____
KRISTIN POLLOT, AICP, SECRETARY
PITTSBURG PLANNING COMMISSION

EXHIBIT A

764 ELEVENTH ST



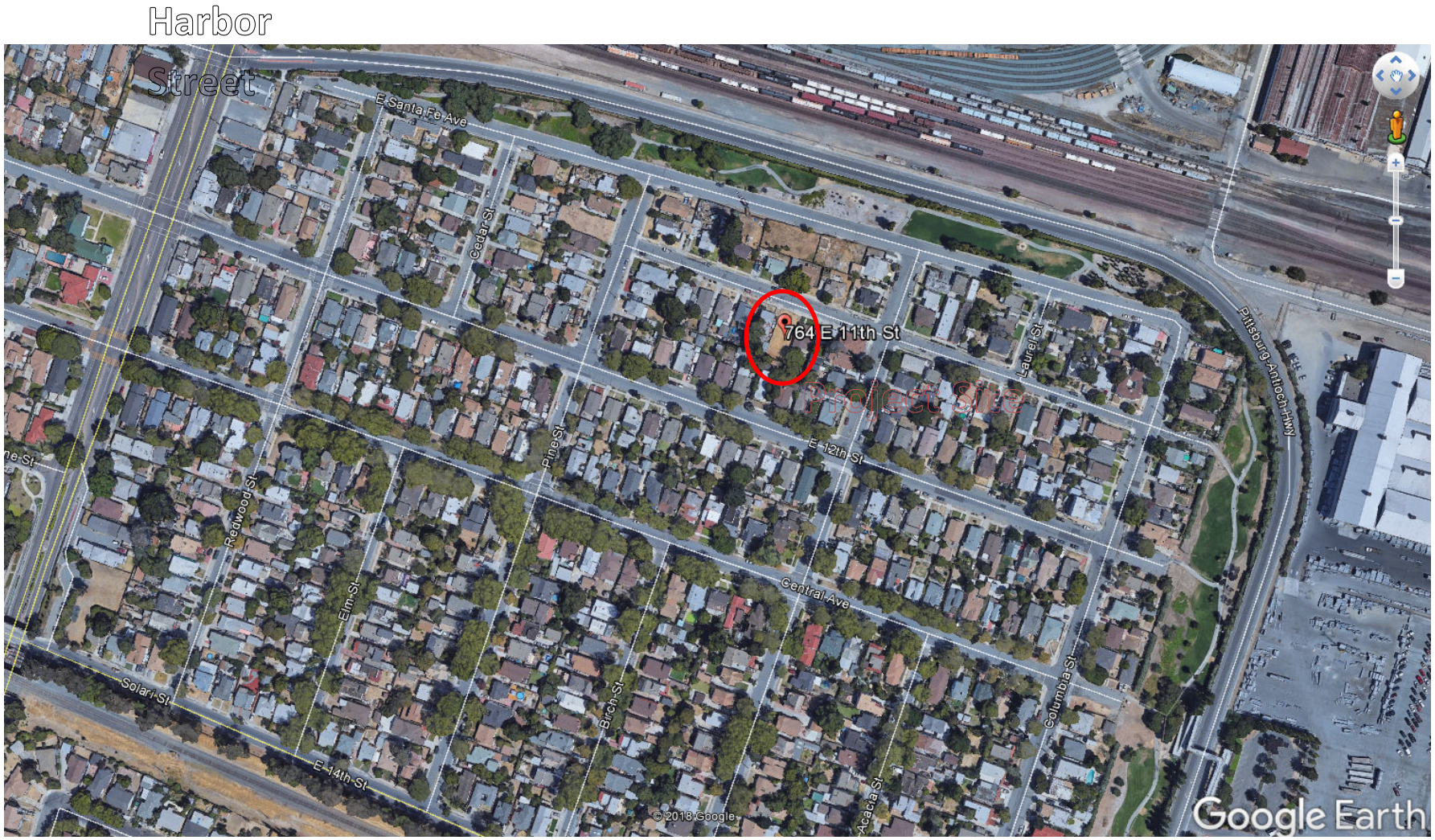
764 EAST 11TH STREET

A certain parcel of land situated in the City of Pittsburg, County of Contra Costa, State of California and more particularly described as follows:

Lot 21 of Block 206, Creed's Addition No. 2, as filed in Book 18 of Maps at Page 425, on September 25, 1923, in the Office of the Recorder, County of Contra Costa, State of California.

Assessor's Parcel No. 073-082-020

Attachment 3: Vicinity Map & Site Photos



Attachment 3: Vicinity Map & Site Photos

CITY OF PITTSBURG
PLANNING COMMISSION
STAFF REPORT

ITEM: **2108 Railroad Avenue Commercial Shell Building, AP-17-1274 (VA, DR).**

ORIGINATED BY: Randy Baugh, Development Consultants, Inc., 3941 Park Drive, Suite #20338, El Dorado Hills, CA 95762

SUBJECT: This is a public hearing on a request for approval of: 1) a variance from the adopted height requirements; and 2) plans to construct a 3,168-square foot, single-story commercial shell building on an 8,598-square foot parcel located at 2108 Railroad Avenue. The property is located within the Railroad Avenue Specific Plan (RASP) PD (Planned Development, Ordinance No. 09-1319) District, and has a RASP Land Use Designation of TOD-H (Transit Oriented Development, High Density). Assessor's Parcel No. 087-030-087.

RECOMMENDATION:

Staff recommends the Commission adopt Resolution No. 10091, denying Variance and Design Review Application No. 17-1274.

However, should the Commission decide to support the variance and design review request, staff has prepared Resolution No. 10092, which incorporates the developer's proposed rational for making the required findings for a variance, approving the project subject to conditions.

BACKGROUND:

On February 24, 1998, the Planning Commission adopted Resolution Nos. 9028 and 9030, approving the use permit and design review requests for the development of the large grocery store building and a 6,000-square foot multi-tenant commercial building within a four-pad shopping center, known currently as Railroad Plaza. On January 24, 2006, the Planning Commission adopted Resolution No. 9619, approving the construction of a one-story 9,500 square foot multi-tenant commercial building, a parking lot and site improvements on Pad 4 of the shopping center. The building (which is currently occupied by Panda Express and Western Dental, among others) was constructed in 2007 by the current applicant, Development Consultants, Inc. (DCI), and was subsequently sold to Klein Limited Partnership in 2013.

On November 2, 2009, the City Council adopted Ordinance No. 09-1319 establishing a PD (Planned Development) District and approving the Railroad Avenue Specific Plan (RASP) for the areas closest to the future Pittsburg Center BART Station at Railroad Avenue and State Route 4. The RASP contains development and design standards intended to capitalize on the future transit-oriented development (TOD) growth potential around the BART Station, and to "describe a preferred character and overall direction

for development associated with the future [BART] Station" (Railroad Avenue Specific Plan, 2).

On September 9, 2014, the Planning Commission adopted Resolution No. 9983, granting approval for the development of an 8,250-square foot, multi-tenant retail shell building ("Building A") and site improvements on 0.62 acres (including the parcel subject to the application), located immediately north of the building built in 2006. In addition, the Planning Commission approved a variance allowing for the construction of five parking stalls in excess of the maximum parking allowed under the RASP.

The single-story commercial building that was previously approved does not meet the criterion of the RASP which requires new structures within the TOD-H land use classification be constructed with a minimum of three stories. However, due to a perceived conflict at the time between the minimum TOD-H building height standard (25 feet) and the requirement for a minimum of three stories for new construction, it was determined that a two-story structure could be more appropriate, considering the identified minimum building height of 25 feet. Due in part to the project being the first to occur within the RASP area, and the fact that it was proposed more than three years prior to the scheduled opening of the BART Station, the development was seen as key in kickstarting development in the RASP area. As such, a compromise was reached in which the applicant was approved to construct a single-story building which included a parapet wall and faux windows to give the appearance of a second story; however, it was to be engineered in a manner that could accommodate development of a second story at a future date, once market conditions adjusted.

On December 12, 2017, the Planning Commission considered a request by the developer to construct a new 3,168 square foot, single-story structure on the parcel directly north of the development described above. At this meeting, staff recommended denial of the project, citing lack of compliance with the RASP TOD-H development standards. The Planning Commission generally supported the project as proposed, noting the economic success of the developer's previous projects within the area, but recognized that the project did not comply with the applicable development standards contained in the RASP. As such, the Commission voted to continue the item to a date uncertain, with direction given to the developer and staff to explore potentially modifying the standards applicable to this parcel to allow for the development of the structure as proposed.

Land Use Subcommittee: On February 22, 2016, the Land Use Subcommittee met to discuss the community vision and planning principles adopted for the RASP Area, and the Plan's applicability to future development projects. The Subcommittee supported continuing to implement the development standards and policies of the RASP, as adopted.

On February 7, 2018, the Subcommittee met again to discuss the proposed project. During the meeting, staff presented the Subcommittee with three potential options for amending the RASP or zoning designation to allow for development of a two-story

building on the project site. At the request of the developer, staff also presented a fourth option, in which the developer could pursue a variance to allow for construction of a two-story building.

During the meeting, Vice Mayor Evola stated he felt a three-story building may be too tall while a single-story building would be too small, and thus generally supported a two-story building; however, Vice Mayor Evola stated he did not want to set a precedent which could undermine the vision of the RASP, and thus favored options presented by staff to amend the RASP or zoning regulations affecting the property. Councilmember Banales echoed concerns that the variance option would set an unwelcomed precedent for future developers and compromise the long-term vision of the RASP. Councilmember Banales stated he wanted to see true transit-oriented development within the area and did not support any deviation from the current RASP development standards.

In respect to the Commissioners on the Subcommittee, Chairman Gargalikis stated he agreed a two-story structure would be more appropriate for this site, and, along with Vice Mayor Evola, supported amending the RASP to allow for altered development standards which would provide a “road map” for future projects. Commissioner Croskey stated his concerns regarding the potential unintended consequences of amending the RASP or zoning. Citing the benefits of development of a vacant site and potential jobs the project could bring, Commissioner Croskey supported the option which would ensure the project moved forward as quickly as possible.

On February 20, 2018, staff held a follow-up meeting with the applicant to discuss the options available to move the project forward. During this meeting, staff and the applicant attempted to negotiate a compromise which would uphold and not undermine the RASP while allowing the developer to construct a building with less that the required number of stories, but were ultimately unsuccessful. At this meeting, the developer also clarified to staff his intent to construct only a second-story shell, and not an accessible second story.

PROJECT DESCRIPTION:

Existing Conditions: The subject site consists of an 8,598-square foot parcel currently housing 13 parking stalls which serve the existing commercial building to the south (Attachment 3). An approximately 56-foot wide, signalized driveway at Railroad Avenue and Bliss Avenue (southeast of the subject site) provides direct access to the shopping center. The parcel is bounded by the Railroad Plaza shopping center to the west and south, and the Frontage Road Class I trail to the north. Beyond the Frontage Road trail is the eastbound State Route 4 offramp. To the east is Railroad Avenue, as well as a 20- to 30-foot-wide landscaped area which runs adjacent to the eastern boundary of the subject parcel and the previously developed commercial building; while the majority of this landscaped area is within the City’s right-of-way, and the northern third is within Caltrans right-of-way. This landscaped area has been designated as the northern-most portion of the future linear parkway which will extend from State route 4 to the Delta de

Anza Trail. Finally, the Pittsburg Center BART Station is located approximately 250 feet northeast of the project area and is scheduled to open in May 2018.

See Attachment 5 for a detailed overview of surrounding land uses.

Project: The project, as proposed, includes development of an approximately 3,168 square foot, single-story commercial building ("Building B"). As part of the project, the developer has proposed to construct a second story shell which would function similar to an attic space, as the developer is not proposing to provide access to the second story (i.e. stairs and/or elevator) or any finish improvements (such as HVAC, plumbing, electrical, etc.) at this time. The new structure would be located approximately 23 feet north of Building A, and approximately 15 feet south of the Frontage Road Trail. Building B would be designed to accommodate one to two tenants and would provide a main entry along the western façade of the building, directly adjacent to the interior parking lot, as well as a secondary entry along the southern façade. The building height for the main roof is proposed at over 31 feet (measured to the top of the main roof). Portions of the parapet along the eastern and western facades extend up to 37 feet; however, it's important to reiterate that the building would be designed similar to its neighbor with only one usable story at this time.

The existing sidewalk running along the front (west side) of Building A would be continued across the project site to the Frontage Road Trail. Five parking spaces would be relocated north of the existing bay of stalls along the western face of Building A, and would be finished with pervious pavers to match the existing back of stalls west of Building A; as a result of the proposed development the total number of parking spaces would decrease from 30 to 20, bringing the project into conformance with the maximum allowable parking prescribed in the RASP. No additional drive aisles or driveways would be constructed, and the existing signalized intersection at Bliss Avenue and Railroad Avenue would function as the main access to the parking area.

Approximately 11 percent of the combined site area would be landscaped. Two existing, immature trees located within the parking area along the northern side of the exiting commercial structure would be removed and replaced/relocated to the existing landscaped area at the northside of the proposed project. Landscaped planting areas with various types of ground cover would be located around the site at the edges of the parking stalls.

<u>GENERAL PLAN/CODE COMPLIANCE</u>:

General Plan: The project site has a General Plan land use designation of Mixed Use, which is generally intended to allow for greater flexibility of land uses around transit. The subject site is located in the Transit Village sub-area of the RASP and has a land use designation of TOD-H (Transit Oriented Development-High Density). The TOD-H land use designation, and the goals and policies contained with the RASP, are intended to promote vertical mixed-use development in the areas closest to the Pittsburg Center BART Station, where "[s]pecial attention should be given to pedestrian circulation within

the area. The designation is intended to encourage ground floor, pedestrian friendly, retail sales and services uses with upper floors of residential uses or offices." (Railroad Avenue Specific Plan, page 51).

Zoning/Railroad Avenue Specific Plan: The property is located in the Railroad Avenue Specific Plan PD (Planned Development, Ord. 09-1319) District. Pursuant to Pittsburg Municipal Code (PMC) section 18.53.030, land use and development regulations for properties located within the RASP area shall conform to the applicable use and development regulations identified in the RASP. The RASP outlines land use, design, and development goals and policies for the Specific Plan area (for a detailed analysis of the proposed projects consistency with these goals and policies, see Attachment 6). Additionally, Chapter 4.4 of the RASP provides standard development regulations within the RASP area. These include development intensity, as well as height, setback, parking, and landscaping requirements. RASP section 4.5 provides architectural and site design criteria for projects.

Attachments 7 and 8 provide a detailed project consistency analysis with the development and design standards set forth in the RASP.

Variance: The applicant is requesting a variance from the required number of stories for new buildings. The project is subject to the development standards contained within the RASP TOD-H land use designation, which call for a minimum of three-stories for all new structures. As described above, the developer is proposing to construct a single-story building with a second story shell and is not proposing to provide access or any finish improvements to the second story at this time.

Required Findings: The Planning Commission may grant design review approval for a project only after the Commission makes a determination that the proposed project is consistent with PMC section 18.36.220(B), summarized below:

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; and,

e. the application conforms with the criteria set forth in any applicable city-adopted design guidelines.

Pursuant to PMC section 18.16.050, the Planning Commission may grant a variance from the height standards set forth in RASP if it can make findings that:

a. because of special circumstances concerning the subject property including size, shape, topography, location of surroundings, the strict application of zoning regulations deprives the property of privileges enjoyed by other properties in the vicinity and in the same land use district;

b. the variance will not constitute a grant of special privilege which is not generally available to other property in the vicinity and in the same land use district; and,

c. the variance substantially complies with the intent and purpose of the land use district to which the property is classified.

Environmental: If approved, this project would be 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.

If denied, the project would be exempt from the requirements of the California Environmental Quality Act (CEQA) under CEQA Guidelines, section 15061(b)(4), as a project that is being recommended for disapproval by a public agency.

Public Notice: On or before March 3, 2018, a notice of the March 13, 2018, public hearing for this project was posted at City Hall and at or near the proposed project site; 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 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. In addition, a copy of the notice was posted on the “Public Notices” section of the City’s website.

ANALYSIS:

Based on the proposed rational for a variance provided by the developer, as well staff’s review, staff believes that the required findings for a variance cannot be made. Specifically, the developer’s proposed rational hinges on the idea that the parcel’s small size and lack of public parking facilities deprives the property of the same parking ratios enjoyed by other properties in the vicinity and in the same land use district; however, staff believes this rational is flawed for the following reasons:

• The intent of the RASP is to reduce the required amount of parking and encourage transit use, and therefore the developer is not required to provide any parking for commercial or office uses. Allowing for a parking ratio in line with the surrounding buildings is essentially requesting a parking ratio that is not allowed under the RASP.

• In fact, the surrounding uses within the Railroad Plaza Shopping Center (with the exception of the building directly south of the project site) were developed under the prior zoning and subject to a municipal code which established parking minimums rather than maximums, providing more parking than what may be allowed under the current TOD-H land use designation, and therefore may be legally established nonconforming development.

• As the proposed project would likely share parking with both the building directly adjacent as well as the larger shopping center, with no delineation points separating the parking areas, it can be reasonably determined that the parking ratio for the project is equal to that of the neighboring building and the entire shopping center.

• BART recently completed construction of a public surface parking lot in the vicinity of the site, which provides over 260 parking spaces.

As outlined in the staff report dated December 12, 2017, (Attachment 4) staff does not believe that the Planning Commission can make the required findings to approve the proposed project, as submitted. In addition, the developer has previously cited a portion of the RASP which discusses implementation of the plan, and specifically section 8.2, “Plan Phasing and Priority Improvements.” As conveyed by the title of this section, and supported by subsection 8.2.4 and tables 8.1 through 8.4, this phasing plan is specifically geared toward phasing of capital improvements in the areas in and around the TOD-H land use designation, and nowhere within the plan is there mention of the phased implementation of the development standards associated with specific land use designations. However, with this in mind, and the idea that “Phase IV” of the RASP and development of the TOD-H areas will come at a later date once the BART station opens and the City sees how earlier phases affect the market, staff believes that development of this parcel may be slightly premature, as the BART station is scheduled to open this spring.

However, should the Planning Commission wish to grant the variance to allow for a reduction in the required number of stories, staff recommends the variance be limited to a reduction of one story (from a required three stories to two) and that a condition of approval be adopted that requires the developer construct the building with a fully-finished and accessible second floor. Additionally, in order to address RASP policies that promote walkability and other pedestrian-centric activity and require private developments in the Transit Village sub-area to include publicly accessible greenways, trails, and paths for pedestrians and bicyclists (RASP section 4.5.17), staff recommends a condition be adopted which requires the developer provide funding in the amount of $30,000 to help fund the development of a linear parkway within the existing right-of-way along the east side of the proposed project.

<u>ACTION REQUIRED</u>:

Move to adopt a Resolution No. 10091, denying Variance and Design Review Application No. 17-1274; or,

Move to adopt Resolution No. 10092, approving Variance and Design Review Application No.17-1274, as conditioned.

ATTACHMENTS:

1. Proposed Resolution Denying the Project
2. Proposed Resolution Approving the Project
3. Proposed Project Plans, date stamped February 23, 2018
4. Planning Commission Staff Report, dated December 12, 2017
5. Surrounding Uses Map/Existing Condition Photos
6. RASP Land Use, Design, and Development Goals and Polices
7. RASP Land Use, Design, and Development Standards
8. RASP Architectural Design Criteria
9. Design Review and Development Guidelines
10. Letter of opposition, dated March 6, 2018
11. Public Hearing Notice/Vicinity Map

Prepared by: Jordan Davis, AICP, Senior Planner

PROPOSED

BEFORE THE PLANNING COMMISSION OF THE CITY OF PITTSBURG

In the Matter of:

Resolution Denying a Request for a Variance and Design Review Approval to Construct a 3,168 Square Foot Commercial Shell Building, for "2108 Railroad Avenue Commercial Shell Building, AP-17-1274 (VA, DR)"	)	Resolution No. 10091

The Planning Commission DOES RESOLVE as follows:

Section 1. Background

A. On September 12, 2017, Randy Baugh of Development Consultants, Inc., filed Variance and Design Review Application No. 17-1274, requesting approval of plans to construct a 3,168-square foot, single-story commercial shell building on an 8,598-square foot parcel located at 2108 Railroad Avenue. The property is located within the Railroad Avenue Specific Plan (RASP) PD (Planned Development, Ordinance No. 09-1319) District, and has a RASP Land Use Designation of TOD-H (Transit Oriented Development, High Density). Assessor's Parcel No.: 087-030-087.

B. On November 2, 2009, the City Council adopted Ordinance No. 09-1319 establishing a PD (Planned Development) District and approving the Railroad Avenue Specific Plan for the areas closest to the future eBART Station at Railroad Avenue and State Route 4. The Railroad Avenue Specific Plan (Specific Plan) contains development and design standards intended to capitalize on future transit-oriented development growth potential around the future eBART Station and to describe a preferred character and overall direction for development associated with the future BART Station.

C. On September 9, 2014, the Planning Commission adopted Resolution No. 9983, granting approval for the development of an 8,250-square foot, multi-tenant retail shell building and site improvements on 0.62 acres (including the parcel subject to the application). In addition, the Planning Commission approved a variance allowing for the construction of five parking stalls in excess of the maximum parking allowed under the RASP.

D. On February 22, 2016, the Land Use Subcommittee met to discuss the community vision and planning principles adopted for the RASP Area, and the Plan's applicability to future development projects. The Subcommittee supported continuing to implement the development standards and policies of the RASP, as adopted.

E. The current proposal does not conform to the applicable, “Land Use, Design, and Development Standards,” prescribed within section 4.4 of the RASP for the TOD-H land use classification, or the applicable goals and policies of the RASP. The subject site is located within the Transit Village sub-area of the RASP, which requires new commercial buildings be at least three stories.

F. On December 12, 2017, the Planning Commission considered a request by the developer to construct a new 3,168 square foot, single-story structure on the parcel directly north of the development described above. At this meeting, staff recommended denial of the project, citing lack of compliance with the RASP TOD-H development standards. The Planning Commission generally supported the project as proposed, noting the economic success of the developer’s previous projects within the area, but recognized that the project did not comply with the applicable development standards contained in the RASP. As such, the Commission voted to continue the item to a date uncertain, with direction given to the developer and staff to explore potentially modifying the standards applicable to this parcel to allow for the development of the structure as proposed.

G. On February 7, 2018, the Subcommittee met again to discuss the proposed project. During the meeting, staff presented the Subcommittee with three potential options for amending the RASP or zoning designation to allow for development of a two-story building on the project site. At the request of the developer, staff also presented a fourth option, in which the developer could pursue a variance to allow for construction of a two-story building. During the meeting, Vice Mayor Evola stated he felt a three-story building may be too tall while a single-story building would be too small, and thus generally supported a two-story building; however, Vice Mayor Evola stated he did not want to set a precedent which could undermine the vision of the RASP, and thus favored options presented by staff to amend the RASP or zoning regulations affecting the property. Councilmember Banales echoed concerns that the variance option would set an unwelcomed precedent for future developers and compromise the long-term vision of the RASP. Councilmember Banales stated he wanted to see true transit-oriented development within the area and did not support any deviation from the current RASP development standards. In respect to the Commissioners on the Subcommittee, Chairman Gargalikis stated he agreed a two-story structure would be more appropriate for this site, and, along with Vice Mayor Evola, supported amending the RASP to allow for altered development standards which would provide a “road map” for future projects. Commissioner Croskey stated his concerns regarding the potential unintended consequences of amending the RASP or zoning. Citing the benefits of development of a vacant site and potential jobs the project could bring, Commissioner Croskey supported the option which would ensure the project moved forward as quickly as possible.

H. The project is exempt from the requirements of the California Environmental Quality Act (CEQA) under CEQA Guidelines, section 15061(b)(4) as a project that is being denied by a public agency.

I. On or before March 3, 2018, a notice of the March 13, 2018, public hearing for this project was posted at City Hall and at or near the proposed project site; 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 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. In addition, a copy of the notice was posted on the "Public Notices" section of the City's website.

J. On March 13, 2018, the Planning Commission held a public hearing on Planning Application No. 17-1274, at which time oral and/or written testimony was considered.

Section 2. Findings

A. Based on the Planning Commission Staff Report entitled, "2108 Railroad Avenue Commercial Shell Building, AP-17-1274 (VA, DR)," dated March 13, 2018, and based on all the information contained in the Planning Division files on the project, incorporated here by reference and available for review in the Planning Department 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 strict application of zoning regulations does not deprive the property of privileges enjoyed by other properties in the vicinity and in the same land use district. Specifically in regard to parking, the intent of the RASP is to reduce the required amount of parking and encourage transit use, and therefore the developer is not required to provide any parking for commercial or office uses. Allowing for a parking ratio in line with the surrounding buildings would, in fact, grant the applicant a privilege that is not allowed under the RASP. As the proposed project would likely share parking with both the building directly adjacent as well as the larger shopping center, with no delineation points separating the parking areas, it can be reasonably determined that the parking ratio for the project is equal to that of the neighboring building and the entire shopping center. Additionally, BART recently completed construction of a public parking lot which will provide over 260 parking spaces.

3. The structure does not 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 project does not meet the adopted standards for design and development included in the RASP, which were recommended by the Planning Commission and adopted by the City Council in order to ensure the area around the Pittsburg Center BART Station was developed with high-

quality, attractive structures and higher-density mixed-use buildings that promoted transit use and pedestrian movement. Most specifically, the project does not meet requirements for a minimum of three stories for new buildings (RASP section 4.4); 2) provide any building entries or storefront transparency on those sides of the proposed building fronting the street (RASP sections 4.5.1 and 4.5.2); 3) include design features and amenities that would engage pedestrians (RASP section 4.5.5); or 4) provide publicly accessible greenways trails and paths for pedestrians and bicyclists in accordance with the land use and circulation plans set forth in the RASP (RASP sections 4.5.17 and 4.5.26).

Section 3. Decision

A. Based on the findings set forth above, the Commission hereby denies Design Review Application No. 17-1274.

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 13th day of March, 2018, 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 March 13, 2018.

_____
KRISTIN POLLOT, AICP, SECRETARY
PITTSBURG PLANNING COMMISSION

PROPOSED

BEFORE THE PLANNING COMMISSION OF THE CITY OF PITTSBURG

In the Matter of:

Resolution Approving a Request for a Variance and Design Review Approval to Construct a 3,168 Square Foot Commercial Shell Building, for "2108 Railroad Avenue Commercial Shell Building, AP-17-1274 (VA, DR)"	))))))	Resolution No. 10092

The Planning Commission DOES RESOLVE as follows:

Section 1. Background

A. On September 12, 2017, Randy Baugh of Development Consultants, Inc., filed Variance and Design Review Application No. 17-1274, requesting approval of plans to construct a 3,168-square foot, single-story commercial shell building on an 8,598-square foot parcel located at 2108 Railroad Avenue. The property is located within the Railroad Avenue Specific Plan (RASP) PD (Planned Development, Ordinance No. 09-1319) District, and has a RASP Land Use Designation of TOD-H (Transit Oriented Development, High Density). Assessor's Parcel No.: 087-030-087.

B. On November 2, 2009, the City Council adopted Ordinance No. 09-1319 establishing a PD (Planned Development) District and approving the Railroad Avenue Specific Plan for the areas closest to the future eBART Station at Railroad Avenue and State Route 4. The Railroad Avenue Specific Plan (Specific Plan) contains development and design standards intended to capitalize on future transit-oriented development growth potential around the future eBART Station and to describe a preferred character and overall direction for development associated with the future BART Station.

C. On September 9, 2014, the Planning Commission adopted Resolution No. 9983, granting approval for the development of an 8,250-square foot, multi-tenant retail shell building and site improvements on 0.62 acres (including the parcel subject to the application). In addition, the Planning Commission approved a variance allowing for the construction of five parking stalls in excess of the maximum parking allowed under the RASP.

D. On February 22, 2016, the Land Use Subcommittee met to discuss the community vision and planning principles adopted for the RASP Area, and the Plan's applicability to future development projects. The Subcommittee supported continuing to implement the development standards and policies of the RASP, as adopted.

E. 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, section 15332.

F. On December 12, 2017, the Planning Commission considered a request by the developer to construct a new 3,168 square foot, single-story structure on the parcel directly north of the development described above. At this meeting, staff recommended denial of the project, citing lack of compliance with the RASP TOD-H development standards. The Planning Commission generally supported the project as proposed, noting the economic success of the developer’s previous projects within the area, but recognized that the project did not comply with the applicable development standards contained in the RASP. As such, the Commission voted to continue the item to a date uncertain, with direction given to the developer and staff to explore potentially modifying the standards applicable to this parcel to allow for the development of the structure as proposed.

G. On February 7, 2018, the Subcommittee met again to discuss the proposed project. During the meeting, staff presented the Subcommittee with three potential options for amending the RASP or zoning designation to allow for development of a two-story building on the project site. At the request of the developer, staff also presented a fourth option, in which the developer could pursue a variance to allow for construction of a two-story building. During the meeting, Vice Mayor Evola stated he felt a three-story building may be too tall while a single-story building would be too small, and thus generally supported a two-story building; however, Vice Mayor Evola stated he did not want to set a precedent which could undermine the vision of the RASP, and thus favored options presented by staff to amend the RASP or zoning regulations affecting the property. Councilmember Banales echoed concerns that the variance option would set an unwelcomed precedent for future developers and compromise the long-term vision of the RASP. Councilmember Banales stated he wanted to see true transit-oriented development within the area and did not support any deviation from the current RASP development standards. In respect to the Commissioners on the Subcommittee, Chairman Gargalikis stated he agreed a two-story structure would be more appropriate for this site, and, along with Vice Mayor Evola, supported amending the RASP to allow for altered development standards which would provide a “road map” for future projects. Commissioner Croskey stated his concerns regarding the potential unintended consequences of amending the RASP or zoning. Citing the benefits of development of a vacant site and potential jobs the project could bring, Commissioner Croskey supported the option which would ensure the project moved forward as quickly as possible.

H. On or before March 3, 2018, a notice of the March 13, 2018, public hearing for this project was posted at City Hall and at or near the proposed project site; 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 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. In addition, a copy of the notice was posted on the "Public Notices" section of the City's website.

I. On March 13, 2018, the Planning Commission held a public hearing on Planning Application No. 17-1274, at which time oral and/or written testimony was considered.

Section 2. Findings

A. Based on the Planning Commission Staff Report entitled, "2108 Railroad Avenue Commercial Shell Building, AP-17-1274 (VA, DR)," dated March 13, 2018, and based on all the information contained in the Planning Division files on the project, incorporated here by reference and available for review in the Planning Department 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.

Variance:

2. The proposed variance from the minimum number of stories as set forth in the Railroad Avenue Specific Plan is warranted in that the size of the property, its location, the surroundings, and the strict application of the regulations deprives the property of privileges enjoyed by other properties in the vicinity and in the same land use district. The small parcel size is such that the project would be deprived of the same parking ratios enjoyed by other properties in the vicinity and in the same land use district. A condition of approval requiring the development of a fully-finished and fully-accessible second floor would meet the objectives of creating a mixed-use project that supports public transit and pedestrian aspects of the Transit Village.

3. The variance will not constitute a grant of special privilege which is not generally available to other properties in the vicinity and in the same land use district if a condition is added that requires the developer construct the building with a fully-finished, accessible, and ready-to-lease second floor, in that the proposed two-story structure will be built at a height similar to that of other buildings within the surrounding shopping center, and would be considerably closer to the adopted TOD-H requirement for three stories within new buildings than the surrounding single-story structures.

4. The variance will sustainably comply with the intent and purpose of the land use district to which the property is classified if conditions are added to require that the developer: 1) provide a fair share of funding for the development of a linear parkway within the existing right-of-way along the east side of the proposed project in order to promote a safe and comfortable

pedestrian- and transit-oriented environment that supports modes of transportation aside from personal automobiles; and 2) construct the building with a fully-finished, accessible, and ready-to-lease second floor, which provides additional development intensity comparable to what is required within the applicable land use designation of the RASP. The project, with the inclusion of these conditions, would maximize the benefits to other transit options, increase ridership, create a vibrant transit-oriented development, foster an engaging and active street environment, provide services and amenities that meet the needs of transit riders and local residents, provide locally oriented retail and mixed use opportunities for different consumers to patronize the Specific Plan area, provide opportunities for gathering and social interaction, create an integrated network of trails and paths to the transit facilities, expand employment opportunities in the Specific Plan area, and promote high quality development that is socially and environmentally sustainable. The variance, subject to the inclusion of the aforementioned conditions, allows this project to improve the walkability of the specific plan area and meets all of the other goals and objective of the RASP.

Design Review:

5. The structure will conform with good taste, good design, and in general contribute to the character and image of the City as a place of beauty, spaciousness, balance, taste, fitness, broad vistas, and high quality, and meet requirements of the RASP that call for design features and amenities that engage pedestrians (RASP section 4.5.5) and provide publicly accessible greenways trails and paths for pedestrians and bicyclists in accordance with the land use and circulation plans set forth in the RASP (RASP sections 4.5.17 and 4.5.26), if conditions are added to require that the developer: 1) provide a fair share of funding for the development of a linear parkway within the existing right-of-way along the east side of the proposed project in order to promote a safe and comfortable pedestrian- and transit-oriented environment that supports modes of transportation aside from personal automobiles; and 2) construct the building with a fully-finished, accessible, and ready-to-lease second floor, which provides additional development intensity comparable to what is required within the applicable land use designation of the RASP.

6. The exterior design and appearance of the proposed structures will not be of inferior quality as to cause the nature of the neighborhood to materially depreciate in appearance and value, if conditions are added to require that the developer: 1) construct the building with a fully-finished, accessible, and ready-to-lease second floor; 2) install concrete seatwalls around all four sides of the proposed bioretention areas south of the proposed project; 3) refinish the sides of the existing trash enclosure with wood paneling to match the proposed building accents; and 4) ensure all building columns project a minimum of 12 inches from the face of the adjacent wall.

7. The proposed project will be in harmony with proposed developments on land in the general area, in that the project proposes to utilize building materials and permeable pavers similar to those used in the construction of the adjacent building to the south.

8. The project would conform substantially with the criteria set forth in the adopted RASP Architectural and Site Design Criteria, if conditions are added to require that the developer: 1) provide a fair share of funding for the development of a linear parkway within the existing right-of-way along the east side of the proposed project in order to promote a safe and comfortable pedestrian- and transit-oriented environment that supports modes of transportation aside from personal automobiles; and 2) construct the building with a fully-finished, accessible, and ready-to-lease second floor, which provides additional development intensity comparable to what is required within the applicable land use designation of the RASP.

Section 3. Decision

Based on the findings set forth above, the Commission hereby approves Planning Application No. 17-1274, subject to the following conditions:

Design Review:

1. The project shall be constructed in substantial conformity with the project plans date stamped February 23, 2018, except as hereinafter modified.

2. The developer shall provide funding in the amount of $30,000, for the development of a linear parkway within the existing right-of-way along the east side of the proposed project, from the corner of Railroad Avenue/State Route 4 offramp to the entry drive south of the 2110 Railroad Commercial Building. These funds shall be provided prior to the issuance of any grading or building permit. Should the linear parkway not commence construction within five (5) years of the date of approval of this project (by March 13, 2023) the developer shall be entitled to a full refund of funding provided for the linear parkway.

3. The developer shall construct the building with a fully-finished, accessible, and ready-to-lease second floor. Necessary improvements shall be shown on the building permit plans and shall be completed prior to issuance of a certificate of occupancy.

4. Prior to the issuance of a building permit, the developer shall have an acoustical analysis prepared by a qualified acoustical engineer to ensure that all feasible site planning and architectural design measures are incorporated into the project design to reduce interior noise levels of new structures to the maximum allowed for the proposed use, as specified within the General Plan.

5. The developer shall install concrete seatwalls with a seat height of 18-22 inches, and minimum seat depth of 12 inches, around all four sides of the proposed bioretention areas south of the proposed project. The seatwalls shall provide a minimum 2-inch

overhang on all exterior sides and include voids along the base to allow for stormwater to enter the retention basins. The final design of the seatwalls shall be subject to approval by the City Planning and Engineering Divisions.

6. Prior to issuance of a building permit, the developer shall submit a detailed landscaping and irrigation plan and other documentation as required by the state model water efficient landscaping ordinance or other local water efficient landscaping ordinance in effect at the time the developer applies for a building permit. Prior to issuance of a certificate of occupancy, the developer shall complete and submit all certifications confirming that the landscaping and irrigation were installed in compliance with the approved detailed landscaping and irrigation plan, as required pursuant to the applicable ordinance in effect at the time the developer applies for a building permit.

7. A minimum of one tree shall be located within each bioretention area south of the proposed project. Final tree selection shall be subject to review and approval by the Planning Division prior to issuance of a building permit.

8. The developer shall install minimum eight-inch high block style numbers along each building façade for purposes of address identification, prior to issuance of a certificate of occupancy for the building. The numbers shall be in a color that is contrasting to the background surface to which they are adhered and shall be readily visible from all public rights-of-way.

9. Parking for a minimum of three bicycles shall be provided. The final location of the bicycle parking facilities shall be subject to approval by the Planning Division.

10. The sides of the existing trash enclosure shall be refinished with wood paneling to match the proposed building accents. The roof of the trash enclosure shall be finished with a medium brown color matching that of the proposed building.

11. The property owner shall ensure that trash and recycling facilities are properly maintained and provide adequate storage and pickup for all businesses utilizing the enclosure. Trash enclosure gates shall remain closed at all times, and bins shall not be left outside of the enclosure. The City Engineer reserves the right to require additional measures be taken to ensure proper maintenance of the refuse facility, including but not limited to requiring larger bins, an increased number of bins, and additional pickups to the maximum amount provided by the City-contracted refuse collection company.

12. Those portions of the building along the northern and eastern elevations directly beneath the projecting metal awnings, as shown on page A-201 of the project plans, shall be finished with clear storefront glazing and black storefront systems.

13. All projecting metal awnings shall be finished with a matte black color.

14. All building columns shall project a minimum of 12 inches from the face of the adjacent wall.

15. The proposed mechanical screen shall be eliminated, and the proposed parapet extensions shall be continued along all four sides.

16. 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.

17. The entire roofing surface behind the building parapets shall be painted white to create a 'cool roof.'

18. The bank of parking stalls (five parking stalls in total) and driveway located along the western project boundary shall be constructed with decorative permeable pavers to match the existing pavers.

19. All tenant signage shall be subject to the Master Sign Program adopted under Planning Commission Resolution No. 9983, with the added restriction that all wall signage shall be limited to the area along the most prominent façade detail between the metal awning and second floor window. For the purposes of identifying specific regulations, the first-floor tenant shall be considered an "end tenant." If the second floor tenant space(s) are to be accessed by a secondary entrance along the exterior of the building, separate signage may be installed directly above the doorway, and shall be considered and "in-line" tenant for the purposes of identifying specific regulations.

20. All gutters and downspouts shall be placed behind exterior walls.

21. All ground floor storefront windows shall maintain a minimum 70% visibility (i.e. may not be blacked out or covered with opaque materials). Sun shades installed in the end tenant storefront windows shall be commercial grade and operable (such as commercial roller shades, gliding window panels). No black out window coverings or tinting are permitted on any of the elevations.

22. All air conditioning units, utility boxes, transformers, backflow preventers, meters, and junction boxes shall be substantially screened from public view using a block or retaining wall screen, wood/architectural screen, or dense landscaping screen consistent with Appendix 1 of the City of Pittsburg Development Review Design Guidelines (Planning Commission Resolution No. 9864).

23. Prewiring and conduit shall be provided for at least one (1) electric vehicle charging station.

<u>Engineering fees due payable prior to first plans review and at the time of Site Development Permit issuance:</u>

24. The developer shall provide an initial payment for review of the grading and improvement plans with the first submittal. These fees are based on the Engineer's estimated costs for site improvements and grading, which shall be submitted with the plans. The Improvement Plan Check fee is 6% of the cost of the improvements. The Grading Plan Check Fee is 2.5% of the cost for grading or may be based upon cubic

yards of earth disturbance. Fifty percent (50%) of these total fees are to be paid with the initial submittal of plans and Engineer's Cost Estimate. These initial payments shall be credited towards the final fees as determined at the time of issuance of an engineering permit.

25. The developer shall pay the Improvement and/or Grading Inspection Fee(s) to the Engineering Division at when the Single Parcel Development Permit is issued. The current Improvement Inspection Fee is 5.75% of the estimated cost for improvements. The Grading Inspection Fee is 3% of the estimated 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.

26. The developer 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 when the developer obtains a Building Permit. The developer 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. The FRC shall be paid to the Engineering Division prior to the issuance of a Building Permit.

27. The developer shall pay the Local Transportation Mitigation Fee (PMC Chapter 15.90) (the "LTMF") amount in effect when the developer obtains a Building Permit. The developer 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. Fees shall be paid prior to issuance of a Building Permit.

28. The developer shall pay the Regional Transportation-Development Impact Mitigation Fee (PMC Chapter 15.102) (the "RTDIM") amount in effect when the developer obtains a Building Permit. 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. Fees shall be paid prior to issuance of a Building Permit. If no Building Permit is required, then the fees are payable in the amount in effect when the project commences pursuant to PMC Section 15.102.

29. The developer shall pay $0.05/square foot for non-residential uses to the Engineering Division at the time the Site Development Permit is issued.

30. If additional engineering studies are deemed necessary by the City Engineer, i.e. geotechnical, structural, hydraulic, etc., or expedited reviews are requested by the developer, the developer shall pay for all costs related to the extra work. The costs may

include the preparation of special studies, additional staff time, and/or reviews of the special studies if studies are prepared by the developer's engineer.

Submittals to be made to the Engineering Division for review:

31. The developer shall submit to the City's Engineering Division, for review and comment, five (5) copies of the engineering plans, 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
    - Offsite Improvements due to Project Impacts

32. The developer 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 issuance of the Site Development Permits.

General Engineering Conditions

33. All grading work shall be done in accordance with the provisions of Chapter 15.88 of the Pittsburg Municipal Code.

34. All site development shall comply with Title 12 (Streets, Sidewalks, and Utilities), Title 13 (Water and Sewers), and Title 15 (Buildings and Construction) of the Pittsburg Municipal Code 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.

35. 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.

General NPDES Conditions:

36. The developer 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
- Use pavers for walkways and other appropriate hardscape surfaces as an option to buyers to minimize impervious areas.
- Minimizing the amount of directly connected impervious surface area.
- Stencil all storm drains with "No Dumping, Drains to Delta" permanent markings
- 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 Sanitation District'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

37. Submittal of grading and/or building plans shall be consistent with the approved Stormwater Control Plan. The plans shall include drawings and specifications necessary to implement all measures in the approved Stormwater Control Plan. A copy of a completed "Construction Plan C.3 Checklist", as described in the *Stormwater C.3 Guidebook, most current edition* shall be included. Grading and/or building permits, shall not be issued until this condition is met to the satisfaction of the Engineering and Planning Divisions.

38. Site Development Plans (including structural, mechanical, architectural, grading, drainage, site, landscape, and other drawings) shall show the details and methods of construction for site design featured, measures to limit directly connected impervious area, pervious pavements, self-retaining areas, treatment BMPs, permanent stormwater control BMPs, and other features that control stormwater flow and potential for stormwater pollutants.

<u>General Engineering Conditions regarding Utilities</u>:

39. The developer 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 developer.

40. The design and construction of storm drain, water, and sewer facilities shall be in accordance with Section 17.28.020 of the Pittsburg municipal Code.

41. The developer shall provide appropriate water service, adequately sized to meet the domestic and fire protection demands for the project.

42. The developer shall provide appropriate sanitary sewer, adequately sized to accommodate the project's wastewater demand.

43. In accordance with PMC 12.36.130, "Underground utilities for new construction," the developer shall ensure that all utility service laterals and equipment (including, but not limited to, electric, communication and cable television lines) installed in and for the purpose of supplying service to any other new construction or use shall be installed underground on the property to be served, and from the property to be served to the point of connection with the utility's distribution facilities, in accordance with utility filed rules as approved by the California Public Utilities Commission."

Additional Engineering Exactions:

44. The property owner shall deliver written approval in a manner acceptable to the Community Development Director, that the owner of the parcel is electing to annex the subject property into the 2005-1 Community Facilities District (CFD 2005-1) for Public Safety Services, prior to the issuance of any building or engineering permits. Community Facilities District 2005-1 is for Public Safety Services, and the fee will provide funding for an increase of police coverage in the area. The rate of the CFD 2005-1 fee is subject to City Council Resolution No. 05-10342.

45. The property owner shall deliver written approval in a manner acceptable to the Community Development Director, that the owner of the parcel is electing to annex the subject property into the 21017-1 Fire Facilities and Fire Safety and Emergency Services Community Facilities District (CFD 2017-1), prior to the issuance of any building or engineering permits. Community Facilities District 2017-1 is for Fire Facilities and Fire Safety and Emergency Services. The rate of the CFD 2017-1 fee is subject to City Council Resolution No. 17-13311.

46. The property owner shall deliver written approval in a manner acceptable to the Community Development Director, that the owner of the parcel is electing to annex the subject property into the 2014-01 Railroad Avenue Specific Plan Area Community Facilities District (CFD 2014-1), prior to the issuance of any building or engineering permits.

Standard Conditions:

47. 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.

48. The developer shall comply with all the requirements of the City's Community Development Department, Contra Costa County Fire Protection District, and all other applicable local, state and federal agencies. It is the responsibility of the developer to contact each local, state, or federal agency for requirements that may pertain to this project.

49. Developer 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. Developer may select its own legal counsel to represent developer's interests at developer's sole cost and expense. Developer 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.

50. Design review approval will expire on March 13, 2019, unless a building permit or grading permit has been issued or a written request for extension is filed with the Planning Division prior to the expiration date and subsequently approved by the Planning Commission. The approval shall be valid for no more than six months from the date of building or grading permit issuance, unless work is commenced and diligently pursued prior to the expiration of the building or grading permit. The term of the use permit approval shall be co-terminus with the design review approval for this project.

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 13th day of March, 2018, by the Planning Commission of the City of Pittsburg, California by the following vote:

AYES:

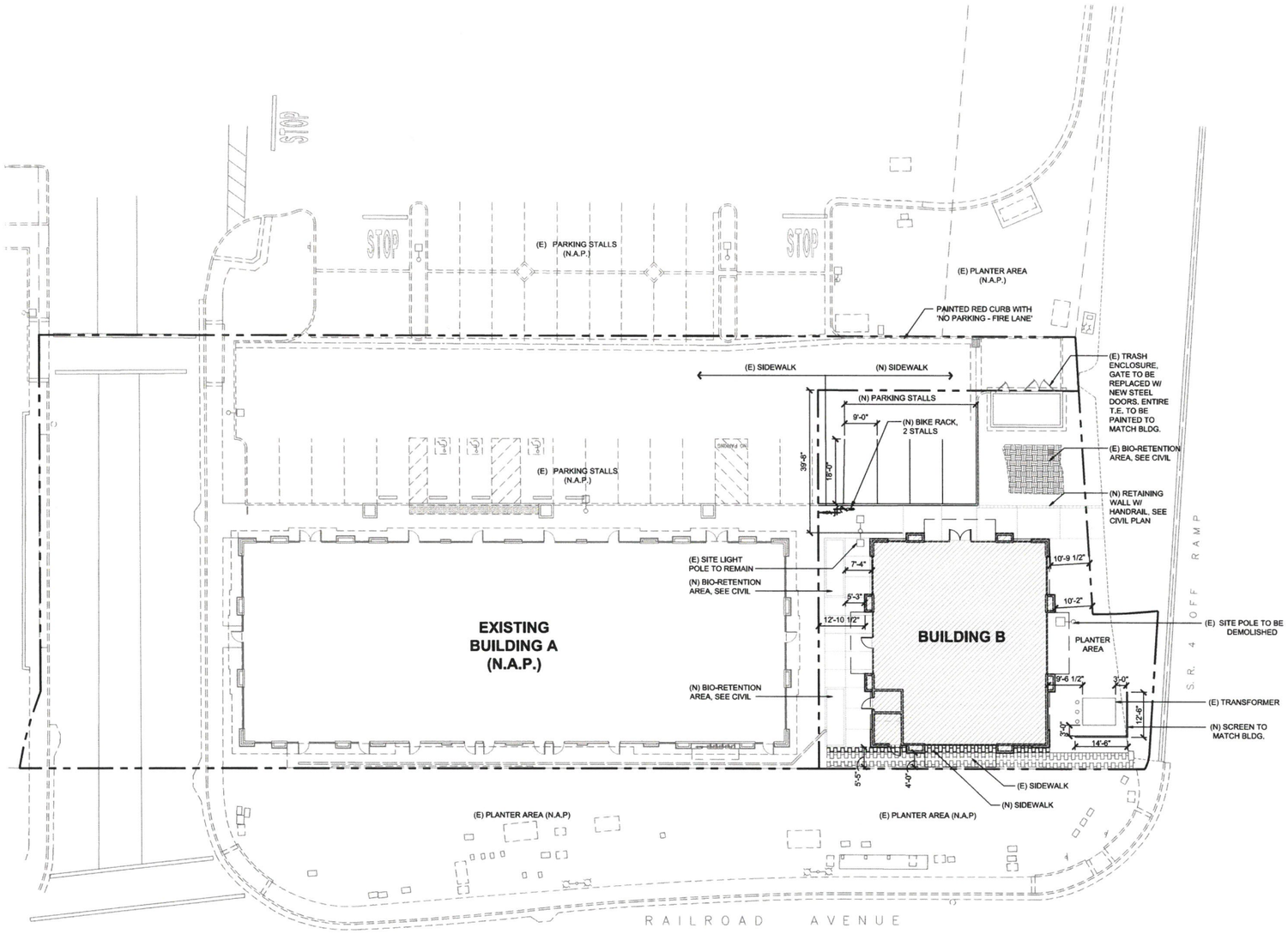
NAYES:

ABSTAIN:

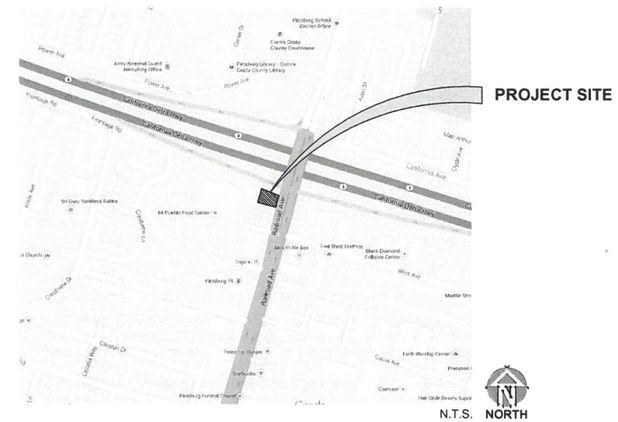
ABSENT:

I hereby certify that the above Resolution No. 10092 was adopted by the Planning Commission of the City of Pittsburg on March 13, 2018.

_____
KRISTIN POLLOT, AICP, SECRETARY
PITTSBURG PLANNING COMMISSION



VICINITY MAP:



PROJECT INFORMATION:

APN:	087-030-083 PARCEL A - (N.A.P.) 087-034-084 (PREVIOUSLY 087) PARCEL B
ZONING:	PD
OCCUPANY GROUP:	RETAIL (EXISTING BUILDING A) RETAIL (BUILDING B)
CONSTRUCTION TYPE:	V - B
SPRINKLERED:	YES
GROSS FLOOR AREA:	+/- 8,600 S.F. (EXISTING BUILDING A - N.A.P.) +/- 3,168 S.F. (BUILDING B) +/- 11,768 S.F.
LOT AREA:	+/- 20,171 S.F. OR 0.463 ACRES (PARCEL A - N.A.P.) +/- 8,598 S.F. OR 0.197 ACRES (PARCEL B) +/- 28,769 S.F. OR 0.660 ACRES
BUILDING HEIGHT:	+/- 37'-0" (MIN. 25'-0" - MAX. 65'-0" ALLOWED)
OVERALL LEVEL OF TRANSPARENCY:	104'-10" L.F. GLASS WALL / 111'-0" L.F. SOLID WALL = 94% TRANSPARENCY (70% MIN. REQ'D)
PARKING ANALYSIS:	AT 1 PARKING SPACE / 333 S.F. FOR COMMERCIAL TOD-HIGH LAND USE (E) PARCEL A (N.A.P.) - 8,000 S.F. / 333 S.F. = 25 STALLS MAX. ALLOWED (15 PROV.) PARCEL B - 3,168 S.F. / 333 S.F. = 10 STALLS MAX. ALLOWED (5 PROVIDED)
BICYCLE PARKING:	2 PARKING SPACES PROVIDED

RECEIVED
FEB 23 2018
PLANNING DIVISION

GENERAL NOTES:

- PARKING FOR A MINIMUM OF THREE BICYCLES SHALL BE PROVIDED. THE FINAL LOCATION OF THE BICYCLE PARKING FACILITIES SHALL BE SUBJECT TO APPROVAL BY THE PLANNING DIVISION.
- THE BANK OF PARKING STALLS (FIVE PARKING STALLS IN TOTAL) AND DRIVEWAY LOCATED ALONG THE WESTERN PROJECT BOUNDARY SHALL BE CONSTRUCTED WITH DECORATIVE PERMEABLE PAVERS TO MATCH THE EXISTING PAVERS.

SHEET INDEX:

A-100 OVERALL SITE PLAN
A-101 FLOOR PLAN - BUILDING B
A-201 EXTERIOR ELEVATIONS - BUILDING B
A-301 BUILDING SECTIONS - BUILDING B
C1 PRELIMINARY GRADING AND UTILITY PLAN
SW1 STORMWATER CONTROL PLAN
LA PRELIMINARY LANDSCAPE PLAN

0 5' 10' 30'
SCALE: 1/16" =1'-0"
NORTH

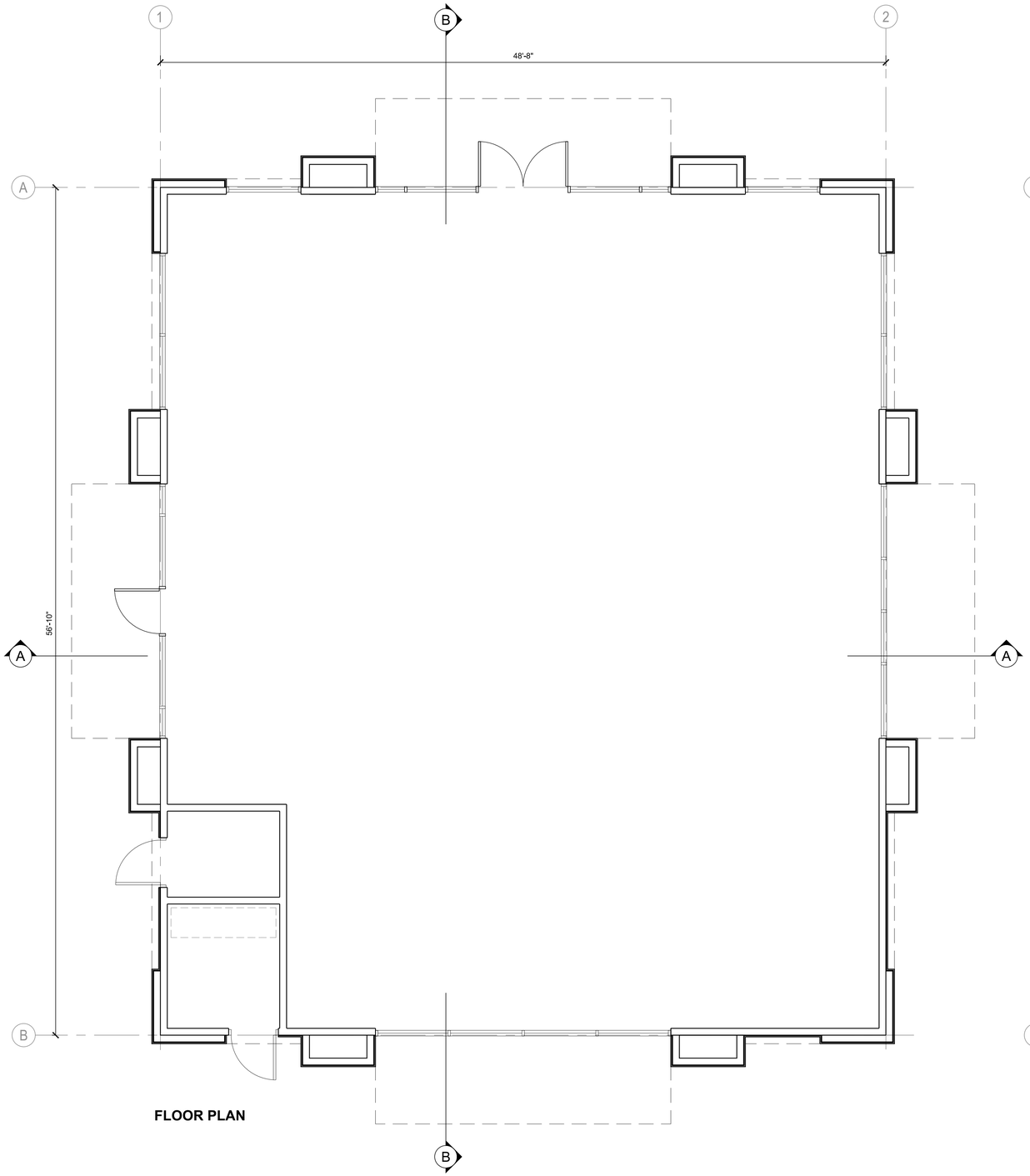
RAILROAD AVENUE RETAIL

OVERALL SITE PLAN & PROJECT DATA

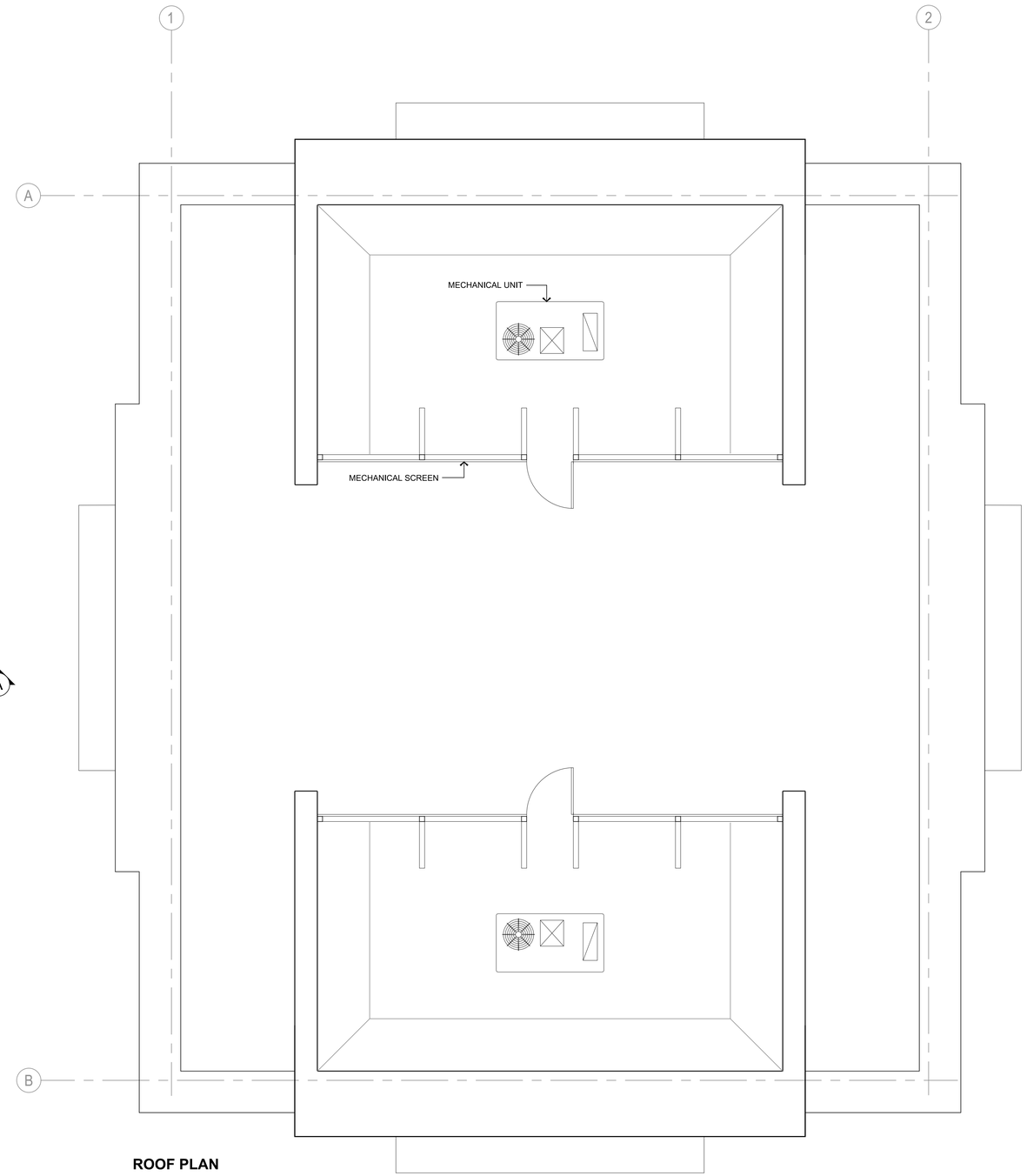
A-100

PITTSBURG, CA 14020-B 02-22-2018

ARCHITECTURAL GROUP Borges
1478 STONE POINT DRIVE SUITE 350 ROSEVILLE, CA 95661 T | 916 782 7200 borgesarch.com



FLOOR PLAN



ROOF PLAN

GENERAL NOTES:

THE ENTIRE ROOFING SURFACE BEHIND THE BUILDING PARAPETS SHALL BE PAINTED WHITE TO CREATE A 'COOL ROOF.'

0 5' 10' 20'

SCALE: 1/4" =1'-0"

NORTH

RAILROAD AVENUE RETAIL

FLOOR PLAN & ROOF PLAN - BUILDING B

A-101

PITTSBURG, CA 14020-B 02-22-2018

ARCHITECTURAL GROUP Borges

1478 STONE POINT DRIVE SUITE 350 ROSEVILLE, CA 95661 T | 916 782 7200 borgesarch.com

SOUTH ELEVATION

WEST ELEVATION

NORTH ELEVATION

EAST ELEVATION

GENERAL NOTES:

- THE DEVELOPER SHALL INSTALL MINIMUM EIGHT-INCH HIGH BLOCK STYLE NUMBERS ALONG EACH BUILDING FAÇADE FOR PURPOSES OF ADDRESS IDENTIFICATION, PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY FOR THE BUILDING. THE NUMBERS SHALL BE IN A COLOR THAT IS CONTRASTING TO THE BACKGROUND SURFACE TO WHICH THEY ARE ADHERED AND SHALL BE READILY VISIBLE FROM ALL PUBLIC RIGHTS-OF-WAY.
- ALL GUTTERS AND DOWNSPOUTS SHALL BE PLACED BEHIND EXTERIOR WALLS.

P1 COLORLIFE
CLW 1042W - MISTAYA

P2 COLORLIFE
CL 2144M - DIRECT APPEAL

P3 COLORLIFE
CL 2893M - KNAPWEED

P4 COLORLIFE
CL 2884D - STONECROP

G1 STOREFRONT GLAZING
CLEAR

ST1 STOREFRONT SYSTEM
BLACK

W1 WOOD PANELING
C-51 WALNUT

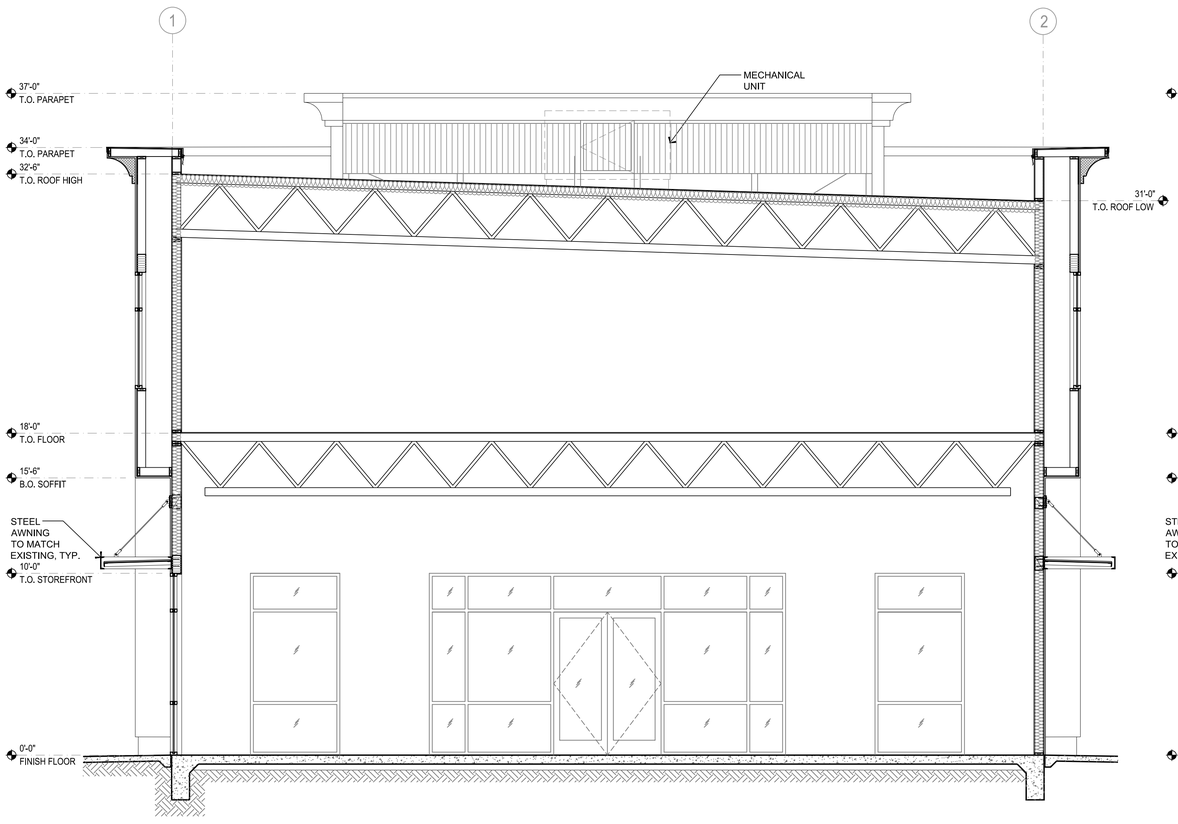
RAILROAD AVENUE RETAIL

EXTERIOR ELEVATIONS - BUILDING B

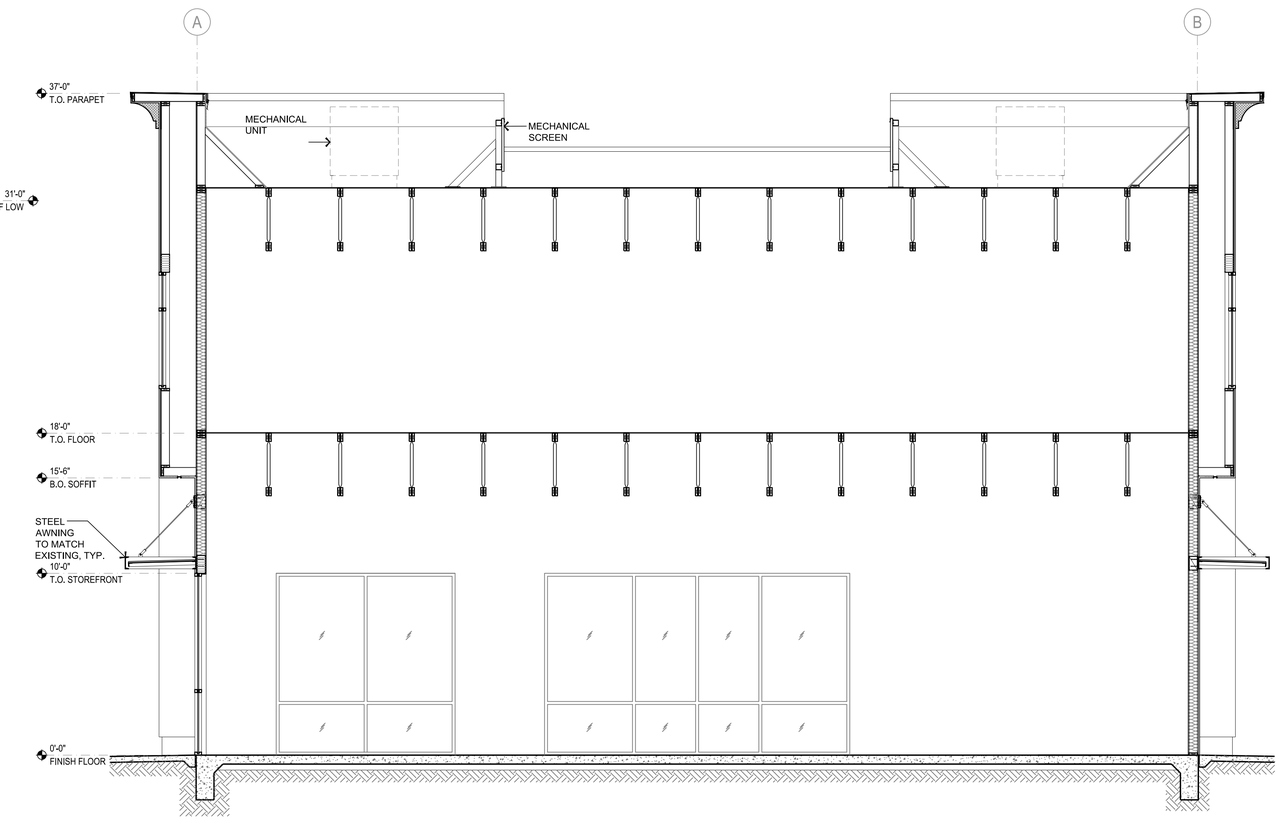
A-201

PITTSBURG, CA 14020-B 02-22-2018

ARCHITECTURAL GROUP Borges
1478 STONE POINT DRIVE SUITE 350 ROSEVILLE, CA 95661 T | 916 782 7200 borgesarch.com



SECTION A-A



SECTION B-B

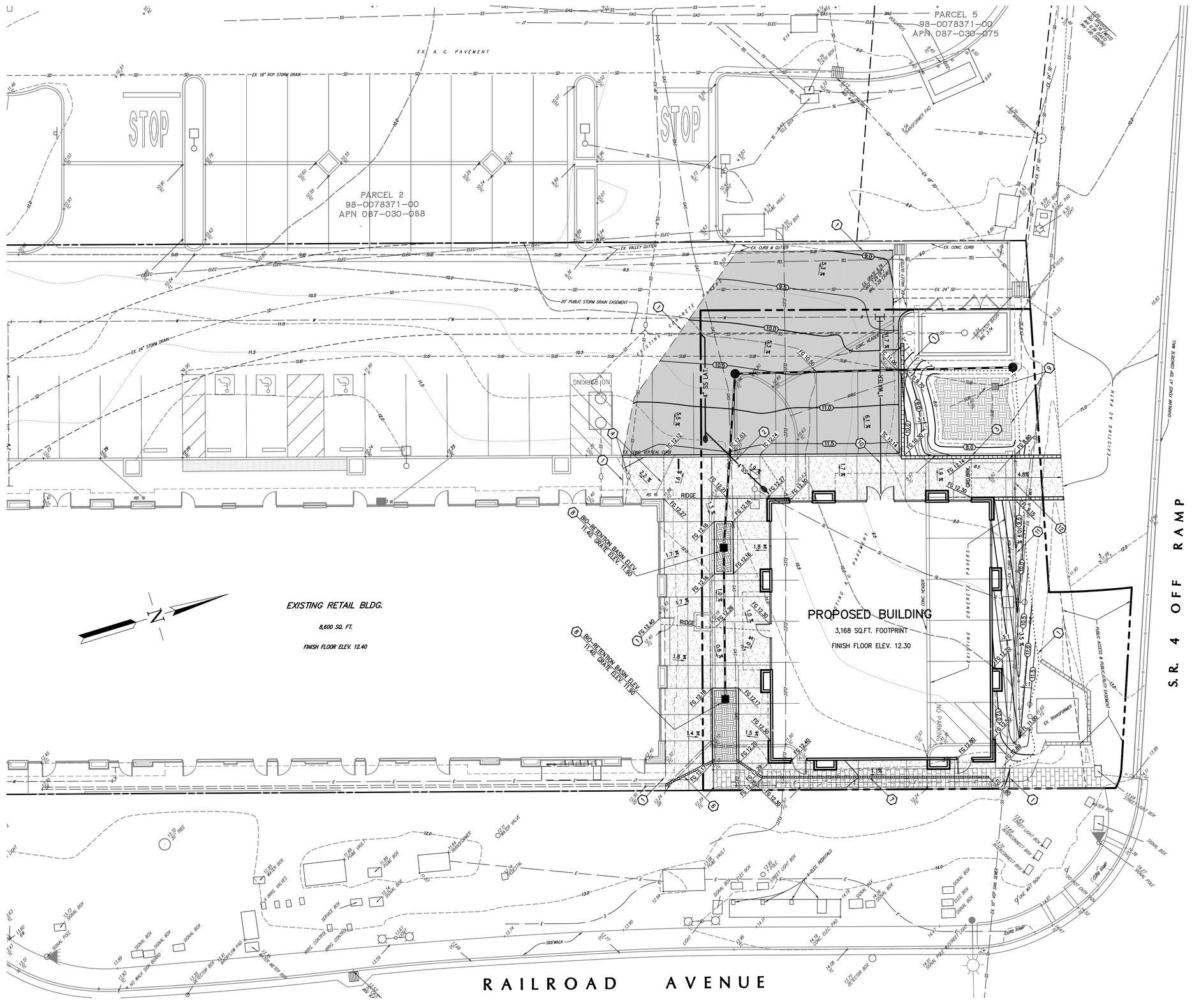
RAILROAD AVENUE RETAIL

BUILDING SECTIONS - BUILDING B

A-301

PITTSBURG, CA 14020-B 02-22-2018

1478 STONE POINT DRIVE SUITE 350 ROSEVILLE, CA 95661 T | 916 782 7200 borgesarch.com



CONSTRUCTION NOTES:

1. NEW CURB AND PAVING GRADES TO MATCH EXISTING GRADES AT SAW-CUT OR DAYLITE LINE.
2. INSTALL NEW SEWER LATERAL WITH CLEANOUT AS SHOWN.
3. CONSTRUCT RETAINING WALL WITH HAND RAIL TO PREVENT FALLING HAZARD.
4. ADJUST TO NEW FINISH GRADE.
5. INSTALL TRENCH DRAIN TO DRAIN INTO PROPOSED BIO-RETENTION AREA AS SHOWN.
6. RE-ROUTE EXISTING TRENCH DRAIN TO NEW BIO-RETENTION AREA AS SHOWN.
7. INSTALL TRENCH DRAIN ALONG CENTER OF RE-GRADED WALK, CONNECT TO NEW BIO-RETENTION AREA AS SHOWN.
8. PROPOSED BIO-RETENTION AREA SIZED TO ACCOMMODATE RUNOFF FROM PROPOSED AND EXISTING WALKWAYS.
9. EXISTING BIO-RETENTION AREA ELEVATION RAISED TO ELEVATION 8.00 AND INLET GRATE RAISED TO ELEVATION 8.50. AREA TO ACCOMMODATE RUNOFF FROM PROPOSED BUILDING ROOF AND SWALE ADJACENT TO NEW BUILDING NORTH SIDE.
10. EXTEND 1" WATER TO BUILDING AS SHOWN.
11. GRADE SWALE TO DRAIN TO BIO-RETENTION AREA AS SHOWN.
12. INSTALL CROSS CULVERT UNDER SIDEWALK.

LEGEND:

	PROPOSED	EXISTING
BOUNDARY LINE		
STREET CENTERLINE		
EASEMENT LINE		
PUBLIC RIGHT OF WAY		
WATER LINE	—WATER—	—W—
FIRE SERVICE LINE		—FS—
SANITARY SEWER LINE	—SS—	—SS—
STORM DRAIN PIPE		—SD—
GAS LINE		—GAS—
ELECTRICAL CONDUIT		—E—
ROOF DRAIN		RD
SITE LIGHT		
STREET LIGHT		
DRAINAGE INLET		
MANHOLE		
WATER VALVE		
CLEANOUT		
FIRE HYDRANT		
TRAFFIC SIGN		
VERTICAL CURB		
CURB AND GUTTER		
RETAINING WALL		
CONTOUR	8.0	13
GRADE BREAK		
GRADING DAYLITE LINE		
FLOW LINE		
SPOT ELEVATION		× 13.45
PAVEMENT ELEVATION	P. 13.45	
FINISH GRADE	FG 13.45	
TOP OF CURB GRADE	TC 13.45	× 13.45 TC
CONCRETE FLATWORK		
NEW PERMEABLE PAVING WITH SUB-DRAINS.		
BIO-RETENTION AREA		

0 10 20 30
GRAPHIC SCALE

ROBERT A. KARN & ASSOCIATES, INC.
CIVIL ENGINEERS
707 BECK AVENUE
FAIRFIELD, CALIFORNIA 94533
Phone: (707) 425-0988 Fax: (707) 425-9988
e-mail: rak@rakengineers.com

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PRELIMINARY GRADING AND UTILITY PLAN
2110 RAILROAD AVENUE
PITTSBURG, CALIFORNIA

FOR: DEVELOPMENT CONSULTANTS INC.

SCALE	1"=10'
DATE	10-19-17
DRAWN	A.B.L.
CHECKED	R.A.K.
PROJ. MGR.	T.W.P.

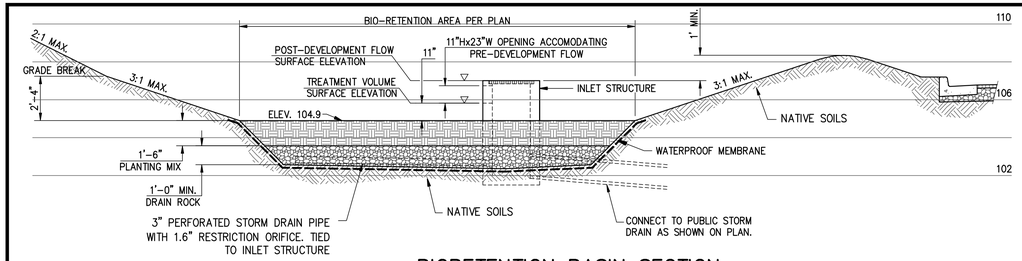
DATE	MK	SHEET REVISIONS	BY	CK

SHEET NO. 1 OF 2 SHEETS

JOB NO. A17017

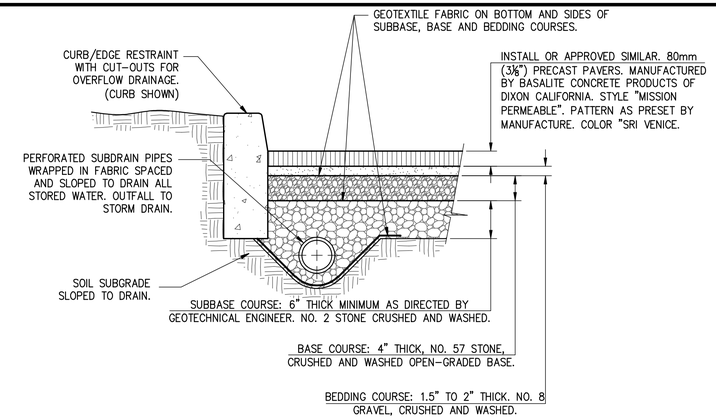
PLOT DATE: October 19, 2017

S:\A17017\DWG\PRELIM\A17017 PGRD2.DWG



BIORETENTION BASIN SECTION

NO SCALE
DETENTION PLANTER.DWG



PERMEABLE PAVER SECTION WITH PARTIAL EXFILTRATION TO SOIL SUBGRADE

NO SCALE
PERM PAVE2.DWG

VICINITY MAP

NOT TO SCALE

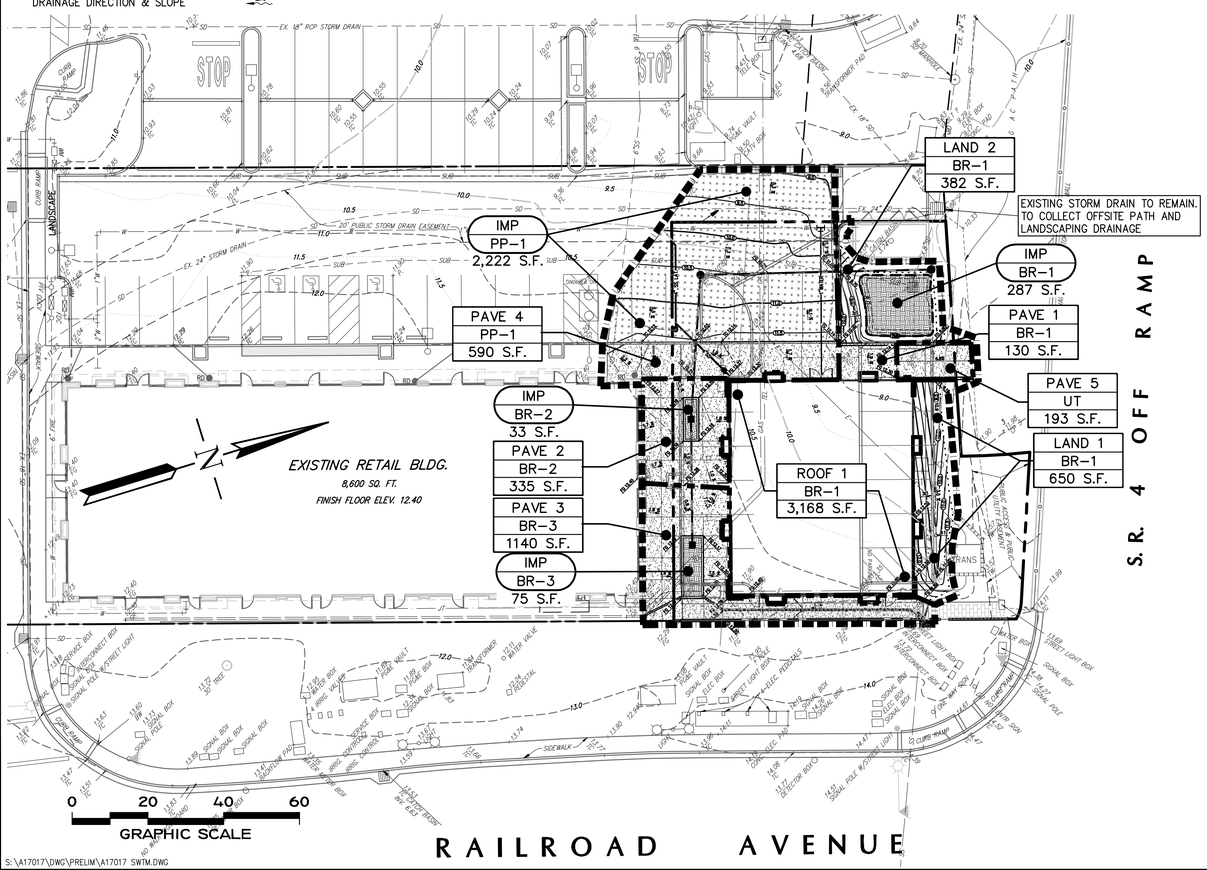
LEGEND:

	PROPOSED	EXISTING
BOUNDARY LINE		
STORM DRAIN PIPE		50
DRAINAGE INLET		
MANHOLE		
VERTICAL CURB		
CURB AND GUTTER		
CONTOUR	13.0	13
GRADE BREAK		
GRADING DAYLITE LINE		
FLOW LINE		
SPOT ELEVATION		× 13.45
PAVEMENT ELEVATION	P. 13.45	
FINISH GRADE	FG 13.45	
TOP OF CURB GRADE	TC 13.45	× 13.45 TC
DRAINAGE DIRECTION & SLOPE	2%	

	PROPOSED
LIMIT OF SITE IMPROVEMENTS	
DRAINAGE AREA BOUNDARY	
BIO-RETENTION TREATMENT AREA	
PERMEABLE PAVER OR PAVEMENT SELF RETAINING AREA	

DRAINAGE MANAGEMENT AREA (DMA) ID → PAVE 1
TREATMENT DEVICE ID → BR-1
BIO-RETENTION PLANTER (BR)
UNTREATED (UT)
PERMEABLE PAVEMENT (PP) → S.F.

INTEGRATED MANAGEMENT PRACTICE (IMP) → IMP
BIO-RETENTION PLANTER (BR) → BR-1
PERMEABLE PAVEMENT (PP) → S.F.



S:\A17017\DWG\PRELIM\A17017 SWTM.DWG

C.3 COMPLIANCE SUMMARY

PROJECT NAME: 2110 RAILROAD AVE.
PROJECT TYPE: TREATMENT ONLY
APN: 087-030-083
DRAINAGE AREA: 9,012 sf
MEAN ANNUAL PRECIPITATION: 13.4

I. Self-Treating DMAs

DMA Name	Area (sq ft)
NONE	

II. Self-Retaining Areas

DMA Name	Area (sq ft)
NONE	

III. Areas Draining to Self-Retaining Areas

DMA Name	Area (sq ft)	Surface Type	Runoff Factor	Product (Area x Runoff Factor) [A]	Receiving Self Retaining DMA	Receiving Self Self-Retaining DMA Area (sq ft) [B]	Ratio [A]/[B]
NONE							

IV. Areas Draining to IMPs

IMP Name: BR-1
IMP Type: Bioretention Facility
Soil Group: D

DMA Name	Area (sq ft)	Post Project Surface Type	DMA Runoff Factor	DMA Area x Runoff Factor
LAND 1	650	LANDSCAPE	0.10	65
LAND 2	382	LANDSCAPE	0.10	38
PAVE 1	130	CONCRETE OR ASPHALT	1.00	130
ROOF 1	3,168	CONVENTIONAL ROOF	1.00	3,168
			Total	3,401
			Area	0.040

IMP Sizing

IMP Sizing Factor	Rain Adjustment Factor	Minimum Area or Volume	Proposed Area or Volume
1.000	136	287	

IMP Name: BR-2
IMP Type: Bioretention Facility
Soil Group: D

DMA Name	Area (sq ft)	Post Project Surface Type	DMA Runoff Factor	DMA Area x Runoff Factor
PAVE 2	335	CONCRETE OR ASPHALT	1.00	335
			Total	335
			Area	0.040

IMP Sizing

IMP Sizing Factor	Rain Adjustment Factor	Minimum Area or Volume	Proposed Area or Volume
1.000	14	33	

IMP Name: BR-3
IMP Type: Bioretention Facility
Soil Group: D

DMA Name	Area (sq ft)	Post Project Surface Type	DMA Runoff Factor	DMA Area x Runoff Factor
PAVE 3	1140	CONCRETE OR ASPHALT	1.00	1140
			Total	1140
			Area	0.040

IMP Sizing

IMP Sizing Factor	Rain Adjustment Factor	Minimum Area or Volume	Proposed Area or Volume
1.000	46	75	

IMP Name: PP-1
IMP Type: Permeable Pavement
Soil Group: D

DMA Name	Area (sq ft)	Post Project Surface Type	DMA Runoff Factor	DMA Area x Runoff Factor
PAVE 4	590	CONCRETE OR ASPHALT	1.00	590
			Total	590
			Area	0.040

IMP Sizing

IMP Sizing Factor	Rain Adjustment Factor	Minimum Area or Volume	Proposed Area or Volume
1.000	24	2,222	

Untreated Area

DMA Name	Area (sq ft)
PAVE 5	130

ROBERT A. KARN & ASSOCIATES, INC.
707 BECK AVENUE
FAIRFIELD, CALIFORNIA 94533
Phone: (707) 435-9999 Fax: (707) 435-9988
e-mail: rak@rakengineers.com
CIVIL ENGINEERS

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STORMWATER CONTROL PLAN EXHIBIT
2110 RAILROAD AVENUE
PITTSBURG, CALIFORNIA
FOR: DEVELOPMENT CONSULTANTS INC.

SCALE AS SHOWN
DATE 10-20-17
DRAWN ABL/KAM
CHECKED TP
PROJ. MGR. TP

SHEET REVISIONS

DATE	MK	BY	CK

SHEET NO. SW1
OF 1 SHEETS
JOB NO. A17017

PARKING LOT SHADE CALCULATIONS:

TREE TYPE	AREA/ FULL		QUANTITY FULL	3/4	1/2	1/4	SUBTOTAL		TOTAL	
20 ' DIA. TREES										
EXISTING CHITALPA T.	314	S.F.	0	0	3	0	471	S.F.		
							20 ' TOTAL:		471	S.F.
25 ' DIA. TREES										
EXISTING QUERCUS W.	490	S.F.	0	1	0	0	368	S.F.		
ULMUS PROPINQUA	490	S.F.	0	0	0	1	123	S.F.		
							25 ' TOTAL:		490	S.F.
30 ' DIA. TREES										
EXISTING GEIJERA P.	706	S.F.	0	0	1	0	353	S.F.		
EXISTING PISTACHIA C.	706	S.F.	4	2	1	0	4236	S.F.		
							30 ' TOTAL:		4589	S.F.
							PARKING AREA:		14403	S.F.
							SHADE REQUIRED:	35%	5041	S.F.
							SHADE PROVIDED:	39%	5550	S.F.

PLANT LIST & LEGEND

SYMBOL	BOTANIC NAME/COMMON NAME	SIZE
	ULMUS PROPINQUA'EMERALD SUNSHINE'/HYBRID ELM	15 GALLON
	CAREX DIVULSA/EURASIAN GRAY SEDGE	LINER
	SHRUB & GROUNDCOVER PALETTE:	
	ACHILLEA TOMENTOSA/WOOLLY YARROW	1 GALLON
	CHONDROPETALUM TECTORUM/DWF. CAPE RUSH	5 GALLON
	DIETES X. 'NOLA ALBA/FORTNIGHT LILY	2 GALLON
	ERIGERON KARVINSKIANUS/FLEABANE	1 GALLON
	HESPERALOE X. 'BRAKE LIGHTS/HYBRID RED YUCCA	2 GALLON
	PENSTEMON HETEROPHYLLUS 'MARGARITA B.O.P./BEARD TONGUE	1 GALLON
	RHAMNUS CALIFORNICA "MOUND SAN BRUNO"/COFFEEBERRY	5 GALLON
	SALVIA MICROPHYLLA 'HOT LIPS'/AUTUMN SAGE	5 GALLON

LANDSCAPE AREA:

TOTAL SITE AREA:	36,060 S.F.
ON-SITE LANDSCAPE:	3,125 S.F. (8.7%)
OFF-SITE LANDSCAPE:	1,668 S.F. (4.6%)
TOTAL LANDSCAPE AREA:	4,793 S.F. (13.3%)

EXISTING PLANT LEGEND

SYMBOL BOTANIC NAME/COMMON NAME

CHITALPA TASHKENTENSIS 'PINK DAWN'/CHITALPA

GEIJERA PARVIFLORA/AUSTRALIAN WILLOW

PISTACIA CHINENSIS/CHINESE PISTACHE

QUERCUS WISLIZENII/INTERIOR LIVE OAK

EXISTING SHRUB & GROUNDCOVER AREA

0 5' 10' 15' 20' 50' 100'

NORTH

Garth Ruffner Landscape Architect (916) 797-2576
4120 Douglas Blvd., Suite 306, #301, Roseville, CA 95748-5938
GarthRuffner.com California R.L.A. #2868

RAILROAD AVENUE RETAIL

PRELIMINARY LANDSCAPE PLAN

LA

PITTSBURG, CA 14020-B 11-02-2017

1478 STONE POINT DRIVE SUITE 350 ROSEVILLE, CA 95661 T | 916 782 7200 borgesarch.com
ARCHITECTURAL GROUP Borges

CITY OF PITTSBURG
PLANNING COMMISSION
STAFF REPORT
December 12, 2017

ITEM: **2108 Railroad Avenue Commercial Shell Building, AP-17-1274 (DR).**

ORIGINATED BY: Randy Baugh, Development Consultants, Inc., 3941 Park Drive, Suite #20338, El Dorado Hills, CA 95762

SUBJECT: This is a request for design review approval of plans to construct a 3,168-square foot, single-story commercial shell building on an 8,598-square foot parcel located at 2108 Railroad Avenue. The property is located within the Railroad Avenue Specific Plan (RASP) PD (Planned Development, Ordinance No. 09-1319) District, and has a RASP Land Use Designation of TOD-H (Transit Oriented Development, High Density). Assessor's Parcel No. 087-030-087.

RECOMMENDATION:

Staff recommends the Commission adopt Resolution No. 10083 denying Design Review Application No. 17-1274, for the reasons stated below.

BACKGROUND:

On February 24, 1998, the Planning Commission adopted Resolution Nos. 9028 and 9030, approving the use permit and design review requests for the development of the large grocery store building and a 6,000-square foot multi-tenant commercial building within a four-pad shopping center, known currently as Railroad Plaza. On January 24, 2006, the Planning Commission adopted Resolution No. 9619, approving the construction of a one-story 9,500 square foot multi-tenant commercial building, a parking lot and site improvements on Pad 4 of the shopping center. The building (which is currently occupied by Panda Express and Western Dental, among others) was constructed in 2007 by the current applicant, Development Consultants, Inc. (DCI), and was subsequently sold to Klein Limited Partnership in 2013.

On November 2, 2009, the City Council adopted Ordinance No. 09-1319 establishing a PD (Planned Development) District and approving the Railroad Avenue Specific Plan (RASP) for the areas closest to the future Pittsburg Center BART Station at Railroad Avenue and State Route 4. The RASP contains development and design standards intended to capitalize on the future transit oriented development (TOD) growth potential around the BART Station, and to "describe a preferred character and overall direction for development associated with the future [BART] Station" (Railroad Avenue Specific Plan, 2).

On September 9, 2014, the Planning Commission adopted Resolution No. 9983, granting approval for the development of an 8,250-square foot, multi-tenant retail shell building (Building A) and site improvements on 0.62 acres (including the parcel subject to the application). In addition, the Planning Commission approved a variance allowing

for the construction of five parking stalls in excess of the maximum parking allowed under the RASP.

The single-story commercial building that was previously approved does not meet the criterion of the RASP which requires new structures within the TOD-H land use classification be constructed with a minimum of three stories. However, due to a conflict between the minimum TOD-H building height standard (25 feet) and the requirement for a minimum of three stories for new construction, it was determined that a two-story structure could be more appropriate, considering the identified minimum building height of 25 feet. Due in part to the project being the first to occur within the RASP area, and the fact that it was proposed more than three years prior to the scheduled opening of the BART Station, the development was seen as key in kickstarting development in the RASP area. As such, a compromise was reached in which the applicant was approved to construct a single-story building which included a parapet wall and faux windows to give the appearance of a second story; however, it was to be engineered in a manner that could accommodate development of a second story at a future date, once market conditions adjusted.

On February 22, 2016, the Land Use Subcommittee met to discuss the community vision and planning principles adopted for the RASP Area, and the Plan's applicability to future development projects. The Subcommittee supported continuing to implement the development standards and policies of the RASP, as adopted.

PROJECT DESCRIPTION:

Existing Conditions: The subject site consists of an 8,598-square foot parcel currently housing 13 parking stalls which serve the existing commercial building to the south (Attachment 2). An approximately 56-foot wide, signalized driveway at Railroad Avenue and Bliss Avenue (southeast of the subject site) provides direct access to the shopping center. The parcel is bounded by the Railroad Plaza shopping center to the west and south, and the Frontage Road Class I trail to the north. Beyond the Frontage Road trail is the eastbound State Route 4 offramp. To the east is Railroad Avenue, as well as a 20- to 30-foot-wide landscaped area which runs adjacent to the eastern boundary of the subject parcel and the previously developed commercial building; while the majority of this landscaped area is within the City's right-of-way, and the northern third is within Caltrans right-of-way. This landscaped area has been designated as the northern-most portion of the future linear parkway which will extend from State route 4 to the Delta de Anza Trail. Finally, the Pittsburg Center BART Station is located approximately 250 feet northeast of the project area and is scheduled to open in May 2018.

See Attachment 3 for a detailed overview of surrounding land uses.

Project: The project, as proposed, includes development of an approximately 3,168 square foot, single-story commercial building (Building B). The new structure would be

located approximately 23 feet north of Building A, and approximately 15 feet south of the Frontage Road Trail. Building B would be designed to accommodate one to two tenants, and would provide a main entry along the western façade of the building, directly adjacent to the interior parking lot, as well as a secondary entry along the southern façade. The building height for the main roof is proposed at 22 feet (measured from the top of the lower parapet). Portions of the parapet do extend up to 26 feet along the eastern and western facades; however, it's important to reiterate that the building would be designed similar to its neighbor with only one usable story.

The existing sidewalk running along the front (west side) of Building A would be continued across the project site to the Frontage Road Trail. Five parking spaces would be relocated north of the existing bay of stalls along the western face of Building A; as a result of the proposed development the total number of parking spaces would decrease from 30 to 20, bringing the project into conformance with the maximum allowable parking prescribed in the RASP. No additional drive aisles or driveways would be constructed, and the existing signalized intersection at Bliss Avenue and Railroad Avenue would function as the main access to the parking area.

Approximately 11 percent of the combined site area would be landscaped. Two existing, immature trees located within the parking area along the northern side of the exiting commercial structure would be removed and replaced/relocated to the existing landscaped area at the northside of the proposed project. Landscaped planting areas with various types of ground cover would be located around the site at the edges of the parking stalls.

GENERAL PLAN/CODE COMPLIANCE:

General Plan: The project site has a General Plan land use designation of *Mixed Use*, which is generally intended to allow for greater flexibility of land uses around transit. The subject site is located in the Transit Village sub-area of the RASP, and has a land use designation of TOD-H (Transit Oriented Development-High Density). The TOD-H land use designation, and the goals and policies contained with the RASP, are intended to promote vertical mixed-use development in the areas closest to the Pittsburg Center BART Station, where "[s]pecial attention should be given to pedestrian circulation within the area. The designation is intended to encourage ground floor, pedestrian friendly, retail sales and services uses with upper floors of residential uses or offices." (Railroad Avenue Specific Plan, page 51).

Zoning/Railroad Avenue Specific Plan: The property is located in the Railroad Avenue Specific Plan PD (Planned Development, Ord. 09-1319) District. Pursuant to Pittsburg Municipal Code (PMC) section 18.53.030, land use and development regulations for properties located within the RASP area shall conform to the applicable use and development regulations identified in the RASP. The RASP outlines land use, design, and development goals and policies for the Specific Plan area (for a detailed analysis of

the proposed projects consistency with these goals and policies, see Attachment 4). Additionally, Chapter 4.4 of the RASP provides standard development regulations within the RASP area. These include development intensity, as well as height, setback, parking, and landscaping requirements. RASP section 4.5 provides architectural and site design criteria for projects.

The proposed project is inconsistent with several design and development criteria. Most notably, the project proposes only a one-story structure, though the TOD-H land use classification calls for a minimum of three-stories for all new structures. In addition, the proposed project is not consistent with RASP Architectural and Site Design Criteria 4.5(1) and 4.5(2), which are intended to maximize the number of units and building entries fronting the street, and maximize storefront transparency through inclusion of windows, doors, or outdoor areas to encourage walking. Further, there are no specifically identified outdoor areas (such as seating areas, patios, arcade, or other covered outdoor public space) proposed with the development.

The proposed project also does not meet the intent of Criterion 4.5(5), which requires that all building facades facing public rights-of-way (Railroad Avenue) “engage the pedestrian through well-articulated building facades by incorporating architectural elements and features.” While the proposed eastern (street facing) elevation would include some architectural detailing to generally match the neighboring building (minor building projections, multiple materials, and metal awnings), the proposed structure does not provide any pedestrian access or transparent elements to engage pedestrians along Railroad Avenue. Rather, the proposed building essentially presents a rear façade to the street view, and treats the rear façade (where many pedestrians will be arriving from) in a manner that is not as engaging as the front façade facing the interior parking lot.

Attachments 5-6 provide a detailed project consistency analysis with the development and design standards set forth in the RASP.

<u>Required Findings:</u> The Planning Commission may grant design review approval for a project only after the Commission makes a determination that the proposed project is consistent with PMC section 18.36.220(B), summarized below:

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; and,

e. the application conforms with the criteria set forth in any applicable city-adopted design guidelines.

Environmental: The project is exempt from the requirements of the California Environmental Quality Act (CEQA) under CEQA Guidelines, section 15061(b)(4), as a project that is being recommended for disapproval by a public agency.

ANALYSIS:

The current application has been deemed "incomplete," as there are several outstanding items that the applicant must address in order for staff to complete a more thorough review of the application (Attachment 8). The project is being brought before the Commission at this time as the developer does not wish to conform to certain development standards contained within the RASP (Attachments 4-6).

Staff does not believe that the Planning Commission can make the required findings to approve the proposed project, as submitted. Specifically, staff feels the project does not conform with good taste or good design, nor does it contribute 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 project does not meet the adopted standards for design and development included in the RASP, which were recommended by the Planning Commission and adopted by the City Council in order to ensure the area around the Pittsburg Center BART Station was developed with high-quality, attractive structures and higher-density mixed-use buildings that promoted transit use and pedestrian movement (a key aspect of providing fitness opportunities) and provided balance to the lower-density areas near the outskirts of the City. Further, not meeting the goals and policies identified within the RASP would potentially negatively affect use of the new BART Station, and cause the neighborhood to materially depreciate in value.

The proposed one-story building would also not be in harmony with potential development within the RASP area, if future buildings are held to the standards contained within the RASP. During the September 9, 2014, meeting at which the first phase of this project was approved, the applicant stated he felt the RASP was a long-term vision, and suggested that a successful first building would foster continued high-quality development in the area; however, approval of this project was more than three years ago, and the RASP area has seen significant activity since then, including development of the BART Station, the multimodal transfer facility at the corner of

Railroad Avenue and California Avenue, the 82-unit Belle Harbor subdivision at Harbor Street and School Street, and the entitlement of a two-story mixed-use building along Railroad Avenue between School Street and 17th Street. In addition, applications have been filed to develop a four-story office building at the corner of Railroad Avenue and the westbound SR 4 on-ramp, and to construct 57 units of medium-density housing along Central Avenue just east of Railroad Avenue. Several additional potential projects within the RASP area have gone before the Land Use Subcommittee for discussion.

In other words, projects that do not meet the development standards of the RASP are no longer needed to jump-start development in the area, and a single-story building at the proposed project site would not be in harmony with the projects mentioned above. By allowing development that does not meet the RASP standards at this time, the City would also be setting a significant precedent, in which future developments could continue to seek to circumvent the RASP in order to build inferior projects.

As mentioned, the RASP is intended to promote walkability and other pedestrian-centric activity, as well as reduced reliance on personal automobiles within the areas immediately surrounding the newly constructed Pittsburg Center BART Station. RASP section 4.5.17 requires private developments in the Transit Village sub-areas to include publicly accessible greenways, trails, and paths for pedestrians and bicyclists. Staff believes additional improvements that encourage safe pedestrian movement between the project site, BART, and nearby office and residential uses are warranted. These improvements would likely include development of the planned linear parkway within the existing right-of-way along the east side of the proposed project, from the corner of Railroad Avenue/State Route 4 offramp to the entry drive south of the Building A, complete with a Class I trail from the corner of Railroad Avenue/State Route 4 offramp to the entry drive south of the 2110 Railroad Commercial Building; plaza areas at each respective corner, as well as adjacent to the area between Existing Building A and proposed Building B; and appropriate site furnishings. Raised planters, with adequate width for sitting, between existing Building A and proposed Building B would also provide outdoor seating and eating opportunities that would help activate the streetscape.

Lastly, RASP section 4.5.14, encourages the use of shared trash enclosures, provided that the enclosure is sized appropriately to handle the refuse and recycling needs of all uses. Staff believes that the existing trash enclosure would not adequately serve an additional 3,168 square feet of commercial space, particularly if a restaurant use was to occupy the proposed new building. While the applicant has stated he would be willing to replace the existing four-yard bins with larger, six-yard bins, and have them picked up six days a week, staff believes the potential for up to eight businesses utilizing the existing enclosure could cause overflow, which could end up strewn throughout the parking lot or trail area.

For the reasons described above, staff is recommending denial of the proposed project at this time. Staff believes it is crucial that the developer meet the adopted standards of the RASP in order to ensure the goal of creating a transit-oriented area that is sustainable and walkable is met.

ACTION REQUIRED:

Move to adopt Resolution No. 10083 denying Design Review Application No. 17-1274.

ATTACHMENTS:

1. Proposed Resolution No. 10083
2. Proposed Project Plans
3. Surrounding Uses Map/Existing Condition Photos
4. RASP Land Use, Design, and Development Goals and Polices
5. RASP Land Use, Design, and Development Standards
6. RASP Architectural Design Criteria
7. Design Review and Development Guidelines
8. Aerial/Vicinity Map

Prepared by: Jordan Davis, AICP, Associate Planner

Attachment 5: Project Location and Surrounding Land Uses

Existing Condition Photos

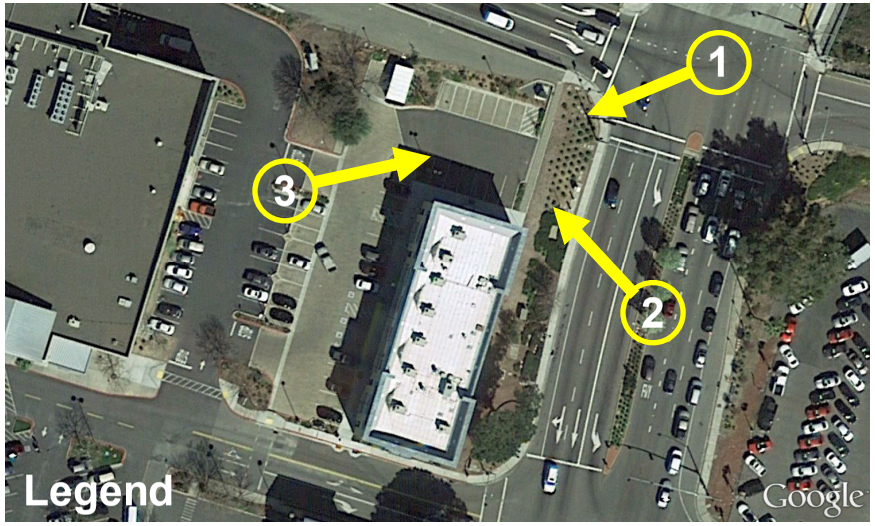

Photo 1: Facing southwest from Railroad Ave./State Route 4 Intersection.

Photo 2: Facing west from Railroad Ave.

Photo 3: Facing northeast from existing parking lot.

Attachment 6:RASP Applicable Goals and Policies

Goal/Policy	Analysis
Land Use	
Goal 3-G-1: Maximize the benefit of theproposed eBART Station andothertransit options and increase ridership by creating ahigh density, mixed-use community around the potentialstation site and by integrating the area with the surroundingneighborhoods.	**Conditionally.**Staff recommends a condition of approval be added that requires the developer construct the building with a fully-finished, accessible, and ready-to-lease second floor, which provides additional development intensity comparable to what is required within the applicable land use designation of the RASP.
Policy 3-P-1: Create a vibrant, mixeduse, transit-oriented developmentdistrict nearest the proposed eBART Station.	**Conditionally.** Staff recommend conditions of approval be added that requires the developer construct the building with a fully-finished, accessible, and ready-to-lease second floor, which provides additional development intensity comparable to what is required within the applicable land use designation of the RASP and provide funding to support the construction of a linear parkway along Railroad Avenue, adjacent to the project site.
Policy 3-P-2: Foster an engaging andactive street environment.	**Conditionally.** Staff recommend a condition of approval be added that requires the developer provide funding to support the construction of a linear parkway along Railroad Avenue, adjacent to the project site.
Policy 3-P-3: Provide additional housingopportunities, includingmultifamily and affordable housing, within one-half mile ofthe proposed eBART Station.	**Not applicable.** The proposed project does not propose any housing opportunities.

Policy 3-P-4: Provide services and amenities that meet the needs oftransit riders, local residents, employees,students andvisitors such as childcare, education and job skills services, community centers, healthcare services,and neighborhoodserving retail in closeproximity to the eBART Station.	**Partially Compliant/Conditionally.**The proposed development would provide neighborhood serving retail opportunities. However, Staff recommend a condition of approval be added that requires the developer provide funding to support the construction of a linear parkway along Railroad Avenue, adjacent to the project site.
Policy 3-P-5: Provide land uses that accommodate both City-wide andlocally-oriented retail opportunities for different consumers topatronize within theSpecific Plan Area.	**Compliant.** The proposed project would provide locally-oriented retail opportunities.
Policy 3-P-6: Designate land as publicspace to provide opportunities forgathering, social interaction, andrecreation.	**Conditionally.** Staff recommend a condition of approval be added that requires the developer provide funding to support the construction of a linear parkway along Railroad Avenue, adjacent to the project site.
Policy 3-P-7: Create an integratednetwork of open spaces and trails thatconnect different neighborhoods and sub-areas to eachother and to transitfacilities.	**Conditionally.** Staff recommend a condition of approval be added that requires the developer provide funding to support the construction of a linear parkway along Railroad Avenue, adjacent to the project site.
Policy 3-P-9: Retain and expand avariety of employment opportunities inthe Specific Plan Area by providing a range of land uses inclose proximity to the eBART station.	**Partially Compliant/Conditionally.**Staff recommends a condition of approval be added that requires the developer construct the building with a fully-finished, accessible, and ready-to-lease second floor, which provides additional development intensity comparable to what is required within the applicable land use designation of the RASP.
Policy 3-P-10: Allow residential uses above ground floor commercial uses in all commercial land use designations subject to the design review approval by the Planning Commission.	**Not Applicable.** The proposed project does not include a residential component.

Attachment 6:RASP Applicable Goals and Policies

Design and Development	
Goal 4-G-1: Provide a safe and invitingpedestrian environment todraw people to and from the eBART Station.	**Conditionally.** Staff recommend a condition of approval be added that requires the developer provide funding to support the construction of a linear parkway along Railroad Avenue, adjacent to the project site.
Goal 4-G-3: Promote high qualitydevelopmentthat is socially andenvironmentally sustainable.	**Conditionally.** Staff recommend conditions of approval be added that requires the developer construct the building with a fully-finished, accessible, and ready-to-lease second floor, which provides additional development intensity comparable to what is required within the applicable land use designation of the RASP and provide funding to support the construction of a linear parkway along Railroad Avenue, adjacent to the project site.
Policy 4-P-1: Require high quality, pedestrian-friendly design anda high level of transparency along street fronts andpathways to activate the streetenvironment, promotesocial interaction and support crime prevention.	**Partially compliant/Conditionally.** Staff recommends a condition of approval be added that requires the developer provide funding to support the construction of a linear parkway along Railroad Avenue, adjacent to the project site.
Policy 4-P-2: Incorporate publicpathways and greenwaysthroughout private development located within theCivic Center and Transit Village sub-areas to facilitatepedestrian and bicycle movement throughout theSpecific Plan Area.	**Conditionally.** Staff recommends a condition of approval be added that requires the developer provide funding to support the construction of a linear parkway along Railroad Avenue, adjacent to the project site.
Community Resource	
Goal SP5-G-1: Provide a range of parks, open spaces and public facilities in the Specific Plan Area to meet the diverse needs of residents, employees, students and visitors.	**Conditionally.** Staff recommends a condition of approval be added that requires the developer provide funding to support the construction of a linear parkway along Railroad Avenue, adjacent to the project site.

Policy SP5-P-1.2: Require newdevelopment to provide land or funding to help create a strong network of parks, plazas andpathways.	**Conditionally.** Staff recommends a condition of approval be added that requires the developer provide funding to support the construction of a linear parkway along Railroad Avenue, adjacent to the project site.
Policy SP5-P-3.1: Install street furniture that improves the transit rider's experience, including bus shelters, seats, and informational signage.	**Conditionally.** Staff recommends a condition of approval be added that requires the developer provide funding to support the construction of a linear parkway along Railroad Avenue, adjacent to the project site.
Transportation and Circulation	
Goal 6-G-1: Make the Specific Plan Area a walkable center at the crossroads of the Pittsburg community.	**Conditionally.** Staff recommends a condition of approval be added that requires the developer provide funding to support the construction of a linear parkway along Railroad Avenue, adjacent to the project site.
Policy 6-P-6: Create dedicated mid-block greenway connectionsthroughout the Transit Village and into the Civic Center sub-areas.	**Conditionally.** Staff recommends a condition of approval be added that requires the developer provide funding to support the construction of a linear parkway along Railroad Avenue, adjacent to the project site.

Attachment7: RASP Land Use, Design, and Development Standards.

Development Regulations: *TOD-H Land Use*	**Requirement:**	**Proposed Project:**
Residential Density (units/acre)	30 (min.) – 65 (max.)	N/A. The applicant has not proposed any residential units.
Min. Building Height	25 ft.	31 ft.
Max Building Height	65 ft.	37 ft.
Minimum Number of Stories	3	1 (with second story shell)
Minimum Floor Area Ratio	0.25	Approx. 0.38 (excluding second story shell)
Maximum Floor Area Ratio	1.0	Approx. 0.74 (assuming construction of a finished / accessible second story)
Min. Ground Floor Commercial Ceiling Height	15 ft.	15 ft.
Front Yard Setback	0-15 ft.	Approx. 3.8 ft.
Side Yard Setback	N/A	N/A
Rear Yard Setback	N/A	N/A
Upper-Story Balcony Depth	N/A	N/A
Min. Site Landscaping	10%	10%*
Parking Lot Trees (requirement: 1 tree for every 4 parking spaces)	10 trees	12 trees**
Commercial Parking (1 space / 333 S.F. of floor space)	30 (max)	20
Residential Parking	1 (min.) to 1.5 (max.)	N/A. The applicant has not proposed any residential units.
Bicycle Parking (requirement: 1 space for every 2,500 s.f. of floor area)	5 spaces	7 spaces***
Parking areas screened from ROW	Yes	Yes

* The calculated landscape percentage has been calculated by combining the proposed development with the previous project on the parcel directly south in order to ensure the entire development maintains the required minimum landscaped area.

** This is the number of trees directly adjacent to parking lot area(s).

*** Combined total for both the proposed project and the previously approved development adjacent to the south. The proposed new development includes two additional bicycle parking spaces.

Design Criteria	Meets Criteria?
TOD-H: Use landscaping and other treatments such as low fences, porches, unique paving materials, low gates, or other defining elements to clearly delineate private open space to promote a sense of ownership.	**Not applicable.** The proposed project does not include any private residential areas.
TOD-H: Use stamped and/or colored concrete or other decorative material to provide clearly-delineated pedestrian-friendly pathways throughout surface parking lots.	**Yes.** The proposed project would continue the use of pavers within the existing parking area west of the existing building to the proposed parking area and drive aisle.
TOD-H: Locate parking lot trees and landscaping either in a center median between rows of parking stalls and/or in landscaped planters placed throughout the parking lot. Planters less than three feet wide, excluding curbs and walls, are prohibited.	**Yes.**The proposed project includes parking lot trees placed sporadically throughout the parking area.
TOD-H: Incorporate permeable surfaces and pavers for parking lots, driveways and alleys where feasible.	**Yes.** The proposed project would continue the use of pavers within the existing parking area west of the existing building to the proposed parking area and drive aisle.
4.5.1: Maximize the number of units and building entries fronting the street.	**Conditionally.** Staff recommend a condition of approval be added that requires the developer provide funding to support the construction of a linear parkway along Railroad Avenue, adjacent to the project site. While this would not add entryways fronting the Street, it would provide a means for development of a courtyard between the existing and proposed buildings which would serve to attract pedestrians and create an inviting entry point.
4.5.2: Orient building and store entrances to the street with maximized storefront transparency through inclusion of windows, doors, or outdoor areas incorporated into the structure.	
4.5.3: There shall be at least 70% transparency for ground level retail uses and a minimum of 60% transparency for ground level office uses.	**Yes.**The proposed plans note that more than 70% of the linear footage of the building is transparent, glass wall.

4.5.4: Emphasize the primary entry of buildings (e.g. Entrance lobby) with special architectural elements.	**Yes.** All Entry points are proposed to include steel awnings that help define entrances, and the main entrance along the western elevation includes an extended parapet.
4.5.5: All building facades, including parking garages, facing public rights-of-way shall engage the pedestrian through well-articulated building facades by incorporating elements such as cornices, lintels, sills, awnings, fenestration, varied materials and colors, columns and other architectural elements and features.	
4.5.6: Residential buildings shall incorporate porches, stoops, and balconies to provide variation on all elevations.	**Not applicable.**The proposed project does not include any residential component at this time.
4.5.7: Prohibit expanses of blank wall in excess of 10-feet along any portion of a building visible from public right-of-way or a parking facility. Where this is necessary due to interior layout of the building, the structure shall contain a mural, display, window box or other decorative element to break up the massing.	**Yes.**The elevations of the proposed building do not contain any expanse which appears to be greater than 10 feet in length.
4.5.8: Use varied materials, forms and colors on buildings to provide visual interest to break up the massing of the structures and to provide visual interest to pedestrians.	**Yes.** The proposed project would include a combination of stucco, glass, metal awnings, and wood paneling.
4.5.9: Step back upper stories of buildings over three stories in height to mask building height and reduce massing on the street level.	**Not applicable.**The project will not exceed three stories.
4.5.10: Articulate front facades with windows, both along the ground floor and upper residential floors. Carry all exterior materials including veneer, finishes or materials utilized on the front of the structure around to all sides of the buildings.	**Yes.**The proposed western (front) elevation would contain fenestration to allow visibility into the storefront.

4.5.11: Incorporate outdoor stairs, railings, fences, gates, and other outdoor utilitarian elements that are decorative, painted or stained, composed of high quality materials, and architecturally compatible with the structure to which they are accessory.	**Yes.**The proposed project includes a proposed screen around the existing transformer at the northeast corner of the building, which would be designed to match the wood paneling on the building.
4.5.12: Incorporate variations in building elements including roof silhouettes, fenestration patterns and colors in adjoining residential units.	**Not applicable.**The proposed project does not include any residential component.
4.5.13: In areas classified Business Commercial, encourage the use of steel and corrugated metal as an accent material to define lintels, create awnings and enhance roof form. Wood and stucco should be used sparingly within industrial areas.	**Not applicable.**The area is not classified as Business Commercial.
4.5.14: All developments must provide a trash enclosure in accordance with Title 18 of the PMC. Shared trash enclosures are encouraged among adjacent uses provided that the enclosure is sized appropriately to handle the refuse and recycling needs of all uses.	**Conditionally.** Staff recommend a condition of approval be added that requires the property owner ensure that trash and recycling facilities are properly maintained and provide adequate storage and pickup for all businesses utilizing the enclosure
4.5.15: Locate all utilities, utility boxes or equipment underground or on the roof and screened from view.	**Yes.**However, the developer is proposing the equipment be screened by mechanical screens that differ from the parapet to be constructed on all the remaining three sides of the area surrounding mechanical equipment. A recommended condition of approval would require the developer continue the parapet extensions to all four sides.
4.5.16: Parking garages shall be developed as mixed-use structures with ground floor frontage along heavily utilized pedestrian pathways devoted to commercial uses.	**Not applicable.** The proposed project does not include any public or shared parking garage/facility.

4.5.17: Private developments in the Transit Village and Civic Center sub-areas shall include publicly accessible greenways, trails and paths for pedestrians and bicyclists in accordance with the land use and circulation plans set forth in the Specific Plan.	**Conditionally.** Staff recommend a condition of approval be added that requires the developer provide funding to support the construction of a linear parkway along Railroad Avenue, adjacent to the project site.
4.5.18: Public bicycle parking lockers shall be installed on the ground floor of parking garages at a ratio of one bicycle parking locker per 50 parking spaces.	**Not applicable.** The proposed project does not include any public or shared parking garage/facility.
4.5.19: Utilize ecologically conscious designs that include natural light, shade, and energy efficient materials.	**Yes.** The proposed project utilizes significant amounts of glass and windows that would allow for natural light.
4.5.20: Projects should include sustainable site and building design elements such as improved insulation, operable windows, energy efficient lighting and appliances, solar energy sources built into the development, natural ventilation and permeable paving materials.	**Conditionally.** Staff recommend a condition of approval be added that requires the developer provide funding to support the construction of a linear parkway along Railroad Avenue, adjacent to the project site that support modes of transportation aside from passenger vehicles.
4.5.21: The ground floor of live-work lofts shall not be used exclusively for storage of materials.	**Not applicable.** The proposed project does not include any live-work spacesat this time.
4.5.22: Residential developments located within 500 feet of a travel lane on State Route 4 shall have central heating, ventilation, and air conditioning (HVAC) systems with high efficiency filters. Air intake systems for the HVAC systems shall be located as far away from the roadway as possible and shall include an ongoing HVAC maintenance plan.	**Not applicable.** The proposed project does not include any residential component at this time.
4.5.23: All residential projects must comply with development standards and amenities applicable to all multi-family residential and senior projects set forth in Chapter 18.52, Residential Districts, of the PMC unless otherwise specified within the Specific Plan.	

4.5.24: All fences in the Transit Village, Civic Center, High School Village, Industrial/Mixed Use and Railroad Avenue Retail Corridor shall comply with the height standards for commercial and residential uses (where applicable) set forth in Chapter 18.84, Special Land Use Regulations Applicable to Specific Uses, in the PMC. Wrought iron and wood fencing is encouraged in these sub-areas. Chain-link fencing is permitted at the discretion of the City Planner, and must be vinyl clad in a dark color material with winged slats. Razor wire and barbed wire are not permitted within any of these sub-areas.	**Yes.** The proposed project includes a screening fence around the eastern and northern sides of an existing transformer located at the northeast corner of the proposed building.
4.5.25: All accessory structures and accessory dwelling units must comply with applicable standards set forth in Title 18 of the PMC.	**Not applicable.** The proposed project does not include any accessory structures and accessory dwelling unitsat this time.
4.5.26: Greenways, trails, and paths for pedestrians and bicyclists that are incorporated into site design and development shall not be fenced, gated or hidden by the wall of a building in such a manner to eliminate the visual connection from the street, public right-of-way, and/or buildings and the greenway, trail and/or path. Structures adjacent to greenways, trails and/or paths shall incorporate balconies and windows to overlook the paths, and all effort shall be made to allow visual connections through and along the paths.	**Conditionally.** Staff recommend a condition of approval be added that requires the developer provide funding to support the construction of a linear parkway along Railroad Avenue, adjacent to the project site.

Attachment 9: Development Review Design Guidelines

Design Review Guideline	Meets Guideline?
Commercial/Industrial	
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 (landscapeislands, projections, etc.) to eliminate vast areas of parking especially along street frontages.	**Yes.**The parking area would be screened from view from the right-of-way along Railroad Avenue by the proposed structure.
Provisions should be made for permanent shopping cart corrals in retail shopping centers.	**Not applicable.** The proposed structure would not house a use which would utilize shopping carts.
Existing trees on site should be incorporated into the project side design, unless waived by the City Planner or Planning Commission.	**Conditionally.** The proposed project would likely require the removal of two existing trees; however, the project also proposes to plant two additional trees within the existing landscaped area to the north of the building site. A recommended condition of approval would require the developer plant two trees within the general area of the trees to be removed.
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.	**Yes.**The proposed project includes a screening fence around the eastern and northern sides of an existing transformer located at the northeast corner of the proposed building.
Projects with many buildings (greater than three) should have a variety of building sizes and masses.	**Not applicable.**
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.	**Yes.** The proposed structure contains elements which would serve to break up long, horizontal roof lines.

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.	**Yes.** All entry points are proposed to include steel awnings that help define entrances, and the main entrance along the western elevation includes an extended parapet.
Building elevations (example: rear of shopping centers) visible from public right-of- ways should be addressed in design review and treated appropriately.	**Yes.** The proposed northern and eastern elevations would utilize significant amounts of glass and windows which would allow the interior of these buildings to be visible from the pedestrian walkways. A proposed condition of approval would require these areas maintain a 70% transparency level.
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.	**Yes.** The proposed project is architecturally-compatible with the existing structure to the south.
All roof mounted equipment should be screened completely from view from all public rights-of-way. A site-line study may be necessary to determine appropriate screening method.	**Yes.**However, the developer is proposing the equipment be screened by mechanical screens that differ from the parapet to be constructed on all the remaining three sides of the area surrounding mechanical equipment. A recommended condition of approval would require the developer continue the parapet extensions to all four sides.
All Structures, including, but not limited to, “tilt-up” type structures, should have structural reliefs and articulated entries (Encourage the creation of shadow lines).	**Yes.** The proposed building includes structural reliefs intended to help articulate the entry points of the building.
Exterior fire escapes, stairs and other appurtenances should be designed or treated as integral parts of the building façade.	**Not applicable.**
Downspouts should be designed into the façade of the building unless architecturally treated.	**Yes.** The proposed project plans note that all downspouts would be incorporated into the façade of the building.

Add murals, lattice or some other spaceframe type treatment to blank walls visible from public view.	**Not applicable.**
Prototype or “theme” architecture is discouraged.	**Yes.** The proposed building design does not include what could be considered “theme” architecture.
New or remodeled buildings should be designed to be compatible in design, color and materials with adjacent development.	**Yes.**The proposed project is architecturally-compatible with the existing structure to the south.
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).	**Yes.** The proposed northern and eastern elevations are considered the rear of the proposed buildings and includes structural reliefs intended to help articulate these sides of the building.
Trash enclosures should include area for collection of recyclables.	**Yes.** However, a proposed condition of approval would require the property owner ensure that trash and recycling facilities are properly maintained and provide adequate storage and pickup for all businesses utilizing the enclosure.
Green Building Design Guideline	**Meets Guideline?**
Section D: Commercial / Industrial	
Roofs should be designed to integrate renewable energy generation systems and provide a cool urban environment.	**Conditionally.** A proposed condition of approval would require the entire roofing surface behind the building parapets be painted white to create a ‘cool roof.’

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.	**Conditionally.** A proposed condition of approval would require the entire roofing surface behind the building parapets be painted white to create a 'cool roof.'
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.	**Conditionally.** A proposed condition of approval would require the entire roofing surface behind the building parapets be painted white to create a 'cool roof.'
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.	**Not applicable.** Due to the located of the project, staff has determined that a recreational rooftop is not warranted.
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	**Yes.** The project proposal includes numerous trees which will help to reduce the heat island effect.
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.	**Not applicable.** The proposed project, combined with the previously approved project to the south, include only 20 spaces, and do not propose any carport structures.

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).	**Yes.**The existing bank of parking stalls along the western face of the existing building includes pervious pavers; the newly created parking area would be a continuation of this bank of stalls, and a recommended condition of approval would require the developer finish the proposed parking stalls with pavers to match existing.
Within parking lots, electric vehicle charging units should be made available to employees and patrons with electric vehicles. The parking spaces with charging unitsshould be clearly marked with signs designating them for assigned employees or electric vehicle use only.	**To be determined.** This item will likely be proposed as a required condition of approval.
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.	**Not applicable.**
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.	**Not applicable.**

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.	**Not applicable.**
Street side building faces should encourage walking. 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. Functional entries to buildings should occur at an average of 75 feet or less along sidewalk facing walls. Additional design techniques contained in the Downtown Design Guidelines that encourage walking, should also be utilized where applicable.	**Conditionally.** Staff recommend a condition of approval be added that requires the developer provide funding to support the construction of a linear parkway along Railroad Avenue, adjacent to the project site.
Secure bicycle parking facilities should be provided for at least 10% of expected peak hour trips. Bicycle parking structures should 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 bysurrounding structures. They should be located in an accessible and visible space to discourage misuse.	**Yes.** The proposed project would include an additional three bicycle parking spaces, for a combined total of seven parking spaces between the two developments.

Jordan Davis

From: [redacted]
Sent: Tuesday, March 6, 2018 5:39 PM
To: Jordan Davis
Subject: ap-17-1274(va,dr)

Dear Jordan

We object to this proposal because the recent strip mall that was constructed in front of Mi Pueblo uses a lot of our parking and our tenants have complained about not having enough parking for their employees and customers. Building another building with limited parking will exacerbate the situation as the proposed building customers will use more of our parking lot. The proposed new building and the recent newly constructed building is not in the current shopping centers CCRs.

Thank you for your attention.

Andy Liu
Royola Pacific
[redacted]

City of Pittsburg
Community Development Department – Planning Division
65 Civic Avenue, Pittsburg, CA 94565 | Tel: (925) 252-4920 | Fax: (925) 252-4814

NOTICE OF PUBLIC HEARING

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

DATE: **March 13, 2018**
TIME: **7:00 p.m.**
PLACE: **City Council Chamber at City Hall**
65 Civic Avenue, Pittsburg, California

Concerning the following matter:

2108 Railroad Avenue Commercial Shell Building, AP-17-1274 (VA, DR).

This is a public hearing on a request for approval of: 1) a variance from the adopted height requirements; and 2) plans to construct a 3,168-square foot, single-story commercial shell building on an 8,598-square foot parcel located at 2108 Railroad Avenue. The property is located within the Railroad Avenue Specific Plan (RASP) PD (Planned Development, Ordinance No. 09-1319) District, and has a RASP Land Use Designation of TOD-H (Transit Oriented Development, High Density). Assessor's Parcel No.: 087-030-087.

PROJECT PLANNER: Jordan Davis, (925) 252-4015 or jdavis@ci.pittsburg.ca.us

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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.

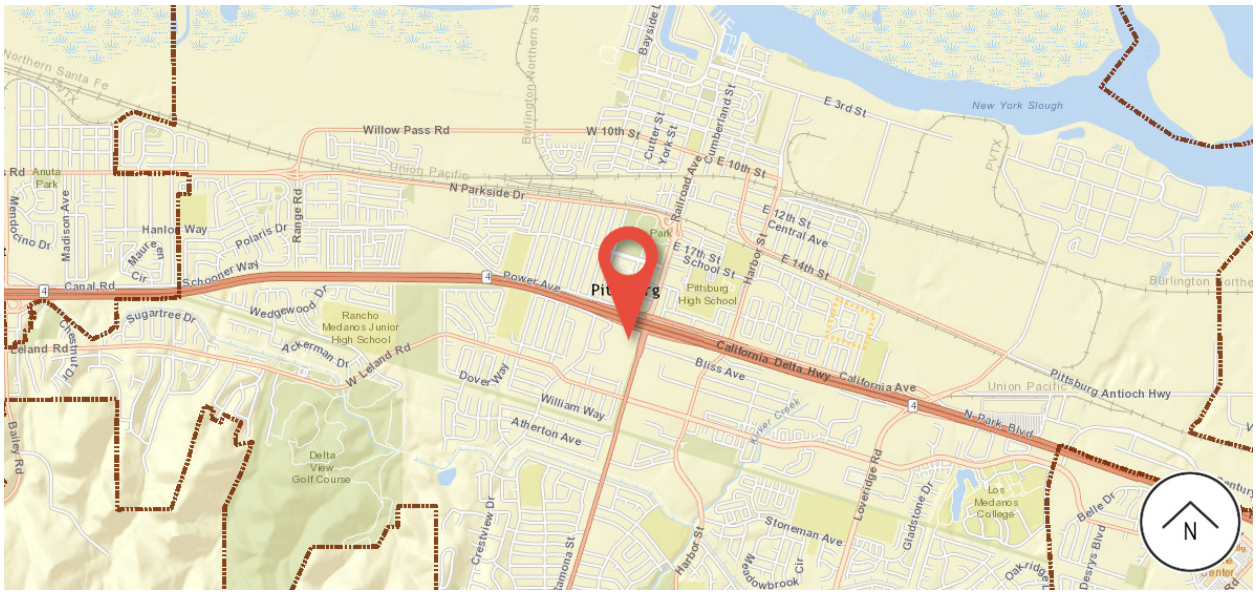
Where can I get more information about this project?
The complete file for this project is available for public inspection at the Planning Division, weekdays during the hours of 8:00 AM to 12:00 PM and 1:00 PM to 5:00 PM. You can also find out more about the project by contacting the project planner listed above.

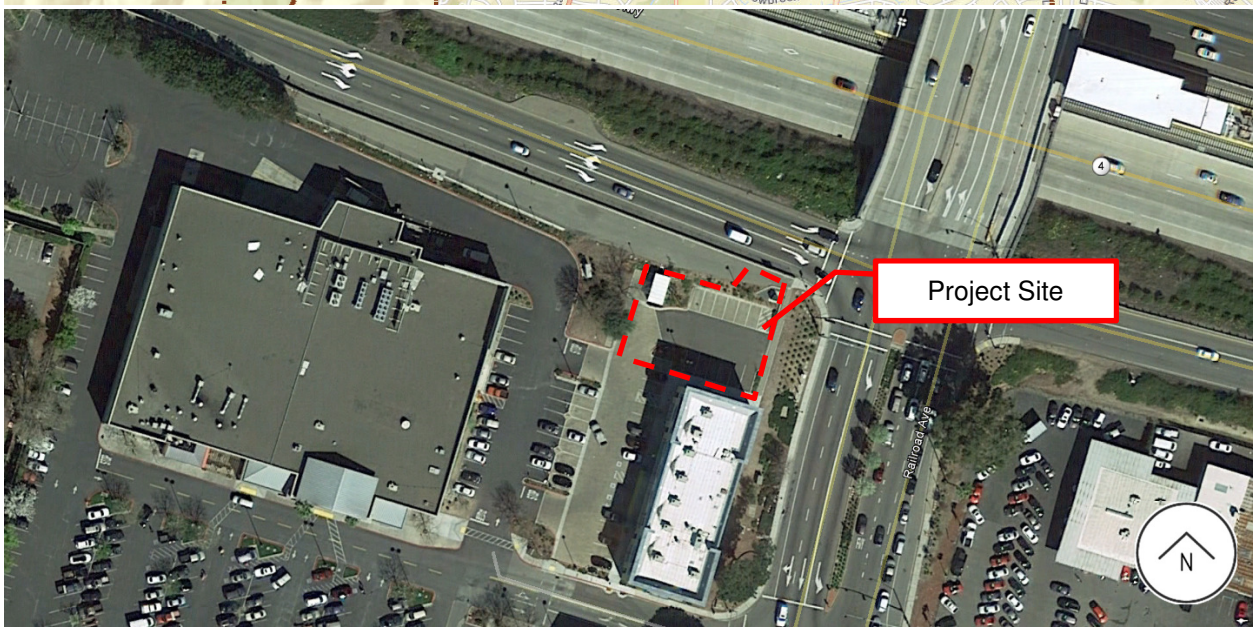
What can I do if I have comments on the project?
Comments or objections to the project can be made by writing or through oral testimony during the public hearing. Written comments citing the project name may be emailed to the project planner listed above, or may be mailed or delivered to: Pittsburg Planning Division, 65 Civic Avenue, Pittsburg, CA 94565. You may also register your comments or objections by attending the public hearing on the date and time listed above.

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.

KRISTIN POLLOT, AICP, SECRETARY
PITTSBURG PLANNING COMMISSION

Project Title: Commercial Shell Building, AP-17-1274 (VA, DR).
Location: 2108 Railroad Avenue, APN: 087-030-087





CITY OF PITTSBURG
PLANNING COMMISSION
STAFF REPORT

ITEM: **JC's Auto Body, AP-17-1299 (UP).**

ORIGINATED BY: Christopher Alvarez, 5037 Abbotford Ct., Newark, CA 94560.

SUBJECT: This is a public hearing requesting approval of a use permit to establish a major auto repair use within an approximately 1,950 square foot tenant space in an existing multi-tenant building, located at 999 Harbor Street, Suite C, in the CS (Service Commercial) District. APN: 073-060-001.

RECOMMENDATION:

Staff recommends the Planning Commission adopt Resolution No. 10089, approving Planning Application No. 17-1299, subject to conditions.

BACKGROUND:

On November 29, 2017, Christopher Alvarez of JC's Auto filed Planning Application No. 17-1292, requesting approval of a use permit to allow major auto repair within an approximately 1,950 square foot tenant space in an existing approximately 9,300 square foot multi-tenant building. The proposed use would occupy one unit (Suite C) of the 5 unit building at 999 Harbor Street.
The tenant space was previously leased by O'Briens Auto Repair until December 1, 2017.

PROJECT DESCRIPTION:

Existing Conditions: The project site is located within the City of Pittsburg north of Pittsburg-Antioch Highway, east of Harbor Street, and southwest of a railroad spur. The 20,000 square-foot site is developed with the 9,300 square foot metal building, parking along the southern property line, landscaping, and lighting. The parking lot contains 14 spaces, including one ADA (Americans with Disabilities Act) compliant space. One approximately 25-foot wide driveway off of Harbor Street provides vehicle access to the property. The site is currently owned by YB Enterprise, LLC.

The building on the site is divided between tenants. Existing businesses on the property include O'Brien Auto Repair in suites A, B, and D and Auto Design Pro in suite E, both limited auto repair uses.

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 to establish a major auto repair shop that would be open Monday through Friday between 6:00 a.m. and 6:00 p.m., and Saturday between 7:00 a.m. and 3:00 p.m. The

site plan shows the proposed major auto repair shop would be divided into 5 spaces; 1) frame rack, 2) spray booth, 3) prep station, 4) upholstery and auto body work, and 5) office. Restoration work at the site would include upholstery work, metal repairs, body work, custom fiberglass, car modifications, and custom paint jobs. All repair activities would take place inside the shop. There would be three to six employees at the business.

GENERAL PLAN/CODE COMPLIANCE:

General Plan: The project site is located in the 'Northeast River' of the General Plan. The project is consistent with the goals of the Northeast River subarea, specifically 2-G-12, in that the proposed project would maintain the industrial use and character of the area. The site has a land use designation of 'Service Commercial'. This land use designation is intended to provide sites for commercial businesses not appropriate in other commercial areas because of potential adverse impacts on other uses. Allowable uses generally include automobile sales and services, building materials, nurseries, equipment rentals, contractors, wholesaling, warehousing, storage, and similar uses.

Zoning: The property is located within the CS (Service Commercial) District. The proposed use falls under the use classification of 'Auto Repair, Major,' which is a sub category of "Vehicle/Equipment Sales and Services", as defined by the Pittsburg Municipal Code (PMC) section 18.08.080(28)(a). Per the schedule in PMC section 18.52.010, this use classification is permitted in the CS District upon approval of a use permit.

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

Parking: As discussed in the 'Existing Conditions' section above, there are 14 off-street parking spaces available at the project site. PMC section 18.78.030(A) states that additional parking for multi-tenant buildings is only required "when there is a change in the use classification of a building which creates an increase in the number of required spaces." The site was originally developed for service commercial and office uses and would continue being used for those purposes, therefore the proposed use does not trigger additional off-street parking.

Signage: There is a master sign program on file for this site. Future wall signs are subject to staff approval and conformance with the master sign program.

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:

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 light of taxation and spending restraints imposed by law;

I. is consistent with the City's approved funding priorities; and

J. 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.

Environmental: This project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) under Class 1, 'Existing Facilities', of the State CEQA Guidelines, section 15301.

Public Notice: On or prior to March 3, 2018, notice of the March 13, 2018, 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.

ANALYSIS:

Staff believes that the Planning Commission can make the required findings to approve the use permit, with the inclusion of several conditions of approval, as detailed below:

1. Vehicle dismantling shall not occur on site (Condition No. 2).

2. The operator shall ensure the use does not produce an unreasonable, disturbing, or unnecessary emission of odors at the property line of the site, in accordance with PMC section 18.82.045 (Condition No. 6).
3. The site shall be maintained in a neat and clean manner at all times. Trash and debris shall not be allowed to accumulate on or around the site, or on the street gutters and sidewalks. The entire site including paved, unpaved and landscaped areas must be kept in a neat and orderly manner, free of weeds, loose trash, debris and other litter. The operator shall maintain all landscaped areas using minimal or no pesticides. The operator shall inspect and pick up litter on site daily (Condition No. 16).
4. The applicant shall maintain permanent, fixed bicycle parking for at least four (4) bicycles on-site in a location providing convenient access and natural surveillance. The final location of bicycle parking stalls shall be subject to review and approval by the Planning Division prior to installation, and installation must be completed within 60 days of approval of this resolution (Condition No. 17).
5. Hours of operation shall be limited Monday through Friday between 6:00 a.m. and 6:00 p.m., and Saturday between 7:00 a.m. and 3:00 p.m. (Condition No. 18).

With the incorporation of the conditions identified above, the use would not be detrimental to the health, safety, and general welfare of the City. The project would help promote the public health of residents by occupying a site that would otherwise be vacant and could become a nuisance. The proposed project would provide a new commercial business within the city that would have a positive impact on the City's tax base. It would also have a positive impact on adjacent vehicle sales/service uses, in that this and the surrounding auto uses would share a customer base, while also providing the existing customer base with another option.

ACTION REQUIRED:

Move to adopt Resolution No. 10089, approving Planning Application No. 17-1299, subject to conditions.

ATTACHMENTS:

1. Proposed Resolution No. 10089
2. Project Plans, dated November 29, 2017
3. Project Location & Surrounding Land Uses Map
4. Property Development Regulations Table
5. Public Hearing Notice/Vicinity Map

Prepared by: Celina Palmer, Planning Technician

PROPOSED

BEFORE THE PLANNING COMMISSION OF THE CITY OF PITTSBURG

In the Matter of:

Resolution Approving a Use Permit to Allow a Major Auto Repair Use, located at 999 Harbor Street, Suite C, for "JC's Auto Body, AP-17-1299 (UP)."	))))	Resolution No. 10089

The Planning Commission DOES RESOLVE as follows:

Section 1. Background

A. On November 29, 2017, Christopher Alvarezof JC'sAuto Body, filed PlanningApplication No. 17-1299, requesting approval of a use permit to establish a major auto repair use within an approximately 1,950 square foot tenant space in an existing multi-tenant building, located at 999 Harbor Street, Suite C, in the CS (Service Commercial) District. APN: 073-060-001.

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. Pursuant to PMC section 18.16.040, a use permit may be granted only after the Planning Commission makes a determination that the proposed use:

1. is in accord with the objective of this title, 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 the 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.

D. This project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) under Class 1, 'Existing Facilities', of the State CEQA Guidelines, section 15301.

E. On or prior to March 3, 2018, notice of the March 13, 2018, 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.

F. On March 13, 2018, the Planning Commission held a public hearing on Planning Application No. 17-1299, at which time oral and/or written testimony was considered.

Section 2. Findings

A. Based on the Planning Commission Staff Report entitled, "JC's Auto Body, AP-17-1299 (UP)," 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 JC's AutoBody facility:

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 the proposed major auto repair is a conditionally permitted use in the CSDistrict. If bicycle parking for at least four (4) bicycles is provided on site, then the existing structure/site would fully comply with all development requirements of the CS District.

b. Will not be detrimental to the health, safety, and general welfare of the

City, ifvehicle dismantling is prohibited on site and if the proposed project complies with all applicable local, state, and federal agencies.

c. Will not adversely affect the orderly development of property within the City; rather, approval of the use permit will allow the applicant to occupy a vacant site, preventing it from becoming a public nuisance. Further, 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.

e. Is consistent with the General Plan, specifically goal 2-G-12, in that the proposed use will maintain the industrial use and character of the area.

f. Will not create a nuisance or enforcement problem, ifthe hours of operation are limited toMonday through Friday between 6:00 a.m. and 6:00 p.m., and Saturday between 7:00 a.m. and 3:00 p.m.

g. Will not encourage marginal development within the neighborhood, in that the existing building has been well-designed and architecturally articulated with a complementing site design that places an appropriate amount of landscaping along the property frontage.

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.

Section 3. Decision

A. Based on the findings set forth above, the Commission hereby approves Planning Application No. 17-1299, subject to the following conditions:

1. The approved use shall be operated in a manner substantially as presented to the Planning Commission in the staff report identified above and as presented in the project plans, dated November 29, 2017, except as modified by the conditions below. Operation of the approved business

in a manner inconsistent with this use permit shall be grounds for revocation of the approval.

2. Vehicle dismantling shall not occur on site.

3. Wrecked or inoperable vehicles shall not be stored outside the building for any amount of time.

4. All vehicle repairs and work conducted on-site in conjunction with the business shall occur inside the building.

5. A maximum of two vehicles awaiting service, or pick-up from service, may be parked outdoors at any one time. They shall only be parked intwo spaces that are clearly marked and designated for either pick-up or delivery of vehicles related to the proposed use.

6. The applicantshall ensure the use does not produce an unreasonable, disturbing, or unnecessary emission of odors at the property line of the site, in accordance with PMC section 18.82.045.

7. The applicant shall not place any temporary structures, signs, or banners onsite or offsite, or hold any temporary uses not covered in this use permit or permitted as an ancillary use on the site, without first applying for the appropriate permits and receiving appropriate approvals from the Planning Division and Engineering Division as required.

8. Vehicle washing on site shall be prohibited in conjunction with the use.

9. All paved surfaces on site shall be maintained in good condition and cleaned at least once a year, between July 15 and October 15 (just prior to the rainy season). Cleaning of paved surfaces shall incorporate Best Management Practices that capture and clean the dirty water prior to discharging it to the storm drain.

10. Employees shall be trained on how to implement and use current Best Management Practices related to vehicle maintenance, chemical storage (as applicable), and general site maintenance, including those activities' potential for storm water and ground pollution and how to minimize those potentials.

11. To prevent accidental spills from entering the City's storm drains, all potentially hazardous materials shall be stored in aboveground containers located at a designated area indoors. The aboveground containers shall be placed within a secondary containment area, such as a leak-proof tub or diked concrete area, in case of primary container failure, and shall be subject to inspection by the City's Development Services Department and

Contra Costa County Fire Protection District upon request.

12. The applicant shall ensure that vehicles parked on-site are maintained so as not to leak oil or other potentially hazardous fluids onto the ground. The applicant shall inspect the site regularly for spills or leaks from parked vehicles, and any spills or leaks shall be immediately cleaned using dry cleanup methods such as rags or other absorbent material for cleanup of leaks and spills. No part of the site shall be cleaned by hosing the area down with water, unless the wastewater is collected and properly discarded into a sanitary sewer.

13. The applicant shall ensure that employees of the business do not discharge oil or other vehicle fluids wastewater or any cleaning agents into any exterior storm drain system or to any storm drain inlets or catch basins. Wastewater from any on-site cleaning must be properly discarded, with permission from Delta Diablo as appropriate, to the sanitary sewer.

14. The applicant shall obtain an industrial discharge permit from the State Water Resources Control Boardfor their automotive repair operations.

15. If the business uses, handles, or stores hazardous materials (chemicals) in quantities of greater than 55 gallons (liquid), 500 pounds (solid) or 200 cubic feet (gas), then a Hazardous Materials Response Plan and Chemical Inventory shall be submitted to the Contra Costa Health Services Hazardous Material Program.

16. The site shall be maintained in a neat and clean manner at all times. Trash and debris shall not be allowed to accumulate on or around the site, or on the street gutters and sidewalks. The entire site including paved, unpaved and landscaped areas must be kept in a neat and orderly manner, free of weeds, loose trash,debris and other litter.The applicant shall maintain all landscaped areas using minimal or no pesticides. The applicantshall inspect and pick up litter on site daily.

17. The applicantshall maintain permanent, fixed bicycle parking for at least four (4) bicycles on-site in a location providing convenient access and natural surveillance. The final location of bicycle parking stalls shall be subject to review and approval by the Planning Division prior to installation, and installation must be completed within 60 days of approval of this resolution.

18. Hours of operation shall be limited to Monday through Friday between 6:00 a.m. and 6:00 p.m., and Saturday between 7:00 a.m. and 3:00 p.m..

19. There shall be no boats or recreational vehicles on the property and no outside storage of trailers, miscellaneous material, equipment, parts or debris.

20. No automobile sales shall be permitted on site, in conjunction with the business.

Standard Conditions:

21. 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.

22. 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.

23. 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.

24. It shall be the responsibility of the applicant to maintain an updated business license containing an accurate description of the use at the site.

25. 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.

26. 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 personchallenging 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.

27. This use permit approval will expire on March 13, 2019, unless 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 13th day of March, 2018, by the Planning Commission of the City of Pittsburg, California by the following vote:

AYES:

NAYES:

ABSTAIN:

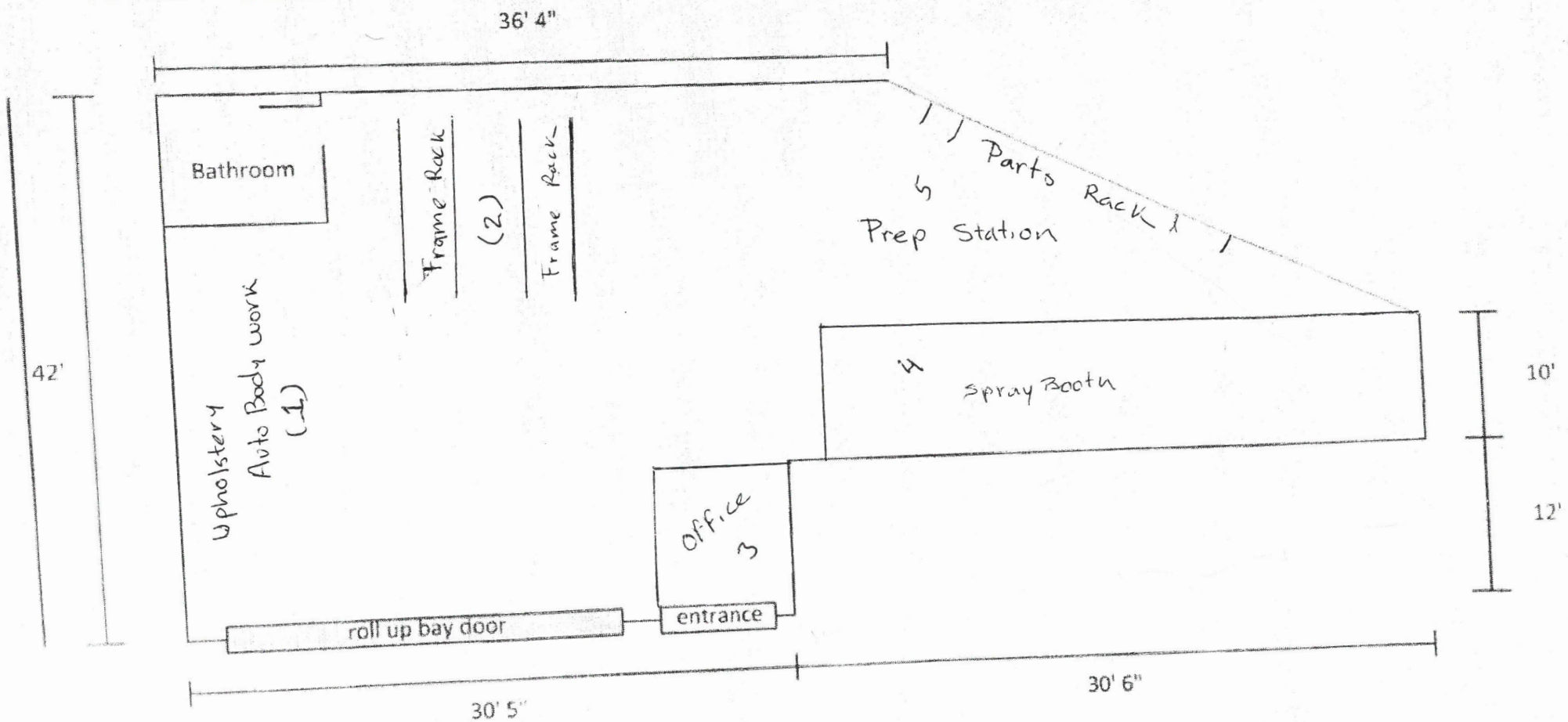
ABSENT:

I hereby certify that the above Resolution No. 10089 was adopted by the Planning Commission of the City of Pittsburg on March 13, 2018.

_____
KRISTIN POLLOT, AICP, SECRETARY
PITTSBURG PLANNING COMMISSION

RECEIVED
NOV 2 9 2017
PLANNING DIVISION

999 Harbor St
Pittsburg, CA 94565
Unit C



Clear Ceiling Height: 16'

Building Size: 1,950 sq ft

Property Type: Industrial Automative Use

Property Photos

Building Photo

Building Photo

PLANT LEGEND

TREES

1	#15	EUCALYPTUS S. 'ROSEA'	PINK IRONBARK
4	#15	PISTACIA CHINENSIS	CHINESE PISTACHE
8	#15	PYRUS C. 'CAPITAL'	FLOWERING PEAR

SHRUBS

3	#5	ELEAGNUS 'FRUITLANDII'	ELEAGNUS FRUITLANDI
3	#5	PENNISETUM S. 'RUBRUM'	FOUNTAIN GRASS
2	#5	PHOTINIA FRASERI	PHOTINIA
16	#5	RAPHIOLEPIS INDICA ROSEA	PINK INDIA HAWTHORN

SUB SHRUBS

24	#1	AGAPANTHUS 'QUEEN ANNE'	LILY-OF-THE-NILE
14	#1	HEMEROCALLIS EVERGREEN HYBRIDS	

VINES

▼ 19	#1	CAMPSIS RADICANS	TRUMPET CREEPER
● 4	#5	WISTERIA SINENSIS	CHINESE WISTERIA

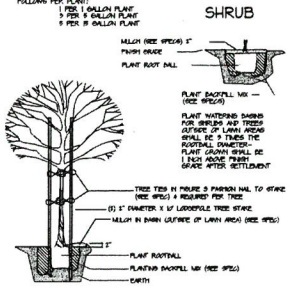
GROUNDCOVERS

FLATS	APTENIA 'RED APPLE'	PLANT 12" O.C.
FLATS	GAZANIA 'MIXED COLORS'	PLANT 12" O.C.

PLANTING DETAIL

NOTE:

PLANTING PIT SHALL BE TWICE THE DIAMETER AND ONE-HALF THE DEPTH OF THE ROOT BALL. USE 1L SPACE PLANTING TABLET AS FOLLOWS PER PLANT:
1 PER 1 GALLON PLANT
2 PER 5 GALLON PLANT
5 PER 15 GALLON PLANT



LANDSCAPE SPECIFICATIONS

PART I GENERAL

1.1 SCOPE. Provide all labor, materials, tools, equipment, transportation, and services necessary to complete the landscaping as shown onthe Plans, including, but not limited to renovation and removal of existing landscaping materials; placement, preparation, and the fine grading of topsoil; header-boards and mowbands; planting, fertilizing and staking of turf, groundcover shrubs and trees; cleanup; and any other items as indicated on the Plans or as herein specified

1.2 PERFORMANCE. The Contractor shall be solely and completely responsible for his working conditions at the site, including the safety of all persons and property during the performance of his work.
A. Planting operations shall be performed by personnel familiar with planting procedures and under the supervision of a qualified planting foreman.
B. Use whatever means necessary to protect planting materials before, during, and after installation; and to protect the work of others. In the event of damage, immediately make all repairs and replacements necessary with no additional cost to the Owner.
C. Keep all areas cleaned daily. Contractor is responsible for keeping the site free from debris which result from landscape work or maintenance operations

PART II PRODUCTS

2.1 PLANT MATERIALS

A. Nursery stock - Plants shall be as shown on the Plans, #1 grade, fresh vigorous, of normal growth, free from disease, insects, insect eggs or larvae, or injured bark. Plant materials are subject to inspection and approval or rejection on the site at any time on the basis of size, variety, condition, latent defects, or injuries. Rejected plant materials shall be immediately removed from the site and replaced. Protect plants from adverse weather conditions prior to planting. Planting legend of for convenience only; quantities shall be furnished to complete the work.

B. Groundcovers - Groundcovers shall be as specified on the Plans, well rooted and established; hardened off for a minimum of thirty days prior to delivery at site.

2.2 SOIL AMENDMENTS, FERTILIZERS, & HERBICIDES

A. Soil Amendment - shall be nitrified redwood, cedar compost, or approved equal
B. Fertilizers - Planting tablets shall be 'Agriform' slow release planting tablets (20-10-5), 21 gram size, by Sierra Chemical Company. Granular fertilizer shall be 'Best Turf Supreme' pelleted fertilizer (16-4-8) by Occidental Chemical Company.
C. Herbicides - Pre-emergent herbicide, granular or liquid, shall be as recommended for this project by a registered Pest Control Advisor, for use in all landscape areas, except turf. Submit written recommendations to Owner.

2.3 PLANT STAKING MATERIALS

A. Tree Stakes - shall be minimum 2" diameter by 8' longpressure treated lodgepole pine stakes, standard in the trade.
B. Tree Ties - shall be a sturdy rubber tie type, without wires.

2.4 PLANTING BACKFILL MIX

A. Backfill mix for planting of all trees and shrubs shall consist of the following per cubic yard:
50% clean on-site topsoil
50% soil amendment
20# granular fertilizer
B. Planting backfill mix shall be thoroughly premixed on-site and stockpiles for planting operations.

PART III EXECUTION

3.1 CONDITIONS AND WORKMANSHIP

Review site conditions and verify that the landscaping can be completed in accordance with the Plans. Notify the Owner and the Landscape Architect in the event of discrepancies so that the Plans may be reviewed and changed

3.2 INSTALLATION AND WORKMANSHIP

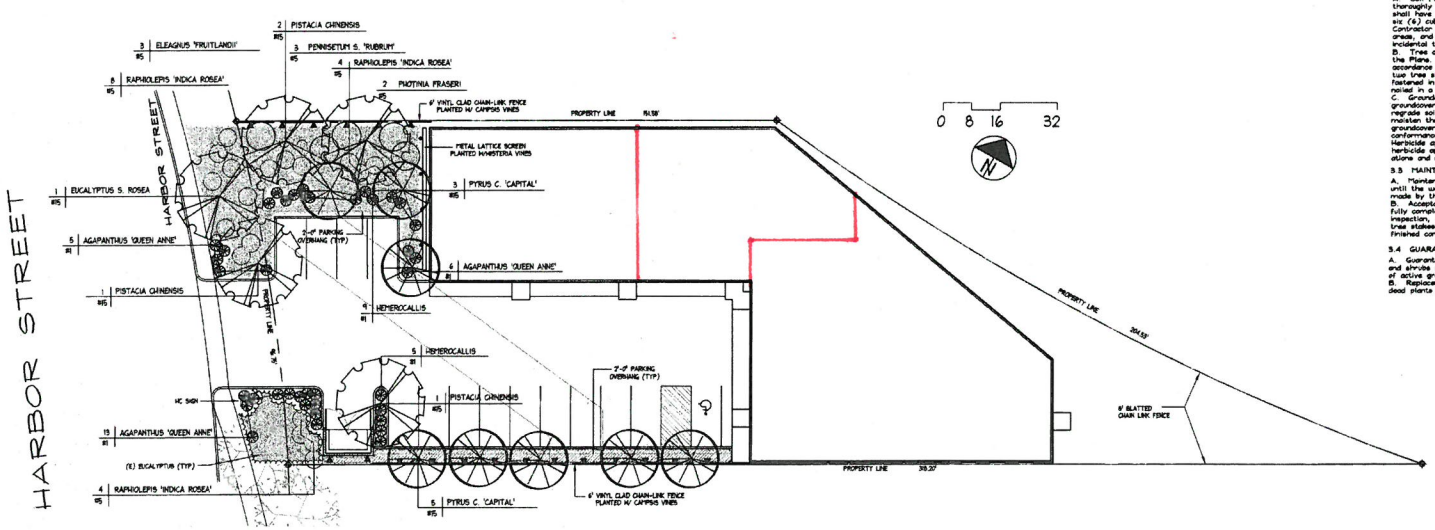
A. Soil Preparation and Finish Grading - all areas to be landscaped shall be thoroughly rototilled to a minimum depth of six inches (6"). Planting areas shall have soil amendment incorporated into all planting areas at the rate of six (6) cubic yaards per 1,000 sqare feet during the rototilling process. Contractor shall be responsible for maintaining finish grades in all planting areas, and for executing any grading necessary for mounding, drainage, and incidental to planting operations.
B. Tree and Shrub Planting - planting layout shall be in accordance with the Plans. Secure approval of Owner before planting. Prepare plant pits in accordance with the Planting Detail. All trees shall be securely staked with two tree stakes, driven vertically 2' , into firm ground. Trees shall be fastened in at least two locations per tree stake with rubber tree ties, noised in a figure 8 fashion, allowing room for two years growth.
C. Groundcover Planting - apply and incorporate granular fertilizer to all groundcover areas at the rate of 10# per 1,000 sqare feet. Rake and regrade soil to conform with the grading requirements. Prior to planting, moisten the soil. Water groundcover areas thoroughlyafter planting. Water groundcover inflola one hour before planting. Plant in evenly spaced rows in conformance with the spacing specified on the Plans.
Herbicide application - immediately treat groundcover areas with pre-emergent herbicide applied in accordance with the Pest Control Advisor's recommendations and manufacturer's published instructions.

3.3 MAINTENANCE AND ACCEPTANCE

A. Maintenance - Contractor shall perform all maintenance necessary until the work is completed and final inspection and acceptance has been made by the Owner.
B. Acceptance - Contractor shall request inspection when the work has been fully completed in accordance with the Plans and Specifications. Prior to the inspection, Contractor shall thoroughly weed and rake all planting areas, replumb tree stakes, and generally put all landscape areas into a neat, clean, and finished condition.

3.4 GUARANTEE AND REPLACEMENT

A. Guarantee - The Contractor shall provide written guarantee that all trees and shrubs planted under this work shall be in a healthy and vigorous condition of active growth at the end of ninety days from the date of acceptance.
B. Replacement - Contractor shall replace, without cost to the Owner, all dead plants and any plants not in a vigorous, thriving condition.



PLANTING PLAN

REGISTERED LANDSCAPE ARCHITECT ROBERT S. HUTCHINS STATE OF CALIFORNIA

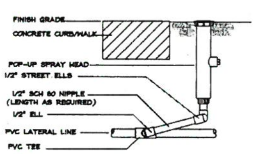
REVISIONS

David & Sharon Vaughan
109 Shasta Ct Antioch, CA 94509
(925) 766-3298

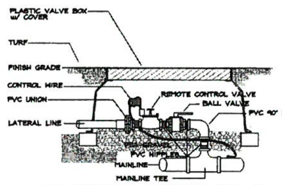
BUILDING for DYNAMIC ELECTRIC
999 HARBOR STREET
PITTSBURG, CA

SDC SITE DEVELOPMENT CONSULTANTS
Landscape Architecture and Planning
Post Office Box 750, Brentwood, CA 94513
Phone/Fax: (925) 634-8500

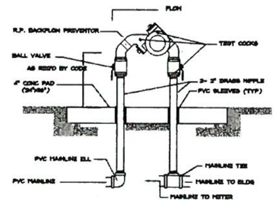
DATE	6/10/03
SCALE	1/16"=1'
DRAWN	RSH
JOB	21130
SHEET	L2



① POP-UP SHRUB SPRAY HEAD
NOT TO SCALE

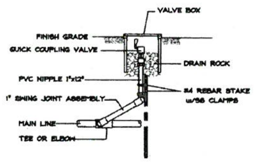


② REMOTE CONTROL VALVE
NOT TO SCALE



④ R.P. BACKFLOW PREVENTOR
NOT TO SCALE

REFER TO ATTACHED HANDOUT RE: APPROVED BACKFLOW PREVENTION ASSEMBLIES.



③ QUICK COUPLING VALVE
NOT TO SCALE

IRRIGATION EQUIPMENT LIST

Equipment	Detail
HUNTER INST-06 POP-UP SPRAY HEAD 15' Series Nozzles-Part Circle as required	DETAIL 1
HUNTER INST-12-CV POP-UP SPRAY HEAD 15' Series Nozzles-Part Circle as required	DETAIL 1
HUNTER INST-12 POP-UP SPRAY HEAD 15' Series Nozzles-Full Circle	DETAIL 1
HUNTER INST-06 SPRAY HEAD 12' Series Nozzles-Part Circle as required	DETAIL 1
HUNTER INST-06 POP-UP SPRAY HEAD 12' Series Nozzles-Full Circle	DETAIL 1
HUNTER INST-06 POP-UP SPRAY HEAD SS-530 Center side strip	DETAIL 1
HUNTER INST-06 POP-UP SPRAY HEAD LCS & RCS - 515 side strip	DETAIL 1
HUNTER INST-06 POP-UP SPRAY HEAD 7' Series Nozzles-Part Circle as required	DETAIL 1
HUNTER INST-06 POP-UP SPRAY HEAD S-16A Stream nozzle	DETAIL 1
HUNTER REMOTE CONTROL VALVE Model PGV-101G - 1" Globe	DETAIL 2
RAIN BIRD 3RC/33DK/SH-0 QUICK COUPLER VALVE Installed in Plastic Valve Box w/ 2 keys/hose swivels	DETAIL 3
FEBCO 825YA ANGLE RP BACKFLOW 1" Installed per City of Pittsburg Stds	DETAIL 4
HUNTER ICC-800 8 STATION IRRIGATION CONTROLLER Model 800- (M if exterior/P if interior)	
MAIN LINES Schedule 40 1-1/2" as Noted - 18" Cover min	
LATERAL LINES Class 200 Size as Noted - 12" Cover min	

A6 — VALVE NUMBER
18 — GALLONS PER MINUTE
1" — VALVE SIZE

IRRIGATION SPECIFICATIONS

PART I GENERAL

1.1 SCOPE. Provide all labor, materials, tools, equipment, transportation, and services necessary to complete the irrigation system as shown on the Plans; including, but not limited to excavation, backfilling, and compaction of trenches; assembly and testing of system; submittals and permits as required; cleanup; and any other items as indicated on the Plans and/or as herein specified

1.2 PERFORMANCE. The Contractor shall be solely and completely responsible for his working conditions at the site, including the safety of all persons and property during the performance of his work.
A. Operations shall be performed by personnel familiar with irrigation installation procedures and under the supervision of a qualified foreman.
B. Use whatever means necessary to protect irrigation materials before, during, and after installation; and to protect the work of others. In the event of damage, immediately make all repairs and replacements necessary with no additional cost to the Owner.
C. Do not install the irrigation systems as shown by the drawings if it appears grades and layout of improvements have been changed in the field and such may not have been considered during the irrigation design. Bring concerns regarding obstructions and differences to the Owner's representative.
D. Keep all areas cleaned daily. Contractor is responsible for keeping the site free from debris which result from irrigation work.

1.3 WORKMANSHIP. All workmanship shall be of the best quality and shall be acceptable to the Owner.

1.4 CODES AND STANDARDS. All work under this section shall conform with all state and local codes regarding electrical, plumbing, and safety. Inspections by governing agencies shall be made to assure compliance.

1.5 SUBMITTALS.
A. Material Submittals - Contractor shall provide submittals showing materials to be used on the work and indicating any proposed substitutions. Do not assume approval for substitution without written notice.
B. As-Built Drawings - During the course of construction the Contractor shall carefully record changes from the Plans to a record set of drawings.
C. Guarantee - Contractor shall provide the Owner with a written guarantee covering the entire irrigation system against defects in materials and installation for a period of 1 year from the date of acceptance.

PART II PRODUCTS

2.1 PLASTIC PIPE
All plastic pipe shall be new, free from defects, continuously marked with manufacturer's name, pipe size, IPS size (schedule/class number), type of materials, and code number.
A. All pressure mainlines shall be PVC 1120-1220, NSF polyvinal chloride minimum IPS Schedule 40, solvent weld, or as otherwise shown on the Plans.
B. All non-pressure lines shall be PVC 1120-1220, NSF polyvinal chloride, minimum IPS Class 200, solvent weld, or as otherwise shown on the Plans.

2.2 PLASTIC FITTINGS AND NIPPLES. All fittings shall be Type I-II, NSF polyvinal chloride, minimum IPS Schedule 80, ASTM, die-threaded.

2.3 PVC SOLVENT AND PRIMER. Use only plastic pipe primer and solvent approved by NSF and UPC, and as recommended for use by the manufacturer of the plastic pipe and fittings.

2.4 BACKFLOW PREVENTION. Backflow prevention device shall be of manufacture, type, and size as indicated on the Plans.

2.5 GATE VALVES. Gate valves shall be of manufacture and type specified equal to line size unless otherwise indicated.

2.6 QUICK COUPLER VALVES. Quick coupler valves and quills shall be as specified and of same manufacturer. Provide quick coupler quills, hose swivels, and locking cover keys in quantities specified.

2.7 AUTOMATIC CONTROL VALVES. Electrical control valves shall be 24V electric solenoid, diaphram type of manufacture and size as indicated on the Plans.

2.7 AUTOMATIC IRRIGATION CONTROLLER. Automatic irrigation control device shall be 120V/24V programmable with program retention, of manufacture, capacity, and type as shown on the Plans.

2.8 LOW VOLTAGE WIRE AND CONNECTORS.
A. Low voltage control wire shall be UL-UF approved, direct burial, PVC cased. Use minimum UF #14 colored for control and UF #12 white for common. Provide extra control wire, diferent color, for entire runs for future.
B. Control wire connectors shall be Snaptite ST-05 with PVC sealant, UL approved for water resistant PVC insultate copper wires.

2.9 VALVE BOXES. Plastic valve boxes shall be Brooks #1419 with locking cover, or as otherwise indicated on the Plans, or approved equal.

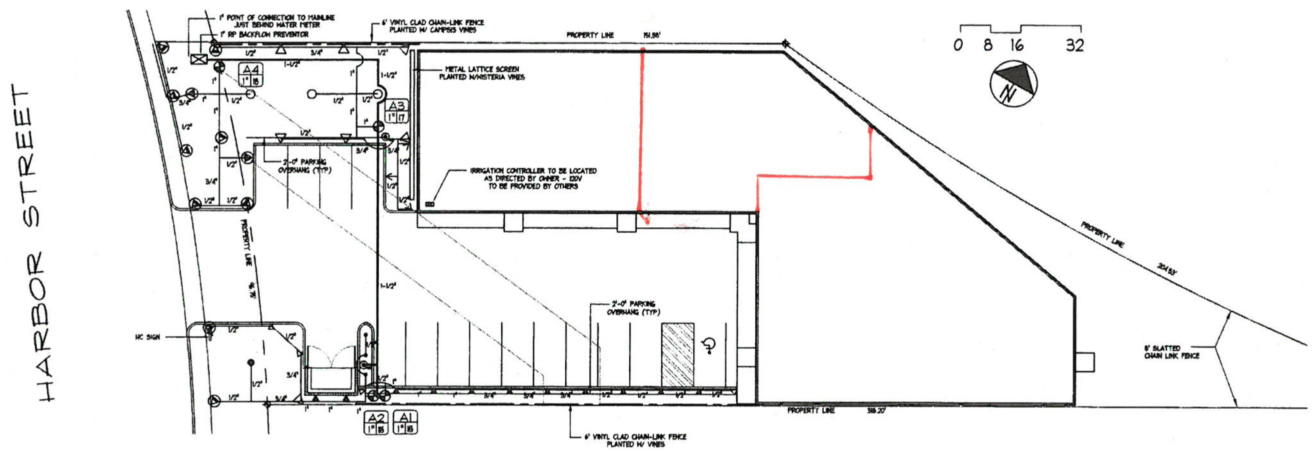
PART III EXECUTION

3.1 CONDITIONS AND WORKMANSHIP
Review site conditions and verify that the irrigation can be completed in accordance with the Plans. Notify the Owner and the Landscape Architect in the event of discrepancies so that the Plans may be reviewed and changed

3.2 INSTALLATION AND WORKMANSHIP
A. Excavation and Backfill - Contractor shall provide all excavation and trenching necessary for the execution of work included in this section. Contractor shall verify with all necessary agencies and others as required to determine locations of existings underground facilities. Contractor shall be responsible for any existing facilities, pipes, wires, or lines in the work area.
Backfill shall be free from rubble and debris, compacted and graded to conform with the surrounding finish grade with no future settlements.
B. Piping - layout is diagramatic and equipment shown in paving is intended to be installed in the planting areas. Sleeve under drives and walks.
Carefully inspect all pipe and fittings before installation, removing dirt, scale, burrs, and breakage as necessary.
Unless otherwise indicated on the Plans and Details, minimum soil cover shall be 12 inches for non-pressure laterals and 18 inches for pressure mains and low voltage electrical wires. Snake pipe in trenches before backfilling, allowing for expansion and contraction.
1. Plastic joints - Use the specified preimer and solvent, making all joints in accordance with the manufacturer's recommended methods. Allow at least 24 hours curing time before pressurizing pipe with water.
2. Plastic to metal joints - Work all threaded connections first using teflon tape on threads in accordance with the fitting manufacturer's recommendations. Tighten with light wrench pressure. Do not overtighten.
C. Backflow Prevention - Install backflow prevention device in accordance with local plumbing codes and/or detail on the Plans. Locate as shown on the Plans as close as possible to the discharge side of the water meter.
D. Remote Control Valves - Shall be installed in accordance with the Plans and Details. A valve box shall be installed for each valve as shown, with 6 inches of pea gravel installed underneath the valve. The top of the valve box shall conform with surrounding grade after settlement unless indicated otherwise by the Detail.
1. Valve boxes shall be labeled by engraving with controller/valve number.
E. Automatic Controller & Low Voltage Wiring - Install wall mount controller approximately where indicated on the Plans and as directed by the Owner.
1. A sprinkler controller chart, consisting of a reduce copy of the as-built Plan shall be colored by valve, laminated in plastic, and mounted inside the controller cover.
2. Low voltage wiring shall be installed in conformance with local electrical codes. All splices and connections shall be made inside of valve boxes, using Snaptite dri-splice connectors and sealant, installed in accordance with manufacturer's published directions.
F. Quick Coupler Valves - Install quick coupler valves with plastic swing joints in accordance with the Detail. Locate near where indicated on the Plans in a location accessible to connecting a hose. Quick coupler valves shall be installed in a round plastic valve box with lid.
G. Sprinkler Heads & Emitters - Heads and emitters shall be the type and nozzle as shown on the Plans and Legend. Provide arc-radius-gallonage as required to properly irrigate the intended areas. Install in accordance with the Details.
1. After installation clean and adjust all heads, nozzles and emitters for balanced operation and with minimum overspray on paving or building.

3.2 INSPECTION AND SUBMITTALS
A. Final Inspection - Thoroughly clean, adjust, and balance all systems. Demonstrate the entire system to the Owner or owner's representative to show that the installed and complete system is in workable, clean and efficient condition.
B. Submittals shall be provided at Final Inspection:
1. As-built drawings.
2. Written guarantee covering system for 1 year from acceptance.
3. Controller operation manual, guarantee and keys
4. Quick Coupler quills and hose swivels (2 sets required)
5. Quick Coupler cover keys (2 required)

All work shall be completed in accordance with the latest editions of the Uniform Building Code, National Electrical Code, Uniform Plumbing Code, and all Local Codes and Ordinances which apply. The Contractor shall check all Plans supplied for the Project, verify jobsite conditions, and immediately notify the Landscape Architect of any discrepancies found. Should it appear that the Work to be done, or any matter relative thereto, is not sufficiently detailed or explained by the Project Plans and Specifications, the Contractor shall contact SDC/Site Development Consultants for further clarification as may be necessary.



A.T. & S.F. RAILROAD

IRRIGATION PLAN

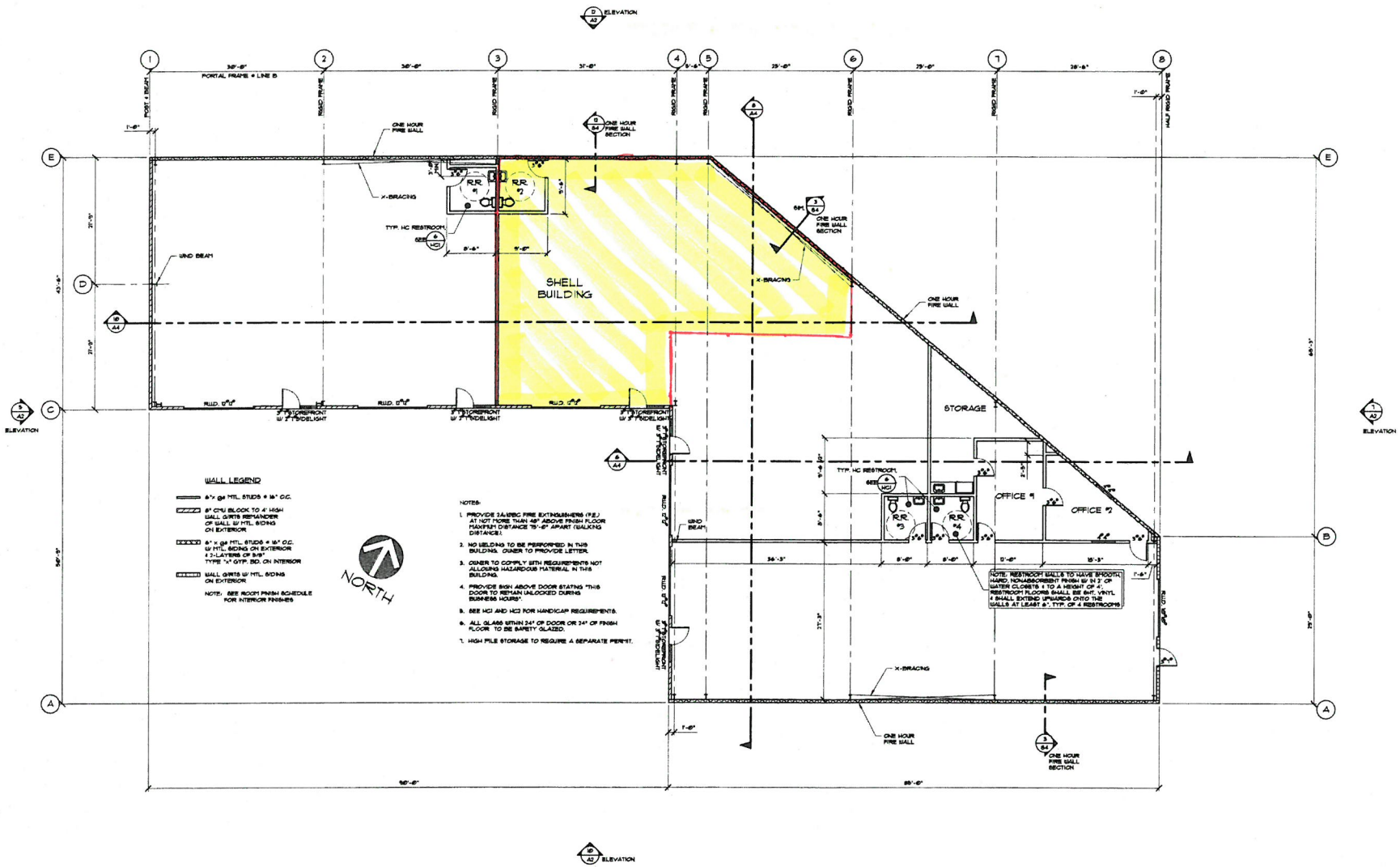
REVISIONS

David & Sharon Vaughan
109 Shasta Ct Antioch, CA 94509
(925) 766-3298

BUILDING for DYNAMIC ELECTRIC
999 HARBOR STREET
PITTSBURG, CA

SDC SITE DEVELOPMENT CONSULTANTS
Landscape Architecture and Planning
Post Office Box 750, Brentwood, CA 94513
Phone/Fax: (925) 634-8500

DATE 6/10/03
SCALE 1/16"=1'
DRAWN RSH
JOB 21130
SHEET L1



DATE	REVISIONS	BY
8/23/02	OWNER REVISIONS	CB
9/12/02	PRELIMINARY REVIEW	CB
1/3/03	BLDG. DEPT. SUBMITTAL	CB

CB ENGINEERING INCORPORATED
STRUCTURAL METAL AND CIVIL ENGINEERING
1317 Gustine Road Ste. 128 Moraga, CA 94556
Tel: (925) 376-8000 Fax: (925) 376-8001
Email: CBEng@pacbell.net

FLOOR PLAN

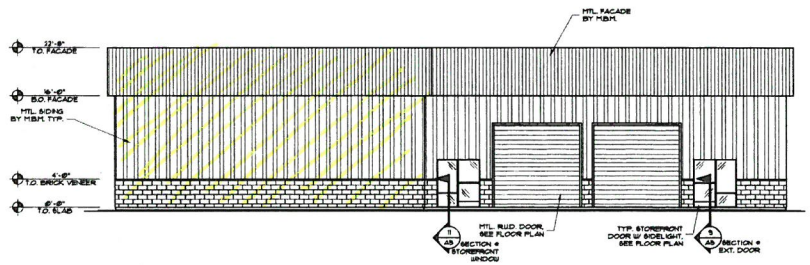
NEW METAL BUILDING FOR:
DAVE VAUGHAN OF DYNAMIC ELECTRIC
989 HARBOR STREET
PITTSBURG, CALIFORNIA

Date: 7/01/02
Scale: Shown
Approved: CB
Drawn: RC
Job #: 629-02
Sheet: A1
of Sheets

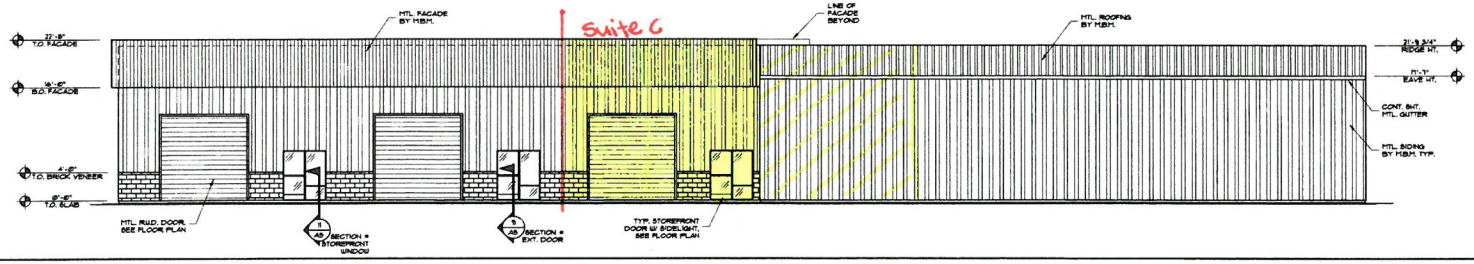
SCALE: 1/8"=1'-0"
FLOOR PLAN

NOTE:
CONTRACTOR TO PROVIDE BID ALTERNATE FOR FACADE ON ALL SIDES OF THE BUILDING W/ THE APPROPRIATE INTERIOR GUTTER SYSTEM

9 SCALE: 1"=1'-0" NOTES



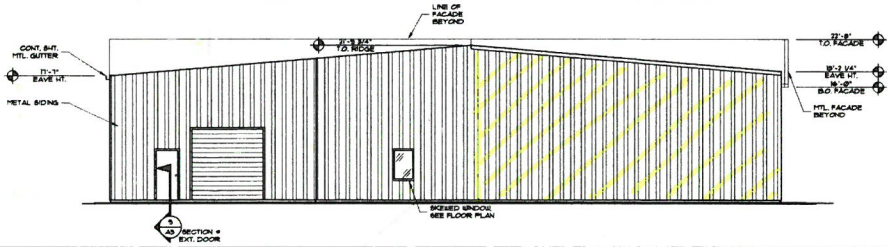
5 SCALE: 1/8"=1'-0" STREET FRONTING ELEVATION



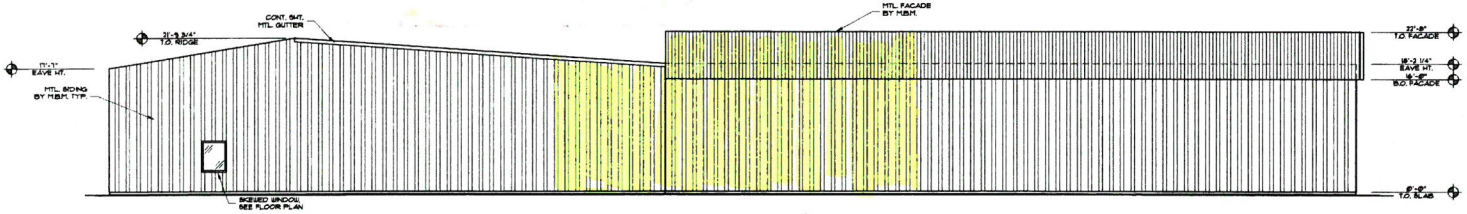
10 SCALE: 1/8"=1'-0" SIDE ELEVATION

NOT USED

11 SCALE: 1"=1'-0" NOT USED



7 SCALE: 1/8"=1'-0" REAR ELEVATION



12 SCALE: 1/8"=1'-0" SIDE ELEVATION

REVISIONS		
DATE		BY
8/23/02	OWNER REVISIONS	CB
9/12/02	PRELIMINARY REVIEW	CB
1/9/03	BLDG. DEPT. SUBMITTAL	CB

CB ENGINEERING INCORPORATED
STRUCTURAL DESIGN AND CIVIL ENGINEERING
1377 Fourteen Road P.O. box 700 Nicasio, CA 94946
Tel (415) 662-2600 Fax (415) 662-2600
Email CBE@earthlink.net

EXTERIOR ELEVATIONS

NEW METAL BUILDING FOR:
DAVE VAUGHAN OF DYNAMIC ELECTRIC
999 HARBOR STREET
PITTSBURG, CALIFORNIA

Date: 7/01/02
Scale: Shown
Approved: CB
Drawn: RC
Job #: 629-02
Sheet: A2 of Sheets

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ATTACHMENT 3

Project Location & Surrounding Land Uses Map

Property Development Regulations
JC's Auto Body
999 Harbor Street, Ste. C
073-060-001
AP-17-1299 (UP)

Development Regulations: *CS District*	**Requirement:**	**Proposed Project:**
Minimum Lot Area:	5,000 s.f.	20,007 s.f.
Minimum Lot Width:	70 ft.	96.75 ft.
Minimum Yards:	-	-
Front:	10 ft.	Approx. 55 ft.
Side	-	-
Corner:	n/a	n/a
Rear:	-	-
Maximum Height of Structures*:	50 ft.	Approx. 20 ft.
Maximum Lot Coverage:	60%	46.8%
Maximum Floor-Area Ratio (FAR):	0.5	0.49
Minimum Site Landscaping:	7%	8.8%
Off Street Parking Requirement:	Automobile and Recreational Vehicle Repair, Major 1 per 500 s.f. for 1,950 s.f. tenant space (4) Automobile and Recreational Vehicle Repair, Limited 1 per 400 s.f. for remaining 7,350 s.f. tenant space (18) TOTAL: 22	Existing: 14 spaces (1 ADA)
Bicycle Parking and Storage:	4	4 (as conditioned)

City of Pittsburg
Community Development Department – Planning Division
65 Civic Avenue, Pittsburg, CA 94565 | Tel: (925) 252-4920 | Fax: (925) 252-4814

NOTICE OF PUBLIC HEARING

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

DATE: **March 13, 2018**
TIME: **7:00 p.m.**
PLACE: **City Council Chamber at City Hall**
65 Civic Avenue, Pittsburg, California

Concerning the following matter:

JC's Auto Body, AP-17-1299 (UP).

This is a public hearing on a request for of a use permit to establish a major auto repair use within an approximately 1,950 square foot tenant space in an existing multi-tenant building, located at 999 Harbor Street, Suite C, in the CS (Service Commercial) District. APN: 073-060-001.

PROJECT PLANNER: Celina Palmer, (925) 252-4029 or cpalmer@ci.pittsburg.ca.us

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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.

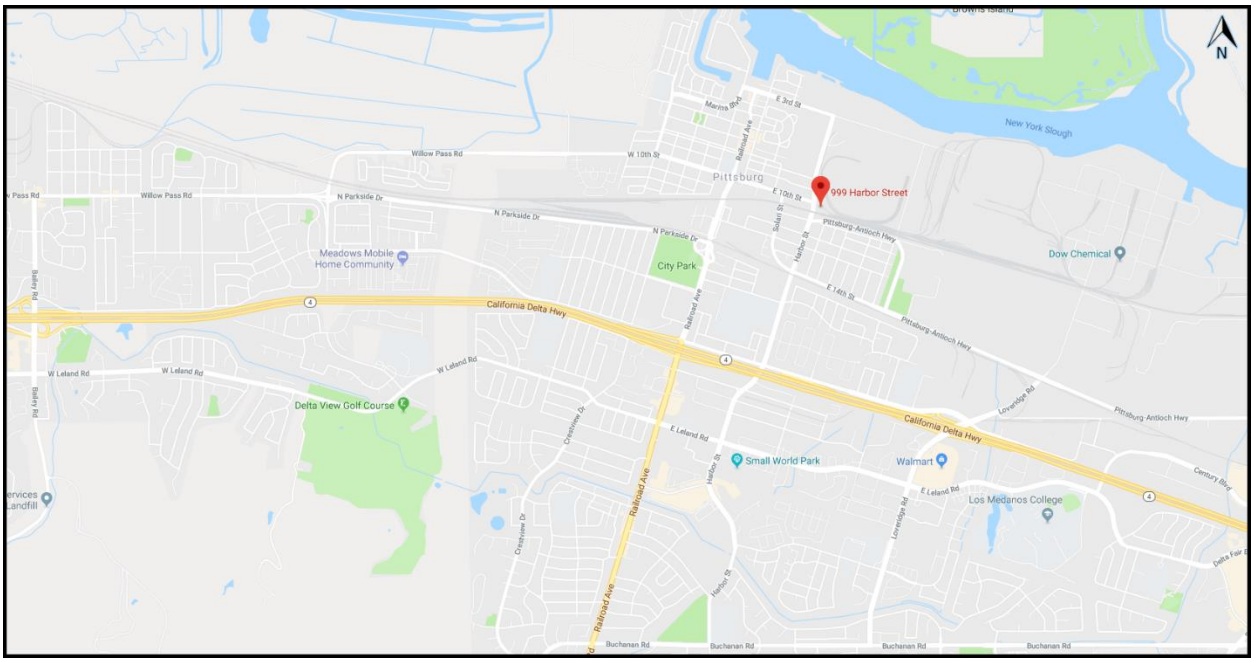
Where can I get more information about this project?
The complete file for this project is available for public inspection at the Planning Division, weekdays during the hours of 8:00 AM to 12:00 PM and 1:00 PM to 5:00 PM. You can also find out more about the project by contacting the project planner listed above.

What can I do if I have comments on the project?
Comments or objections to the project can be made by writing or through oral testimony during the public hearing. 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. You may also register your comments or objections by attending the public hearing on the date and time listed above.

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.

KRISTIN POLLOT, AICP, SECRETARY
PITTSBURG PLANNING COMMISSION

Project Title: JC's Auto Body, AP-17-1299 (UP).
Location: 999 Harbor Street, Suite C, APN: 073-060-001



CITY OF PITTSBURG
PLANNING COMMISSION
STAFF REPORT

ITEM: **Beacon Villas, AP-17-1260 (DR).**

ORIGINATED BY: Justin Tin, Amerasia LLC, 2323 Noriega St., San Francisco, CA 94122

SUBJECT: This is a request for design review approval of plans to construct a 40-unit townhouse apartment complex, as well as a mixed-use building with 14 apartment units and approximately 2,840 square feet of commercial/office space, on 2.36 acres of vacant land located at the southwest corner of West 10th Street and Beacon Street. The property is within the M (Mixed Use) District. APNs: 082-260-009, 082-260-012, 082-260-044, 085-243-001, 085-243-002, and 085-260-178.

RECOMMENDATION:

Staff recommends that the Planning Commission adopt Resolution No. 10090, approving Design Review Application No. 17-1260, subject to conditions.

BACKGROUND:

The proposed project site consists of six adjacent parcels, each with a unique history:

• Parcel 1 (APN: 085-260-044) formerly housed the 11-room "El Rey" (later "Budget Inn") Motel, which was originally constructed in the early 1950s.
• Parcel 2 (APN: 085-260-012) previously contained a single-family residence, as well as a small, four-unit multifamily apartment building.
• Parcel 3 (APN: 085-260-009) formerly contained a 16-unit multifamily apartment complex.
• Parcel 4 (APN: 085-243-001) previously contained a single-story duplex.
• Parcel 5 (APN: 085-243-002) previously contained a single-family residence.
• Parcel 6 (APN: 085-260-178) was developed as a secondary emergency vehicle access serving the Heritage Pointe subdivision in 2003.

Parcels 1-5, as described above, were acquired by the former Redevelopment Agency, and the buildings onsite were demolished, with the last remaining structures associated with the motel demolished in 2007. The parcels have remained vacant since that time. Parcel 6 currently remains as a EVA, accessible only by the Contra Costa County Fire Protection District and the Heritage Pointe Homeowners' Association (HOA).

On September 27, 2011, the Planning Commission held a public meeting to consider the development of 44 low-income residential units on Parcels 1-3, described above. During the meeting, public comment was taken, and the Planning Commission did not appear to provide any comments opposing the project; however, at the request of the

developer at that meeting, the item was continued to a date uncertain, and was not further pursued.

On August 23, 2016, the Planning Commission held a study session, at which time preliminary plans for the project were presented to the Commission and feedback was provided to the applicant. During the study session, the Commission expressed concerns regarding: the number of units proposed (69) and overall density; lack of areas for children to play; lack of parking, particularly for the commercial portion of the project; the modern architectural style; and the applicant's ability to work with the neighboring homeowner's association to utilize the existing emergency vehicle access (EVA). The Commission voiced support for the overall height of the proposed buildings (42 feet within the original submittal), the rooftop open spaces, and the mixed-use portion of the project and it's potential to allow for a live/work environment. The Commission also suggested the applicant consider inclusion of amenities to serve electric vehicles and renewable energy and include other measures to deal with the lack of parking, including car share services and/or shuttles.

PROJECT DESCRIPTION:

Existing Conditions: The project site is located at the southwest corner of West 10th Street and Beacon Street and stretches approximately 550 feet along the south side of West 10th Street. The total project area is approximately 2.36 acres of mostly undeveloped, flat land. As previously mentioned, a 20-foot wide EVA runs perpendicular across the project site, from West 10th Street to the Heritage Pointe subdivision.

Surrounding Land Uses: See Attachment 4, "Project Location Map and Existing Conditions," for an overview of surrounding uses, photos of the proposed project site, and map of the nearest affordable housing developments.

Proposed Project: The proposed project is comprised of two phases: Phase 1 of the project includes the development of 40, three-story, townhouse-style apartments, each with an attached single-car garage and additional driveway space for private, off-street parking. The townhouses are distributed between four blocks (Buildings A-D of the proposed project plans, Attachment 2). Each unit ranges from 1,921 to 1,951 square feet in size, and includes three bedrooms, three and one-half bathrooms, a private backyard space (up to 375 square feet in size), and in-unit washer and dryer. To provide visual interest along the street front, units along West 10th Street have been staggered, and heavy landscaping complete with decorative pavers has been proposed within the setback area. An additional six guest parking spaces would also be provided. The main pedestrian and vehicular access for all units would be off of the new private drive, which would connect West 10th Street to the existing EVA, which would be improved to double as an access point to the new development and provide additional parking area, while maintaining adequate access to for emergency vehicles to the Heritage Pointe subdivision.

Phase 2 of the project is comprised of a single, three-story, mixed use building with approximately 2,840 square feet of commercial/office space and 14 apartment units. The ground floor would provide the commercial area(s), as well as a laundry area, bike storage locker, trash area, and seven covered parking spaces; the second floor would include four one-bedroom units, two two-bedroom units, a shared office area, and an over 2,300 square foot open space; the third floor would include eight one-bedroom units, as well as an approximately 580 square foot fitness room.

As part of the proposed project, the existing EVA parcel would be improved and fully-utilized, while remaining available for emergency vehicles. The southern end of the parcel would provide five off-street parking spaces, as well as adequate room for vehicular turn-arounds, while the northern end of the parcel would provide an additional seven spaces.

The applicant has also taken steps to alleviate the concerns raised during the study session, while maintaining the features supported and those recommended by the Commission. As described in more detail below, the total number of units has been reduced to 54, and the number of office and commercial spaces has also been reduced. To address the lack of children's' play areas, each townhome would include a private backyard space, some as large as 375 s.f. Additional materials intended to soften the modern architectural look have also been added to the building facades, and the large apartment area has been eliminated in favor of more townhomes with attached garages. Finally, the applicant has continued to work with the neighboring homeowner's association, who have provided a letter expressing their general willingness to work with the developer to allow for the project to utilize the existing EVA (Attachment 9).

GENERAL PLAN/CODE COMPLIANCE:

General Plan: The project site straddles the border of two separate subareas of the General Plan: the Phase 1 portion of the project is located within the 'West Central' subarea, while Phase 2 is located within the 'Downtown Subarea' of the General Plan. However, the entire project site maintains a General Plan Land Use Designation of 'Mixed Use,' which is established to allow for greater flexibility of land uses around and accessible by transit. The guiding principles of the mixed-use designation are to provide new neighborhood centers in the form of mixed-use, pedestrian-oriented centers. To provide flexibility and encourage mixed use development, the use and intensity regulations provide variable development standards and incentives for mixed-use development in locations such as Downtown and neighborhood centers. As shown in Attachment 5, the proposed project is consistent with the applicable General Plan goals and policies.

Zoning: The project sites are located within the 'M (Mixed Use) District'. Multi-family residential as a stand-alone use, as well as multi-family residential adjacent to office and/or retail spaces are permitted within the M District, subject to design review approval by the Planning Commission.

Pittsburg Municipal Code (PMC) section 18.53.030(C) states that, along the “West 10th Street Mixed Use Corridor,” residential development that does not contain a commercial or governmental/ quasipublic component shall be regulated by the property development regulations specified in the ‘best-fit’ zoning of either the RM-D or RH-D District, as determined by the Planning Commission. As described above, during the August 2016 study session, the Commission expressed concerns regarding the overall density, and as a result, the proposed project includes a reduced number of units. The RM-D and RH-D districts allow for residential densities of up to 17 and 29 dwelling units per acre, respectively. As the Phase 1 portion of the property is located across from the La Almenara apartments (26 d.u./ac.) was previously proposed for the construction of the La Almenara II apartments with a total of 44 units (23 d.u./ac.; were never built), and the site is located in an area that provides ease of access to Downtown Pittsburg, staff believes that the RH-D property development regulations are most appropriate for Phase 1 of the project site, which would be developed at approximately 21 d.u./ac.

Pittsburg Municipal Code (PMC) section 18.53.030(C) also states that, along the “West 10th Street Mixed Use Corridor,” mixed use development shall be regulated by the property development regulations specified in the CC (Community Commercial) District. PMC section 18.52.120 states that residential development within the CC District shall comply with the RH (High Density Residential) District development regulations for site area per unit, private storage area per unit, and open space per unit, pursuant to PMC 18.50.105. The RH District allows for residential densities up to 24 d.u./ac. While Phase 2 of the project is proposed to be constricted at approximately 29 units per acre, exceeding the max density under the RH District standards, the overall site density for both phases would be approximately 22.8 d.u./ac, bringing the project as a whole, into conformance with the required density.

As shown in Attachment 7, the proposed projects would meet all of the applicable RH-D or RH property development regulations, except for parking (see below).

Encroachment into required yards: PMC sections 18.52.160(B) allows buildings to encroach five feet into a required rear or corner side yard, if a minimum of 50 percent of the ground floor building facade adjoining the required front or corner side yard is occupied by transparent glass storefront doors or display windows with a sill height of no more than 30 inches and a head height of no fewer than 72 inches above grade of the adjacent sidewalk. Further, PMC section 18.52.160(C) allows buildings to encroach an additional one foot into the respective front or corner side yard for each 10 percent increase (above 50 percent) in the ratio of display window or door glazing area to the area of the respective ground floor building façade. As the front building façade is proposed to provide 100 percent transparency, it is allowed a 10 foot reduction in the required setback area (from 15 feet to 5 feet); additionally, as the corner side building façade provides over 50 percent transparency, it is allowed a five foot reduction in the required corner side yard setback (from 10 feet to 5 feet).

Parking: PMC section 18.78.040, Schedule 1, states multi-family residential uses provide two off-street parking spaces per unit, including one covered, plus one-half

space per each unit having two or more bedrooms and a minimum of nine spaces to serve the commercial portion of the project, while PMC section 18.78.040(G)(2) requires one and one-half spaces per unit within the Downtown Subarea' of the Genera Plan. Under this scenario, the project would require a minimum off 130 parking spaces.

PMC section 18.78.040(G)(1) and (2) state residential units on an infill site located within one-quarter mile of bus, rail, shuttle or other mass transit station or facility (Phase 1), as well as those located within the 'Downtown Subarea' of the General Plan (Phase 2), may request a reduction in the number of off-street parking spaces required for the use, and gives the Commission the authority to reduce the parking requirement if it determines that doing so would not create a negative impact in the neighborhood.

The proposed project is located directly adjacent to a bus stop, and as such, the developer has requested a reduction in the required number of parking spaces. For Phase 1, the developer has requested the number of required parking spaces be reduced from 100 to 86. Under the developer's proposal, each Phase 1 unit would provide two private, off-street parking spots (one covered and one uncovered) as well as six guest parking spaces; for Phase 2, the developer has requested the number of parking spaces be reduced from 31 to 19. This reduction would provide Phase 2 units with 1 parking space per residential unit, plus 5 additional off-street spaces to be utilized by the commercial tenants and/or residential guests during non-business hours.

In order to support the request, the developer has provided a parking study (Attachment 8) prepared by an outside consultant, which analyzed the number of parking spaces required for the project under multiple scenarios, as well as the availability of on-street parking along West 10th Street and Beacon Street. The study found that Phase 1 of the project as proposed would provide an adequate number of parking spaces, while Phase 2 would require approximately 25 spaces, six spaces more than what has been proposed. However, the south side of West 10th Street along the project frontage alone would provide approximately 15 additional parking spaces, of which, the study found are only 42-63 percent occupied during the weekday, providing an additional five spaces that could essentially be solely utilized by the project. Transportation Demand Management (TDM) strategies designed to further reduce reliance on personal automobiles, and therefore the need for parking spaces, have also been recommended as part of the study, and have been incorporated as conditions of approval (see Analysis below for a detailed description of these measures).

Design Guidelines: The proposed development is subject to the City's adopted Development Review Design Guidelines (DRDG), adopted by Planning Commission through Resolution No. 9864. As shown in Attachment 6, the proposed project is consistent with the applicable DRDG sections, most notably those that call for high quality design and materials to be used, a variety of building sizes and massing from a streetscape perspective (III.c), and parking lots that do not dominate the street frontage (III.e).

The proposed project would also be in conformance with DRDG section IV, “Green Building Design Guidelines,” if conditions are added to require: 1) all rooftops be prewired for solar photovoltaic panels; 2) all building roof areas be painted a white color to provide a ‘cool roof’; and 3) a minimum of one bicycle parking rack be located within each garage.

Required Findings: Design review approval for the project can be granted by the Planning Commission only after the Commission makes a determination that the proposed project is consistent with PMC section 18.36.220 (B), which is summarized below:

A. the structures conform with good taste, good design and in general contribute to the character and image of the city as a place of beauty, spaciousness, balance, taste, fitness, broad vistas, and high quality;

B. the structures 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 structures are not of inferior quality as to cause the nature of the neighborhood to materially depreciate in appearance and value;

D. the structures are in harmony with proposed developments on land in the general area; and

E. the applications conform 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: Although not required by the PMC, on or prior to March 3, 2018, notice of the March 13, 2018, public meeting to consider design review of the proposed project was posted at City Hall, the Pittsburg Library, 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 site, and to individuals who had previously filed written request for such notice.

ANALYSIS:

As shown in Attachment 5, the proposed project is consistent with applicable goals and policies contained within the General Plan. Most notably, the proposed project is consistent with Housing Element Goal G-1, which encourages the City to foster development of a variety of housing types, densities, and prices to balance the City’s

housing stock and meet Pittsburg's regional fair share housing needs for people of all income levels. The proposed project would introduce a product that is largely lacking within the City, in that it would provide 40 relatively large, three-bedroom and three and one-half bath units with attached garages and a second driveway parking space, private rear yards, and other amenities such as in-unit washers and dryers. While similar units may exist for sale, the proposed project (which would be rented at market rate) would allow people who may not be ready to buy, such as young or relocated professionals, the opportunity to rent a comparable unit.

Staff believes the requested parking reduction is warranted and would not cause issues due to the availability of additional on-street parking and proximity to a transit stop, and if conditions in order to further reduce the demand for parking are added to require (per the recommendations of the parking availability study) that the property manager: 1) provide each residential unit with a Clipper Card for Tri Delta Transit Use, or, alternatively, provide reimbursement to each lease holder for use of Tri Delta Transit buses up to $40 per month; 2) provide funding to the City, in the amount of $9,000 per year for implementation of a bike share station; 3) coordinate with a car share vendor to provide a car share space on-site for residents, commercial building tenants, and the public to utilize; and 4) compile and distribute, through a tenant welcome packet, information on BART commuter tax benefits, 511 Contra Costa County Ride Matching Assistance, carpool/vanpool incentives, and the aforementioned bike and car share programs. The supplied parking study estimates that incorporation of these measures could reduce parking demand by 39 percent or more. Staff also believes that by "unbundling' parking requirements for the mixed-use portion of the project, meaning spaces may be shared and are not tied to either use in particular, would allow for more efficient use of the project site, as residents would likely vacate parking spaces between the hours of 8:00 a.m. and 5:00 p.m., when commercial uses would utilize the spaces available.

The site layouts and building designs would also help reduce crime, as the proposals are consistent with multiple crime prevention through environmental design (CPTED) principles. Specifically, the proposed project layouts provide natural surveillance, due to the number of windows overlooking the street and drive aisles. Further, proposed conditions of approval would require the developer ensure adequate lighting is placed throughout the parking garage, and that the interior walls and ceiling of the garage are painted white to help prevent dark spaces and further deter crime.

Further, staff believes that the proposed project features a high-quality design, with apartment sizes and amenities that would make the units desirable. The proposed project would eliminate five long-standing vacant parcels, and potentially jump-start the redevelopment of a neighborhood area that has become blighted. With the adoption of several conditions of approval related to screening of utilities, cool roofs, and bicycle parking, the project would also be consistent with the applicable DRDGs. With the inclusion of these conditions, staff believes that the Commission can make the required findings to grant design review approval for the proposed project.

ACTION REQUIRED:

In order to approve the project as recommended, the Commission must move to adopt Resolution No. 10090 approving Design Review Application No.17-1260, subject to conditions.

ATTACHMENTS:

1. Proposed Resolution No. 10090
2. Architectural and Landscape Plans, date stamped January 26, 2018
3. Sample Elevations
4. Map of Surrounding Uses/Site Photos/Affordable Housing Sites
5. Applicable General Plan Goals and Policies
6. Property Development Regulations Table
7. Development Review Design Guidelines
8. Parking Availability Study
9. Letter from Heritage Pointe Homeowners' Association, dated September 27, 2017
10. Public Meeting Notice

Prepared by: Jordan Davis, AICP, Senior Planner

Proposed

BEFORE THE PLANNING COMMISSION OF THE CITY OF PITTSBURG

In the Matter of:

Resolution Granting Design Review Approval of Architectural and Site Development Plans to Construct a Mixed-Use Development with 54 Multi-family Apartment Units at the Southwest Corner of West 10th Street and Beacon Street, for "Beacon Villas, AP-17-1260 (DR)."	)	Resolution No. 10090

The Planning Commission DOES RESOLVE as follows:

Section 1. Background

A. On July 24, 2017, Justin Tin of Amerasia LLC, filed Planning Application No. 17-1260, requesting design review approval of plans to construct a 40-unit townhouse apartment complex, as well as a mixed-use building with 14 apartment units and approximately 2,840 square feet of commercial/office space, on 2.36 acres of vacant land located at the southwest corner of West 10th Street and Beacon Street. The property is within the M (Mixed Use) District. APNs: 082-260-009, 082-260-012, 082-260-044, 085-243-001, 085-243-002, and 085-260-178.

B. The proposed project site consists of six adjacent parcels, each with a unique history: Parcel 1 (APN: 085-260-044) formerly housed the 11-room "El Rey" (later "Budget Inn") Motel, which was originally constructed in the early 1950s; Parcel 2 (APN: 085-260-012) previously contained a single-family residence, as well as a small, four-unit multifamily apartment building; Parcel 3 (APN: 085-260-009) formerly contained a 16-unit multifamily apartment complex; Parcel 4 (APN: 085-243-001) previously contained a single-story duplex; Parcel 5 (APN: 085-243-002) previously contained a single-family residence; and Parcel 6 (APN: 085-260-178) was developed as a secondary emergency vehicle access serving the Heritage Pointe subdivision in 2003.

C. Parcels 1-5, as described above, were acquired by the former Redevelopment Agency, and the buildings onsite were demolished, with the last remaining structures associated with the motel demolished in 2007. The parcels have remained vacant since that time. Parcel 6 currently remains as a EVA, accessible only by the Contra Costa County Fire Protection District and the Heritage Pointe Homeowners' Association (HOA).

D. On August 23, 2016, the Planning Commission held a study session, at which time preliminary plans for the project were presented to the Commission and feedback was provided to the applicant. During the study session, the Commission expressed concerns regarding: the number of units proposed and overall density; lack of areas

for children to play; lack of parking, particularly for the commercial portion of the project; the modern architectural style; and the applicant's ability to work with the neighboring homeowner's association to utilize the existing emergency vehicle access (EVA). The Commission voiced support for the overall height of the proposed buildings, the rooftop open spaces, and the mixed-use portion of the project and it's potential to allow for a live/work environment. The Commission also suggested the applicant consider inclusion of amenities to serve electric vehicles and renewable energy and include other measures to deal with the lack of parking, including car share services and/or shuttles

E. The proposed projects are governed by the applicable goals and policies of the Pittsburg General Plan, the Pittsburg Municipal Code (PMC), and the City's Design Review and Development Guidelines adopted by Planning Commission through Resolution No. 9864.

F. Although not required by the PMC, on or prior to March 3, 2018, notice of the March 13, 2018, public meeting to consider design review of the proposed project was posted at City Hall, the Pittsburg Library, 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 developer, 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 site, and to individuals who had previously filed written request for such notice.

G. 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, section 15332.

H. On March 13, 2018, the Planning Commission held a meeting on Planning Application No. 17-1260, at which time oral and/or written testimony was considered.

<u>Section 2. Findings</u>

A. Based on the Planning Commission Staff Report entitled, "Beacon Villas, AP-17-1260 (DR)," and based on all the information contained in the Planning Division files on the projects, 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 project: 1) is consistent with the applicable general plan designations and all applicable general plan policies as well as with applicable zoning designations and best-fit regulations; 2) occurs within city limits on project sites of no more than five acres substantially surrounded by urban uses; 3) are located on sites that have no value as habitat for endangered, rare or threatened

species; 4) will not result in any significant effects relating to traffic, noise, air quality, or water quality; and 5) can be adequately served by all required utilities and public services.

3. The Commission finds that the RH-D property development standards are most appropriate and shall govern the development of that portion of the project with residential development that does not contain a commercial component, as the property is located across from the La Almenara apartments (26 d.u./ac.), was proposed for the construction of the La Almenara II apartments with a total of 44 units (23 d.u./ac.; were never built), and area located in an area that provides ease of access to Downtown Pittsburg.

4. The proposed reduction in the minimum number of parking spaces provided will not create a negative impact in the neighborhood, in that the proposed project is located directly adjacent to a bus stop and there is additional on-street parking available to serve the proposed commercial portions of the project, and if conditions are added to require the implementation of Transportation Demand Management (TDM) strategies designed to further reduce reliance on personal automobiles, and therefore the need for parking spaces , including:1) providing each residential unit with a Clipper Card for Tri Delta Transit Use, or, alternatively, provide reimbursement to each lease holder for use of Tri Delta Transit buses up to $40 per month; 2) providing funding to the City, in the amount of $9,000 per year for implementation of a bike share station; 3) coordinating with a car share vendor to provide a car share space on-site for residents, commercial building tenants, and the public to utilize; and 4) compiling and distributing, through a tenant welcome packet, information on BART commuter tax benefits, 511 Contra Costa County Ride Matching Assistance, carpool/vanpool incentives, and the aforementioned bike and car share programs

5. The structures conform with good taste, good design and in general contribute to the character and image of the city as a place of beauty, spaciousness, balance, taste, fitness, broad vistas, and high quality, in that they feature a contemporary architectural design, characterized by faux-wood horizontal siding, concrete treads and risers over steel stairs, many windows, and multiple reliefs to provide building articulation and visual interest. The proposed projects will also result in the development of long-standing vacant parcels, which currently contribute to blight within the neighborhood.

6. The projects 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 structures will be required to comply with all applicable building and fire codes.

7. The exterior design and appearance of the structures is not of inferior quality as to cause the nature of the neighborhood to materially depreciate in appearance, in that they feature a contemporary architectural design, characterized by faux-

wood horizontal siding, concrete treads and risers over steel stairs, many windows, and multiple reliefs to provide building articulation and visual interest.

8. The structures are in harmony with proposed developments on land in the general area, in that they will continue the mixed-use commercial/residential land use pattern within that portion of the project within the Downtown Subarea of the General Plan, and the residential land use pattern prevalent within the West Central Subarea of the General Plan.

9. The proposed project will conform with the city's adopted Development Review Design Guidelines (DRDGs) if conditions are added requiring the developer to: 1) screen all air conditioning equipment from view; 2) provide a 'cool roof' and prewiring for solar photovoltaic panels on each building; and 3) provide a minimum of one bicycle parking rack be located within each garage.

B. The staff report entitled, "Beacon Villas, AP-17-1260 (DR)," dated March 13, 2018, is referenced hereto as additional support for the findings.

Section 3. Decision

Based on the findings set forth above, the Planning Commission hereby approves Planning Application No. 17-1260, subject to the following conditions:

Design Review:

1. The project shall be constructed in substantial conformity with the project plans date stamped January 26, 2018, except as hereinafter may be modified.

2. The site shall be kept clean and free of all litter, debris and refuse, and all landscaping on site shall be kept weed free and maintained in a healthy condition.

3. All utility equipment, including utility boxes, transformers, meters, and junction boxes shall be undergrounded whenever possible. All air conditioning units (in private and common areas) 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 Pittsburg 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.

4. The developer or subsequent property manager shall implement the following transit demand management strategies in order to reduce parking demands:

    a. provide each residential unit with a Clipper Card for Tri Delta Transit Use, or, alternatively, provide reimbursement to each lease holder for use of Tri Delta Transit buses up to $40 per month;

    b. provide funding to the City, in the amount of $9,000 per year for implementation

of a bike share station;

c. coordinate with a car share vendor to provide a car share space on-site for residents, commercial building tenants, and the public to utilize; and

d. compile and distribute, through a tenant welcome packet, information on BART commuter tax benefits, 511 Contra Costa County Ride Matching Assistance, carpool/vanpool incentives, and the aforementioned bike and car share programs.

5. The developer shall ensure that all residential units located within the mixed-use building include a minimum 200 cubic foot storage area. The required storage area shall be in addition to guest, linen, pantry, and clothes closets customarily provided, and maintain a minimum horizontal area of 24 square feet.

6. Prior to the issuance of a building permit, the developer shall have an acoustical analysis prepared by a qualified acoustical engineer to ensure that all feasible site planning and architectural design measures are incorporated into the project design to reduce interior noise levels of new structures to the maximum allowed for the proposed use, as specified within the General Plan.

7. Prior to issuance of a certificate of occupancy for each building, the developer shall install minimum six-inch high block style numbers on the façade of each townhouse unit for purposes of address identification. The numbers shall be in a color that is contrasting to the background surface to which they are adhered and shall be readily visible from the closest parking lot aisle.

8. The developer shall install a wall-mounted bicycle storage system for a minimum of one (1) bicycle within each garage.

9. Each building shall provide a cool roof for reduction of heat island effect. The cool roof shall meet the minimum solar reflectance requirements discussed under CalGreen Residential Voluntary Measure A4.106 (see 2016 California Green Building Standards Code, Part 11).

10. All building roofs shall be equipped with prewiring for solar collector or photovoltaic panels.

11. The developer shall install prewiring for an electric vehicle charging station (EVCS) within each townhouse apartment garage, as well as prewiring for one (1) EVCS within the parking shared commercial/residential parking area.

12. One (1) outdoor lighting sconce shall be placed near the front and rear entryways of each townhouse unit. Final design of the sconces shall be subject to review and approval by the Planning Division prior to the issuance of a building permit.

13. The developer shall install a minimum of one bollard-style self-service bicycle repair station to allow residents to perform basic repairs and maintenance. The final location

and design of the bicycle repair station shall be subject to review and approval by the Planning Division prior to installation.

14. The developer shall install shared mailboxes to serve the residential units. The final location and design of the shared mailboxes shall be subject to review and approval by the Planning Division prior to installation.

15. The developer shall provide a lighting and photometric plan showing the location, type, and design of all outdoor lighting including but not limited to exterior building lighting (fixed and freestanding), lights for pedestrian and/or automobile circulation, security, landscaping, and building accents.

16. Lighting shall be installed within the parking garage and shall be on sensors to ensure that adequate lighting is provided during all hours of the day.

17. The interior walls and ceiling of the parking garage shall be painted white.

18. 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.

19. Prior to issuance of a building permit, the developer shall submit a detailed landscaping and irrigation plan and other documentation as required by the state model water efficient landscaping ordinance or other local water efficient landscaping ordinance in effect at the time the developer applies for a building permit. Prior to issuance of a certificate of occupancy, the developer shall complete and submit all certifications confirming that the landscaping and irrigation were installed in compliance with the approved detailed landscaping and irrigation plan, as required pursuant to the applicable ordinance in effect at the time the developer applies for a building permit.

20. The project shall incorporate the most recent acceptable best management practices for water-efficient landscape design, consistent with PMC section 18.84.310.

21. The proposed six-foot tall wooden fence along the north side of ‘Building B” shall be reduced to four and one-half feet, with the top one and one-half foot generally maintaining uniformly spaced interstices to allow 66 and two-thirds percent open area between the fence material. Alternatively, the developer may submit an application for a fence height exception, to be approved separately.

22. A solid concrete masonry wall at least eight feet in height and designed to attenuate the CNEL to the maximum level allowed in the General Plan for the proposed land use shall be constructed along the southern property boundaries of APNs: 085-243-001 and 085-243-002, except that the portion of the masonry wall within 10 feet of the street line at the eastern end of the project site may not exceed three feet in height. The masonry wall

shall have reveals, reliefs, textures, or other treatment on the north side of the wall, and shall feature a wall cap. The final design and location of the masonry wall shall be subject to review and approval by the Planning Division prior to the issuance of building permits.

23. All trash enclosures shall be sized in order to meet the requirements of Assembly Bill (AB) 341. Final design shall be subject to review and approval by the Planning Division prior to the issuance of a building permit.

24. All trash enclosures shall be stucco-finished and painted to match the main apartment buildings and/or garages on site. Final design shall be subject to review and approval by the Planning Division prior to the issuance of a building permit.

25. Trash enclosures shall be constructed with a low berm at their entrances or its interior floor shall be sloped slightly so as to prohibit waste liquids from discharging out of the enclosure and entering a storm drain. Storm drains shall not be located within the drainage area of the enclosure.

26. The developer shall label all onsite storm drains with "No Dumping Drains to River" stencils or other medium and similar message approved by the Planning Division.

27. The existing bus stop at the corner of West 10th Street and Beacon Street shall not be relocated. No bus shelter shall be installed; however, the developer shall install a waiting bench at the location of the existing bus stop. Final design shall be subject to review and approval by the Planning Division prior to the issuance of a building permit.

28. All ground floor storefront windows shall maintain a minimum 70% visibility (i.e. may not be blacked out or covered with opaque materials). Sun shades installed in the end tenant storefront windows shall be commercial grade and operable (such as commercial roller shades, gliding window panels). No black out window coverings or tinting are permitted on any of the elevations.

29. All gutters, downspouts, roof flashing, and roof top vents shall be painted the same color as the surface to which they are adjacent.

30. The developer shall provide a minimum of two (2) security cameras, which shall be located: 1) at the southern end of APN: 085-260-178, and oriented toward the proposed access gate; and 2) at the entrance of the lobby at the northeast corner of Building E. The cameras shall be web-based, and the internet protocol (IP) addresses of each camera shall be provided to the Pittsburg Police Department.

31. Crime Free Multi-Housing Program. The developer and any subsequent property owners shall participate in the Crime Free Multi-Housing Program offered by the Pittsburg Police Department.

Engineering Fees:

32. The developer shall provide an initial payment for review of the grading and improvement plans with the first submittal. These fees are based on the engineer's estimated costs for site improvements and grading, which shall be submitted with the plans. The Improvement Plan Check fee is 6% of the cost of the improvements. The Grading Plan Check Fee is 2.5% of the cost for grading or may be based upon cubic yards of earth disturbance. Fifty percent (50%) of these total fees are to be paid with the initial submittal of plans and engineer's cost estimate. These initial payments will be credited towards the final fees as determined at issuance of the engineering permit.

33. The developer shall pay the Improvement and/or Grading Inspection Fee(s) to the Engineering Division at the time the Single Parcel Development Permit is issued. The current Improvement Inspection Fee is 5.75% of the estimated cost for improvements. The Grading Inspection Fee is 3% of the estimated 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.

34. The developer 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 when the developer obtains a Building Permit. The developer 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. The FRC shall be paid to the Engineering Division prior to the issuance of a Building Permit.

35. The developer shall pay the Local Transportation Mitigation Fee (PMC Chapter 15.90; the "LTMF") amount in effect when the developer obtains a Building Permit. The developer 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. Fees shall be paid prior to issuance of a Building Permit.

36. The developer shall pay the Regional Transportation-Development Impact Mitigation Fee (PMC Chapter 15.102; the "PRTDIM") amount in effect when the developer obtains a Building Permit. 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. Fees shall be paid prior to issuance of

a Building Permit. If no Building Permit is required, then the fees are payable in the amount in effect when the project commences pursuant to PMC Section 15.102.

37. The developer shall pay $100 per residential dwelling unit and $0.05 per square foot of non-residential gross floor area for updating the City Geographic Information System (GIS) to the Engineering Division at the time the Site Development Permit is issued.

38. If additional engineering studies are deemed necessary by the City Engineer (i.e. geotechnical, structural, hydraulic, etc.) or expedited reviews are requested by the developer, the developer shall pay for all costs related to the extra work. The costs may include the preparation of special studies, additional staff time, and/or reviews of the special studies if studies are prepared by the developer's engineer.

<u>Submittals to be made to the Engineering Division for review:</u>

39. Improvement Plans. The developer shall submit to the City's Engineering Division, for review and comment, five (5) copies of the engineering plans, 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
    - Offsite Improvements

40. The developer 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 issuance of the Site Development Permits.

<u>General Engineering Conditions:</u>

41. All grading work shall be done in accordance with the provisions of PMC Chapter 15.88.

42. All site development shall comply with Title 12 (Streets, Sidewalks, and Utilities), Title 13 (Water and Sewers), Title 15 (Buildings and Construction), and Title 18 (Zoning) 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.

43. 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.

44. The project site is located within Flood Zone AE FIRM Panel 06095C0695F. Developer cannot build within the flood zone without raising the finished floor elevation a minimum of one foot above the base flood elevation.

45. Developer shall provide ADA compliant driveways.

46. Developer shall provide frontage improvements along West 10th Street, as well as revising pavement markings to include right turn and left turn lanes on West 10th Street for all vehicle access to the development. Developer to submit off-site plans to be approved by the City Engineer.

47. Developer shall provide "Fire Lane" markings and signage for all private internal streets.

48. Developer shall provide internal street corners with a minimum 25' radius.

49. Developer shall provide a vehicle turn around(s) for parking aisles on the east and west sides of the project.

50. Developer shall dedicate three (3) feet of right of way and widen Beacon Street three (3) feet along the project frontage.

51. Prior to issuance of a building or grading permit, the developer shall record an access agreement with the property owner of APN: 085-260-178, to allow utilization of the parcel as shown on the approved plans. A copy of this agreement shall be provided to the Engineering Division prior to issuance of a grading permit.

52. Developer shall apply for a Parcel Map Waiver to merge the existing parcels, as follows:

    a. APNs: 085-243-001 and 085-243-002
    b. APNs: 085-260-044, 085-260-012, and 085-260-009

<u>General NPDES Conditions:</u>

53. The developer 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
    - Use pavers for walkways and other appropriate hardscape surfaces as an option to buyers to minimize impervious areas.
    - Minimizing the amount of directly connected impervious surface area.

- Stencil all storm drains with “No Dumping, Drains to Delta” permanent markings
- 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

General Engineering Conditions Regarding Utilities:

54. Developer shall provide a backflow preventor for water service to the apartment complex at the property line. The portion of water service beyond the property line, within the complex, shall be privately maintained.

55. Developer to provide a separate meter for irrigation use with backflow preventor.

56. The developer 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 developer.

57. The developer shall have a survey prepared which shows the location of all utility infrastructure within APN: 085-260-178.

58. The design and construction of storm drain, water, and sewer facilities shall be in accordance with PMC section 17.28.020.

59. The developer shall provide appropriate water service, adequately sized to meet the domestic and fire protection demands for the project.

60. The developer shall provide appropriate sanitary sewer, adequately sized to accommodate the project’s wastewater demand.

61. The existing water service on Beacon Street is very old and experiences chronic waterline breaks. If water service to Building E is supplied from the existing waterline in Beacon Street, developer understands that a portion of the City’s water main on Beacon Street fronting the project to provide for reliable water service. The City and Developer shall each bear half the costs for removal and replacement of waterline. A separate agreement regarding the cost for removal and replacement of the waterline shall be executed prior to the construction of the repair work.

62. In accordance with PMC section 12.36.130, the developer shall ensure that all utility service laterals and equipment (including, but not limited to, electric, communication and cable television lines) installed in and for the purpose of supplying service to any other new construction or use shall be installed underground on the property to be served, and from the property to be served to the point of connection with the utility’s distribution facilities, in accordance with utility filed rules as approved by the California Public Utilities Commission.

Additional Engineering Exactions:

63. The property owner shall deliver written approval in a manner acceptable to the Community Development Director, that the owner of the parcel is electing to annex the subject property into the 2005-1 Community Facilities District (CFD 2005-1) for Public Safety Services, prior to the issuance of any building or engineering permits. Community Facilities District 2005-1 is for Public Safety Services, and the fee will provide funding for an increase of police coverage in the area. The rate of the CFD 2005-1 fee is subject to City Council Resolution No. 05-10342.

64. The property owner shall deliver written approval in a manner acceptable to the Community Development Director, that the owner of the parcel is electing to annex the subject property into the 2007-01 Park Maintenance Community Facilities District (CFD 2007-1), prior to the issuance of any building or engineering permits. Community Facilities District 2007-1 is for Park Maintenance. The rate of CFD 2007-1 fee is subject to City Council Resolution No. 07-10698.

65. The property owner shall deliver written approval in a manner acceptable to the Community Development Director, that the owner of the parcel is electing to annex the subject property into the 2017-1 Fire Facilities and Fire Safety and Emergency Services Community Facilities District (CFD 2017-1), prior to the issuance of any building or engineering permits. Community Facilities District 2017-1 is for Fire Facilities and Fire Safety and Emergency Services. The rate of the CFD 2017-1 fee is subject to City Council Resolution No. 17-13311.

Standard Conditions:

66. The developer shall comply with all the requirements of the Community Development Department, Contra Costa County Fire Protection District, Delta Diablo Sanitation District, and all other applicable local, state and federal agencies.

67. 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 conflict between the Standard Conditions of Development and the specific conditions of approval specified in this resolution, the specific conditions of this Resolution No. 10061 shall govern.

68. Developer 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 developer's sole cost and expense. Developer may select its own legal counsel to represent developer's interests at developer's sole cost and

expense. Developer 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.

69. The Developer or their subcontractor(s) shall record with the California Board of Equalization a nexus or additional location within the City of Pittsburg to ensure any and all sales tax paid shall be recorded and paid to the City of Pittsburg. Developer or subcontractors shall add a new location to an existing account or ensure the seller of goods and materials subject to sales tax have registered a location within the City of Pittsburg with the Board of Equalization.

70. This design review approval will expire on March 13, 2021, unless a building permit or grading permit has been issued for purposes of construction of this project, or a written request for an extension is filed with the Planning Division prior to the expiration date and is subsequently approved by the Planning Commission. The approval shall be valid for no more than six months from the date of permit issuance, unless work is commenced and diligently pursued prior to the expiration of the permit.

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 13th day of March, 2018, 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. 10090 was adopted by the Planning Commission of the City of Pittsburg on March 13, 2018.

_____
KRISTIN POLLOT, AICP, SECRETARY
PITTSBURG PLANNING COMMISSION

BEACON VILLA

505 W 10th STREET, PITTSBURG, CA

NOTES FROM CITY DEPARTMENTS

ENGINEERING CONDITIONS.

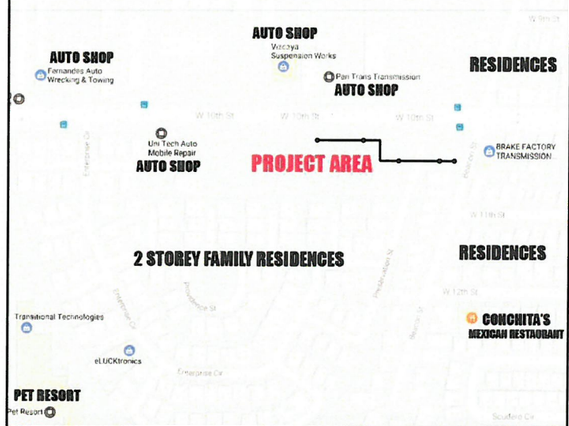
1. THE APPLICANT WILL NEED TO INSTALL BACKFLOW PREVENTERS FOR THE DOMESTIC AND IRRIGATION SERVICE TO THE COMPLEX. THE WATER SERVICES WITHIN THE APARTMENT COMPLEX WILL BE PRIVATELY MAINTAINED.
2. THE SANITARY SEWER LINE FROM THE MANHOLE IN PRESERVATION STREET, WEST AND INSIDE THE COMPLEX WILL ALSO BE PRIVATELY MAINTAINED.
3. THIS AREA OF TOWN ALSO USES ORNAMENTAL STREET LIGHTING ALONG 10TH STREET

MISCELLANEOUS ITEMS FROM PLANNING DEPARTMENT

1. THE DEVELOPER SHALL PROVIDE A LIGHTING AND PHOTOMETRIC PLAN SHOWING THE LOCATION, TYPE, AND DESIGN OF ALL OUTDOOR LIGHTING INCLUDING BUT NOT LIMITED TO EXTERIOR BUILDING LIGHTING (FIXED AND FREESTANDING), ANY LIGHTS FOR CIRCULATION, SECURITY, LANDSCAPING, AND BUILDING ACCENT.
2. ALL AIR CONDITIONING UNITS (IN PRIVATE AND COMMON AREAS), UTILITY BOXES, TRANSFORMERS, BACKFLOW PREVENTERS, METERS, AND JUNCTION BOXES SHOULD BE UNDERGROUNDED WHENEVER POSSIBLE, OR SUBSTANTIALLY SCREENED FROM VIEW BY WAY OF A PERMANENT SCREEN OR APPROPRIATELY SIZED PLANT MATERIAL. THIS ITEM MAY POTENTIALLY BE ADDRESSED AS A CONDITION OF APPROVAL.
3. PURSUANT TO PMC SECTION 18.84.205(D), AN EIGHT-FOOT-HIGH SOLID MASONRY OR CONCRETE WALL OR A WALL DESIGNED TO ATTENUATE THE CNEL TO THE MAXIMUM LEVEL ALLOWED IN THE GENERAL PLAN FOR THE PROPOSED LAND USE MUST ADJOIN THE PROPERTY LINE OF THE SITE OF A NEW NONRESIDENTIAL USE ABUTTING AN RESIDENTIAL DISTRICT.

CONTRA COSTA COUNTY ENVIRONMENTAL HEALTH.

1. A PERMIT FROM CCEHD IS REQUIRED FOR ANY WELL OR SOIL BORING PRIOR TO COMMENCING DRILLING ACTIVITIES, INCLUDING THOSE ASSOCIATED WITH WATER SUPPLY, ENVIRONMENTAL INVESTIGATION AND CLEANUP, OR GEOTECHNICAL INVESTIGATION.
2. ANY ABANDONED WELLS (WATER, ENVIRONMENTAL, OR GEOTECHNICAL) AND SEPTIC TANKS MUST BE DESTROYED UNDER PERMIT FROM CCEHD. IF THE EXISTENCE OF SUCH WELLS OR SEPTIC TANKS ARE KNOWN IN ADVANCE OR DISCOVERED DURING CONSTRUCTION OR OTHER ACTIVITIES, THESE MUST BE CLEARLY MARKED, KEPT SECURE, AND DESTROYED PURSUANT TO CCEHD REQUIREMENTS.
3. DEBRIS FROM CONSTRUCTION OR DEMOLITION ACTIVITY MUST GO TO A SOLID WASTE OR RECYCLING FACILITY THAT COMPLIES WITH THE APPLICABLE REQUIREMENTS AND CAN LAWFULLY ACCEPT THE MATERIAL (E.G., SOLID WASTE PERMIT, EA NOTIFICATION, ETC.). THE DEBRIS MUST BE TRANSPORTED BY A HAULER THAT CAN LAWFULLY TRANSPORT THE MATERIAL. DEBRIS BINS OR BOXES OF ONE CUBIC YARD OR MORE OWNED BY THE COLLECTION SERVICE OPERATOR SHALL BE IDENTIFIED WITH THE NAME AND TELEPHONE NUMBER OF THE AGENT SERVICING THE CONTAINER.
4. TENANCY OF THE COMMERCIAL SPACES IS NOT SPECIFIED. IF A RETAIL FOOD BUSINESS GOES INTO A SPACE THE BUSINESS MUST SUBMIT PLANS TO CCEHD AND RECEIVE PLAN APPROVAL PRIOR TO COMMENCING CONSTRUCTION. THE DUMPSTER AREA SERVING RETAIL FOOD BUSINESS MUST HAVE A DRAIN TO THE SANITARY SEWER AND BE PROVIDED WITH A HOT/COLD WATER SUPPLY. RETAIL FOOD BUSINESSES MUST ALSO HAVE APPROVED RESTROOMS.
5. OTHER TYPES OF TENANCY MAY BE SUBJECT TO OTHER CCEHD REQUIREMENTS.
6. THE PLANS DO NOT INDICATE A POOL OR SPA WILL BE BUILT.



NEIGHBOR BUILDING INFORMATION

SITE AND BUILDING ANALYSIS

PARCELS 1-2 (LOT MERGING IS REQUIRED)

BUILDING E
TOTAL HABITABLE AREA: 7840 SF
APARTMENT SUPPORT AREA: 1195 SF
TOTAL NON-HABITABLE AREA: 2448 SF
TOTAL RETAIL / OFFICE SUITE AREA: 2257 SF
TOTAL MANAGEMENT OFFICE AREA: 669 SF
TOTAL INDOOR REC AREA: 583 SF
TOTAL OUTDOOR OPEN AREA: 4343 SF
TOTAL GARAGE AREA: 5785 SF
TOTAL BLDG AREA: 25120 SF
FOOTPRINT: 9541 SF

TYPICAL SUITES

TOTAL
HABITABLE / SUITE AREA: 490 SF

SITE AND BUILDING ANALYSIS

GROSS LOT AREA: 12243 SF + ±10768 SF (PRESERVATION STREET) = 23011 SF
- LOT MERGER PERMIT IS REQUIRED

DENSITY UNIT
23011 SF / 1500 SF (RHD ZONE) = 15 UNITS ALLOWED
(14 UNITS PROPOSED)

TOTAL BLDG AREA
TOTAL HABITABLE AREA (GROUP R2): 9035 SF
TOTAL GARAGE AREA (GROUP S) (1HR FIRE RATED OCCUPANCY WALL AND CEILING): 5785 SF
TOTAL BLDG AREA: 25120 SF / 12243 SF = 206% (FAR)

TOTAL FOOTPRINT: 9541 SF

BUILDING CONSTRUCTION TYPE: II-B

BUILDING HEIGHT: 40 FEET (45'-0" ALLOWED BY BUILDING CODES & 40'-0" BY PLANNING DEPARTMENT MUNICIPAL CODES)

OCCUPANCY SEPARATIONS:
S2 & R2 = 1 HOUR
S2 & M = 1 HOUR
S2 & B = 1 HOUR
B & M = NONE
R2 & B = 1 HOUR
R2 & M = 1 HOUR
STAIRWAYS = 2 HOUR

MAXIMUM ALLOWABLE AREA:

S2 (GARAGE):	5785 SF / 64000 SF (ALLOWABLE)	= 0.09
R2:	9035 SF / 64000 SF (ALLOWABLE)	= 0.14
B:	8163 SF / 76000 SF (ALLOWABLE)	= 0.11
M:	2257 SF / 50000 SF (ALLOWABLE)	= 0.05
	25240 SF	= 0.39

UNIT TOTAL:
LIVING UNITS: 14 UNITS
MANAGEMENT OFFICE UNIT: 1 UNIT
RETAIL / PROFESSIONAL OFFICE: 3 UNITS

PROPOSED PARKING SUMMARY:
1 VAN ACCESSIBLE PARKING STALL AND 6 STANDARD PARKING STALLS (INDOOR)
12 STANDARD PARKING ON STREET (AT EMERGENCY ACCESS ROAD)
(TOTAL OF 19 STALLS)

PARCELS 3-5 (LOT MERGING IS REQUIRED) (VARIANCE IS REQUIRED TO ALLOW BUILDING HEIGHT TO EXCEED FIRE DEPT BLDG HEIGHT REQUIREMENT IN LIEU OF SETBACK)

BUILDING A (4 UNITS)
TOTAL HABITABLE AREA: 6380 SF
TOTAL GARAGE AREA: 1364 SF
TOTAL BLDG AREA: 7744 SF
FOOTPRINT: 2748 SF

BUILDING B (16 UNITS)
TOTAL HABITABLE AREA: 25340 SF
TOTAL GARAGE AREA: 5456 SF
TOTAL BLDG AREA: 30796 SF
FOOTPRINT: 10932 SF

BUILDING C (9 UNITS)
TOTAL HABITABLE AREA: 14280 SF
TOTAL GARAGE AREA: 3069 SF
TOTAL BLDG AREA: 17349 SF
FOOTPRINT: 5886 SF

BUILDING D (11 UNITS)
TOTAL HABITABLE AREA: 17440 SF
TOTAL GARAGE AREA: 3751 SF
TOTAL BLDG AREA: 21191 SF
FOOTPRINT: 7218 SF

TOTAL BUILDING AT BUILDING A, B, C & D (40 UNITS)
TOTAL HABITABLE AREA: 63440 SF
TOTAL GARAGE AREA: 13640 SF
TOTAL BLDG AREA: 77080 SF
FOOTPRINT: 26784 SF

UNIT - A - TYPICAL
1ST FLOOR: 682 SF
2ND FLOOR: 638 SF
3RD FLOOR: 601 SF

TOTAL
HABITABLE AREA: 1580 SF

GARAGE: 341 SF

TOTAL SUITE AREA: 1921 SF

UNIT - B
1ST FLOOR: 692 SF
2ND FLOOR: 648 SF
3RD FLOOR: 611 SF

TOTAL
HABITABLE AREA: 1610 SF

GARAGE: 341 SF

TOTAL SUITE AREA: 1951 SF

UNIT - C
1ST FLOOR: 692 SF
2ND FLOOR: 648 SF
3RD FLOOR: 611 SF

TOTAL
HABITABLE AREA: 1610 SF

GARAGE: 341 SF

TOTAL SUITE AREA: 1951 SF

SITE AND BUILDING ANALYSIS

GROSS LOT AREA: 82349 SF
- LOT MERGER PERMIT IS REQUIRED

DENSITY UNIT
82439 SF / 1500 SF (RHD ZONE) = 54.90 UNITS ALLOWED
(40 UNITS PROVIDED)

TOTAL BLDG AREA
TOTAL HABITABLE AREA (GROUP R2): 63440 SF
TOTAL GARAGE AREA (GROUP S) (1HR FIRE RATED OCCUPANCY WALL AND CEILING): 13640 SF
TOTAL BLDG AREA: 77080 SF / 82439 SF = 93.5% (FAR)

TOTAL FOOTPRINT: 26784 SF

BUILDING CONSTRUCTION TYPE: II-B

MAXIMUM ALLOWABLE AREA PER CBC TABLE 506.2: 48000 SF FOR EACH BUILDING (ALL BUILDING UNDER MAXIMUM ALLOWABLE AREA)

MAXIMUM ALLOWABLE STORY PER CBC TABLE 504.4: 4 STORY (ALL BUILDINGS UNDER MAXIMUM ALLOWABLE STORY)

TOTAL BUILDING SUITE: 40

PARKING ANALYSIS
EACH UNIT HAS 1 OUTDOOR PARKING AND 1 INDOOR PARKING STALLS

COMMON PARKING AREA
5 REGULAR PARKING STALLS WITH 1 VAN ACCESSIBLE AND 1 ACCESSIBLE STALLS (TOTAL OF 7 STALLS)

PARCELS 1-5 (SUMMARY)

GROSS LOT AREA: 94592 SF
-LOT MERGER PERMIT IS REQUIRED

DENSITY UNIT
94592 SF / 1500 SF (RHD ZONE) = 63.06 UNITS ALLOWED
(57 LIVING UNITS PROVIDED)
(3 RETAIL / PROFESSIONAL OFFICE UNITS PROVIDED)

TOTAL FOOTPRINT / LOT COVERAGE
37563 SF / 94592 SF = 39.7%

ABBREVIATIONS

AB	ANCHOR BOLT
AC	ASPHALTIC CONCRETE
A/C	AIR CONDITIONING
ACOUS	ACOUSTICAL
ACT	ACOUSTICAL TILE
ADJ	ADJUSTABLE/ADJACENT
AFF	ABOVE FINISH FLOOR
AL	ALUMINUM
ANOD	ANODIZED
BD	BOARD
BLDG	BUILDING
BLK	BLOCK
BM	BEAM
BO	BOTTOM OF
CAB	CABINET
CB	CATCH BASIN
CEM	CEMENT
CER	CERAMIC
CI	CAST IRON
CJ	CONSTRUCTION JOINT
CL	CENTERLINE
CLG	CEILING
CLR	CLEAR
COL	COLUMN
COMP	COMPOSITION
CONC	CONCRETE
CONN	CONNECTION
CONT	CONTINUOUS
CPT	CARPET
CT	CERAMIC TILE
DF	DOUGLAS FIR / DRINKING FOUNTAIN
DIA.	DIAMETER
DIM	DIMENSION
DR	DOOR
DS	DOWNSPOUT
DWG	DRAWING
(E)	EXISTING
EA	EACH
ELECT.	ELECTRICAL
ELEV	ELEVATOR
EQ	EQUAL
FAU	FORCED AIR UNIT
FD	FLOOR DRAIN
FE	FIRE EXTINGUISHER
FF	FINISH FLOOR
FTG	FOOTING
GA	GAUGE
GALV	GALVANIZE (D)
GC	GENERAL CONTRACTOR
GFI	GROUND FAULT INTERRUPTER
GFRC	GLASS FIBER REINFORCED CONCRETE
GI	GALVANIZED IRON
GTV	GATE VALVE
GYP	GYPSUM
HB	HOSE BIBB
HDR	HEADER
HDWD	HARDWOOD
HDWR	HARDWARE
HM	HOLLOW METAL
HORIZ	HORIZONTAL
HT	HEIGHT
HW	HOT WATER
HVAC	HEATING VENTILATING
INSUL	INSULATION
JAN	JANITOR
JB	JUNCTION BOX
LAV	LAVATORY
MATL	MATERIAL
MAX	MAXIMUM
MB	MACHINE BOLT
MECH	MECHANICAL
MIN	MINIMUM
MTL	METAL
(N)	NEW
NIC	NOT IN CONTRACT
NTS	NOT TO SCALE
O/	OVER
OC	ON CENTER
OD	OUTSIDE DIAMETER
OFD	OVERFLOW ROOF DRAIN
OFF	OFFICE
OPNG	OPENING
OPP	OPPOSITE
PL	PLATE
PLAM	PLASTIC LAMINATE
PLAS	PLASTER
PLYWD	PLYWOOD
R	RISER
(R)	RELOCATE(D)
RCP	REINFORCED CONCRETE PIPE
RD	ROOF DRAIN
RDWD	REDWOOD
REC	RECESSED
REINF	REINFORCED
RHMS	ROUND HEAD MACHINE SCREW
RM	ROOM
RO	ROUGH OPENING
RWL	RAINWATER LEADER
SC	SOLID CORE
SD	STORM DRAIN
SECT	SECTION
SIM	SIMILAR
SND	SANITARY NAPKIN DISPENSER
SPEC	SPECIFICATION
SQ	SQUARE
SS	SANITARY SEWER
SST	STAINLESS STEEL
STD	STANDARD
STL	STEEL
STOR	STORAGE
STRUCT	STRUCTURAL
SUDP	SUSPENDED
T	TREAD
TC	TOP OF CURB/CONCRETE
TEL	TELEPHONE
T & G	TONGUE AND GROOVE
THK	THICKNESS
TO	TOP OF
TOS	TOP OF SLAB
TYP	TYPICAL
T-24	TITLE 24
UON	UNLESS OTHERWISE NOTED
VA	VAN ACCESSIBLE
VCP	VITREOUS CLAY PIPE
VCT	VINYL COMPOSITION TILE
VERT	VERTICAL
VIF	VERIFY IN FIELD
W/	WITH
WC	WATER CLOSET
WD	WOOD
WH	WATER HEATER
WS	WEATHERSTRIPPING
WWF	WELDED WIRE FABRIC

PROJECT DATA

JURISDICTION
CITY OF PITTSBURG

CODE
2016 CALIFORNIA BUILDING CODE
2016 CALIFORNIA MECHANICAL CODE
2016 CALIFORNIA PLUMBING CODE
2016 CALIFORNIA ELECTRICAL CODE
2016 CALIFORNIA FIRE CODE
2016 CALIFORNIA GREEN BUILDING CODE
2016 CALIFORNIA ENERGY CODE
ALL RELATED PITTSBURG LOCAL ORDINANCE

SCOPE OF WORK
NEW SITE IMPROVEMENT WITH NEW APARTMENT BUILDINGS

SHEET INDEX

ARCHITECTURAL DRAWING
A0.01 TITLE SHEET
A1.00 SITE PLAN
A1.01 SITE PLAN WITH TOPOGRAPHIC SURVEY
A2.00A FLOOR PLAN: 1ST FLOOR - BLDG A, B, C & D
A2.00B FLOOR PLAN: 2ND FLOOR - BLDG A, B, C & D
A2.00C FLOOR PLAN: 3RD FLOOR - BLDG A, B, C & D
A2.01 FLOOR PLAN: TYPICAL UNIT
A2.02 FLOOR PLAN: UNIT B (CORNER UNIT)
A2.03 FLOOR PLAN: UNIT C (CORNER UNIT)
A2.04 FLOOR PLAN (1ST AND 2ND FLOOR): BUILDING E
A2.05 FLOOR PLAN (3RD FLOOR) AND ROOF PLAN: BUILDING E
A2.06 ROOF PLAN - BLDG A, B, C & D
A3.00 ELEVATION: BUILDING A
A3.01 ELEVATION: BUILDING B
A3.02 ELEVATION: BUILDING B
A3.03 ELEVATION: BUILDING C
A3.04 ELEVATION: BUILDING D
A3.05 ELEVATION: BUILDING E
A3.06 TRASH ENCLOSURE CONSTRUCTION PLAN
A3.07 MATERIAL BOARD
A3.08 COLOR BOARD: PAINT COLOR
A6.01 SECTION: TYPICAL UNIT
A6.02 SECTION: BUILDING E

EX 01 PHOTO OF EXISTING CONDITION
EX 02 PHOTO OF EXISTING CONDITION

TOPOGRAPHIC SURVEY

CIVIL DRAWING
C1.0 TITLE SHEET
C2.0 OVERALL SITE PLAN
C3.0 GRADING AND DRAINAGE PLAN
C3.1 GRADING AND DRAINAGE PLAN
SW1 STORM WASTE CONTROL PLAN
SW2 STORM WATER CONTROL / DETAILS

LANDSCAPE DRAWING
L1.0 LANDSCAPE PLANTING PLAN
L2.0 LANDSCAPE HYDROZONE PLAN

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NOTES FROM FIRE DEPT

The developer shall submit a minimum of two (2) copies of site improvement plans indicating all existing or proposed hydrant locations and fire apparatus access for review and approval prior to obtaining a building permit. ***Final placement of hydrants shall be determined by this office.*** (501.3) CFC

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

The developer shall provide traffic signal pre-emption systems (Opticom) on any new or modified traffic signals installed with this development. (21351) CVC

Development on any parcel in this subdivision shall be subject to review and approval by the Fire District to ensure compliance with minimum requirements related to fire and life safety. Submit three (3) sets of plans to the Fire District prior to obtaining a building permit (501.3) CFC

The developer shall submit a minimum of two (2) complete sets of building construction plans and specifications of the subject project, including plans for any of the following required deferred submittals, to the Fire District for review and approval prior to construction 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

- Private underground fire service water mains
- Fire sprinklers
- Fire alarm

APPROVAL STAMP (5"X5" SPACE)

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BEACON VILLA NEW APARTMENTS
505 - 599 WEST 10TH STREET,
PITTSBURG, CA

VICINITY MAP

Date	Project No.
2017.XX.XX	2017.082

Sheet Title
TITLE SHEET

Sheet No.
A0.01

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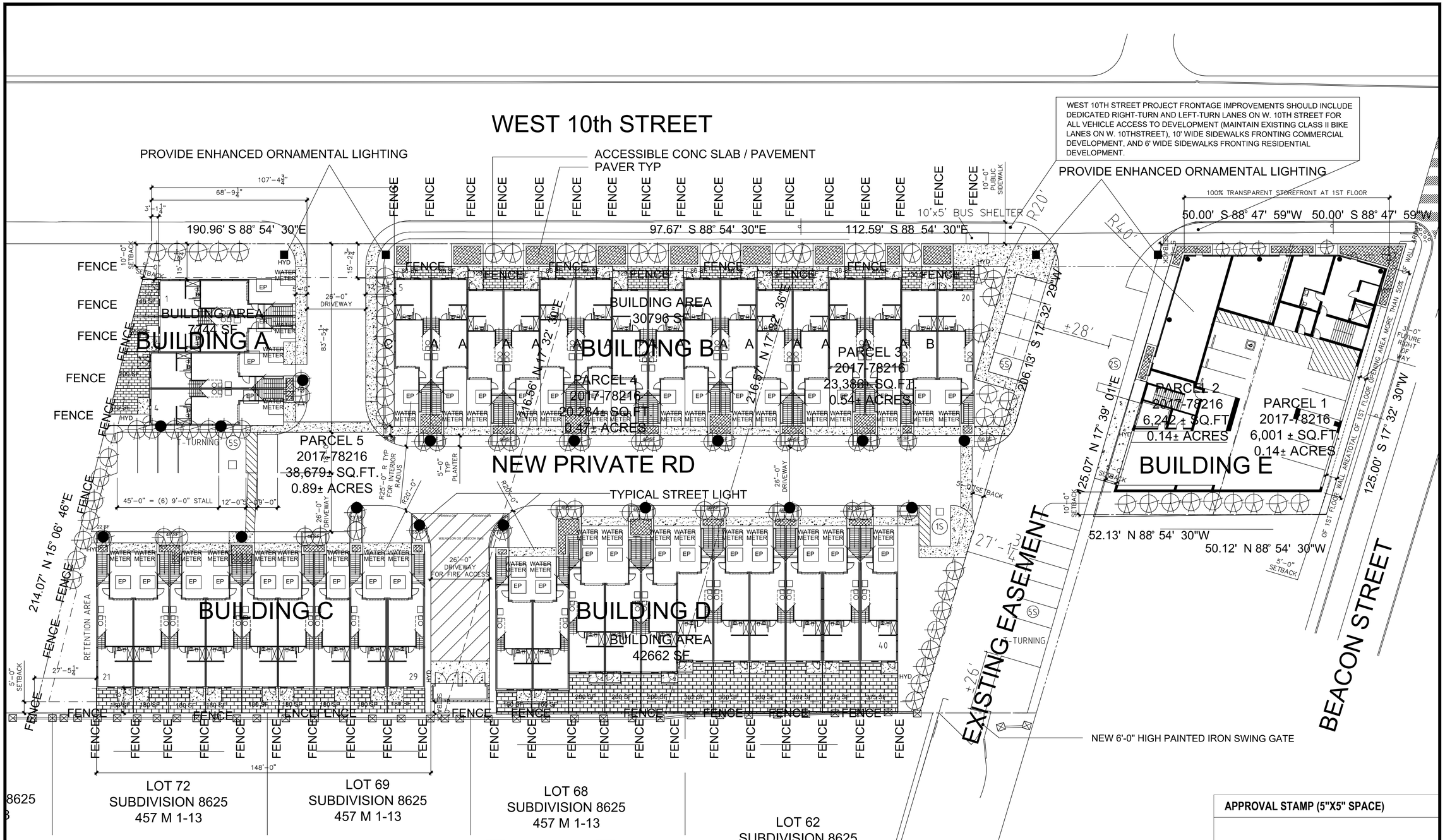

1 SITE PLAN
SCALE: 1" = 20'-0"
NORTH

FENCE	6'-0" HIGH REDWOOD FENCE THROUGHOUT
	SYNTHESIS TURF OVER GRADE
	ACCESSIBLE CONCRETE PAVING
	ACCESSIBLE PAVER
LANDSCAPE	LANDSCAPE AREA - SEE LANDSCAPE DWG
BIKE	BIKE STALL
WATER METER	UNDERGROUND WATER METER & FIRE SPRINKLER METER
EP	ELECTRICAL METER & PANEL
HYD	STREET LIGHT FIRE HYDRANT PER FIRE DEPT REQUIREMENT

NO CURB SIDE STREET PARKING THROUGHOUT THE PROJECT AREA
NO OVERHEAD UTILITIES WITHIN THE PROJECT AREA
FIRE LANE MARKINGS, SIGNAGE AND RED-CURB SHALL BE PROVIDED THROUGHOUT THE SITE EXCEPT AT PARKING STALLS
THE DEVELOPER SHALL PROVIDE ADEQUATE WATER SUPPLY FOR FIRE PROTECTION REQUIRED PER CURRENT CODE
PROPOSED UTILITIES SHALL BE UNDERGROUND
PROPOSED ROADWAY DESIGN SHALL MEET FIRE DEPT REQUIREMENT

APPROVAL STAMP (5"X5" SPACE)

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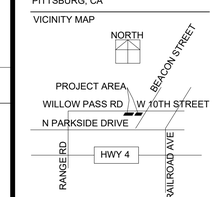

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2017.XX.XX	2017.082

Sheet Title
SITE PLAN

Sheet No.
A1.00

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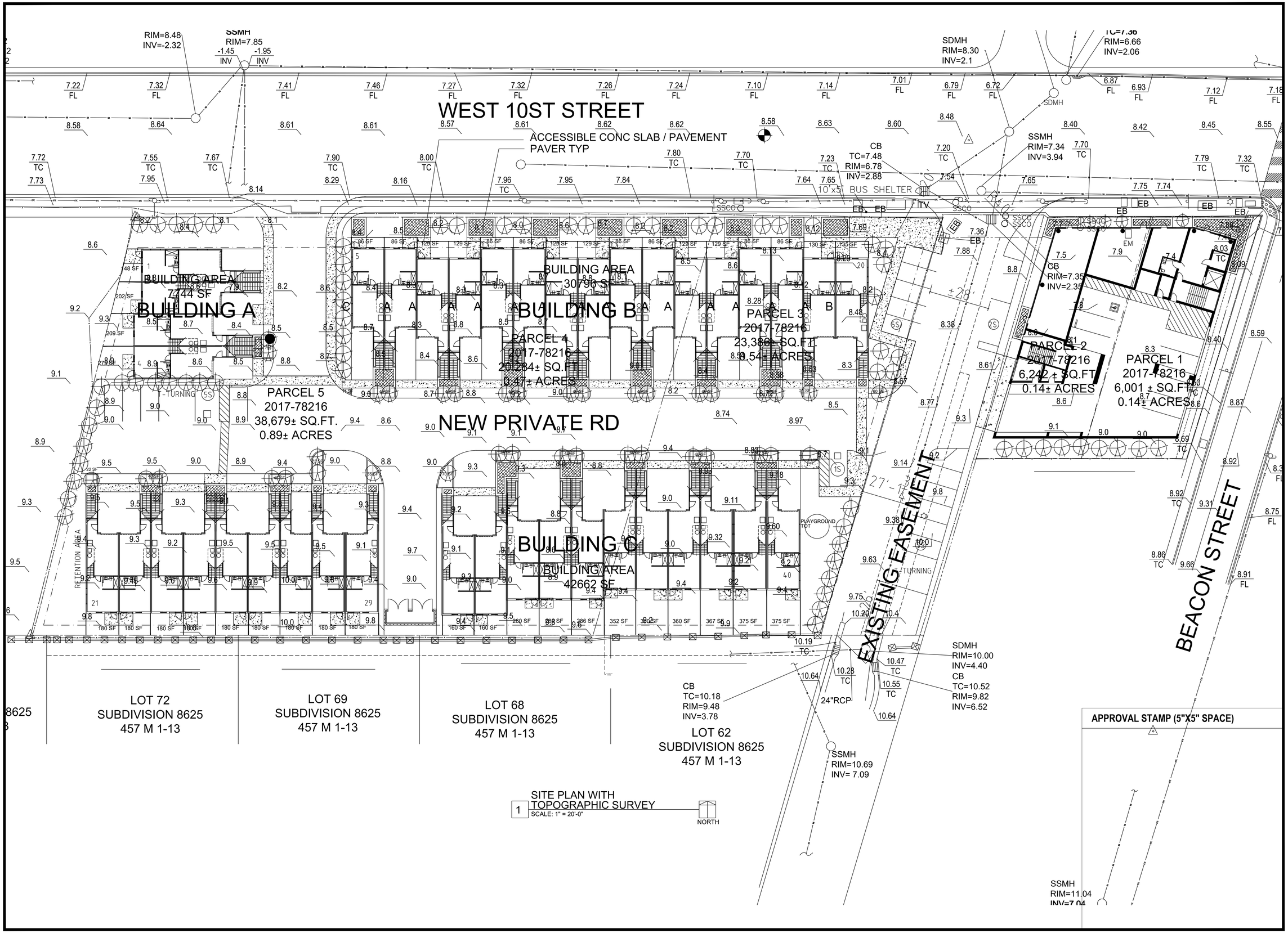

1 SITE PLAN WITH TOPOGRAPHIC SURVEY
SCALE: 1" = 20'-0"

APPROVAL STAMP (5"X5" SPACE)

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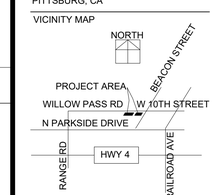

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2017.XX.XX	2017.082

Sheet Title
SITE PLAN WITH TOPOGRAPHIC SURVEY

Sheet No.
A1.01

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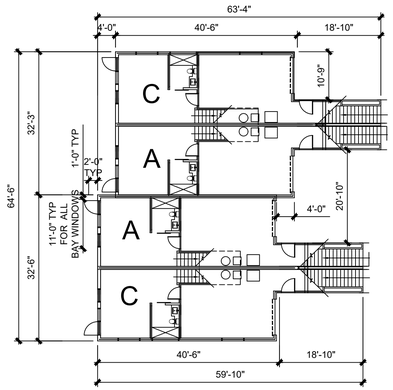
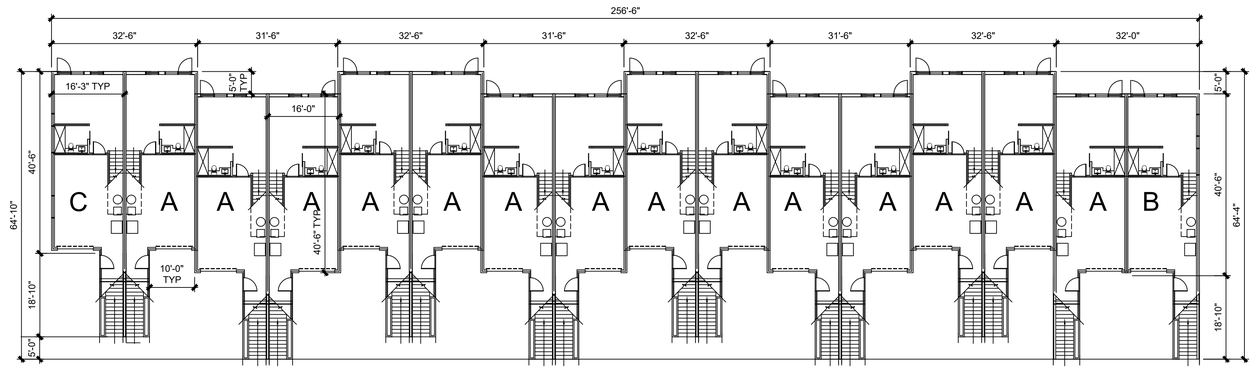
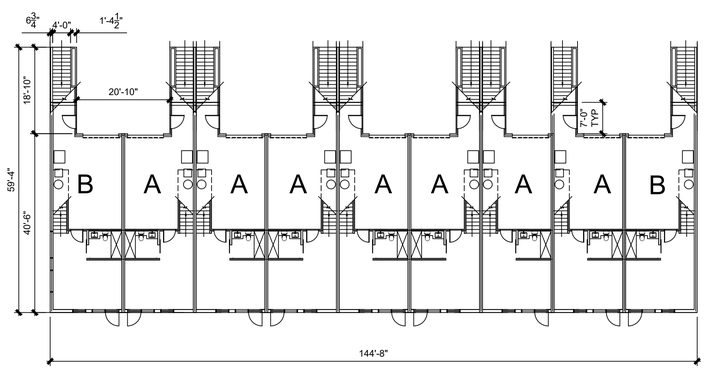


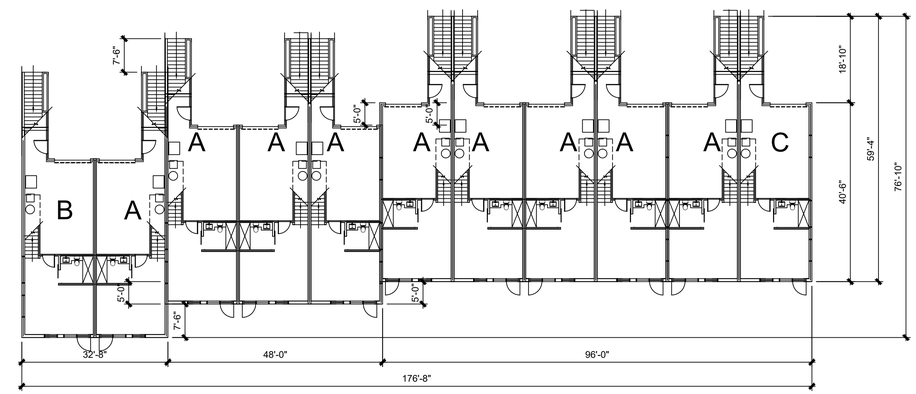
BUILDING A



BUILDING B



BUILDING C



BUILDING D

1ST FLOOR

1 FLOOR PLAN: 1ST FLOOR - BUILDING A, B, C & D

SCALE: 1/16" = 1'-0"

0' 8' 16' 32'

NORTH

APPROVAL STAMP (5"X5" SPACE)

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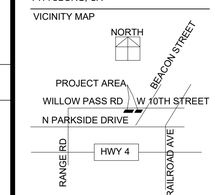

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Sheet Title
FLOOR PLAN
1ST FLOOR
BLDG A, B, C & D

Sheet No.
A2.00A

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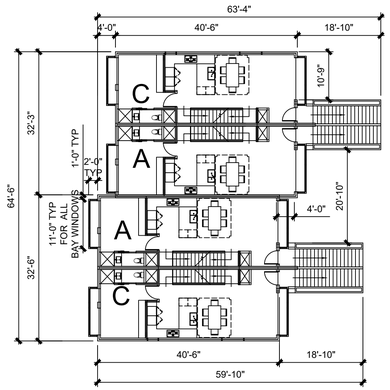
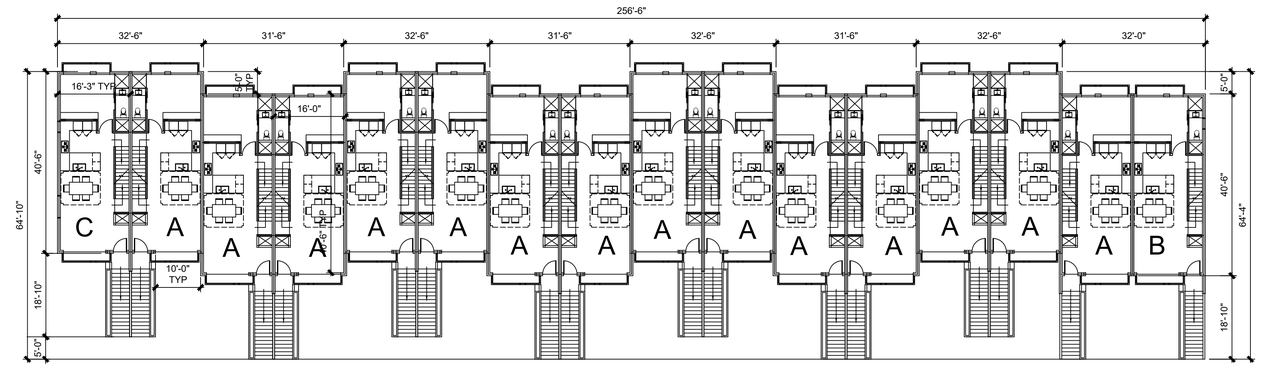
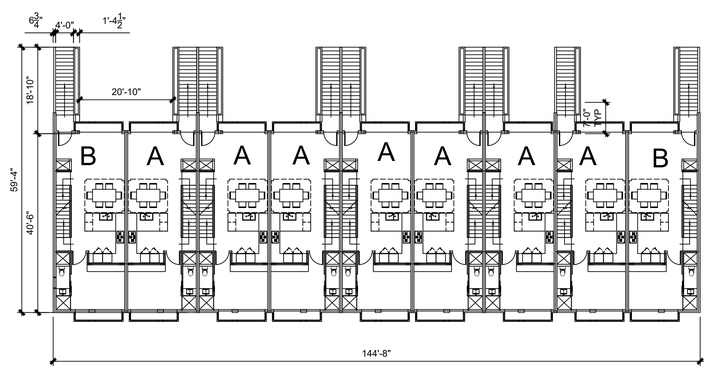


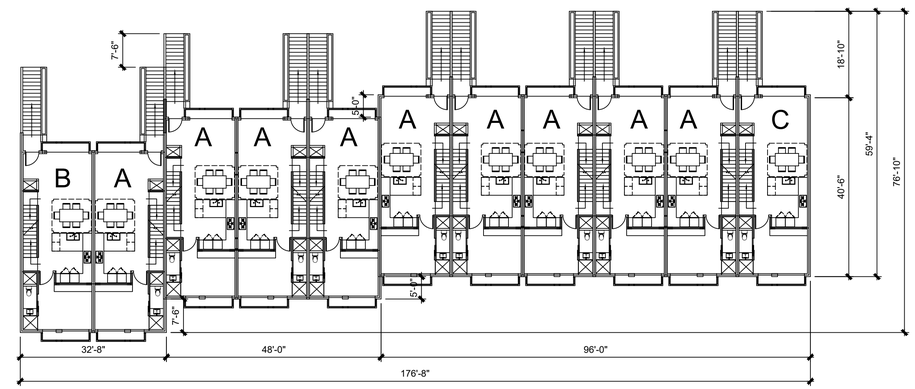
BUILDING A



BUILDING B



BUILDING C



BUILDING D

2ND FLOOR

1 FLOOR PLAN: 2ND FLOOR - BUILDING A, B, C & D

SCALE: 1/16" = 1'-0"

0' 8' 16' 32'

NORTH

APPROVAL STAMP (5"X5" SPACE)

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BEACON VILLA NEW APARTMENTS

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PITTSBURG, CA

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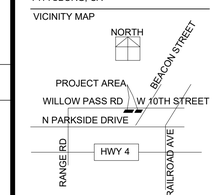

Date	Project No.
2017.XX.XX	2017.082

Sheet Title
FLOOR PLAN
2ND FLOOR
BLDG A, B, C & D

Sheet No.
A2.00B

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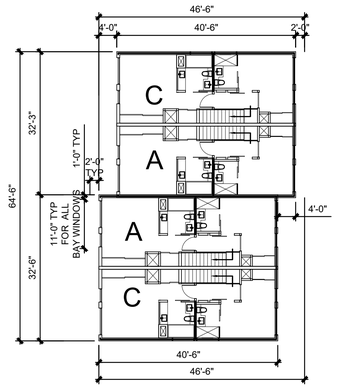
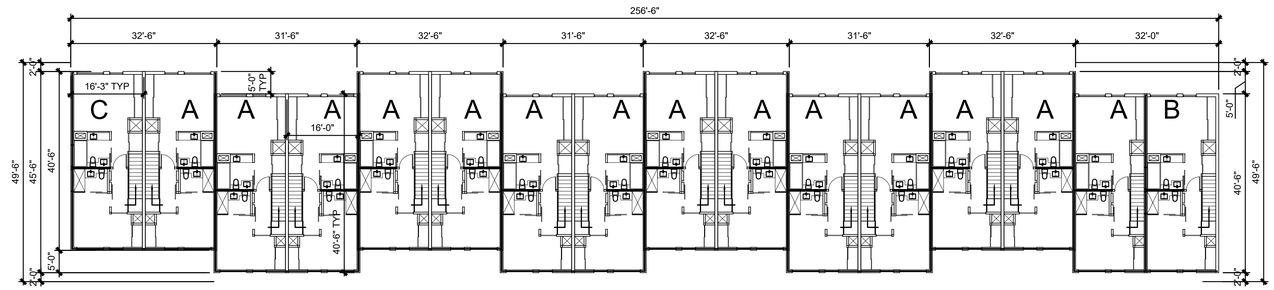
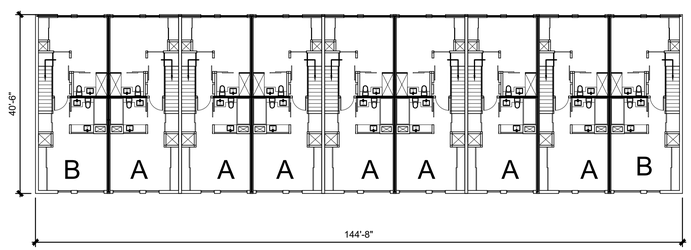


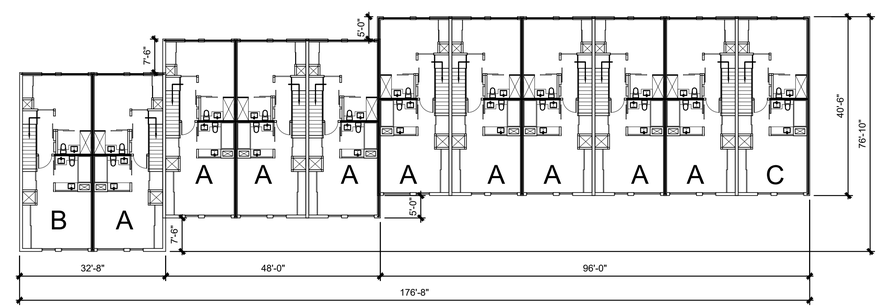
BUILDING A



BUILDING B



BUILDING C



BUILDING D

3RD FLOOR

1 FLOOR PLAN: 3RD FLOOR - BUILDING A, B, C & D

SCALE: 1/16" = 1'-0"

0' 8' 16' 32'

NORTH

APPROVAL STAMP (5"X5" SPACE)

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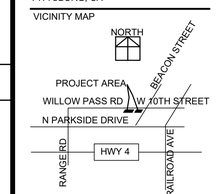

Date	Project No.
2017.XX.XX	2017.082

Sheet Title
FLOOR PLAN
3RD FLOOR
BLDG A, B, C & D

Sheet No.
A2.00C

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FLOOR PLAN - TYPICAL UNIT

1

SCALE: ¼" = 1'-0"

0' 2' 4' 8'

NORTH

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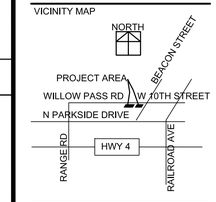

Date	Project No.
2017.XX.XX	2017.082

Sheet Title
FLOOR PLAN
TYPICAL UNIT
AT BLDG A, B & C

Sheet No.
A2.01

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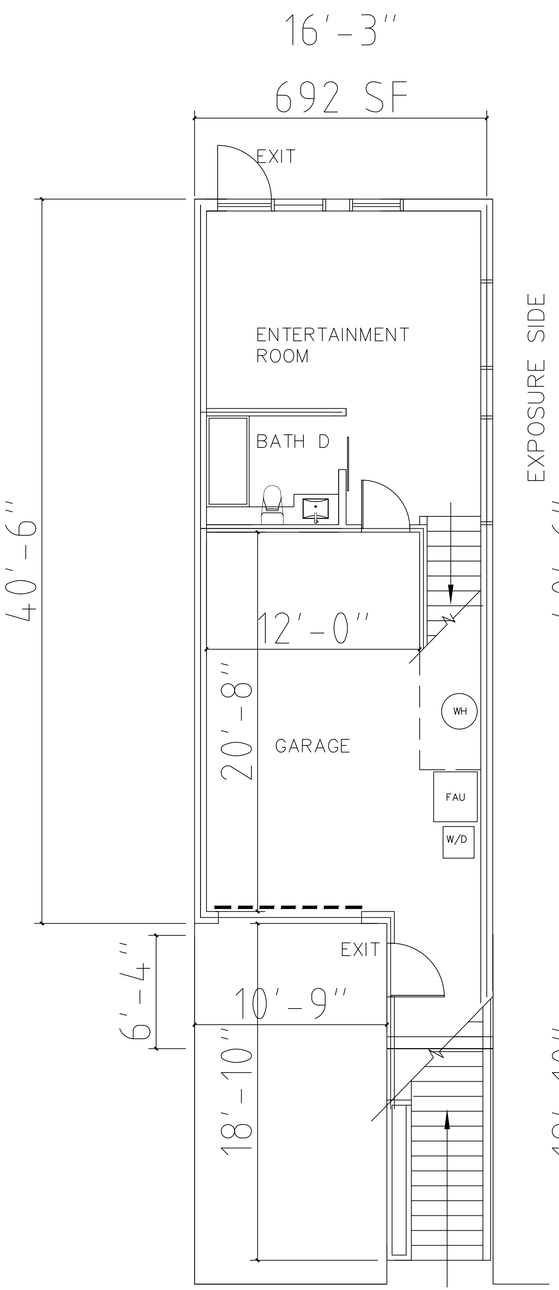
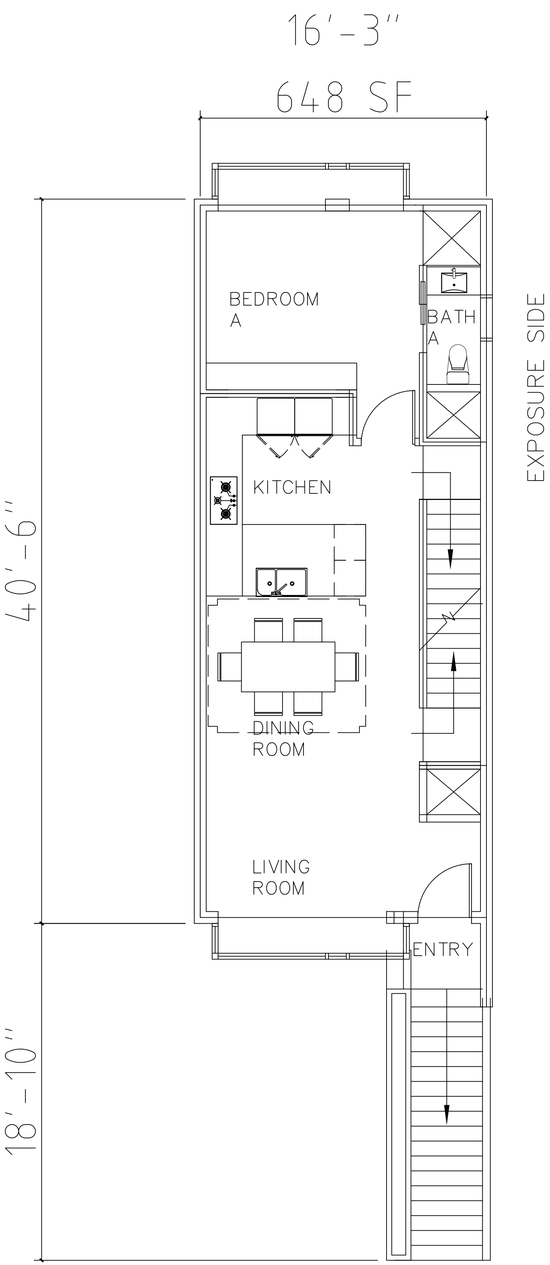
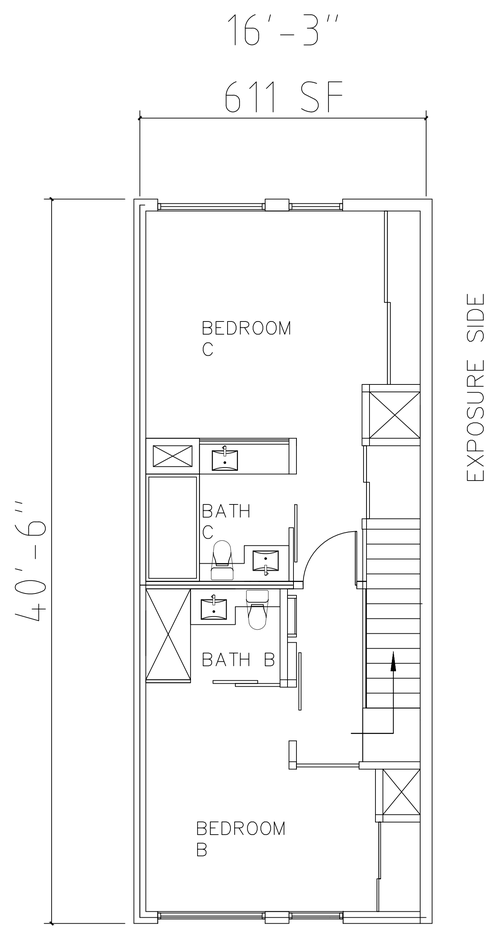


A FIRST FLOOR



B SECOND FLOOR



C THIRD FLOOR

FLOOR PLAN - UNIT B

1

SCALE: ¼" = 1'-0"

0' 2' 4' 8'

NORTH

APPROVAL STAMP (5"X5" SPACE)

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BEACON VILLA NEW APARTMENTS

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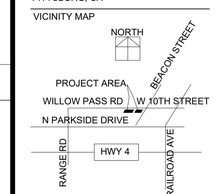
VICINITY MAP



Date	Project No.
2017.XX.XX	2017.082

Sheet Title
FLOOR PLAN - UNIT B (CORNER UNIT)

Sheet No.
A2.02

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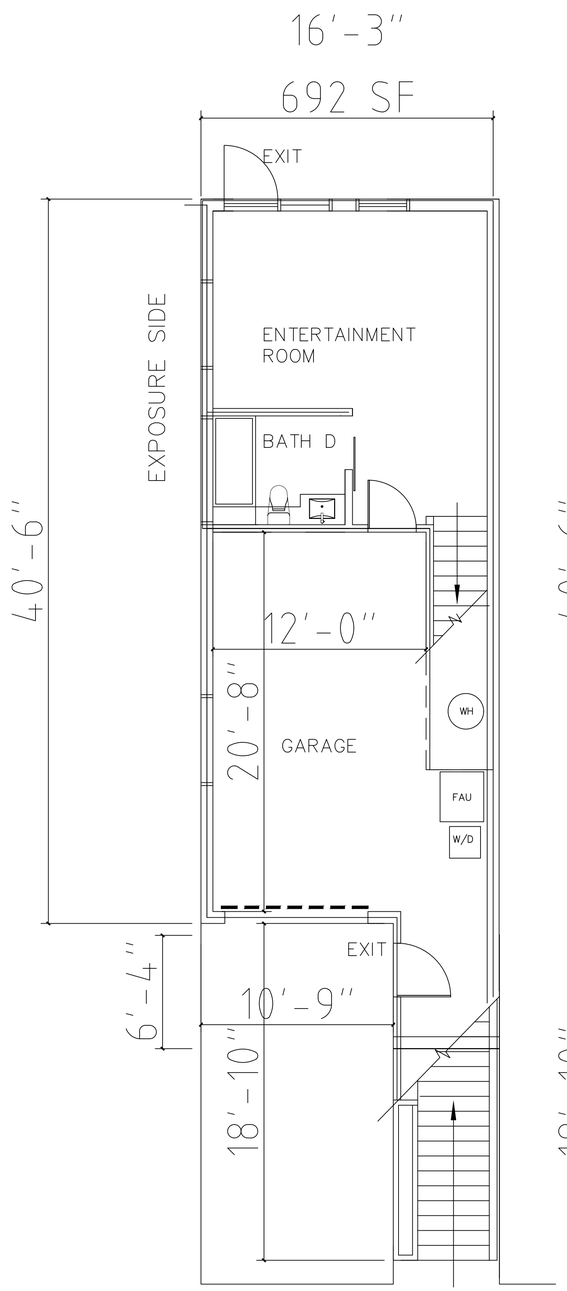

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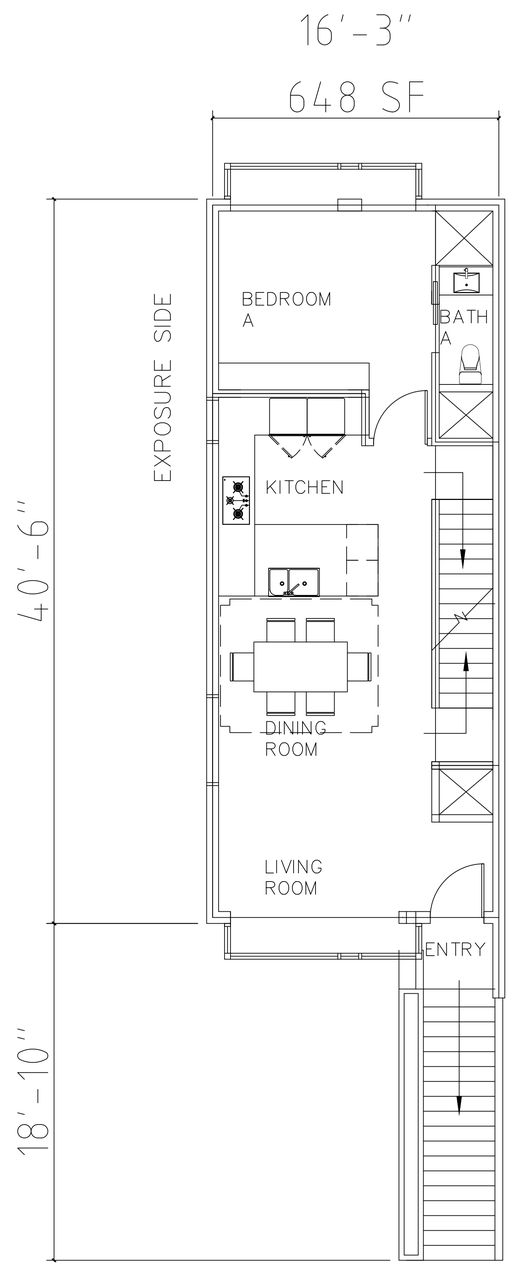
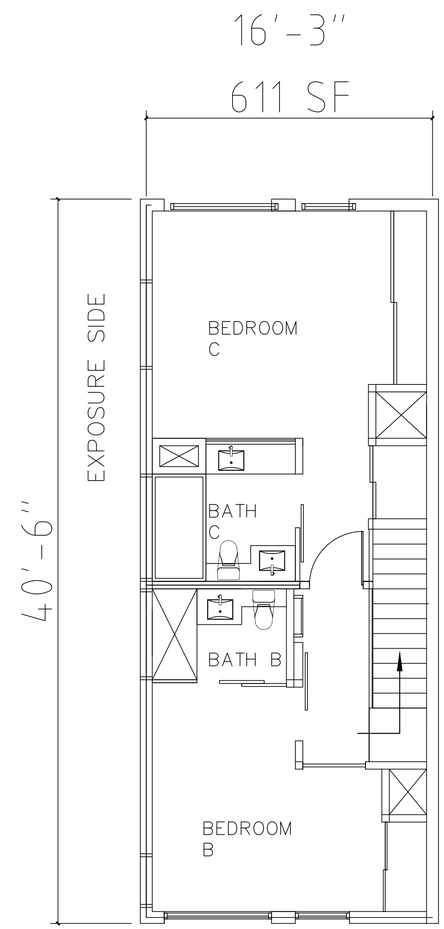


B SECOND FLOOR



C THIRD FLOOR

FLOOR PLAN - UNIT C

1

SCALE: ¼" = 1'-0"

NORTH

0' 2' 4' 8'

APPROVAL STAMP (5"X5" SPACE)

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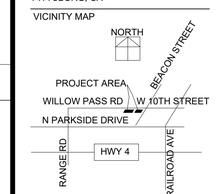

Date	Project No.
2017.XX.XX	2017.082

Sheet Title
FLOOR PLAN - UNIT C (CORNER UNIT)

Sheet No.
A2.03

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EXTERIOR WALL OF THIS FLOOR = FOOTPRINT OF THE 2ND FLOOR

FLOOR PLAN - BUILDING E 1ST FLOOR

1

SCALE: 1/8" = 1'-0"

NORTH

0' 2' 4' 8'

1ST BUILDING AREA SUMMARY:
RETAIL: 2257 SF (OCCUPANCY SEPARATION REQUIRED)
LOBBY & RESTROOM: 462 SF (OCCUPANCY SEPARATION REQUIRED)
GARAGE & BIKE STORAGE: 5785 SF (OCCUPANCY SEPARATION REQUIRED)
2 HR FIRE RATED STAIR: 628 SF
2 HR FIRE RATED ELEVATORS: 104 SF
UTILITIES ROOM: 304 SF
TOTAL OF 1ST FLOOR = BUILDING FOOTPRINT: 9540 SF
(ALL WALLS AS SHOWN ARE 12" CONCRETE WALL)

FLOOR PLAN - BUILDING E 2ND FLOOR

2

SCALE: 1/8" = 1'-0"

NORTH

0' 2' 4' 8'

2ND BUILDING AREA SUMMARY:
OFFICE: 583 SF
LIVING UNITS: 3920 SF
PRIVATE BALCONY: 1059 SF
RESTROOM: 77 SF
2 HR FIRE RATED STAIR: 472 SF
COVERED HALLWAY / OUTDOOR RECREATIONAL AREA: 2610 SF
PLANTER: 270 SF
AREA OF REFUGE: 70 SF
TOTAL 2ND FLOOR AREA: 9061 SF

APPROVAL STAMP (5"X5" SPACE)

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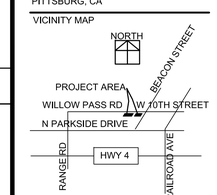

Date	Project No.
2017.XX.XX	2017.082

Sheet Title
FLOOR PLAN - BUILDING E

Sheet No.
A2.04

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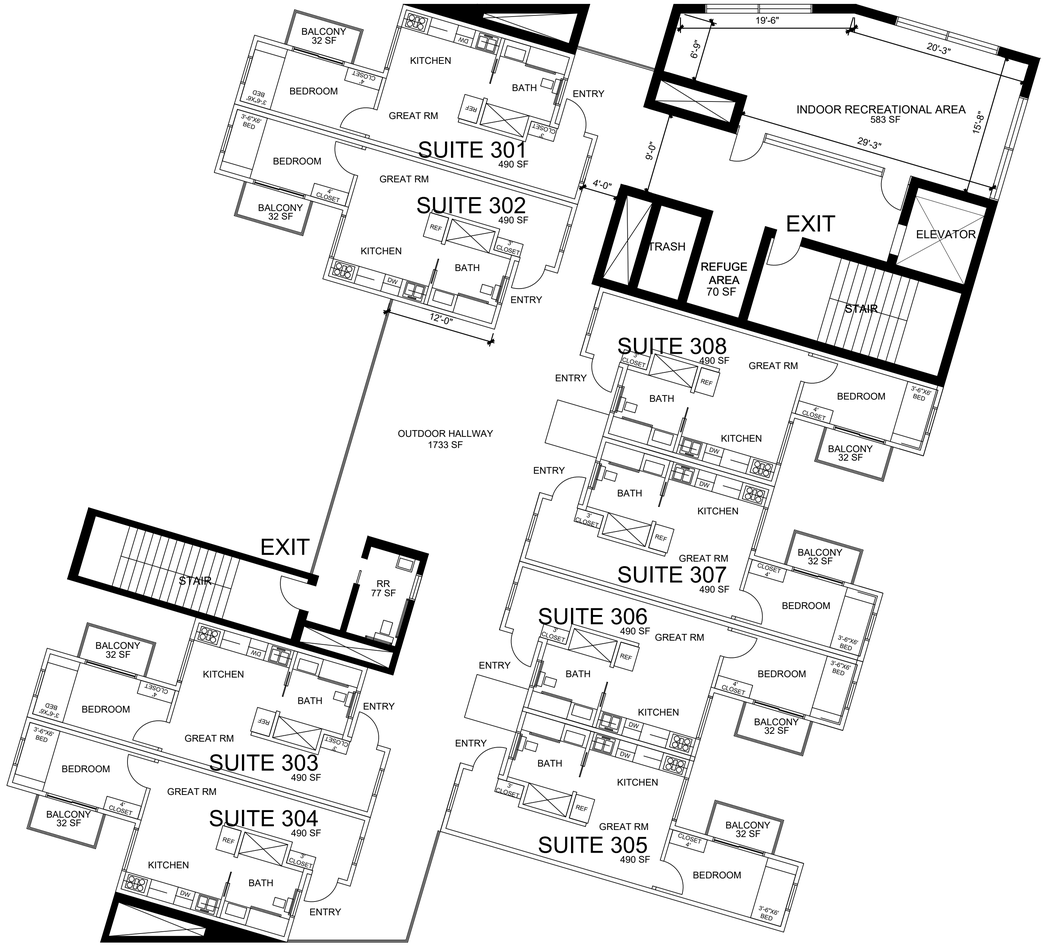

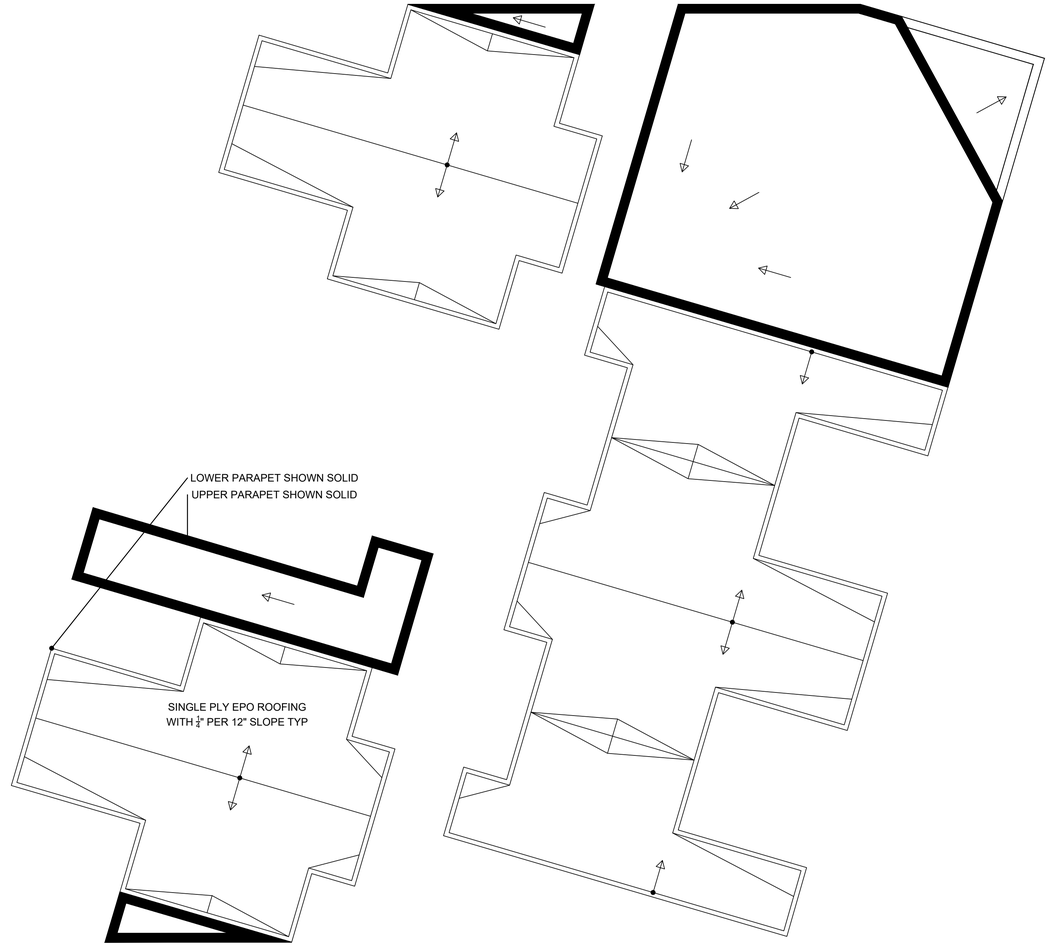

FLOOR PLAN - BUILDING E 3RD FLOOR

1

SCALE: 1/8" = 1'-0"

NORTH

0' 2' 4' 8'

3RD BUILDING AREA SUMMARY:
INDOOR RECREATIONAL AREA: 583 SF
LIVING UNITS: 3920 SF
PRIVATE BALCONY: 256 SF
RESTROOM: 77 SF
2 HR FIRE RATED STAIR: NOT COUNTED TO AVOID DOUBLE COUNT
OUTDOOR HALLWAY: 1733 SF
AREA OF REFUGE: 70 SF
TOTAL 2ND FLOOR AREA: 6639 SF

ROOF PLAN - BUILDING E

2

SCALE: 1/8" = 1'-0"

NORTH

0' 2' 4' 8'

APPROVAL STAMP (5"X5" SPACE)

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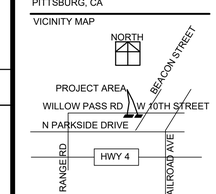
BEACON VILLA NEW APARTMENTS
505 - 599 WEST 10TH STREET,
PITTSBURG, CA

VICINITY MAP

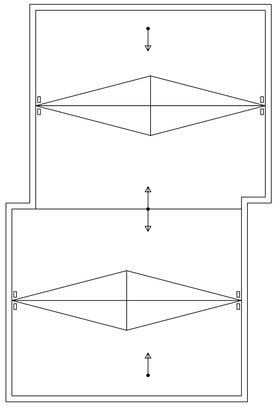


Date	Project No.
2017.XX.XX	2017.082

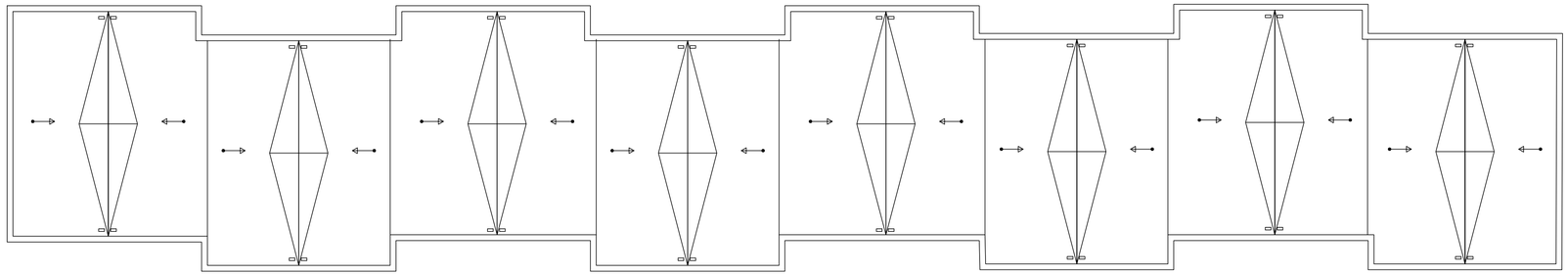
Sheet Title
FLOOR PLAN
ROOF PLAN
- BUILDING E

Sheet No.
A2.05

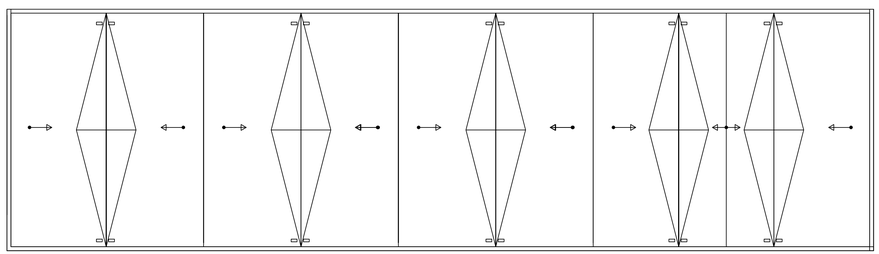
☒ Released for Construction
☐ Not Released for Construction



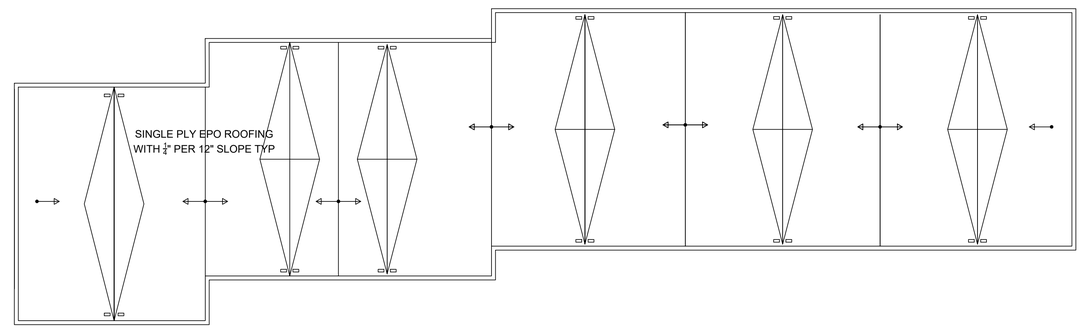
A BUILDING A



B BUILDING B



C BUILDING C



D BUILDING D

ROOF PLAN
- BUILDING A, B, C & D

1

SCALE: 3/32" = 1'-0"

0' 3' 6' 12'

NORTH

APPROVAL STAMP (5"X5" SPACE)

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BEACON VILLA
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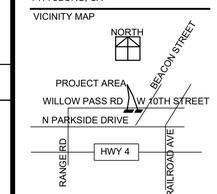


Date	Project No.
2017.XX.XX	2017.082

Sheet Title
ROOF PLAN
- BLDG A, B, C & D

Sheet No.
A2.06

☒ Released for Construction
☐ Not Released for Construction

A NORTH

B EAST

C SOUTH

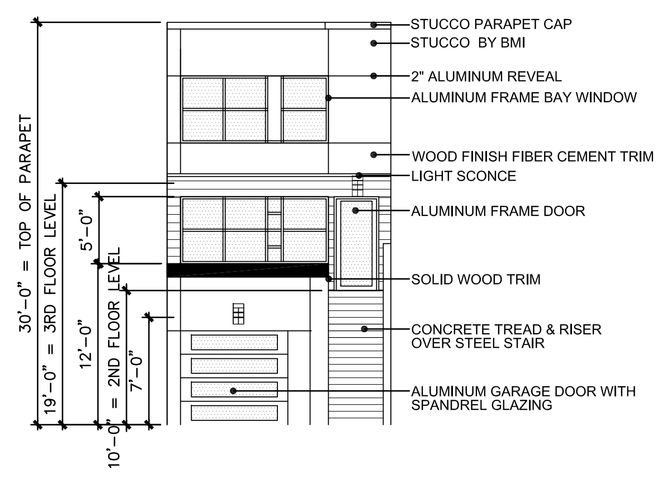
D WEST

1 **ELEVATION - BUILDING A**

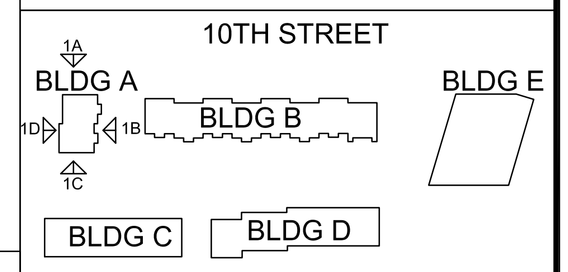
SCALE: 1/8" = 1'-0"

0' 2' 4' 8'

LEGEND



KEYPLAN



APPROVAL STAMP (5"X5" SPACE)

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BEACON VILLA NEW APARTMENTS

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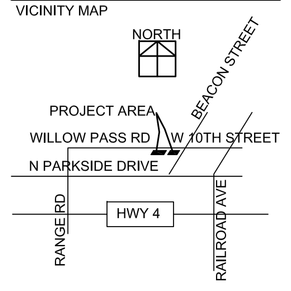


Date	Project No.
2017.XX.XX	2017.082

Sheet Title

ELEVATION - BUILDING A

Sheet No.

A3.00

☒ Released for Construction
☐ Not Released for Construction

A NORTH

A NORTH

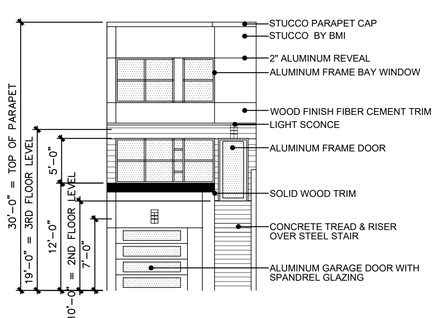
B EAST

1 ELEVATION - BUILDING B

SCALE: 1/8" = 1'-0"

0' 2' 4' 8'

LEGEND



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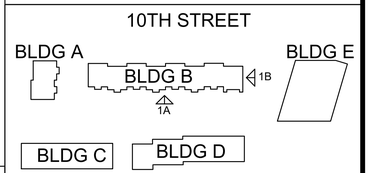

APPROVAL STAMP (5"X5" SPACE)

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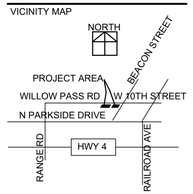


Date	Project No.
2017.XX.XX	2017.082

Sheet Title

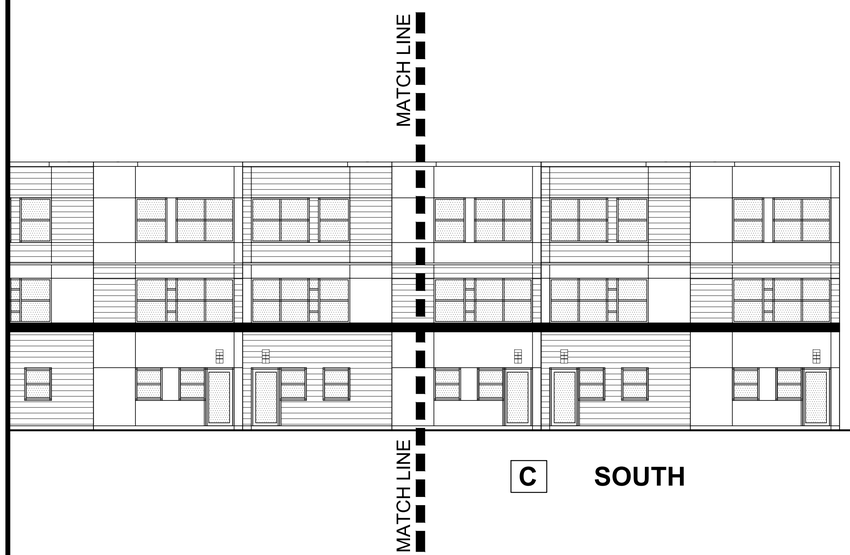
ELEVATION - BUILDING B

Sheet No.

A3.01

☒ Released for Construction
☐ Not Released for Construction

C SOUTH



C SOUTH

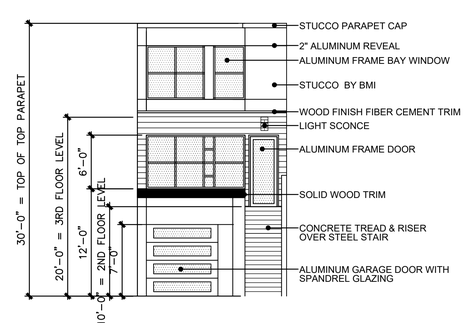
D WEST

1 **ELEVATION - BUILDING B**

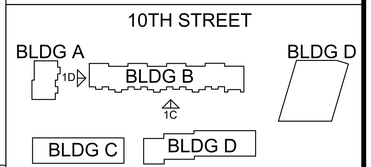
SCALE: 1/8" = 1'-0"

0' 2' 4' 8'

LEGEND



KEYPLAN



APPROVAL STAMP (5"X5" SPACE)

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BEACON VILLA NEW APARTMENTS

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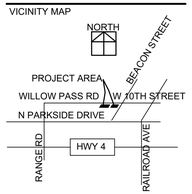
VICINITY MAP



Date	Project No.
2017.XX.XX	2017.082

Sheet Title

ELEVATION - BUILDING B

Sheet No.

A3.02

☒ Released for Construction
☐ Not Released for Construction

A NORTH

B WEST

C SOUTH

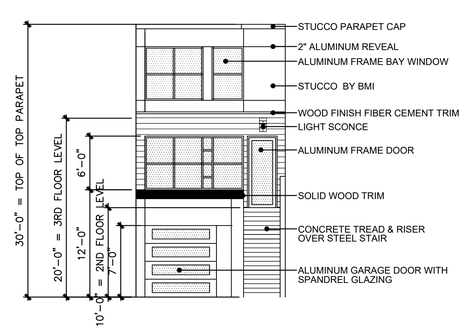
D EAST

1 ELEVATION - BUILDING C

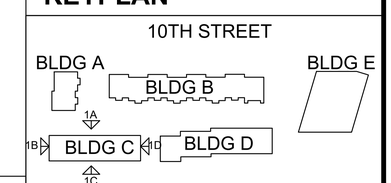
SCALE: 1/8" = 1'-0"

0' 2' 4' 8'

LEGEND



KEYPLAN



APPROVAL STAMP (5"X5" SPACE)

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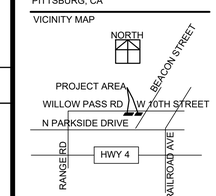


Date	Project No.
2017.XX.XX	2017.082

Sheet Title

ELEVATION - BUILDING C

Sheet No.

A3.03

☒ Released for Construction
☐ Not Released for Construction

A NORTH

B WEST

C SOUTH

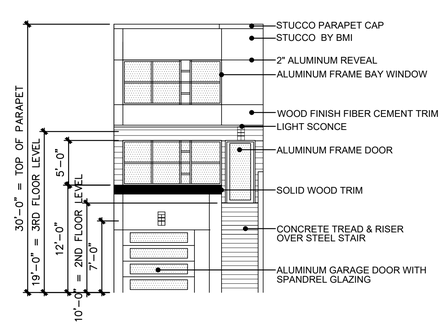
D EAST

1 ELEVATION - BUILDING D

SCALE: 1/8" = 1'-0"

0' 2' 4' 8'

LEGEND



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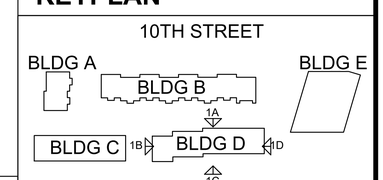

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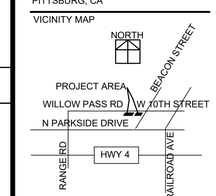


Date	Project No.
2017.XX.XX	2017.082

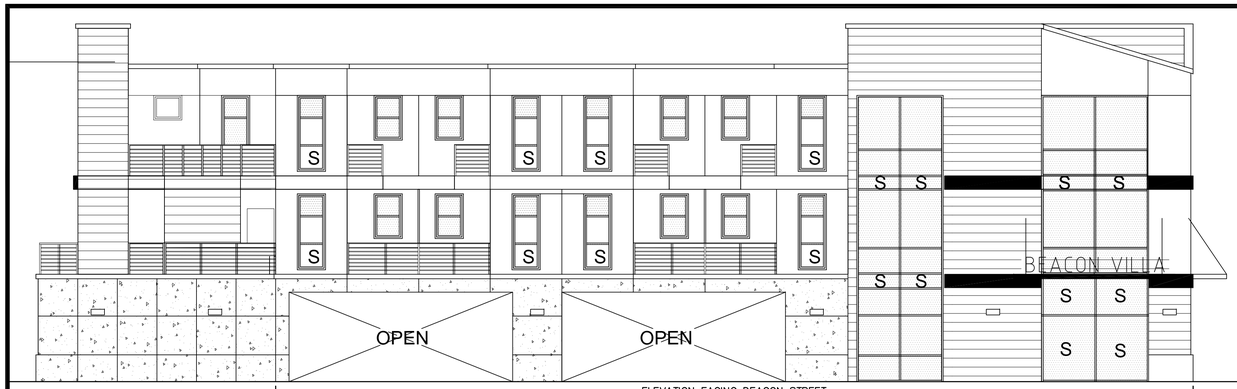
Sheet Title

ELEVATION - BUILDING D

Sheet No.

A3.04

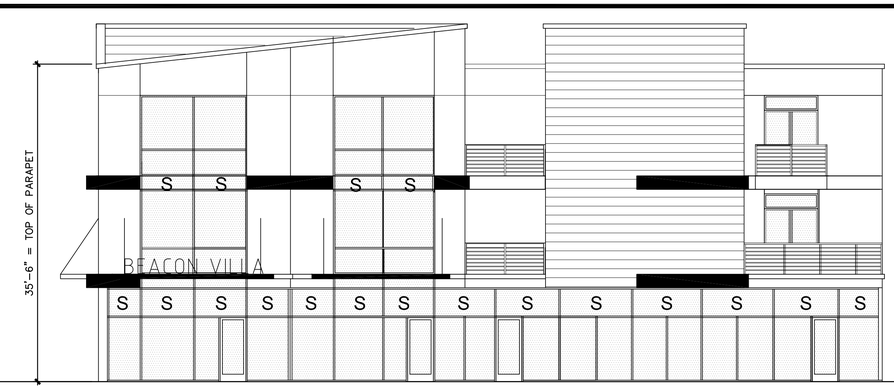
☒ Released for Construction
☐ Not Released for Construction



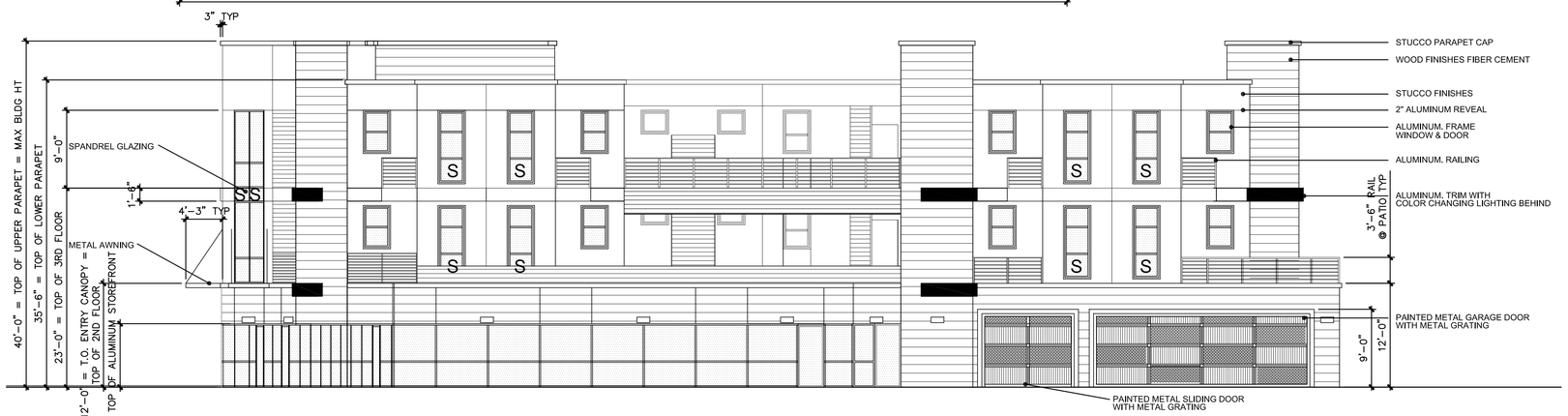
A **EAST**

ELEVATION FACING DEACON STREET
WALL AREA OF 1ST FLOOR = 1,177 SF
AREA OF TRANSPARENT OPENINGS = 602 SF (MORE THAN 50% TOTAL WALL AREA)

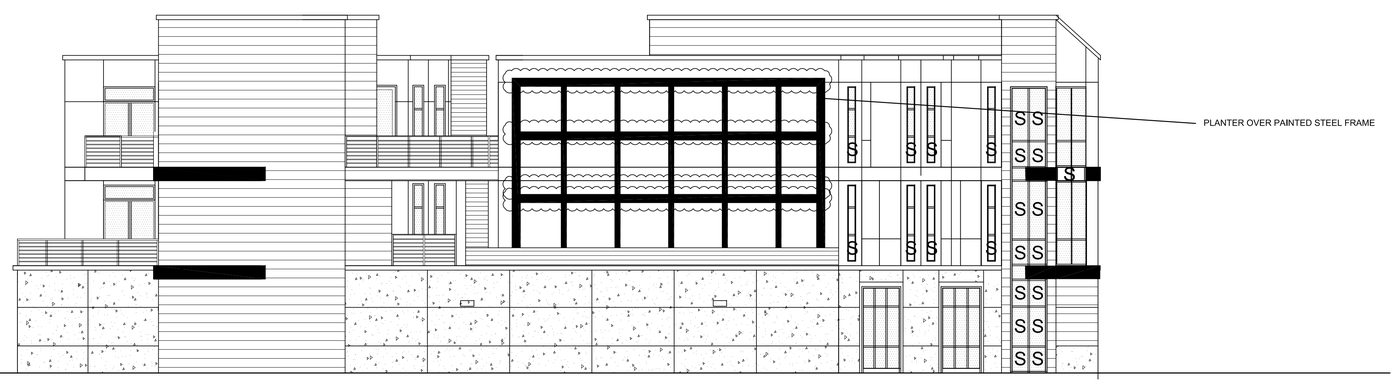
TOTAL WALL LENGTH = 102'-7"
TOTAL TRANSPARENT OPENINGS LENGTH = 59'-8" (MORE THAN 50% OF TOTAL WALL LENGTH)



B **NORTH**



C **WEST**



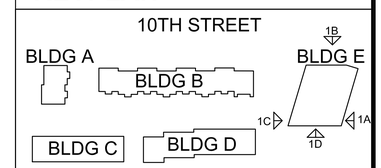
D **SOUTH**

1 **ELEVATION - BUILDING E**

SCALE: 1/8" = 1'-0"

0' 2' 4' 8'

KEYPLAN



APPROVAL STAMP (5"X5" SPACE)

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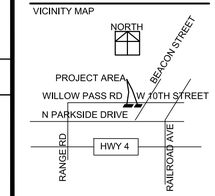
BEACON VILLA NEW APARTMENTS
505 - 599 WEST 10TH STREET,
PITTSBURG, CA

VICINITY MAP



Date	Project No.
2017.XX.XX	2017.082

Sheet Title

ELEVATION - BUILDING E

Sheet No.

A3.05

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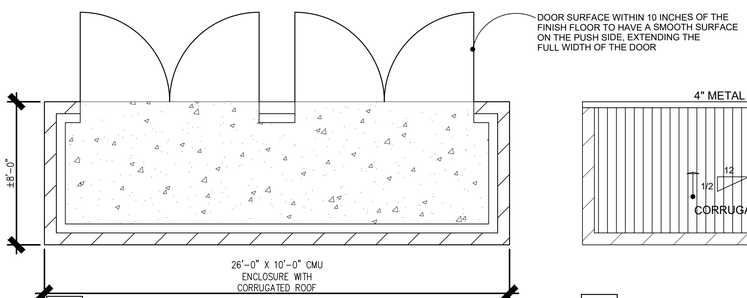
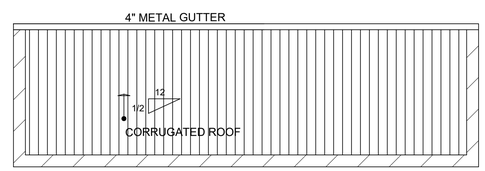
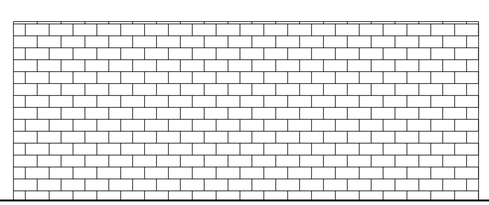


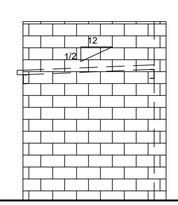
A FLOOR PLAN



B ROOF PLAN



C SOUTH ELEVATION



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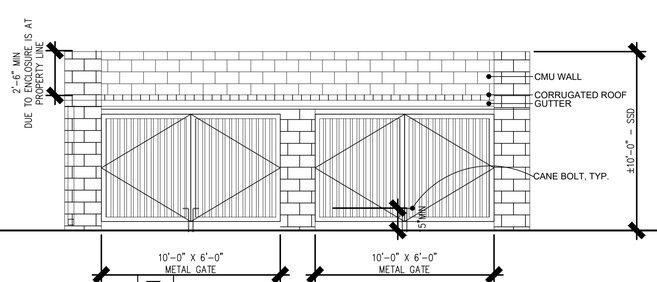


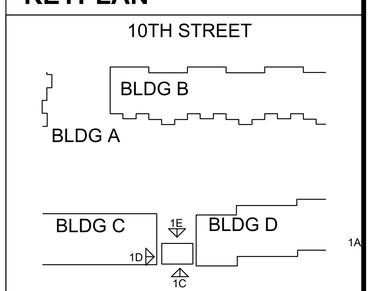
E NORTH ELEVATION

1 TRASH ENCLOSURE

SCALE: 1/4" = 1'-0" (3 GARBAGE PICKUP WEEKLY)

0' 2' 4' 8'

KEYPLAN



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BEACON VILLA NEW APARTMENTS

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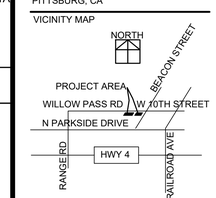
VICINITY MAP



Date	Project No.
2017.XX.XX	2017.002

Sheet Title: ENLARGED PLAN/ ELEVATION: TRASH ENCLOSURE

Sheet No. A3.06

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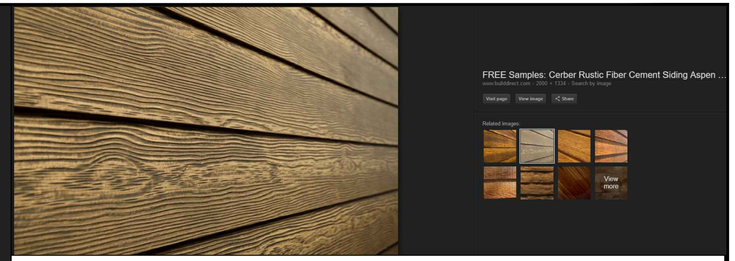
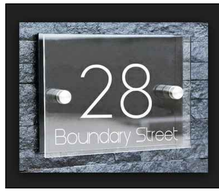
ALUMINUM FRAME WINDOW

ALUMINUM GARAGE DOOR WITH GLAZING AT TOP ROW

BMI STUCCO WITH FINE FINISHES



FIBER CEMENT SIDING



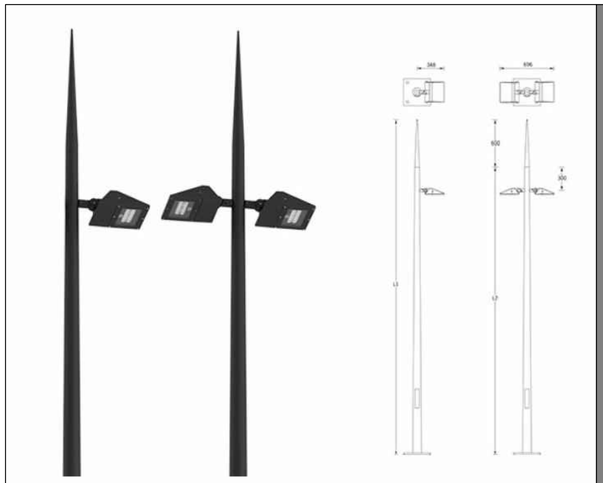
OUTDOOR SUITE SIGN

ERCO
OUTDOOR RECESSED LIGHTING

ERCO OUTDOOR LIGHTING

OUTDOOR CEILING MOUNTED LIGTHING: ERCO

OUTDOOR LIGHT SCONCE: ERCO

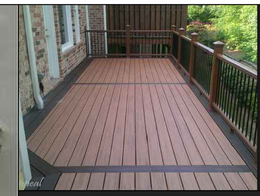


SITE ENTRY ORNAMENTAL STREET LIGHT (24 FEET HIGH)

TYPICAL STREET LIGHT

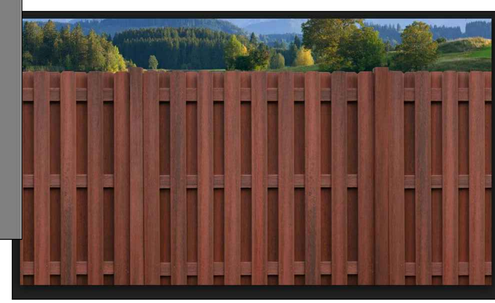
METAL GUARDRAIL

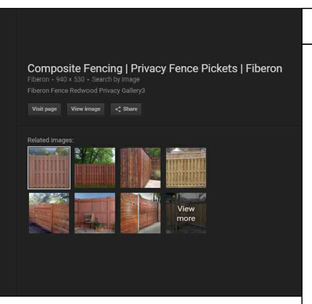
METAL AWNING - SIMILAR



TREK OUTDOOR DECK @ PATIO @ 2ND FLOOR

BRICK PAVER





6'-0" HIGH WOOD FENCE AT 41 APARTMENT UNITS

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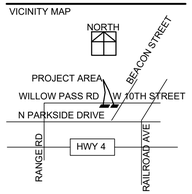
BEACON VILLA NEW APARTMENTS
505 - 599 WEST 10TH STREET,
PITTSBURG, CA

VICINITY MAP



Date	Project No.
2017.XX.XX	2017.082

Sheet Title
MATERIAL BOARD

Sheet No.
A3.07

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☐ Not Released for Construction

1

Mt. Rushmore
KM4902

KELLY-MOORE PAINTS
MT RUSHMORE
KM4902

2

Hugh's Hue
KM4901

KELLY-MOORE PAINTS
HUGH'S HUE
KM4901

3

Duct Tape Grey
KM4915

KELLY-MOORE PAINTS
DUCT TAPE GREY
KM4915

4

Gray Dolphin
KM4914

KELLY-MOORE PAINTS
GRAY DOLPHIN
KM4914

5

Gray Spell
KM4899

KELLY-MOORE PAINTS
GRAY SPELL
KM4899

6

Silver Strand Beach
KM4892

KELLY-MOORE PAINTS
SILVER STRAND BEACH
KM4892

7

Slow Perch
KM4898

KELLY-MOORE PAINTS
SLOW PERCH
KM4898

8

Fog Beacon
KM4913

KELLY-MOORE PAINTS
FOG BEACON
KM4913

9

Gray Ghost
KM4884

KELLY-MOORE PAINTS
GRAY GHOST
KM4884

10

Apollo Landing
KMW50

KELLY-MOORE PAINTS
APOLLO LANDING
KMW50

11

Cloud White
KMW57

KELLY-MOORE PAINTS
CLOUD WHITE
KMW57

12

Whitest White
KMW43

KELLY-MOORE PAINTS
WHITEST WHITE
KMW43

PHOTO SOURCE: KELLYMOORE.COM

APPROVAL STAMP (5"X5" SPACE)

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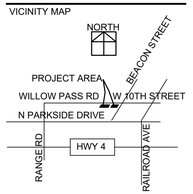

Date 2017.XX.XX
Project No. 2017.082

Sheet Title
COLOR BOARD
PAINT COLOR

Sheet No.
A3.08

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☐ Not Released for Construction

1 SECTION
SCALE: 1/2" = 1'-0"
0' 6" 1' 2'

APPROVAL STAMP (5"X5" SPACE)

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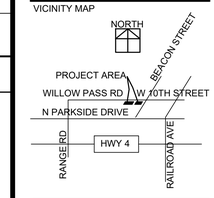

Date 2017.XX.XX
Project No. 2017.082

Sheet Title
SECTION
BLDG A, B & C

Sheet No.
A6.01

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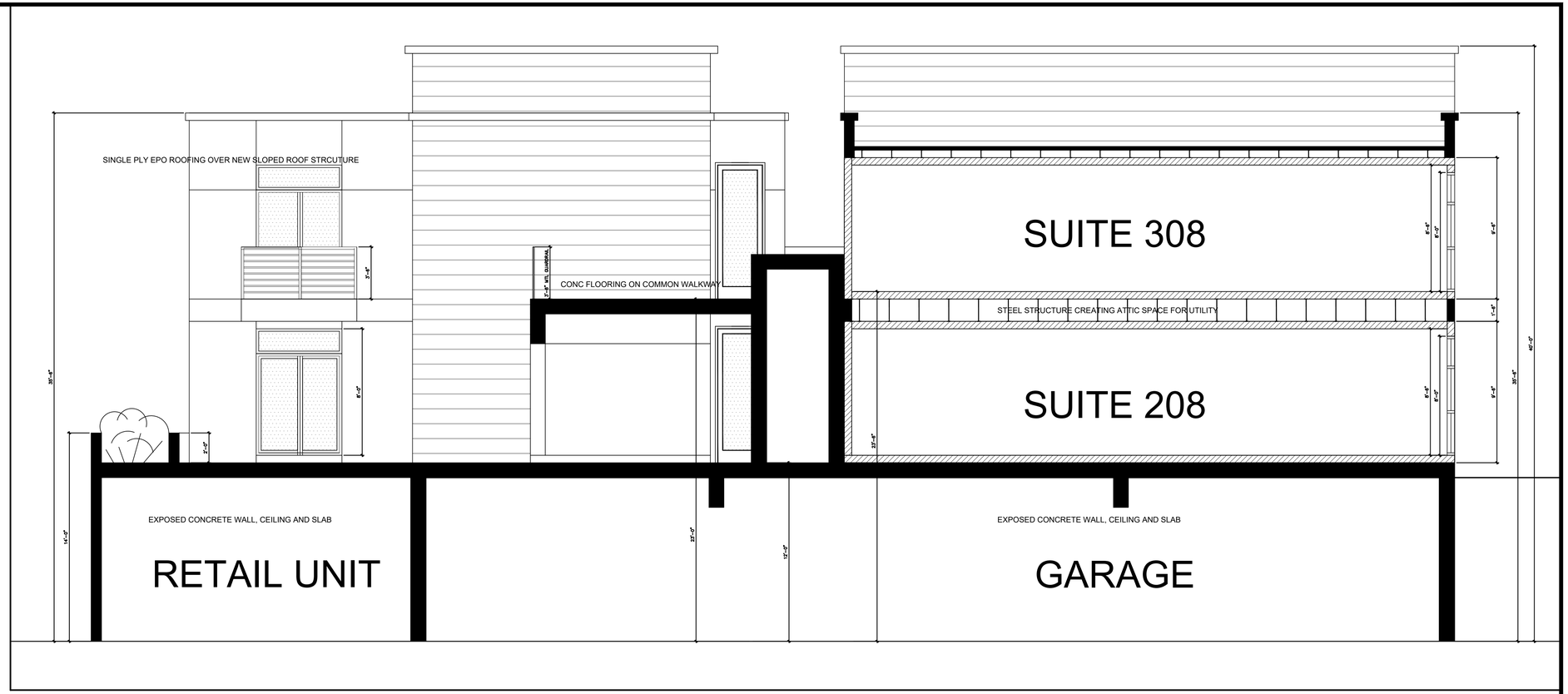

1 SECTION
SCALE: 1/4" = 1'-0"
0' 1' 2' 4'

APPROVAL STAMP (5"X5" SPACE)

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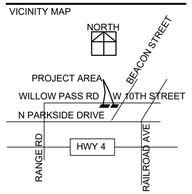

Date 2017.XX.XX
Project No. 2017.082

Sheet Title
SECTION
BLDG E

Sheet No.
A6.02

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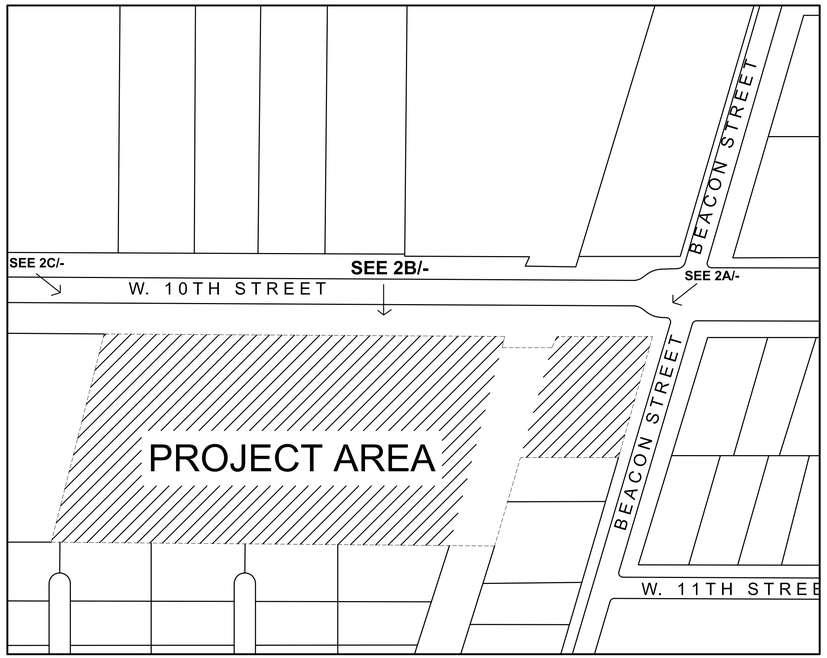

1 **EXISTING SITE PLAN**

SCALE: 1" = 10'-0"

NORTH

A

B

C

2 **EXISTING SITE PICTURES**

APPROVAL STAMP (5"X5" SPACE)

A R C H I T S T U D I O
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Print Record

XX.XX.2017	CLIENT REVIEW
XX.XX.2017	PLANNING REVIEW
XX.XX.2017	PLANNING REVIEW
07.21.2017	PLANNING REVIEW
11.27.2017	PLANNING REVIEW
01.05.2017	PLANNING REVIEW

DEVELOPER:
THE DEVELOPER NAME IS AMERASIA REAL ESTATE FUND, LLC
ADDRESS: 2323 NORIEGA ST, SAN FRANCISCO, CA 94122
CONTACT: JUSTIN TIN
PHONE: 415.699.2388

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CONTACT: MARCO FUNG
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CONTRACTOR
CONTACT: PIERRE CHEUNG

LAND SURVEYOR &
CIVIL ENGINEERING:
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CONTACT: JERRY GONZALES
PHONE: 510.887.4086

LANDSCAPE ARCHITECT:
REED ASSOCIATES
477 S TAAFFE ST
SUNNYVALE, CA 94086
CONTACT: PAUL REED
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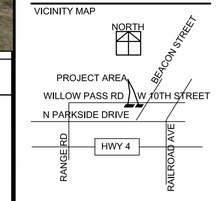
BEACON VILLA
NEW APARTMENTS
505 - 599 WEST 10TH STREET,
PITTSBURG, CA

VICINITY MAP



Date 2017.XX.XX
Project No. 2017.082

Sheet Title
EXISTING PHOTOS

Sheet No. EX 01

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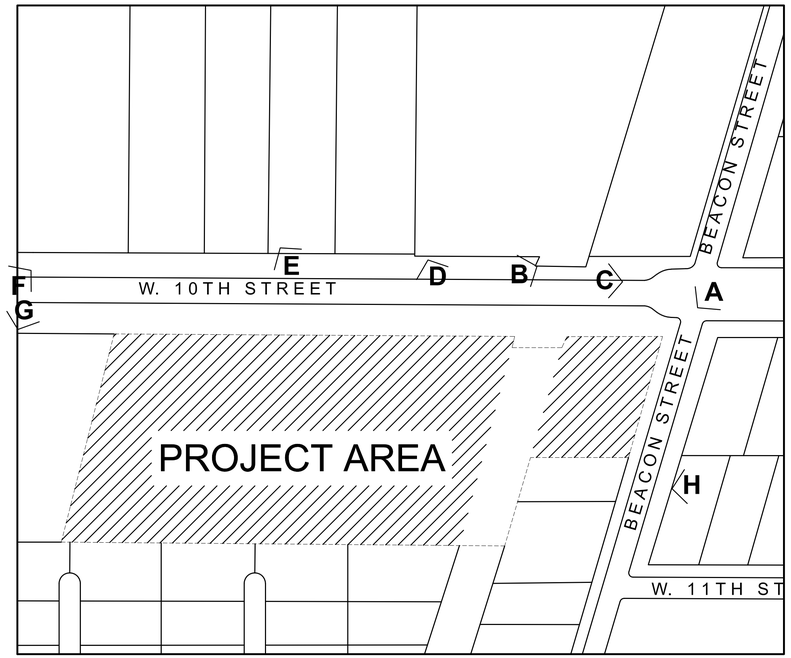


KEYPLAN - NIC

A

B

1 **NEIGHBORHOOD PICTURES**

C

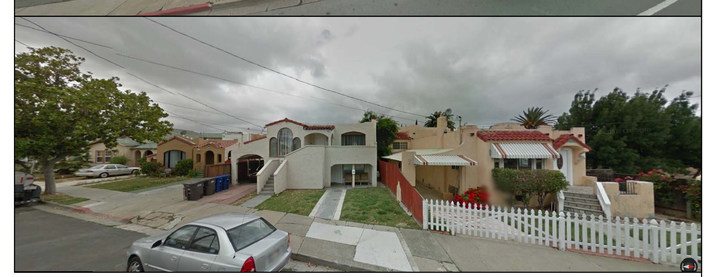
D

E

F

G

H



APPROVAL STAMP (5"X5" SPACE)

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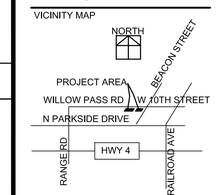

Date 2017.XX.XX
Project No. 2017.082
Sheet Title EXISTING PHOTOS
Sheet No. EX 02

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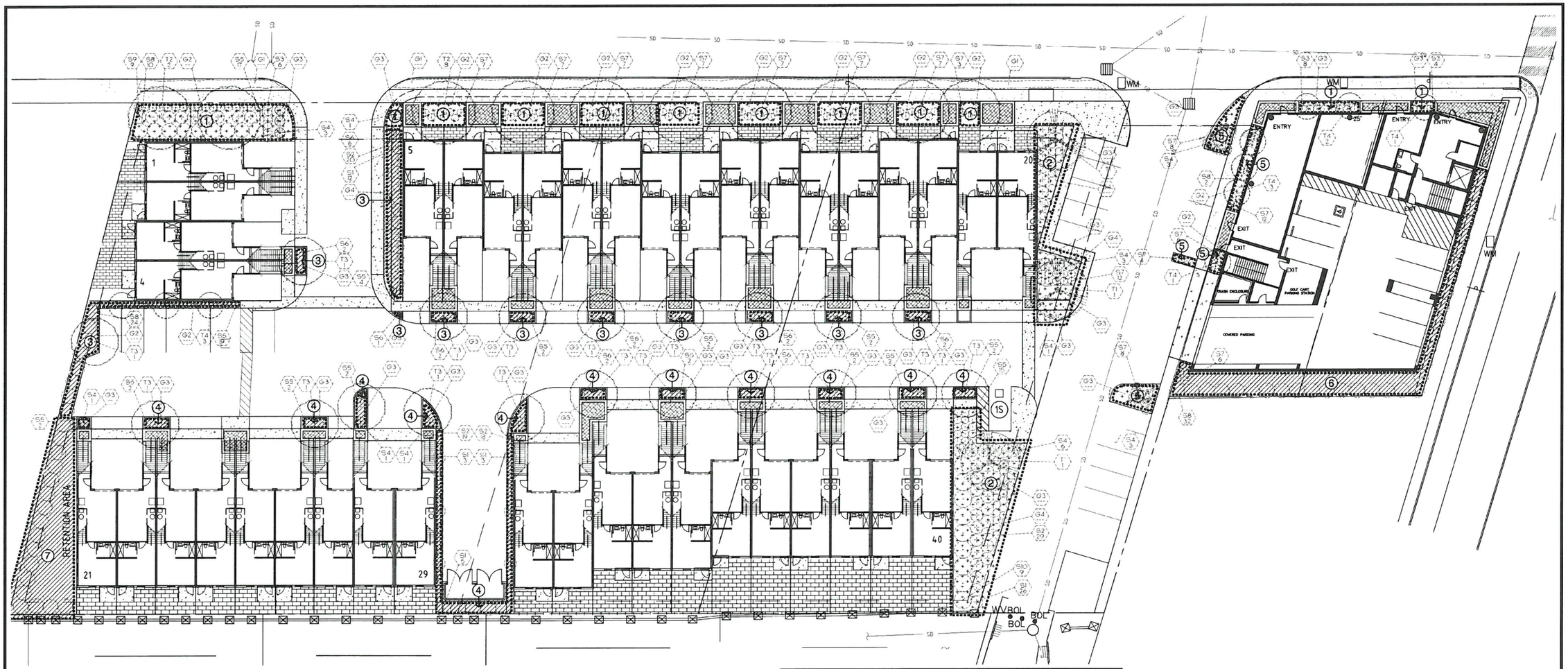

Appendix B - Water Efficient Landscape Worksheet

Reference Evapotranspiration (ETo) 43.1

MAWA - Regular Landscape Areas

MAWA = (ETo) x (0.62) x ((0.45 x LA) + (0.3 x SLA))

landscape area 12,806 s.f.
ETAF .55 average ETAF for regular landscape areas must be 0.55 residential areas, and 0.45 for non-residential areas.
mawa total 188,211 gallons per year

ETWU - Regular Landscape Areas

ETWU = (ETo) x (0.62) x (ETAF x LA)

hydro-zone number	plant water use	plant factor (PF)	irrigation method	irrigation efficiency	ETAF (PF/IE)	hydro-zone area	ETAF x Area	ETWU
1	medium	0.5	drip	0.81	0.617	4,596	2,837.0	75,811
2	medium	0.5	drip	0.81	0.617	2,180	1,345.7	35,959
3	low	0.2	drip	0.81	0.247	1,444	357	9,528
4	low	0.2	drip	0.81	0.247	1,154	285	7,614
5	medium	0.5	drip	0.81	0.617	608	375	10,029
6	low	0.2	drip	0.81	0.247	1,430	353	9,435
7	low	0.2	drip	0.81	0.247	1,394	344	9,198
					totals	12,806	5896.79	157,574

ETAF clculations

total ETAF x area 5,896.79
total area 12,806 s.f.
average ETAF 0.460 Average ETAF for Regular Landscape Areas must be 0.55 or below for residential areas, and 0.45 or below for non-residential areas.

TOTALS

MAWA total 188,211 gallons per year
ETWU total 157,574 gallons per year

16.3 Percentage reduction of Potabel Irrigation Water

IRRIGATION HYDRO-ZONE LEGEND

PLANTS ARE GROUP TO HAVE MATCHING WATER REQUIREMENTS AND MICRO-CLIMATE CHARACTERISTICS.

HIGH WATER REQUIREMENT

MEDIUM WATER REQUIREMENT

LOW WATER REQUIREMENT (DROUGHT TOLERANT PLANTING)

RECEIVED
JAN 2 6 2018
PLANNING DIVISION

0 10 20 40
Scale 1" = 20 ft
sheet size = 36"x24"

BEFORE EXCAVATING CALL: 811
48-HOURS BEFORE ALL
PLANNED WORK OPERATIONS
811
Know what's below.
Call before you dig.

REED ASSOCIATES
LANDSCAPE ARCHITECTURE
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SUNNYVALE, CALIFORNIA 94086
408 481 9020 / 408 481 9022 FAX
web: www.rala.net / email: paul@rala.net

New Apartments

505-559 West 10th Street
Pittsburg, CA

ISSUE	DATE
--	--.--.--

REGISTERED LANDSCAPE ARCHITECT
PAUL JAY REED
No. 2002
EXP. 9/30/19
STATE OF CALIFORNIA

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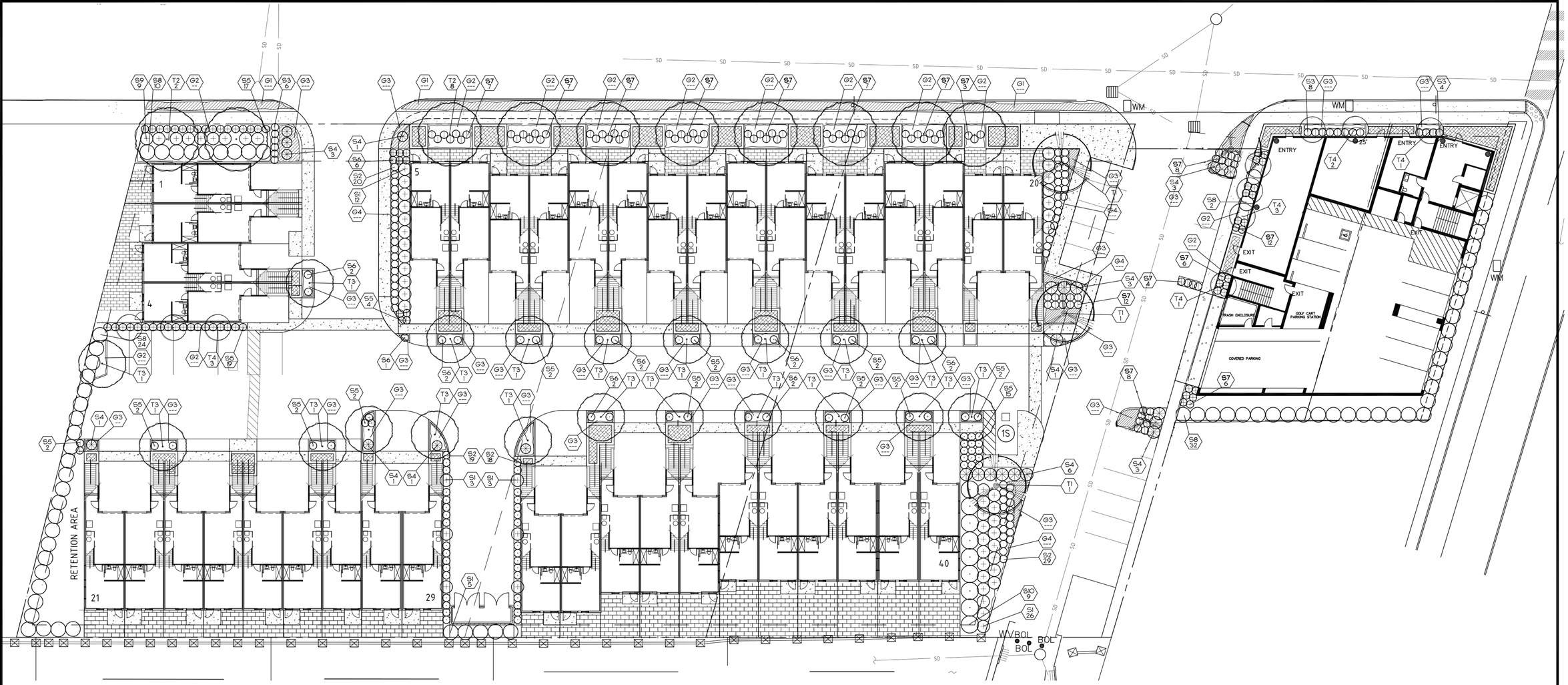
Approved	pjr		
Drawn	ds	Reviewed	pjr
Project No.	--.--		
Scale --		Issue Date	01-26-18

Landscape
Hydrozone Plan

L2.0

Sheet of



PLANT LIST:

KEY	BOTANICAL NAME	COMMON NAME	QTY.	SIZE	REMARKS	W.COLS
	TREES					
T1	PHOENIX CANARIENSIS	CANARY ISLAND PALM	--	F.G.	RELOCATE	LOW
T2	LOPHOSTEMON CONFERTUS	QUEENSLAND BRUSH BOX	--	24" BOX	NATURAL	MEDIUM
T3	LAURUS 'SARATOGA'	SARATOGA LAUREL	--	24" BOX	STANDARD	LOW
T4	CUPRESSUS S. 'GLAUCA'	ITALIAN CYPRESS PENCIL PINE	--	24" BOX	COLUMNAR	LOW
T5	CHAMAEROPS HUMILIS	DWARF FAN PALM	--	36" BOX	MULTI-TRUNK	LOW
	SHRUBS					
S1	CHONDROPETALUM TECTORUM	SMALL CAPE RUSH	---	5 GAL		LOW
S2	JUNCUS PATENS	CALIFORNIA GRAY RUSH	---	5 GAL		LOW
S3	LIMONIUM PEREZII	STATICE	---	5 GAL		LOW
S4	PHORMIUM 'MARGARET JONES'	NEW ZEALAND FLAX	---	5 GAL		LOW
S5	DIETES G. 'VARIEGATA'	STRIPED FORTNIGHT LILY	---	5 GAL		LOW
S6	LANTANA C. 'RADIATION'	RADIATION BUSH LANTANA	---	5 GAL		LOW
S7	PENNISETUM ORIENTALE	CHINESE FOUNTAIN GRASS	---	5 GAL		MEDIUM
S8	PITTOSPORUM T. 'VARIEGATUM'	VARIEGATED MOCK ORANGE	---	5 GAL		LOW
S9	RAPHIOLEPSIS U. 'MINOR'	DWARF YEDDO HAWTHORN	---	5 GAL		LOW
S10	HETEROMELES ARBUTIFOLIA	TOYON	---	5 GAL		LOW
	GROUND COVERS					
G1	CAREX TUMULICOLA	FOOTHILL SEDGE	---	1 GAL	24" O.C.	LOW
G2	SATUREJA DOUGLASII	YERBA BUENA	---	1 GAL	24" O.C.	LOW
G3	BULBINE FRUTESCENS	STALKED BULBINE	---	1 GAL	24" O.C.	LOW
G4	MAHONIA REPENS	CREEPING MAHONIA	---	1 GAL	24" O.C.	LOW

PLANT NOTES:

1. THE CONTRACTOR SHALL VERIFY PLANT QUANTITIES FROM THE PLANTING PLAN. QUANTITIES SHOWN IN THE LEGEND ARE FOR CONVENIENCE ONLY.
2. NOTIFY THE LANDSCAPE ARCHITECT IMMEDIATELY IN THE EVENT OF ANY DISCREPANCIES BETWEEN ACTUAL SITE CONDITIONS AND THE PLANTING PLAN.
3. PLANT GROUNDCOVER IN SHRUB AREAS AS NOTED, USE TRIANGULAR SPACING.
4. SEE DETAIL AND SPECIFICATION SHEETS FOR ADDITIONAL INFORMATION.
5. THERE WILL BE NO MATERIALS OR PLANT MATERIALS SUBSTITUTIONS WITHOUT APPROVAL OF THE OWNER OR THE LANDSCAPE ARCHITECT.
6. IN THE EVENT OF ANY DISCREPANCIES BETWEEN THIS PLAN AND ACTUAL SITE CONDITIONS, THE LANDSCAPE ARCHITECT IS TO BE NOTIFIED IMMEDIATELY.
7. ALL SITE UTILITIES ARE TO BE PROTECTED DURING CONSTRUCTION. IN THE EVENT OF CONFLICT BETWEEN THE PLANS AND UTILITES THE CONTRACTOR SHALL NOTIFY THE LANDSCAPE ARCHITECT. ANY DAMAGE TO UTILITIES, STRUCTURES, OR OTHER FEATURES TO REMAIN, AND CAUSED BY THE LANDSCAPE CONTRACTOR SHALL BE REPLACED OR REPAIRED BY THE CONTRACTOR AT NO EXPENSE TO THE OWNER.
8. REFER TO CIVIL ENGINEER'S PLANS FOR OVERALL SITE GRADING AND DRAINAGE.
9. PRIOR TO ANY DIGGING OR TRENCHING, CALL UNDERGROUND SERVICE ALERT - 1800.227.2600
10. NATIVE SEED MIX:

    PACIFIC COAST SEEDS
    "HABITAT MIX" (40LBS/ACRE) AND "CALIFORNIA WILDFLOWER MIX" (18LBS/ACRE)
    1-925-373-4417

PLANT SYMBOLS

SXX — INDICATES PLANT KEY
XX — INDICATES PLANT QUANTITY

0 10 20 40
Scale 1" = 20 ft
sheet size = 36"x24"

BEFORE EXCAVATING CALL: 811
48-HOURS BEFORE ALL
PLANNED WORK OPERATIONS

811
Know what's below.
Call before you dig.

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505-559 West 10th Street
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Approved	pjr		
Drawn	ds	Reviewed	pjr
Project No.	--.--		
Scale __		Issue Date	01-26-18

Landscape
Planting Plan

L1.0

Sheet of

AMERASIA REAL ESTATE FUND, LLC

ARCHITSTUDIO
ARCHITECTURE PLANNING INTERIORS

JULY 14, 2017

UNIT 41

UNIT 21

UNIT 41

UNIT 20

UNIT 4

UNIT 1

BEACON VILLA

AMERASIA REAL ESTATE FUND, LLC

ARCHITSTUDIO

ARCHITECTURE PLANNING INTERIORS

UNIT 21

UNIT 41

UNIT 5

UNIT 21

UNIT 1

UNIT 4

BEACON VILA

AMERASIA REAL ESTATE FUND, LLC

ARCHITSTUDIO

ARCHITECTURE PLANNING INTERIORS

JULY 14, 2017

COLOR 9 COLOR 1 COLOR 20 COLOR 2 COLOR 19 COLOR 8 COLOR 14 COLOR 7 COLOR 3 COLOR 18 COLOR 4 COLOR 17

EAST ELEVATION

BEACON VILLA

AMERASIA REAL ESTATE FUND, LLC

ARCHITSTUDIO
ARCHITECTURE PLANNING INTERIORS

JULY 14, 2017

COLOR 9

COLOR 1

NORTH ELEVATION

BEACON VILLA

AMERASIA REAL ESTATE FUND, LLC

ARCHITSTUDIO

ARCHITECTURE PLANNING INTERIORS

JULY 14, 2017

COLOR 17

COLOR 5

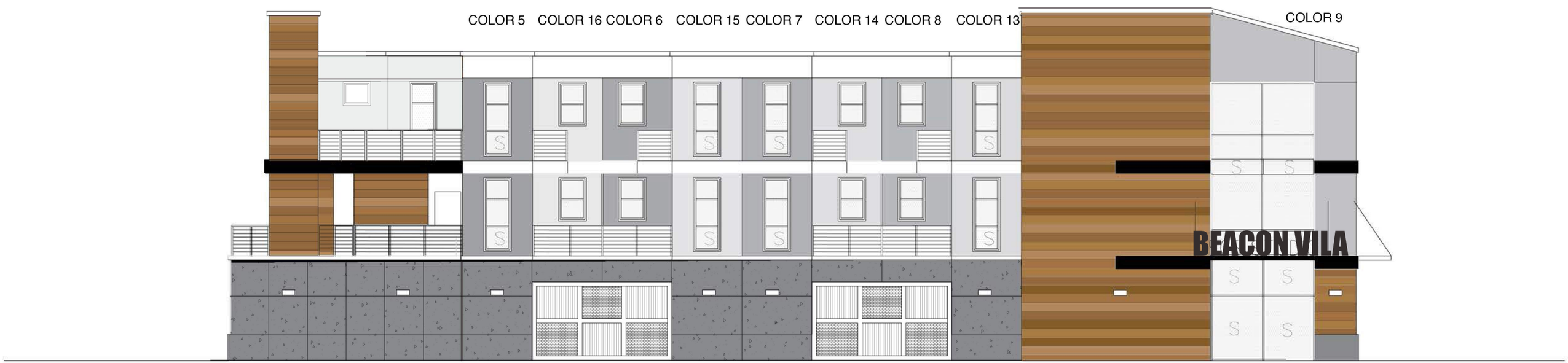
SOUTH ELEVATION

BEACON VILA

AMERASIA REAL ESTATE FUND, LLC

ARCHITSTUDIO
ARCHITECTURE PLANNING INTERIORS

JULY 14, 2017



BEACON VILLA

AMERASIA REAL ESTATE FUND, LLC

ARCHITSTUDIO
ARCHITECTURE PLANNING INTERIORS

JULY 14, 2017

Surrounding Uses

March 4, 2018

1:5,992

0 0.05 0.1 0.2 mi

0 0.1 0.2 0.4 km

Esri, HERE, Garmin, © OpenStreetMap contributors, and the GIS user community
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Planning Division
City of Pittsburg

Existing Site Photos

Nearest Affordable Housing Sites

March 4, 2018

Affordable Housing Sites

1:2,987

0 0.035 0.07 0.14 mi

0 0.05 0.1 0.2 km

Esri, HERE, Garmin, © OpenStreetMap contributors, and the GIS user community
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Planning Division
City of Pittsburg

Attachment 5
Applicable General Plan Goals and Policies
Beacon Villas, AP-17-1260 (DR)

General Plan Goal/Policy	Analysis
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.	**Consistent.**The proposed project would be constructed on infill parcels located within the existing City Limits.
2-G-4: Provide a range of development intensities, with the highest intensities in Downtown and in areas accessible to transit and services, and lower intensities in hillsides and at the City's southern edge.	**Consistent.** The proposed project would be constructed to the RH and RH-D development standards, and are located within an area near Downtown and adjacent to a transit stop.
2-G-5: Promote a diversity of housing types, including opportunities for hillside estate development, as well as smaller lot, infill, and high-density housing.	**Consistent.**The proposed project would walkup, townhouse-style for rent units with attached garages and backyards, as well as smaller, one-bedroom units adjacent to office uses, allowing for a convenient live/work opportunity.
2-G-7: Promote flexibility and diversity in land use arrangements, including mixed-use development in appropriate areas.	**Consistent.** The proposed project is zoned for mixed-use development, and includes a combinedcommercial/office/residential component.
2-G-10: Create a mixed-use Downtown that is a landmark and a destination point, as well as a residential neighborhood**.**	**Consistent.** The portion of the proposedproject which would be located within the Downtown Subarea would include a mixed-use component.
2-P-7: During development review, consider project compatibility with existingsurrounding land uses. Ensure that sensitive uses—such as residences,schools, and parks—are not subject to hazardous or unhealthyconditions.	**Consistent.** The W. 10th Street corridor is mostly residential with a few neighborhood and service commercial uses. Approximately 30% of the residential uses along this corridor are multi-family. This includes three duplexes, six small multiplexes (3-6 units), and five large multiplexes (7 or more units).
2-P-18: Limit all new multi-family housing to 20 units or more. Update the Zoning Ordinance to ensure that new multi-family projects are developed as large-scale, professionally maintained, high-density housing.	**Consistent.** The proposed project would provide more than 20 units.
2-P-20: Revise the City's Zoning Ordinance to require undergrounding of utility service/transformer boxes, and any other type of utility boxes, in new residential subdivisions.	**Conditionally Consistent.** Staff recommends a the Commission adopt a condition of approval requiring the developer underground or screen all utility infrastructure.
2-P-35: Encourage public acquisition and/or private assembly of the neighborhood blocks surrounding West Tenth Street for redevelopment to higher density housing, including rebuilding of the existing affordable housing stock. (Downtown: 5-P-19)	**Consistent.** The proposed project would provide higher-density housing along West 10th Street.
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.	**Consistent.** The proposed project would be developed on infill parcels which would help protect open space and leverage existing infrastructure.

3-G-3: Provide a range of development intensities, with the highest intensities in Downtown and in areas accessible to transit and services, and lower intensities in hillsides and at the City's southern edge.	**Consistent.** The proposed project would be constructed to the RH and RH-D development standards, and are located within an area near Downtown and adjacent to a transit stop.
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.	**Consistent.** The proposed project would be required to pay all building permit and impact fees associated with residential development.
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.	**Consistent.**The project site is in areas with existing infrastructure.
3-P-2: Prior to project approval, ensure that the existing and planned transportation system will have adequate capacity to accommodate new urban development.	**Consistent.**The project site is within walking distance of several bus stops and are also within biking distance of the Pittsburg Center BART Station, which is planned to open in May 2018.
3-P-12: Adopt and update development mitigation programs that collect fees to mitigate transportation impacts to both local and regional transportation facilities.	**Consistent.** The proposed project would be required to pay all building permit and impact fees associated with residential development.
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)	**Consistent.** The proposed project would be constructed on infill parcels adjacent to existing bicycle and pedestrian facilities. Additionally, a condition of approval would require installation of on-site bicycle facilities, including a bicycle share station.
Downtown Element (West 10th Street Neighborhoods)	
5-P-18: Encourage public acquisition and/or private assembly of neighborhood blocks surrounding West Tenth Street for redevelopment to higher densityhousing, including rebuilding of the existing affordable housing stock.	**Consistent.** The proposed project would be constructed to the RH and RH-D development standards, and are located within an area near Downtown and adjacent to a transit stop.
5-P-19: Encourage high-density residential development in Downtown neighborhoods, according to the density standards in Table 5-1. Ensure that the development program for the W. 10th Street neighborhoods provides for at least 755 housing units, which is the minimum total of units that can be built under densities designated by the General Plan.	**Consistent.**In the Downtown Subarea, the 'Mixed Use' General Plan designation allows for residential development at densities ranging from 12 to 30 dwelling units per acre. Phase 2 of the project is proposed to be constricted at approximately 29 units per acre, while the overall site density would be approximately 22.8 d.u./ac, bringing the project as a whole, into conformance with the required density.
5-P-24: Improve streetscaping along W. 10th Street with a landscaped median, wide sidewalks, pedestrian amenities and street trees.	**Consistent.**Yards adjacent to West 10th Street would be heavily landscaped and would include 10-foot sidewalks and street trees along the project frontage.
Transportation Element	
7-G-15: Encourage walking as a regular means of transportation for people who live within a half-mile walk of school, work, or routine shoppingdestinations.	**Consistent.** The proposed project would encourage walking because they will be constructed within a half-mile distance of schools, transit, parks, community centers, and commercial areas.
7-P-2: Use the adopted Regional and Local Transportation Impact Mitigation Fee ordinances to ensure that all new development pays an equitable pro-rata share of the cost of transportation improvements.	**Consistent.** The proposed project would be required to pay all building permit and impact fees associated with residential development.

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.	**Consistent.** The proposed project wouldinclude walkways separated from vehicular driveways to promote safe access for users.
7-P-45: During review of development projects, encourage secure bicycle facilities and other alternative transportation facilities at employment sites, public facilities, and multi-family residential complexes.	**Conditionally consistent.**A proposed condition of approval would require installation of secure on-site bicycle facilities, including a bicycle share facility.
Resource Conservation Element	
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.	**Consistent.** The proposed project is expected to have lower rates of VMT (vehicle miles travelled) because they would place higher densities near transit facilities and commercial areas. Further, recommended conditions of approval would require the incorporation of transportation demand management strategies to further reduce reliance on personal automobiles.
Health and Safety Element	
10-P-39: Strive to maintain a ratio of 1.8 sworn police officers per 1,000 residents.	**Conditionally consistent.** A proposed condition of approval would require the project site be annexed into the public safety community facilities district (CFD), and pay requisite fees for public safety services.
Public Facilities Element	
11-G-2: Continue to implement water conservation policies to ensure adequate supplies of water in the future.	**Consistent.** The proposed project is required to meet the 2016 California Green Building Standards Code, Part 11. Residential Mandatory Measures sections 4.303 and 4.304 require water conserving plumbing fixtures and fittings and water efficient landscaping. A proposed condition of approval would require the final landscape plans show the project meets state requirements for water-efficient landscaping.
11-G-6: Continue reduction and recycling efforts within the City to divert increasingly larger portions of the waste stream from local landfills.	**Conditionally consistent.** The proposed project includes outdoor areas which are sized to allow storage of solid waste and recyclable waste. A proposed condition of approval would require the final project plans show adequate refuse storage area and meet the requirements of AB 341.
11-G-7: Manage solid waste so that State diversion goals are met.	
11-P-18: Ensure that new residential, commercial, and industrial development equitably share costs associated with providing wastewater services to areas of urban expansion within the Planning Area.	**Consistent.** The proposed project would be required to pay all building permit and impact fees associated with residential development and commercial development.
11-P-23: Encourage builders to incorporate interior and exterior storage areas for recyclables into new or remodeled residential, commercial, and industrial structures.	**Conditionally consistent.** The proposed project includes outdoor areas which are sized to allow storage of solid waste, recyclable waste, and green waste bins for each dwelling unit. A proposed condition of approval would require the final project plans show adequate refuse storage area and meet the requirements of AB 341.

Noise Element	
12-P-5: Require that applicants for new noise-sensitive development, such as schools, residences, and hospitals, in areas subject to noise generators producing noise levels greater than 65 dB CNEL, obtain the services of a professional acoustical engineer to provide a technical analysis and design of mitigation measures.	**Conditionally consistent.** A p[roposed condition of approval would require the developer, prior to the issuance of a building permit, to have an acoustical analysis prepared by a qualified acoustical engineer to ensure that all feasible site planning and architectural design measures are incorporated into the project design to reduce interior noise levels of new structures to the maximum allowed for the proposed use, as specified within the General Plan.
Housing Element	
Housing Goal I: Foster development of a variety of housing types, densities, and prices tobalance the City's housing stock and to meet Pittsburg's regional fair share housing needs for people of all income levels.	**Consistent.**The proposed project would walkup, townhouse-style for rent units with attached garages and backyards, as well as smaller, one-bedroom units adjacent to office uses, allowing for a convenient live/work opportunity.
Housing Goal V: Enhance the visual quality of Pittsburg's residential neighborhoods.	**Consistent.** The proposed project would eliminatefive long-standing vacant parcels which contribute toward blighted conditions in the neighborhood.
P-1.4: Support the construction of multi-family housing in close proximity to transit, arterials,shopping, and public services.	**Consistent.** The project site isadjacent to transit facilities, less than 1,000 feet to the nearest park, and within walking distance of Downtown Pittsburg.
P-1.6: Meet Pittsburg's fair share regional housing needs [allocation].	**Consistent.** The proposed project would contribute 54 market-rate units towards the City's RHNA.
P-5.1: Enhance the quality and variety of new home designs and home additions to ensure anattractive living environment.	**Consistent.** The proposed project feature attractive building designs, landscaping, and other site improvements which would enhance the curb appeal along the W. 10th Street corridor.
P-5.2: Enhance the built environment through citywide landscaping efforts including theinstallation of street trees that will grow to create a street tree canopy along roadways and sidewalks	**Consistent.** The proposed project includes the installation of street trees along the entire frontage of West 10th Street.

Attachment6
Property Development Regulations
Beacon Villas, AP-17-1260 (DR)

Development Regulations: *Mixed Use (M) District*	**Phase 1** **(RH-D District Stds. apply)**		**Phase 2** **(CC District Stds. apply)**	
	Requirement:	Proposed Project:	Requirement:	Proposed Project:
Max. Density (min. lot area per unit):	1,500 s.f. (29 d.u./ac.)	2,058 s.f. (21 d.u./ac.)	1,800 s.f. (24 d.u./ac.)	1,489 s.f. (29 d.u./ac.)
Overall project Density:	***22.8 d.u./ac.***			
Maximum Height:	40 ft.	30 ft.	60 ft.	40 ft.
Maximum Coverage:	80%	33%	50%	46%
Maximum FAR:	n/a		0.75	0.69
Minimum Front Yard:	10 ft.	15 ft.	15 ft.	5 ft. *
Minimum SideYard:	5 ft.	5 ft.	-	Approx. 40 ft.
Minimum CornerYard:	10 ft.	n/a	10 ft.	5 ft.*
Minimum RearYard:	5 ft.	>5 ft.	10 ft.	10 ft.
Minimum Site Landscaping:	20%	22%	10%	12%
Minimum Private Storage Area:	200 c.f.	>200 c.f.**	200 c.f.	0 c.f.***
Minimum Private Open Space:	60 s.f.	>60 s.f.****	60 s.f.	166 s.f.******
Parking Required (PMC Chapter 18.78)******:	100 spaces	86 spaces	30 spaces	19 spaces

* PMC sections 18.52.160(B) and (C) allow buildings to encroach an one foot into the respective front or corner side yard for each 10 percent of window or door glazing area of the respective ground floor building façade.

** Each garage measures 12 feet wide, allowing for additional private storage areas.

*** A recommended condition of approval would require the developer ensure that all units provide an additional 200 c.f. private storage space with each unit.

**** Each Townhouse-style apartment includes a private yard area, the smallest of which measures 86 s.f.

***** The proposed mixed-use portion of the project includes a private outdoor and indoor recreational areas. In addition, all units except for the two-bedroom units contain private patios.

****** See results of parking study for rational behind proposed parking reduction.

Attachment7
Development Review Design Guidelines
Edgewater Apartments, AP-17-1228 (DA, DR)

Design Review Guideline	Meets Guideline?
I.a: Reliefs and architectural treatments should be provided on all building elevations (360 degree architecture), i.e. 2”x4” (wood or Styrofoam/stucco) window and door reveal treatment on all building elevations.	**Yes.**All building sides would be finished with similar materials.
I.b: Provide concrete and/or tile roof material. Architectural grade composition material may be used if rake treatment is included or roof pitch, greater than 4:12 is used.	**Not applicable.**The proposed project proposes parapet roofs.
I.c: Each dwelling unit should be provided with complete front yard and corner-side yardxerophytic landscaping and automaticirrigation (Section 18.84.300 PMC).	**Yes.** The proposed landscape plans contain a water efficient landscape worksheet which to show the total estimated water use for the landscaped areas. This is also reiterated as a proposed condition of approval.
I.d: Required front yards should vary in depth unless otherwise stated for a proposed PD (Planned Development) district.	**Yes.**The units located along West 10th Street have been staggered in order to create break up large expanses of building walls.
I.e: Decorative masonry walls should be provided between all arterial streets andfuture homes.	**No.**Staff believes inclusion of a masonry wall between the proposed project and West 10th Street would deter pedestrian movement and create an unattractive streetscape.
I.f: Roof slopes should be considered greater than 4:12 unless inappropriate forarchitectural style (i.e. Ranch Style, etc.).	**Not applicable.** The proposed project proposes parapet roofs.
I.g: Provide articulated garage doors on all garages.	**Yes.** All proposed garage doors contain architectural reliefs appropriate for their location along the interior of the development.
I.h: Garage doors designs should not be duplicated. Not less than four styles shouldbe used in a subdivision.	**Not applicable.** All garage doors should be of a common style as this is a single development with a common architectural theme.
I.i: Side-on garages are recommended intermittently through-out the subdivision (70’ wide lots or greater).	**Not applicable.** All garages are located along the interior street, and will not be visible from the public right-of-way.

I.j: Garage frontage should not occupy more than 60% of allowable lot frontage.	**Yes.** All garages are located along the interior street servicing the project, and will not be visible from the public right-of-way.
I.k: Provide board-onboard fencing on all side yards and rear yards (excluding side yards and rear yards adjacent to majorthoroughfares), unless a view corridor is to be maintained.	**Yes.** The proposed project includes board-on-board fencing around all proposed yards.
I.l: The architectural treatments (such as sidings, shingles, window and door trims) established on the front facades of each of the approved house designs shall be carried around to the sides and rear elevations of the buildings, except that masonry veneer treatments at the base of a structure need be carried only partly around the side elevations, to either the adjoining fence line or the closest interior right angle joint.	**Yes.** All building sides would be finished with similar materials.
II.a: Subdivision entry monuments should be provided on new major subdivisions, neighborhoods or villages, if appropriate	**Not applicable.**The proposed project does not include any proposed monument signage.
II.b: Perimeter wall and/or sound wall pilasters should not be greater than 50' on-center.	**Not applicable.** The proposed project does not include any soundwall which would be visible from the public right-of-way.
II.c: Sound walls exceeding 6' in height and visible from the public right-of-way should be treated with decorative features consistent with the neighborhood design.	**Not applicable.** The proposed project does not include any soundwall which would be visible from the public right-of-way.
II.d: All masonry walls should include a wall cap.	**Not applicable.** The proposed project does not include any soundwall which would be visible from the public right-of-way.
II.e: Retaining walls, exceeding 3 feet tall,adjacent to a public right-of-way should beconstructed with the same materials asused for the sound wall.	**Not applicable.**The project does not propose any new retaining walls adjacent to the public right-of-way.
II.f: Masonry or sound walls should be staggered when adjacent to public right-of-ways.	**Not applicable.** The proposed project does not include a masonry or soundwall along the public right-of-way.

II.g: Single story units should be located on corner lots whenever possible.	**Not applicable.** Staff believes this criterion is intended to ensure new subdivisions provide single-story homes on corner lots; the proposed project does not include any single-family homes or otherwise subdivide the site.
II.h: Developer should select, at least, one of the schemes provided in Appendix #1 for screening all utility boxes, transformers, backflow preventers, meters and junction boxes.	**Conditionally.** A recommended condition of approval would require all utility boxes, transformers, backflow preventers, meters and junction boxes be undergrounded whenever possible, or substantially screened from view by way of a permanent screen or appropriately sized plant material.
II.i: Construct fence/walls at top of down slope banks. Design fence at top of slope to take advantage of potential views.	**Not applicable.**The proposed project site is flat, and development would not impact any scenic vistas or other views.
II.j: Dwelling unit driveways should align with on-coming street at three-way intersections when possible.	**Not applicable.** No dwelling unit driveways alight with public intersections.
II.k: Existing trees which have greater than a nine (9) inch trunk caliper should be incorporated into the design of project.	**No.** Existing trees on site have been sporadically placed and poorly maintained and must be removed to allow for efficient use of the site. Delta Diablo Sanitation has requested no trees be placed along the emergency vehicle access roadway.
II.l: Landscaped portions of set-backs, excluding sidewalk along public streets, should not be less than the height of the fence or sound wall.	**Yes.** The proposed fence height along the right-of-way is six feet, while the landscaped portion of this setback is 15 feet.
II.m: Landscaping areas shall not be less than three feet wide, between the curbs.	**Yes.** All new landscaped areas are proposed to be three feet or greater in width.
II.n: Subdivision perimeter walls should be minimized. Install wrought iron fencing at open end of cul-de-sacs, parks and open space.	**Yes.** The proposed project does not include any perimeter masonry walls.
III.a:A/C units should be substantially screened from view by way of a permanent screen or appropriately sized plant material.	**Conditionally.** A recommended condition of approval would require all utility boxes, transformers, backflow preventers, meters and junction boxes be undergrounded whenever possible, or substantially screened from view by way of a permanent screen or appropriately sized plant material.

III.b: Detached carports and/or garages should have the same roof material and roof pitch as the main dwelling units.	**Not applicable.** No detached garages are proposed.
III.c: Projects with many buildings (greater than three) should provide a variety of building sizes and masses resulting in varying elevations from a streetscape perspective.	**Yes.** The proposed project includes a mixed-use structure and four apartment buildings which vary in size and are staggered in order to provide varying elevations from a streetscape perspective.
III.d: Bus stops should share the same architectural theme as that of the dwelling units.	**Not applicable.** A proposed condition of approval would prevent the developer from installing a covered bus stop. This is a request that has been made by the transit operator.
III.e: Parking lots should not dominate area adjacent to public streets. Structures and parking should be interspersed creating pockets of parking and variety from a streetscape point of view.	**Yes.** In order to reduce the visual impact of parking lots, the developer has located all resident parking along the sides and rear of the property.
Green Building Design Guideline	**Preliminarily Meets Guideline?**
VI.C.1: For residential buildings without solar energy systems, roof surface should be covered with a green/living roof (> 50% of roof surface) or with a cool roof.	**Conditionally.** A proposed condition of approval would require all buildings be prewired for solar photovoltaic panels.
VI.C.2: Uncovered rooftop expanses greater than 200 s.f. should be designed to be strong enough to support green roofs, community gardens, raised beds, and be accessible to occupants for gardening purposes.	**Yes.**While no rooftop gardens are proposed, the mixed-use building includes an outdoor recreation area on the second floor, as well as an open hallway along the third floor.
VI.C.3: Roofs should have solar hot water systems (panels), solar photovoltaicpanels or low-profile wind energygeneration turbines and shouldinclude a sustainable plan formaintenance of such systems. Roofsshould be covered with a cool roofunder the energy generationstructures. Roof segments that areuncovered by energy systems shouldhost raised bed garden space orgreenhouses, a green/living roof, orcool roof surfaces.	**Conditionally.** A proposed condition of approval would require all residential garages be prewired for solar photovoltaic panels.

VI.C.4: Parking lot impacts should be minimized. Outdoor parking lots with more than 20 spaces and solar access over 75% or more of its surface area should install renewable energy systems on carport structures. Urban heat island impacts should be minimized through the use of shading (parking lot trees) or paving material design choices. Recommended choices include renewable energy systems on carport structures, shade trees, underground parking, and open-grid pavement systems.	**Yes.** The proposed project does not include carports; however, the project does provide numerous trees intended to provide shading over walkways and uncovered driveway parking stalls.
VI.C.5: Electric vehicle charging units should be made available to tenants with electric vehicles. The parking spaces with charging units should be clearly marked with signs designating them for assigned tenants or electric vehicle use only.	**Conditionally.**A recommended condition of approval would require the developer prewire all garages for electric vehicle charging stations.
VI.C.6: Pedestrian and bicycle paths should provide safe, visible, and unobstructed bicycle and pedestrian access between facilities, from facility entrances to bicycle and pedestrian routes (sidewalks and bicycle lanes), through parking lots, and between facilities and existing or planned bicycle and pedestrian routes.	**Conditionally.**The proposed project is adjacent to an existing class II bike lane along West 10th Street, and a recommended condition of approval would require the developer provide funding for a bicycle share station.
VI.C.7: Convenient, visible, and secure bicycle storage facilities should be available on site, sufficient to accommodate demand of residents and guests.	**Conditionally.** The proposed project is adjacent to an existing class II bike lane along West 10th Street, and a recommended condition of approval would require the developer provide funding for a bicycle share station.
VI.C.8: Outdoor design and features should maximize landscaping water conservation.	**Yes.** The proposed landscape plans contain a water efficient landscape worksheet which to show the total estimated water use for the landscaped areas. This is also reiterated as a proposed condition of approval.

TECHNICAL MEMORANDUM

Date: March 7, 2018

To: Jordon Davis, AICP
Email: jdavis@ci.pittsburg.ca.us

Jurisdiction: Pittsburg

From: Janice Spuller
Project Manager, TJKM

Praveena Samaleti
Project Engineer, TJKM

Subject: ***Traffic & Parking Analysis for Mixed-Used Development Beacon Villa, located at 505 W. 10th Street, Pittsburg, California***

The purpose of this technical memorandum is to prepare traffic impact analysis and parking analysis for the proposed Mixed-Used Development, which is located at the corner of West 10th Street and Beacon Street. The analysis was conducted to evaluate the impacts of the project on the surrounding roadway system; to determine the project's influence on the adjacent bicycle, pedestrian, and transit network; and to identify measures to mitigate any significant impacts. The study traffic impact analysis is prepared in accordance with the requirements and methodologies set forth by the City of Pittsburg.

Project Description

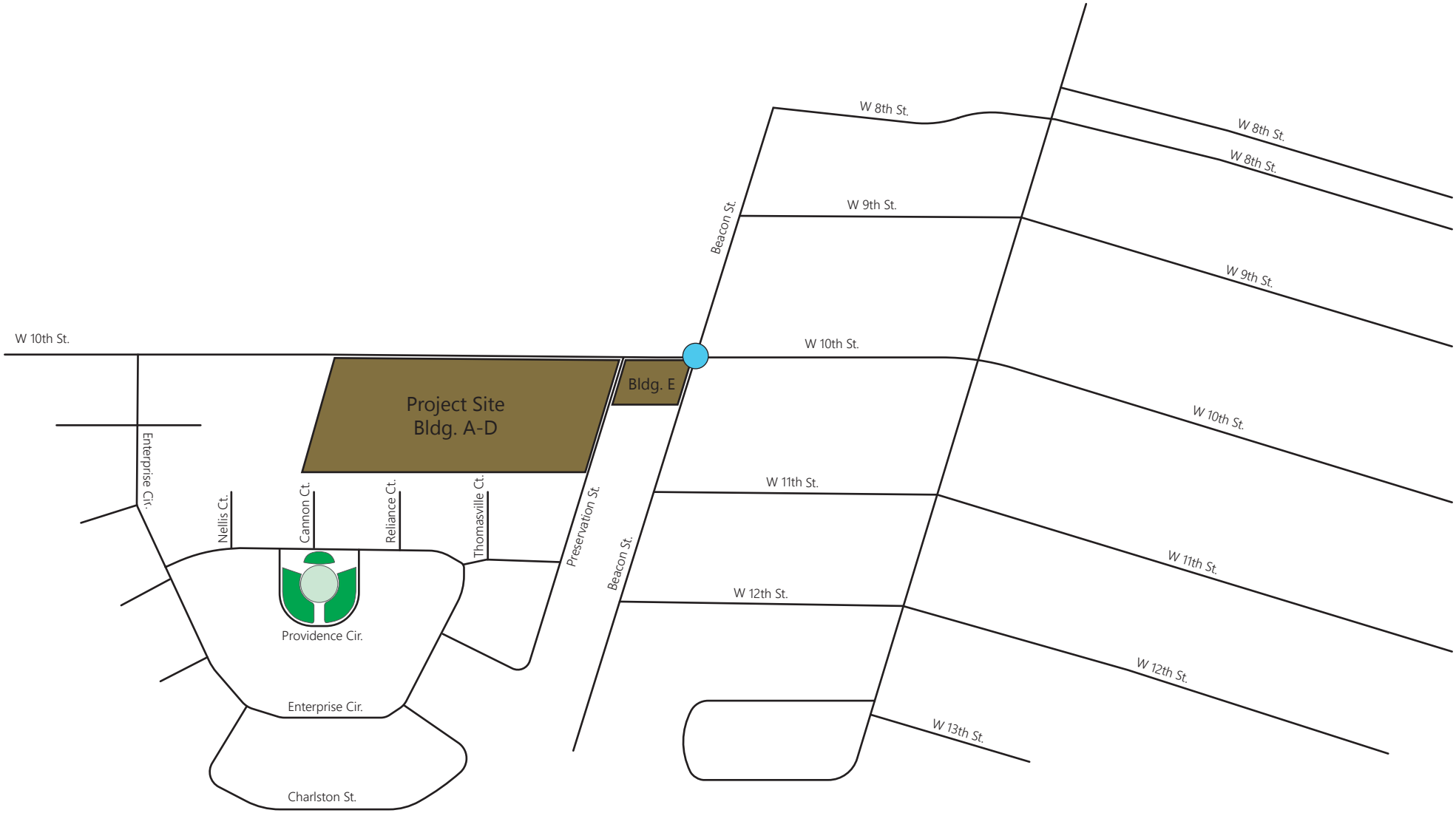
The proposed project is located at the corner of West 10th Street and Beacon Street in the City of Pittsburg, CA. The project is located between the intersections of West 10th Street/Beacon Street and West 10th Street/Enterprise Circle. The proposed project consists of 40 townhome style units on the west of Preservation Street, 14 Apartment style units and 2,257 square feet of Retail/Commercial space on the east side. Building A, Building B, Building C & Building D consist of a combined 40 townhome-style units. Building E consists of 14 apartment-style units and 2,257 square feet of retail/commercial space. Access to the project site would be provided via two full-access driveways on West 10th Street. The project site is a vacant lot, located in a Mixed-Use Zone. **Figure 1** shows the location of the project site, the surrounding transportation network, and the study intersection. **Figure 2** presents the project site plan.

Data Collection

Intersection Turning Movement Counts (TMC)

TJKM evaluated traffic conditions at one study intersection during the a.m. and p.m. peak hours on a typical weekday. The peak periods observed were between 7:00-9:00 a.m. and 4:00-6:00 p.m. The highest single one-hour period recorded for each peak period was used in the analysis. Study intersection is selected in consultation with the City of Pittsburg staff.

Vicinity Map



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Study Intersection

Project Site Plan

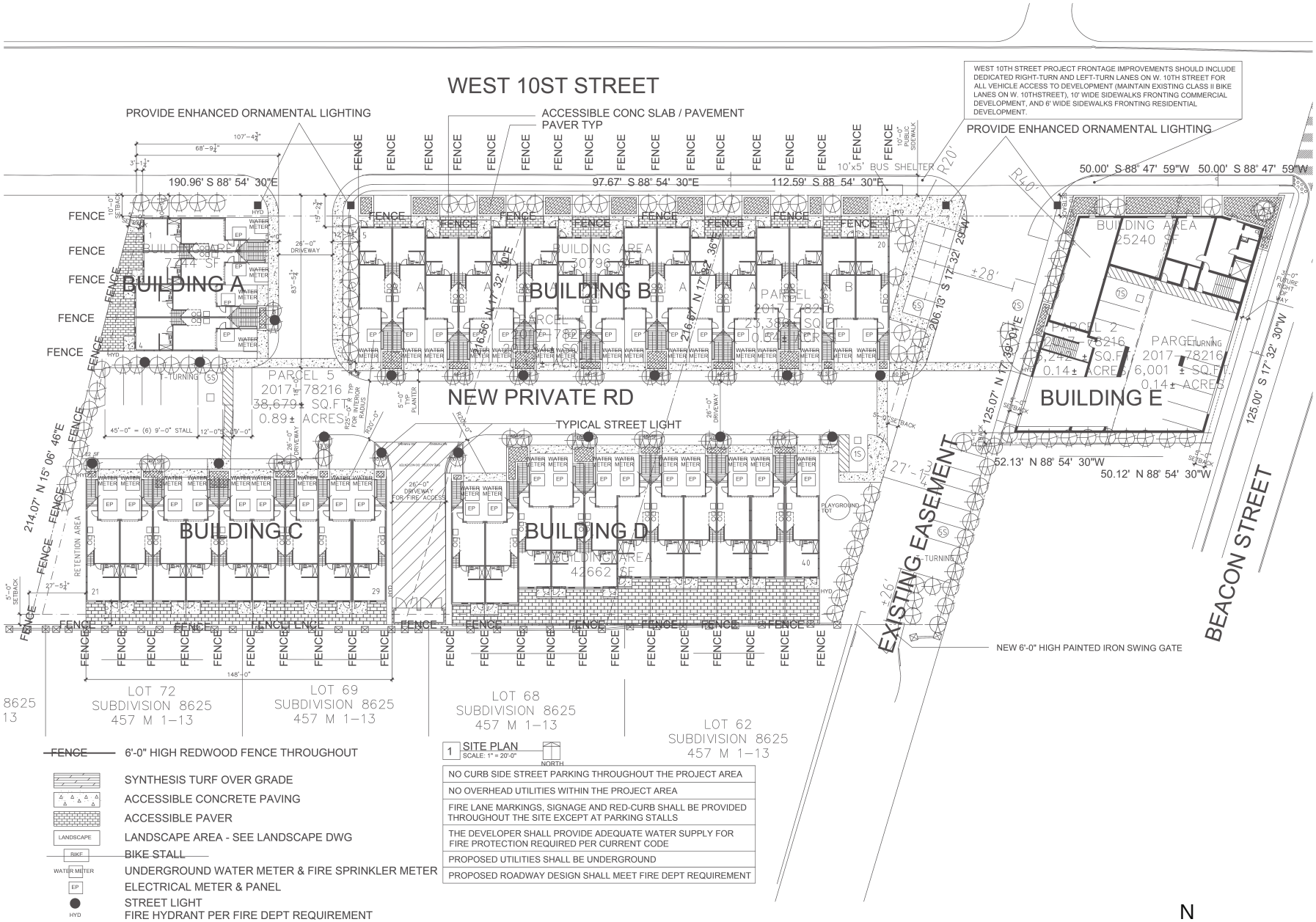


Figure 2

The following study intersection was analyzed (associated traffic controls in parentheses):

1. W.10th Street and Beacon Street (Un-Signalized)

Appendix A contains the vehicle, pedestrian, and bicycle counts for the study intersection.

Parking Occupancy Study

On-Street parking occupancy study was conducted within the study area along West 10th Street, and Beacon Street. The segments included in the study are listed below:

1. W.10th Street, between Beacon Street and the length of the project (approximately 550 feet) on both north and south sides of the street
2. Beacon Street, between 10th street and W.11th Street, both sides

The data collection was conducted on Wednesday, January 10, 2018, under normal weather conditions. The data consists of vehicle counts and their parking durations for every hour, from 2:00 p.m. to 10:00 p.m. **Appendix B** contains the occupancy counts and analysis results at each segment.

Project impacts to pedestrian facilities, bicycle facilities, and transit service and facilities within the vicinity of project site were also addressed.

Study Methodology

Existing operational conditions at the study intersection were evaluated according to the requirements set forth by the City of Pittsburg. Analysis of traffic operations was conducted using the 2010 Highway Capacity Manual (HCM) Level of Service (LOS) methodology with Synchro 9.0 software. Level of service is an expression, in the form of a scale, of the relationship between the capacity of an intersection (or roadway segment) to accommodate the volume of traffic moving through it at any given time. The level of service scale describes traffic flow with six ratings ranging from A to F, with "A" indicating relatively free flow of traffic and "F" indicating stop-and go traffic characterized by traffic jams.

Unsignalized Intersections Analysis

The average control delay and LOS operating conditions are calculated by approach (e.g. northbound) and movement (e.g., northbound left-turn) for those movements that are subject to delay. In general, the operating conditions for unsignalized intersections are presented for the worst approach. **Table 1** summarizes the relationship between LOS and average control delay at unsignalized intersections.

Table 1: Level of Service for Unsignalized Intersections

Level of Service	Description of operations	Average Delay (seconds/vehicle)
A	No delay for stop-controlled approaches	0 to 10
B	Operations with minor delays	> 10 to 15
C	Operations with moderate delays	> 15 to 25
D	Operations with some delays	> 25 to 35
E	Operations with high delays and long queues	> 35 to 50
F	Operations with extreme congestion, with very high delays and long queues unacceptable to most drivers	> 50

Source: 2010 Highway Capacity Manual, Transportation Research Board, 2011

Traffic Signal Warrant Evaluation Methods

In order to determine whether traffic signals should be installed at currently unsignalized intersections, a supplemental traffic signal warrant analysis was also completed. The California Manual on Uniform Traffic Control Devices (CA-MUTCD), dated November 2014, was used for this analysis. The term "signal warrants" refers to the list of established criteria used by Caltrans and other public agencies to quantitatively justify or ascertain the need for installation of a traffic signal at an unsignalized intersection location. The CA-MUTCD signal warrant criteria are based upon several factors including volume of vehicular and pedestrian traffic, frequency and type of collisions, etc. CA-MUTCD indicates that "the satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal." This TIS evaluated CA-MUTCD based Peak-Hour-Volume-based Warrant 3 (Urban Areas) as a representative types of warrant analysis.

Significant Impact Criteria/Level of Service Standards

The goal of the City of Pittsburg is to maintain a mid-Level of Service (LOS) D during the peak hours. Unsignalized Intersections Project-related operational impacts on unsignalized intersections in Pittsburg are considered significant if project generated traffic causes the worst-case movement (or average of all movements for all-way stop-controlled intersections and roundabouts) to deteriorate from LOS D or better to LOS E or F.

Existing Roadway System

Important Local roadways adjacent to the project site are discussed below:

West 10th Street is an east-west, two-lane divided roadway that traverses between Willow Pass Road and Black Diamond Street. The posted speed limit along W.10th Street is between 35 to 45 miles per hour (mph) within the project vicinity. This roadway provides access to residential and commercial/retail areas. West 10th Street is directly accessible to the project site.

Beacon Street is a north-south, two lane divided roadway that traverses between W. 8th Street and W.12th Street. The posted speed limit is 25 mph within the project vicinity. This roadway provides access to residential and commercial/retail areas.

Existing Pedestrian Facilities

Pedestrian facilities consist of crosswalks, sidewalks, pedestrian signals, and off-street paths, which provide safe and convenient routes for pedestrians to access the destinations such as institutions, businesses, public transportation, and recreation facilities.

Within the vicinity of the project site, the study intersection is unsignalized. Sidewalks are provided along West 10th Street, and Beacon Street, where land uses have been developed adjacent to the roadway. Crosswalk is provided only on west side of West 10th Street. All the existing sidewalks are approximately 5 to 10 feet wide varying within the vicinity of project site. Sidewalks are proposed on the West 10th Street along the project frontage.

There are three bus stops within 500 feet walking distance of the project site. All the three transit stops located west of the intersection of West 10th Street and Beacon Street. All the bus stops are located on West 10th Street. All the bus stops are accessible to and from the project site via existing sidewalks and crosswalks along West 10th Street.

The existing pedestrian facilities in the study area are shown in **Figure 3**.

Existing Bicycle Facilities

Bicycle paths, lanes and routes are typical examples of bicycle transportation facilities, which are defined by Caltrans as being in one of the following three classes:

Class I – Provides a completely separated facility designed for the exclusive use of bicyclists and pedestrians with crossing points minimized.

Class II – Provides a restricted right-of-way designated lane for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and cross-flows by pedestrians and motorists permitted.

Class III – Provides a route designated by signs or pavement markings and shared with pedestrians and motorists.

As per City of Pittsburg General Plan, the existing bicycle facilities in the vicinity of the project area are described below:

- West 10th Street – Existing Class II bike lanes that run from Enterprise Circle to Railroad Avenue along both the sides of roadway.

The Bicycle facilities in the study area are shown in **Figure 3**.

Existing Transit Facilities

Three major public mass transit operators provide service within the City of Pittsburg. These include BART, the Eastern Contra Costa Transit Authority (or Tri Delta Transit), and the County Connection. BART service operator provide service within the vicinity of project area.

Bay Area Rapid Transit (BART) – BART is a rapid mass transit system which provides regional transportation connections to much of the Bay Area. It runs from the North Bay Area in Richmond to the South Bay Area in Fremont. In the east-west direction, it runs from Pittsburg to the San Francisco Airport and Millbrae with several connections in Oakland. The Pittsburg/Bay Point BART station serves Pittsburg, Bay Point, Antioch, and all other surrounding cities and runs from 4:00 a.m. to 12:00 a.m. daily, with a weekday frequency of 15 minutes. A future E-BART extension to Hillcrest Avenue in Antioch is currently under construction. This service will connect with BART at the Bay Point BART station. BART runs within the vicinity of study area are Route #387, and Route #394. These routes have bus stops along West 10th Street, approximately 500 feet from the project site.

The existing transit facilities are shown in **Figure 3,** and **Table 2** describes the services, and frequency of the transit services during the week and weekend.

Table 2: Existing Transit Services

Route #	From	To	Weekdays		Weekend	
			Operating Hours[1]	Headway (minutes)[2]	Operating Hours[1]	Headway (minutes)[2]
387	Pittsburg/Bay Point BART	Tri Delta Transit	4:48 a.m. – 9:15 p.m.	30-60	....	....
394	Pittsburg/Bay Point BART	Antioch Park and Ride (Hillcrest)	....	....	7:11 a.m. – 8:33 p.m.	60

Source: www.trideltatransit.com
[1]Operating hours rounded to the nearest 5-minute interval.
[2]Headways are defined as the time interval between two transit vehicles travelling in the same direction over the same route.

Existing Intersection Volumes and Lane Configurations

The existing operations of the study intersection is evaluated for the highest one-hour volume during the weekday morning and evening peak periods. Turning movement counts for vehicles, bicycles, and pedestrians were collected during weekday a.m. and p.m. peak periods at the study intersection on Wednesday, January 10th, 2018. **Figure 4** illustrates the existing lane geometry, traffic control and peak hour traffic volumes at the study intersection.

Existing Pedestrian, Bicycle, and Transit Facilities

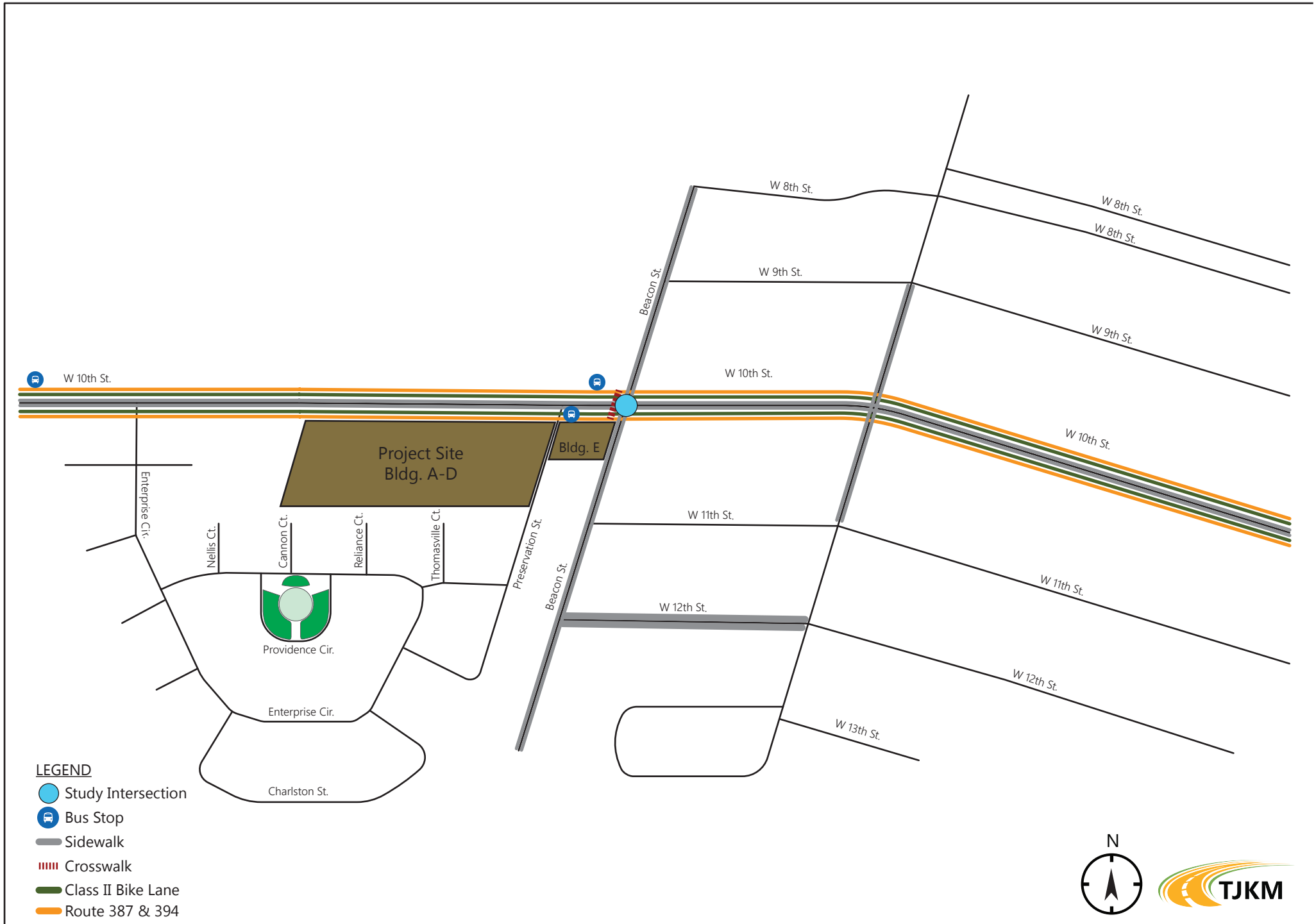
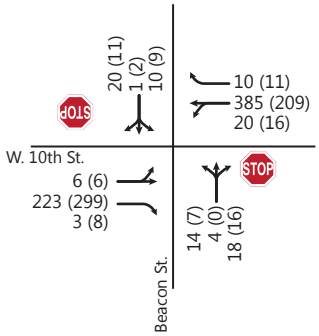
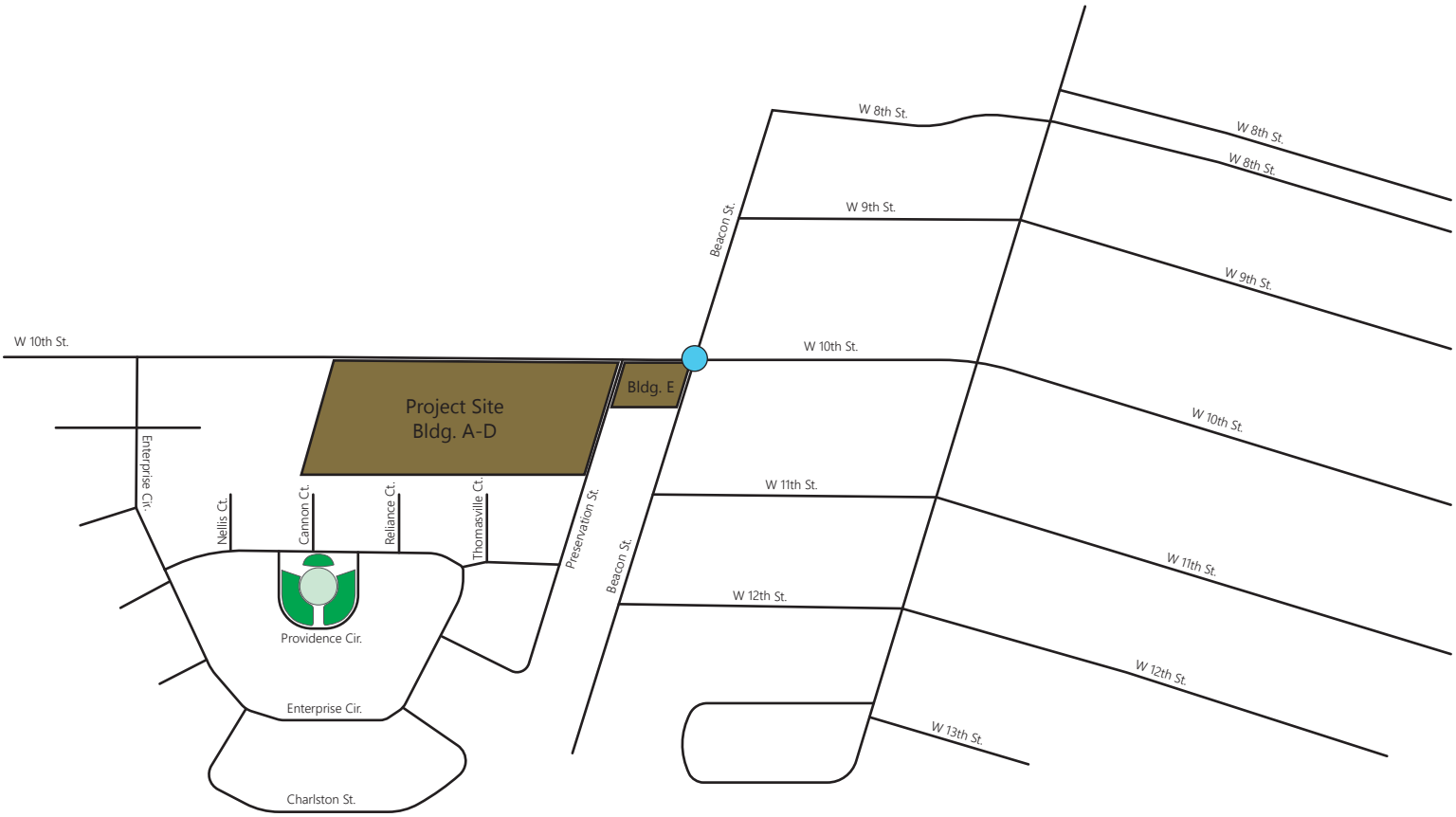


Figure 3

Existing Lane Geometry, Traffic Controls and Peak Hour Traffic Volumes

Intersection #1
W. 10th St. / Beacon St.





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Study Intersection

XX AM Peak Hour Volumes

(XX) PM Peak Hour Volumes

Intersection Level of Service Analysis – Existing Conditions

The study intersection was analyzed using the 2010 Highway Capacity Manual (HCM 2010) methodology by using Synchro 9.0 software program. The results of the Level of Service (LOS) analysis using the Synchro 9.0 software program for Existing Conditions are summarized in **Table 3**. **Appendix C** contains the corresponding calculation sheets. Under this scenario, the intersection operate within City of Pittsburg standards mid- Level of Service (LOS) D or better during the a.m. and p.m. peak hour.

Table 3: Intersection Level of Service Analysis – Existing Conditions

#	Intersection	Control	Peak Hour[1]	Existing Conditions	
				Average Delay[2]	LOS[3]
1	W.10th Street and Beacon Street	Two-Way Stop	AM	15.4	C
			PM	12.6	B

Notes:
[1] AM – morning peak hour (between 7 and 9 a.m.), PM – evening peak hour (between 4 and 6 p.m.)
[2] Total control delay for the worst movement is presented for side-street stop – controlled intersections.
[3] LOS – Level of Service calculations conducted using the Synchro 9.0 level of service analysis software package, which applies the methodology described in the HCM 2010.

Signal Warrant Analysis

The peak-hour signal warrant from the Manual of Uniform Traffic Control Devices (CA MUTCD) was evaluated for the unsignalized intersection West 10th Street and Beacon Street (Intersection 1), which operates at acceptable LOS under Existing Conditions to determine if a traffic signal is warranted. The unsignalized intersection does not meet CA MUTCD peak hour signal warrant in either the a.m. or p.m. peak hours under Existing Conditions. MUTCD peak hour signal warrants sheets for Existing Conditions are contained in **Appendix C**.

Queuing Analysis

TJKM conducted a vehicle queuing and storage analysis for all exclusive left and right turn pockets at study intersection under Existing Conditions. The 95th percentile (maximum) queues were analyzed using the HCM 2010 Queue methodology contained in Synchro 9.0 software for the exclusive left turn/right turn pockets at the study intersection. Detailed calculations are included in the LOS appendices corresponding to each analysis scenario. **Table 4** summarizes the 95th percentile queue lengths at the study intersection under Existing Conditions scenarios.

Table 4: 95th Percentile Queues – Existing Conditions

#	Intersection	Lane Group	Storage Length per Lane	Existing Conditions	
				AM	PM
1	W.10th Street and Beacon Street	EBL	60	25	25
		WBL	75	25	25

Notes:
Storage length and 95th percentile queue is expressed in feet per lane
Queue length is rounded to nearest ten feet

Project Trip Generation

TJKM developed project trip generation for the proposed project based on published trip generation rates from the Institute of Transportation Engineer's (ITE) publication Trip Generation (10th Edition). TJKM used published trip rates for Multi-Family Housing (Low Rise) (ITE Land use Code 220) and Apartments (ITE Land use Code 220), Retail/Commercial Space (ITE Land use Code 820).TJKM applied five percent trip discounts to the proposed project for buses, pedestrian and bicycle uses. The project is expected to generate approximately 456 daily trips, 25 weekday a.m. peak hour trips (6 inbound trips, 19 outbound trips) and 37 weekday p.m. peak hour trips (22 inbound trips, 15 outbound trips). **Table 5** shows the trip generation for the proposed project.

Table 5: Proposed Project Trip Generation

	Land Use (ITE Code)	Size	Unit	Daily		A.M. Peak Hour					P.M. Peak Hour				
				Rate	Trips	Rate	In:Out	In	Out	Total	Rate	In:Out	In	Out	Total
	Building A,B,C & D														
1	Multi Family Housing (Low Rise) (220)	40	DU	7.32	293	0.46	23:77	4	14	18	0.56	63:37	14	8	22
	Total Trips				**293**			**4**	**14**	**18**			**14**	**8**	**22**
	Building E														
2	Apartments (220)	14	DU	7.32	102	0.46	23:77	1	5	6	0.56	63:37	5	3	8
3	Shopping Center (820)	2.25	KSF	37.75	85	0.94	62:38	1	1	2	3.81	48:52	4	5	9
	Total Trips				**187**			**2**	**6**	**8**			**9**	**8**	**17**
	Transit Reduction (5%)				24			0	1	1			1	1	2
	Net Trips				**456**			**6**	**19**	**25**			**22**	**15**	**37**

Notes: Source - Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition, 2012;
DU-Dwelling Units; SF – Square Feet

TJKM evaluated the trip generation based on the Institute of Transportation Engineers (ITE) *Trip Generation,10th Edition* for the proposed retail/commercial space development of 2,257 square feet on the east side of the property.

- ✓ If the commercial space will be used as restaurant i.e. sit-down restaurant, the project is expected to generate 44 weekday a.m. peak hour trips (16 inbound trips, 28 outbound trips) and 49 weekday p.m. peak hour trips (31 inbound trips, 18 outbound trips).

- ✓ If the commercial space will be used as General Office Building, the project is expected to generate 27 weekday a.m. peak hour trips (8 inbound trips, 19 outbound trips) and 31 weekday p.m. peak hour trips (19 inbound trips, 12 outbound trips).

Based on the above statements, 2,257 square feet of retail/commercial space would generate maximum number of trips for the proposed development.

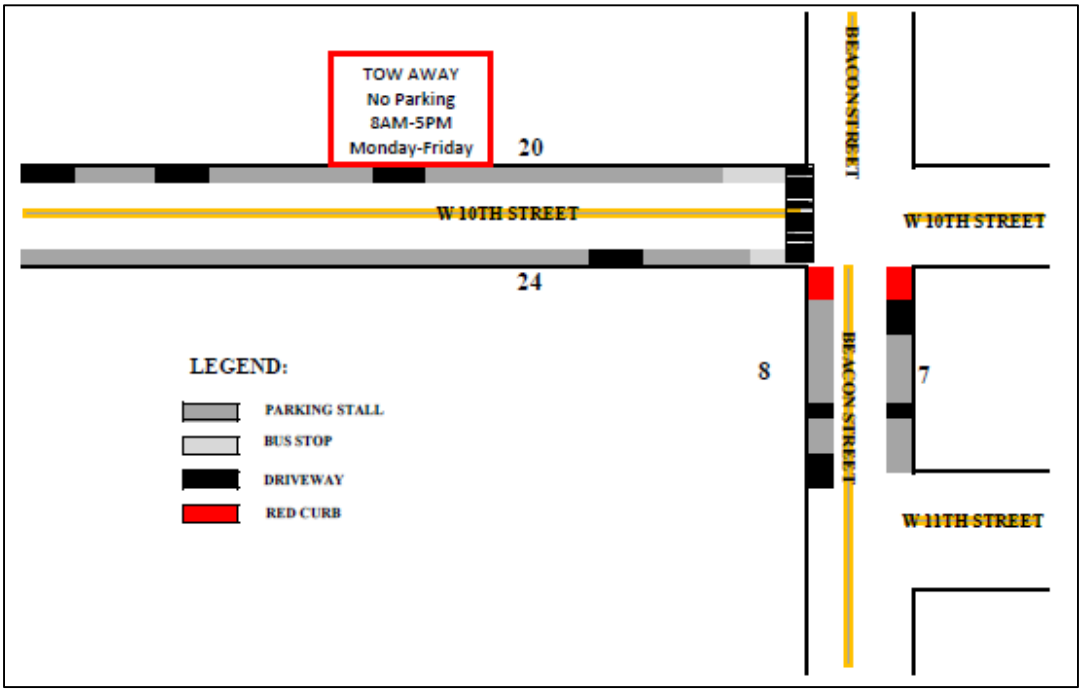
For conservative analysis purposes, TJKM conducted vehicle queuing and storage analysis at the study intersection where the trips are projected to be added under Existing plus Project Conditions, with the commercial land use as restaurants. Based on the analysis the proposed project does not create a significant impact on the expected queues at the study intersection. Detailed calculations are included in the **Appendix C**.

On-Street Parking Analysis

Parking Supply

Assumptions: The standard length of a parking space, 22 feet, in the semi-urban area was used to identify parking supply. Some engineering judgement was applied to determine if a vehicle could fit in the curb between two driveways. With the above assumptions taken into account, there are total of a 15 on-street parking spaces on Beacon Street, south of W. 10th Street. There are parking restrictions on the west side of Beacon, the second Monday of the month between 8:00 a.m. to 12:00 p.m. (assumed for street sweeping or other type of City maintenance). Parking is prohibited on the north side of W. 10th Street between Beacon Street and Enterprise Circle, Monday through Friday from 8:00 a.m. to 5:00 p.m. There are total of 44 on-street parking spaces on west side of the W. 10th Street. Most of these parking spaces are unmarked in the vicinity of project area. The on-street parking details within the vicinity of the study area is shown in **Figure 5**.

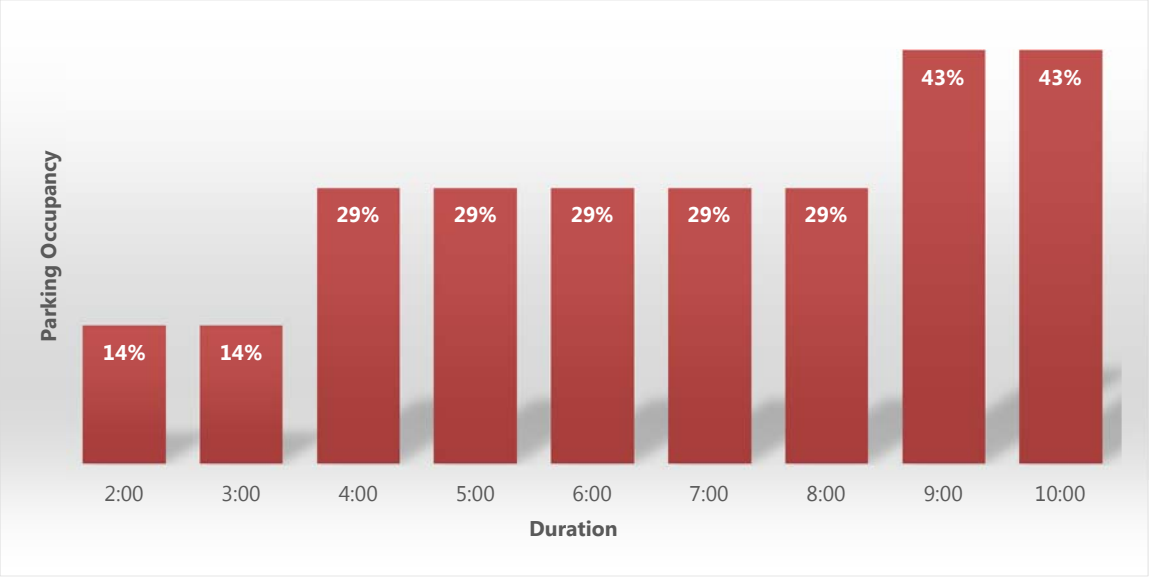
Figure 5: On Street Parking Details



Parking Occupancy

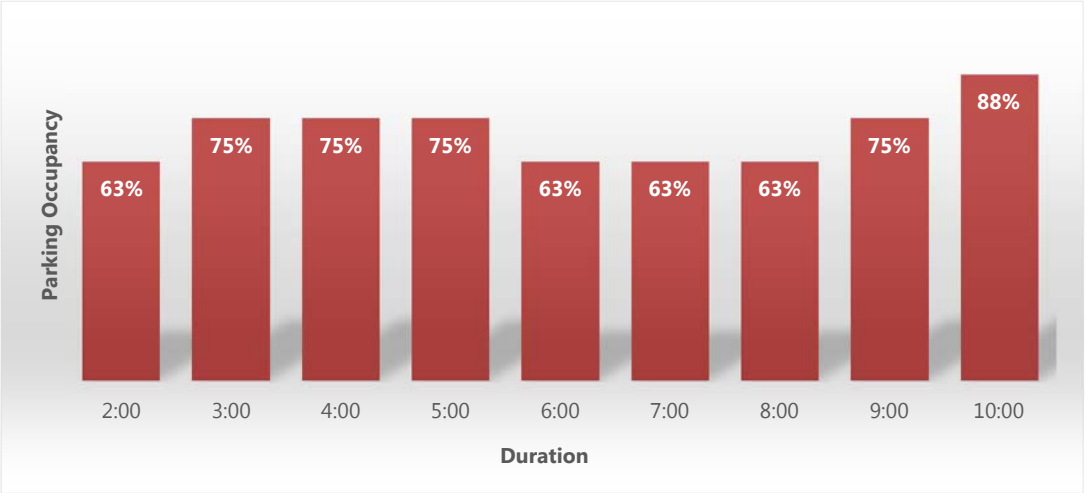
Beacon Street: Parking occupancy counts were collected along Beacon Street on both the sides of the roadway, between W.10th Street and W.11th Street. All the parking spaces are unmarked. Beacon Street, between W.10th Street and W.11th Street, the average occupancy along this stretch of roadway ranges from 14 to 43 percent with the peak occurring at 09:00 p.m., and 10:00 p.m. as shown in **Figure 6**.

Figure 6: Parking Occupancy from W.10th Street to W.11th Street



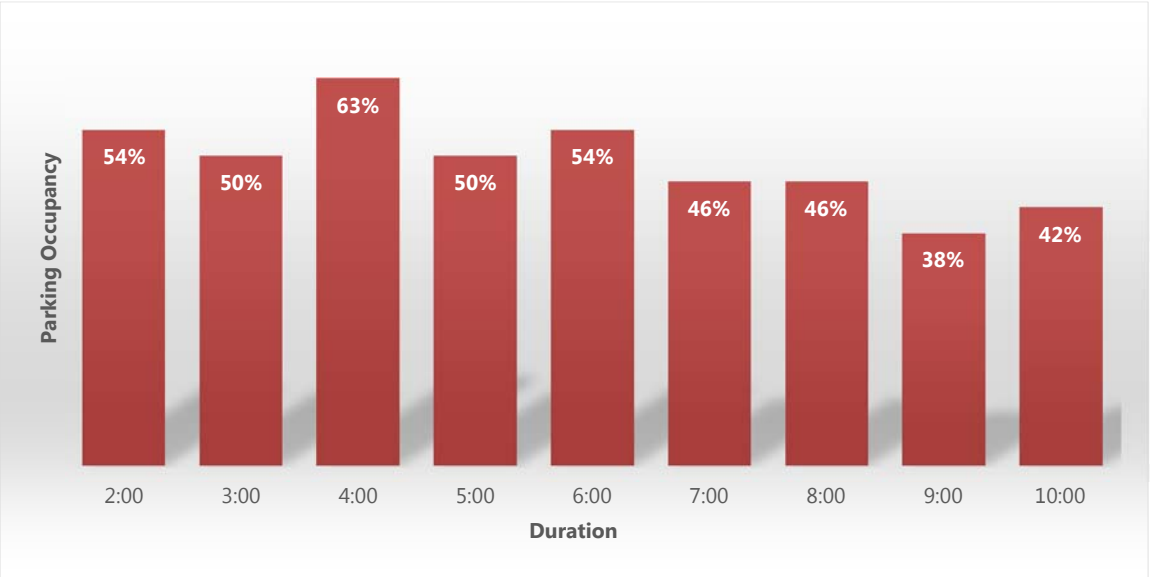
Beacon Street from W.11th Street to W.10th Street: the average occupancy along this stretch of roadway ranges from 63 to 88 percent with the peak occurring at 10:00 p.m. as shown in **Figure 7**.

Figure 7: Parking Occupancy from W.11th Street to W.10th Street



West 10th Street: Parking occupancy counts were collected along West 10th Street on both the sides of the roadway, between Beacon Street and approximately 550 feet of the length of the project. All the parking spaces are unmarked. West 10th Street from Project Site to Beacon Street, the average occupancy along this stretch of roadway ranges from 38 to 63 percent with the peak occurring at 04:00 p.m. as shown in **Figure 8**.

Figure 8: Parking Occupancy from Project Site to Beacon Street



Parking is prohibited Monday through Friday from 8:00 a.m. to 5:00 p.m. on the north side of W. 10th Street from Beacon Street to Project Site.

Site Parking Code Requirement Assessment

Based on the project site plan dated November 27, 2017 (**Figure 2**), for 40 townhome style units, Buildings A-D, each unit has 1 covered and 1 uncovered parking space. Five regular parking spaces with 1 van accessible and 1 accessible space are provided, for a total of 87 spaces. In the case of, Building E, the apartments and retail/commercial space, a total of 19 parking spaces are provided, which includes 12 standard on-street parking spaces; 1 van accessible parking space; and 6 standard indoor parking spaces.

According to the City of Pittsburg Municipal Code (PMC), Schedule A (18.78.040), the townhome portion of the project require 2 spaces per unit including 1 covered, plus 1/2 per each unit having 2 or more bedrooms; however, pursuant to PMC section 18.78.040(G)(1), the developer of residential units on an infill site located within one-quarter mile of bus, rail, shuttle or other mass transit station or facility may request a reduction in the number of off-street parking spaces required for the use. Pursuant to PMC section 18.78.040(G) (2), the apartment portion of the project would require 1.5 spaces per unit, as it is within the 'Downtown Subarea" of the General Plan (this number may also be reduced upon approval by the Planning Commission). Finally, commercial office land use requires 1 space per 250 square feet of gross floor area. Based on the City of Pittsburg Municipal Code, the baseline total parking required for the project is 130 off-street parking spaces. However, the project provides 106 parking in total for residential and commercial/retail uses. Hence, there is a deficiency of 24 parking spaces across the entire project. At Building E, there would be an 11-space deficiency. Parking Details are shown in **Table 6.**

Table 6: Parking Details

Land Use	Size	Unit	Parking Requirements as per Pittsburg Municipal Code	Availability of Parking Spaces (No)	Parking Required (No)
Building A-D	40	DU	2.5 per unit including 1 covered	80	100
Building E					
Apartments & Shopping Center	14	DU	1.5 per unit	19	21
	2.25	SF	1 per 250		9
					30
Apartments & Restaurant	14	DU	1.5 per unit	19	21
	2.25	SF	1 per 50 (assumed 2/3 of square feet would be devoted to seating)		30
					51
Apartments & Office Building	14	DU	1.5 per unit	19	21
	2.25	SF	1 per 250		9
					30

DU – Dwelling Units; SF-Square Feet

As per the collected parking occupancy counts within the vicinity of the study area, only 14 to 30 percent of parking usage on the Beacon Street, between W. 10th Street and W. 11th Street; 63 to 88 percent of parking usage on the Beacon Street, between W.11th Street and W.10th Street; and 42 to 63 percent of parking usage on the West 10th Street, between Project Site and Beacon Street. The 18% of overall deficiency of parking spaces can use the on-street parking available along Beacon Street and West 10th Street.

There is potential for the commercial/retail space at Building E to be used for food service or restaurant. However, there could be a mix of uses, retail and restaurant a conservative look at the entire commercial/retail used as food service was reviewed. Restaurant use requires one per 50 square feet of seating area, which would increase the parking requirement from 9 for commercial/retail to 30 spaces. This would be a deficiency of 45 spaces at Building E. As discussed previously, there is potential for the on-street parking along West 10th Street to accommodate some of the 35 percent deficiency, but not all, for Building E. Though the project encompasses parking throughout the project site, it is likely that parking for the commercial uses at Building E would look towards the parking within the building and adjacent on-street parking availability.

PROJECT PARKING DEMAND ANALYSIS

Parking demand consists of both long-term demand (residents, employees) and short-term demand (visitors, customers). The peak period of demand is the hour (or hours) of the day during which the highest parking demand ratio occurs. ITE produces a periodic report entitled Parking Generation, which is the prevailing standard in determining parking demand for a development. ITE rates are based on a compilation of parking demand studies submitted to ITE. Site biases (e.g., lack of transit options and abundant free parking) and small sample sizes have been reported to result in an overestimate of parking demand when ITE rates are applied to urban areas, such as the location of the Project. It is expected that frequent transit service, lower rates of vehicle ownership, price of parking, and implementation of transportation demand management strategies (e.g., provision of secure bicycle parking, car share parking, and transit pass subsidies) would contribute to a substantially lower peak period parking demand compared to ITE estimates.

ITE Methodology

ITE methodology provides a standard analysis of ITE parking demand based on the peak parking demand for each land use as defined by a peak demand rate without regard to the site's location or transportation characteristics. The ITE Parking Generation manual provides parking demand rates for a subset of the land uses included in the Trip Generation manual. Therefore, a "best-fit" land use was identified for the land uses excluded from the Parking Generation manual. Specifically, "Rental Townhomes" (Land Use Code 224), "Apartment" (Land Use 221), "Shopping Center" (Land Use 820), "Office Building"(Land Use 701), and "Restaurant" (Land Use 932).

Project Parking Demand

The ITE estimated Project-generated parking demand was determined for residential and commercial/retail land uses for the weekday peak periods and is summarized in **Table 7**.

Table 7: Project Parking Demand

Land Use (ITE Code)	Size	Unit	Rate	Parking Spaces
Rental Townhomes (224)	40	DU	1.62	65
Apartments (221)	14	DU	1.20	17
Retail/Commercial Space (820)	2.25	KSF	2.55	6
Office Building (701)	2.25	KSF	2.47	6
Sit-Down Restaurant (932)	2.25 (assumed 2/3 of square feet would be devoted to seating)	KSF	5.55	8

Notes: Source - Institute of Transportation Engineers (ITE) Parking Generation Manual, 4th Edition
DU – Dwelling Units; SF-Square Feet

As shown in **Table 7**, according to the ITE Parking Generation Manual, the townhomes require 65 parking spaces (Building A-D). If Building E will be used as a combination of apartments and shopping center or general office, the number of parking spaces required will be 23. Similarly, the combination of apartments and restaurant would require 25 parking spaces.

According to the Parking Generation Manual, the number of parking spaces provided for Building A- D is sufficient. At Building E, the maximum number of parking spaces required are 25. The project will be providing 19 parking spaces in total. Hence, there is deficiency of 6 parking spaces.

TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management (TDM) refers to strategies that result in a more efficient use of transportation resources to help relieve traffic congestion, parking demand, and air pollution problems. Typically, TDM combines different services, facilities, and actions that result in a reduction of single- occupant vehicle trips. A TDM Plan is developed to guide efficient use of an existing transportation system and to ensure new developments are designed to maximize sustainable transportation usage. To propose effective and appropriate TDM measures this plan, is based on the project's size, location, and land uses.

The Beacon Villa project is located in an area, which is zoned for mixed-use. As discussed in the existing conditions, there are continuous sidewalks, a class II bicycle lane, and walkable distance to transit. For the purpose of this study, a list of TDM measures is listed in the table below. These measures are applicable to the proposed development and include planning and design measures related to the attributes of the site. Such design measures encourage walking, bicycling, and public transit use. The measures also list an estimated vehicle trip reduction (VTR). Additional detail can be provided in a separate TDM Plan. Summary of TDM measures are shown in **Table 8**.

Table 8: Summary of TDM Measures

Program Elements	Implementation	Estimated VTR Range*
On-Site Amenities		
Distribution of TDM Information	• Beacon Villa will compile and distribute information regarding all TDM measures to residents through provision of a TDM Contact Person and Tenant Welcome Packet	3-5%
Pedestrian Facilities	• Continue to support the existing pedestrian network facilities	-
Bicycle Storage	• The development includes long-term and short-term bicycle parking on-site	-
High-Bandwidth Internet Connection	• The development will provide access to high-bandwidth internet connections for residents to encourage telecommuting	-
Transit Elements		
Clipper Card	• Beacon Villa can provide Clipper Cards for Tri Delta Transit Use	10-20%
BART Commuter Tax Benefits	• Beacon Villa will advertise and promote the program to residents	5-10%
Carpool and Vanpool Programs		
511 Ride Matching Assistance	• Beacon Villa will advertise and promote the program to residents and employers	5-10%

Program Elements	Implementation	Estimated VTR Range*
Carpool/Vanpool Incentives for New Users	• Beacon Villa will advertise and promote the program to residents and employers	5-10%
Car Sharing	• Beacon Villa can coordinate with a Car Share vendor to provide a car share space on-site for residents, commercial building tenants, and the public to utilize	5-10%
Bicycle Programs		
Bike Sharing	• Beacon Villa can coordinate with a Bike Share vendor to provide bike share facilities on-site for residents, commercial building tenants, and the public to utilize	5-10%

Implementation of the TDM measures can assist with the parking demand for the mixed-uses at Building E as well as the adjacent townhomes, Buildings A-D.

CONCLUSIONS

Based on the intersection analysis, the W. 10th Street and Beacon Street intersection is currently operating at acceptable Level of Service with average delay of 15.4 seconds during the a.m. peak hour and 12.6 seconds in p.m. peak hour. With the additions of project trips, the study intersection operates at acceptable Level of Service with average delay of 16.0 seconds in a.m. peak hour and 12.7 seconds in the p.m. peak hour. As per the Signal Warrant Analysis, a signal is not warranted at the study intersection in both peak hours for Existing and plus Project Conditions. With reference to vehicle queuing analysis, the proposed project does not create a significant impact at the study intersection.

For parking, Buildings A-D meet the City's requirements for parking spaces. At Building E, a mixture of land uses for the commercial/retail space can exceed the parking provided. The on-street parking occupancy has a variation of 42 to 63 percent availability on West 10th Street. Based on the City's requirements, the on-street parking could accommodate some but not all of the deficiency (approximately 35 parking spaces) should restaurants/food service uses are leased on the development. However, based on the ITE Parking Generation analysis, it is likely that the additional six parking spaces needed for the same land uses, can be accommodated on-street. Additionally, TDM measures can assist with the reduction of vehicle trips and parking demand.

Appendix A – Traffic Count Sheets

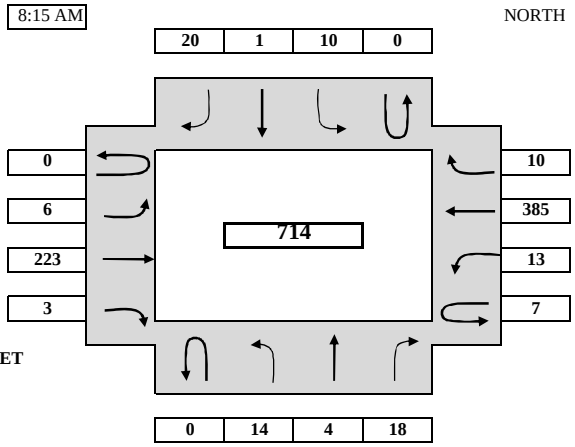
B.A.Y.M.E.T.R.I.C.S.

INTERSECTION TURNING MOVEMENT SUMMARY

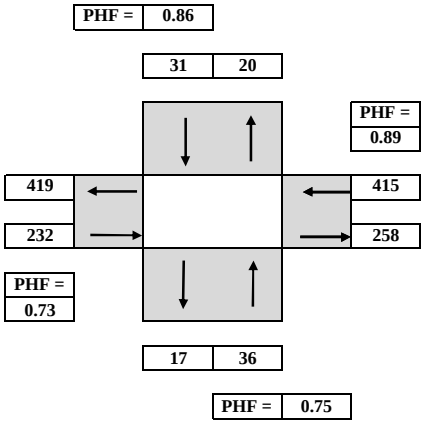
PROJECT:	**TRAFFIC COUNTS IN PITTSBURG**	**SURVEY DATE:**	**1/10/2018**	**DAY:**	**WEDNESDAY**
N-S APPROACH:	**BEACON STREET**	**SURVEY TIME:**	**7:00 AM**	**TO**	**9:00 AM**
E-W APPROACH:	**W 10TH STREET**	**JURISDICTION:**	**PITTSBURG**	**FILE:**	**3801001-AM**

PEAK HOUR
7:15 AM to 8:15 AM

NORTH



ARRIVAL / DEPARTURE VOLUMES



TIME From	PERIOD To	NORTHBOUND U-TURN	NORTHBOUND LEFT	NORTHBOUND THRU	NORTHBOUND RIGHT	SOUTHBOUND U-TURN	SOUTHBOUND LEFT	SOUTHBOUND THRU	SOUTHBOUND RIGHT	EASTBOUND U-TURN	EASTBOUND LEFT	EASTBOUND THRU	EASTBOUND RIGHT	WESTBOUND U-TURN	WESTBOUND LEFT	WESTBOUND THRU	WESTBOUND RIGHT	TOTAL
SURVEY DATA																		
7:00 AM	7:15 AM		3	0	3		2	0	3	0	2	28	0	0	1	51	2	**95**
7:15 AM	7:30 AM		7	0	7		4	0	6	0	2	73	0	2	4	144	3	**252**
7:30 AM	7:45 AM		9	3	11		7	0	12	0	5	130	0	5	8	226	5	**421**
7:45 AM	8:00 AM		14	4	17		9	0	18	0	7	206	1	5	10	336	9	**636**
8:00 AM	8:15 AM		17	4	21		12	1	23	0	8	251	3	7	14	436	12	**809**
8:15 AM	8:30 AM		20	4	21		15	1	28	1	10	279	4	8	14	506	14	**925**
8:30 AM	8:45 AM		21	4	22		15	1	31	1	12	300	4	8	18	570	14	**1021**
8:45 AM	9:00 AM		22	4	23		17	1	33	1	13	319	4	9	20	627	16	**1109**
TOTAL BY PERIOD																		
7:00 AM	7:15 AM	0	3	0	3	0	2	0	3	0	2	28	0	0	1	51	2	**95**
7:15 AM	7:30 AM	0	4	0	4	0	2	0	3	0	0	45	0	2	3	93	1	**157**
7:30 AM	7:45 AM	0	2	3	4	0	3	0	6	0	3	57	0	3	4	82	2	**169**
7:45 AM	8:00 AM	0	5	1	6	0	2	0	6	0	2	76	1	0	2	110	4	**215**
8:00 AM	8:15 AM	0	3	0	4	0	3	1	5	0	1	45	2	2	4	100	3	**173**
8:15 AM	8:30 AM	0	3	0	0	0	3	0	5	1	2	28	1	1	0	70	2	**116**
8:30 AM	8:45 AM	0	1	0	1	0	0	0	3	0	2	21	0	0	4	64	0	**96**
8:45 AM	9:00 AM	0	1	0	1	0	2	0	2	0	1	19	0	1	2	57	2	**88**
HOURLY TOTALS																		
7:00 AM	8:00 AM	0	14	4	17	0	9	0	18	0	7	206	1	5	10	336	9	**636**
7:15 AM	8:15 AM	0	14	4	18	0	10	1	20	0	6	223	3	7	13	385	10	**714**
7:30 AM	8:30 AM	0	13	4	14	0	11	1	22	1	8	206	4	6	10	362	11	**673**
7:45 AM	8:45 AM	0	12	1	11	0	8	1	19	1	7	170	4	3	10	344	9	**600**
8:00 AM	9:00 AM	0	8	0	6	0	8	1	15	1	6	113	3	4	10	291	7	**473**

PEAK HOUR SUMMARY

7:15 AM to 8:15 AM	NORTHBOUND NBU	NBL	NBT	NBR	SOUTHBOUND SBU	SBL	SBT	SBR	EASTBOUND EBU	EBL	EBT	EBR	WESTBOUND WBU	WBL	WBT	WBR	TOTAL
VOLUME	0	14	4	18	0	10	1	20	0	6	223	3	7	13	385	10	**714**
PHF BY MOVEMENT	0.00	0.70	0.33	0.75	0.00	0.83	0.25	0.83	0.00	0.50	0.73	0.38	0.58	0.81	0.88	0.63	OVERALL
PHF BY APPROACH	0.75				0.86				0.73				0.89				0.83
BICYCLE	0				0				0				0				**0**
PEDESTRIAN	2				0				10				6				**18**
	N-LEG				**S-LEG**				**E-LEG**				**W-LEG**				
PEDESTRIAN BY LEG:	5				11				0				2				**18**

TEL: (510) 232 - 1271 FAX: (510) 232 - 1272

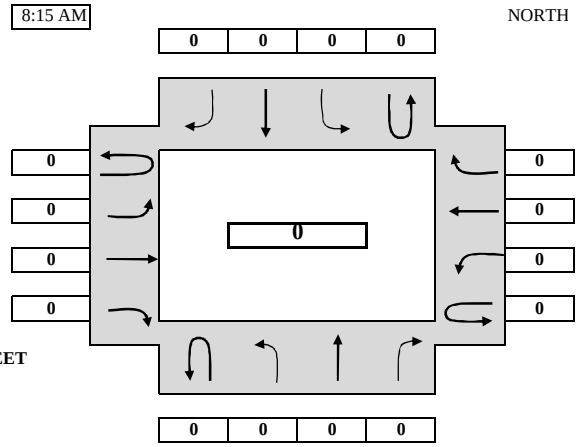
B.A.Y.M.E.T.R.I.C.S.

BICYCLE TURNING MOVEMENT SUMMARY

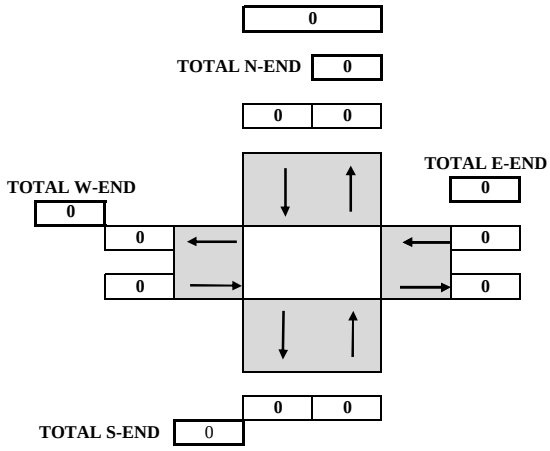
PROJECT:	**TRAFFIC COUNTS IN PITTSBURG**	**SURVEY DATE:**	**1/10/2018**	**DAY:**	**WEDNESDAY**
N-S APPROACH:	**BEACON STREET**	**SURVEY TIME:**	**7:00 AM**	**TO**	**9:00 AM**
E-W APPROACH:	**W 10TH STREET**	**JURISDICTION:**	**PITTSBURG**	**FILE:**	**3801001-AM**

PEAK HOUR
7:15 AM to 8:15 AM

NORTH



PEAK HOUR
TOTAL BICYCLE VOLUMES



TIME		PERIOD	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
From		To	U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	
SURVEY DATA																			
7:00 AM	to	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 AM	to	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 AM	to	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 AM	to	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 AM	to	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 AM	to	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 AM	to	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 AM	to	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
TOTAL BY PERIOD																			
7:00 AM	to	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 AM	to	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 AM	to	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 AM	to	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 AM	to	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 AM	to	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 AM	to	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 AM	to	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
HOURLY TOTALS																			
7:00 AM	to	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 AM	to	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 AM	to	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 AM	to	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 AM	to	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

TEL: (510) 232 - 1271 FAX: (510) 232 - 1272

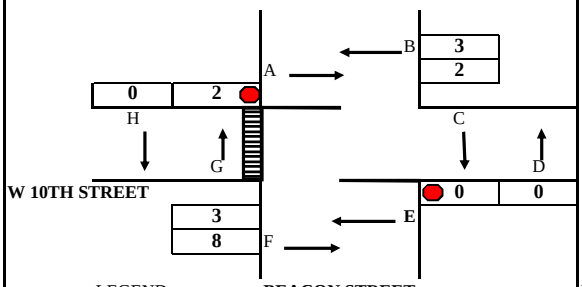
7:15 AM to 8:15 AM					
APPROACH VOLUME	NB	SB	EB	WB	TOTAL
BICYCLE	0	0	0	0	**0**

B.A.Y.M.E.T.R.I.C.S.

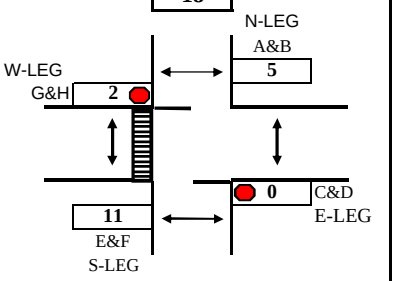
PEDESTRIAN MOVEMENT SUMMARY

PROJECT:	**TRAFFIC COUNTS IN PITTSBURG**	**SURVEY DATE:**	**1/10/2018**
N-S APPROACH:	**BEACON STREET**	**DAY:**	**WEDNESDAY**
E-W APPROACH:	**W 10TH STREET**	**JURISDICTION:**	**PITTSBURG**
SURVEY PERIOD	**7:00 AM TO 9:00 AM**	**FILE:**	**3801001-AM**

PEAK HOUR
07:15 AM TO 08:15 AM



PEAK HOUR
TOTAL PEDESTRIAN VOLUMES
18



LEGEND:
- CROSSWALK
- SIDEWALK
- STOP CONTROL LINE
- STOP

BY LEG:		**BY DIRECTION:**	
N-LEG	5	**NB**(D+G)	2
S-LEG	11	**SB**(C+H)	0
E-LEG	0	**EB**(A+F)	10
W-LEG	2	**WB**(B+E)	6

TIME PERIOD			NORTH X-WALK		EAST X-WALK		SOUTH X-WALK		WEST X-WALK		
From		**To**	***A***	***B***	***C***	***D***	***E***	***F***	***G***	***H***	***TOTAL***
SURVEY DATA											
07:00 AM	---	07:15 AM	0	0	0	0	0	0	1	0	***1***
07:15 AM	---	07:30 AM	0	0	0	0	2	2	3	0	***7***
07:30 AM	---	07:45 AM	1	2	0	0	2	4	3	0	***12***
07:45 AM	---	08:00 AM	2	3	0	0	3	6	3	0	***17***
08:00 AM	---	08:15 AM	2	3	0	0	3	8	3	0	***19***
08:15 AM	---	08:30 AM	2	3	0	0	4	8	3	0	***20***
08:30 AM	---	08:45 AM	2	3	0	0	4	8	3	0	***20***
08:45 AM	---	09:00 AM	2	3	0	0	5	8	3	0	***21***
TOTAL BY PERIOD											
07:00 AM	---	07:15 AM	0	0	0	0	0	0	1	0	***1***
07:15 AM	---	07:30 AM	0	0	0	0	2	2	2	0	***6***
07:30 AM	---	07:45 AM	1	2	0	0	0	2	0	0	***5***
07:45 AM	---	08:00 AM	1	1	0	0	1	2	0	0	***5***
08:00 AM	---	08:15 AM	0	0	0	0	0	2	0	0	***2***
08:15 AM	---	08:30 AM	0	0	0	0	1	0	0	0	***1***
08:30 AM	---	08:45 AM	0	0	0	0	0	0	0	0	***0***
08:45 AM	---	09:00 AM	0	0	0	0	1	0	0	0	***1***
HOURLY TOTALS											
07:00 AM	---	08:00 AM	2	3	0	0	3	6	3	0	***17***
07:15 AM	---	08:15 AM	2	3	0	0	3	8	2	0	***18***
07:30 AM	---	08:30 AM	2	3	0	0	2	6	0	0	***13***
07:45 AM	---	08:45 AM	1	1	0	0	2	4	0	0	***8***
08:00 AM	---	09:00 AM	0	0	0	0	2	2	0	0	***4***

Tel : (510) 232-1271 ***Fax: (510) 232-1272***

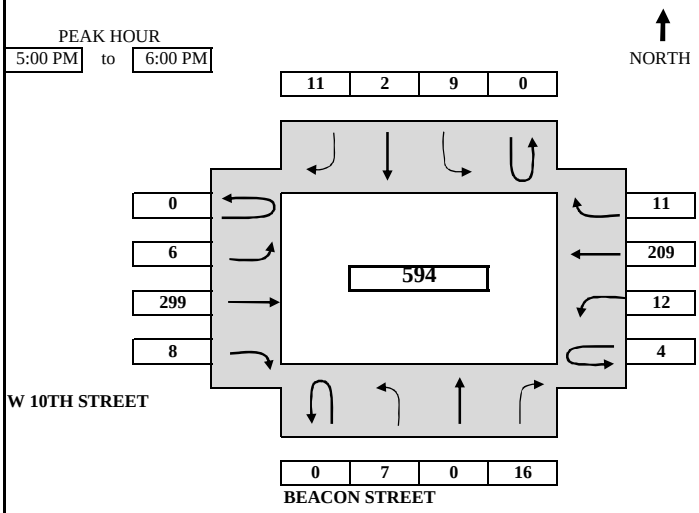
7:15 AM to 8:15 AM					
VOLUME BY DIRECTION	NB	SB	EB	WB	TOTAL
PEDESTRIAN	2	0	10	6	**18**
VOLUME BY LEG	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
PEDESTRIAN	5	11	0	2	**18**

B.A.Y.M.E.T.R.I.C.S.

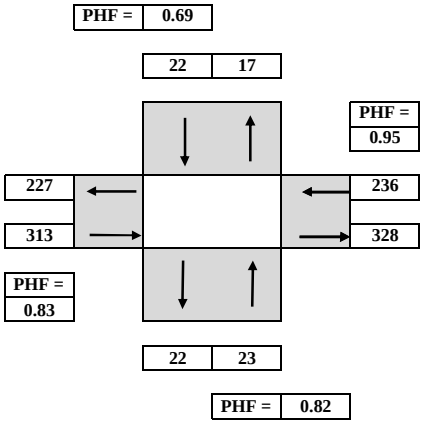
INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT:	**TRAFFIC COUNTS IN PITTSBURG**	**SURVEY DATE:**	**1/10/2018**	**DAY:**	**WEDNESDAY**
N-S APPROACH:	**BEACON STREET**	**SURVEY TIME:**	**4:00 PM**	**TO**	**6:00 PM**
E-W APPROACH:	**W 10TH STREET**	**JURISDICTION:**	**PITTSBURG**	**FILE:**	**3801001-PM**

PEAK HOUR
5:00 PM to 6:00 PM



ARRIVAL / DEPARTURE VOLUMES



TIME From		PERIOD To	NORTHBOUND U-TURN	NORTHBOUND LEFT	NORTHBOUND THRU	NORTHBOUND RIGHT	SOUTHBOUND U-TURN	SOUTHBOUND LEFT	SOUTHBOUND THRU	SOUTHBOUND RIGHT	EASTBOUND U-TURN	EASTBOUND LEFT	EASTBOUND THRU	EASTBOUND RIGHT	WESTBOUND U-TURN	WESTBOUND LEFT	WESTBOUND THRU	WESTBOUND RIGHT	TOTAL
SURVEY DATA																			
4:00 PM	to	4:15 PM		1	0	5		2	1	5		2	67	2	0	8	57	5	**155**
4:15 PM	to	4:30 PM		3	1	7		2	3	9		4	123	4	1	10	104	5	**276**
4:30 PM	to	4:45 PM		5	1	11		6	3	12		5	186	8	1	17	152	7	**414**
4:45 PM	to	5:00 PM		5	1	14		8	3	13		7	238	9	4	22	192	7	**523**
5:00 PM	to	5:15 PM		7	1	18		10	4	14		9	314	11	5	23	248	11	**675**
5:15 PM	to	5:30 PM		10	1	22		12	5	19		11	378	12	5	28	298	16	**817**
5:30 PM	to	5:45 PM		12	1	27		14	5	23		12	447	14	8	32	342	18	**955**
5:45 PM	to	6:00 PM		12	1	30		17	5	24		13	537	17	8	34	401	18	**1117**
TOTAL BY PERIOD																			
4:00 PM	to	4:15 PM	0	1	0	5	0	2	1	5	0	2	67	2	0	8	57	5	**155**
4:15 PM	to	4:30 PM	0	2	1	2	0	0	2	4	0	2	56	2	1	2	47	0	**121**
4:30 PM	to	4:45 PM	0	2	0	4	0	4	0	3	0	1	63	4	0	7	48	2	**138**
4:45 PM	to	5:00 PM	0	0	0	3	0	2	0	1	0	2	52	1	3	5	40	0	**109**
5:00 PM	to	5:15 PM	0	2	0	4	0	2	1	1	0	2	76	2	1	1	56	4	**152**
5:15 PM	to	5:30 PM	0	3	0	4	0	2	1	5	0	2	64	1	0	5	50	5	**142**
5:30 PM	to	5:45 PM	0	2	0	5	0	2	0	4	0	1	69	2	3	4	44	2	**138**
5:45 PM	to	6:00 PM	0	0	0	3	0	3	0	1	0	1	90	3	0	2	59	0	**162**
HOURLY TOTALS																			
4:00 PM	to	5:00 PM	0	5	1	14	0	8	3	13	0	7	238	9	4	22	192	7	**523**
4:15 PM	to	5:15 PM	0	6	1	13	0	8	3	9	0	7	247	9	5	15	191	6	**520**
4:30 PM	to	5:30 PM	0	7	0	15	0	10	2	10	0	7	255	8	4	18	194	11	**541**
4:45 PM	to	5:45 PM	0	7	0	16	0	8	2	11	0	7	261	6	7	15	190	11	**541**
5:00 PM	to	6:00 PM	0	7	0	16	0	9	2	11	0	6	299	8	4	12	209	11	**594**

PEAK HOUR SUMMARY

5:00 PM to 6:00 PM	NORTHBOUND NBU	NBL	NBT	NBR	SOUTHBOUND SBU	SBL	SBT	SBR	EASTBOUND EBU	EBL	EBT	EBR	WESTBOUND WBU	WBL	WBT	WBR	TOTAL
VOLUME	0	7	0	16	0	9	2	11	0	6	299	8	4	12	209	11	**594**
PHF BY MOVEMENT	0.00	0.58	0.00	0.80	0.00	0.75	0.50	0.55	0.00	0.75	0.83	0.67	0.33	0.60	0.89	0.55	OVERALL
PHF BY APPROACH	0.82				0.69				0.83				0.95				0.92
BICYCLE	0				0				0				0				**0**
PEDESTRIAN	1				2				0				4				**7**
	N-LEG				**S-LEG**				**E-LEG**				**W-LEG**				
PEDESTRIAN BY LEG:	1				3				1				2				**7**

TEL: (510) 232 - 1271 FAX: (510) 232 - 1272

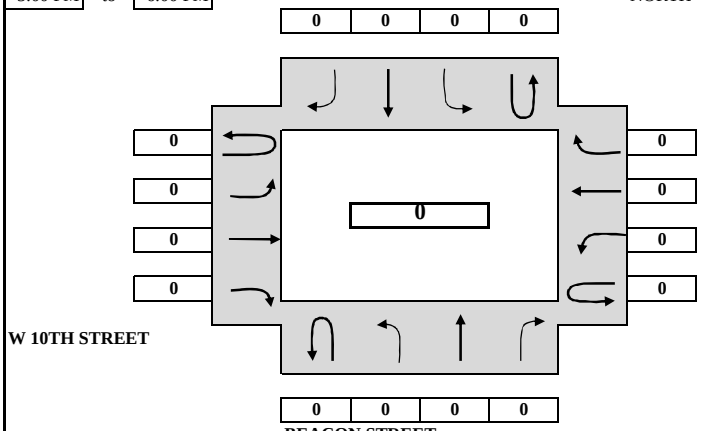
B.A.Y.M.E.T.R.I.C.S.

BICYCLE TURNING MOVEMENT SUMMARY

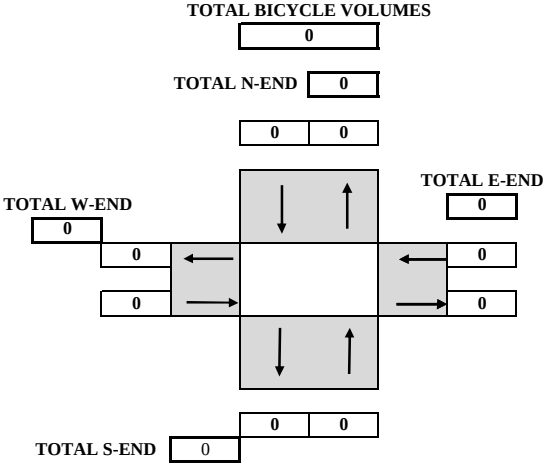
PROJECT:	**TRAFFIC COUNTS IN PITTSBURG**	**SURVEY DATE:**	**1/10/2018**	**DAY:**	**WEDNESDAY**
N-S APPROACH:	**BEACON STREET**	**SURVEY TIME:**	**4:00 PM**	**TO**	**6:00 PM**
E-W APPROACH:	**W 10TH STREET**	**JURISDICTION:**	**PITTSBURG**	**FILE:**	**3801001-PM**

PEAK HOUR
5:00 PM to 6:00 PM

NORTH



PEAK HOUR
TOTAL BICYCLE VOLUMES



TIME From		PERIOD To	NORTHBOUND U-TURN	NORTHBOUND LEFT	NORTHBOUND THRU	NORTHBOUND RIGHT	SOUTHBOUND U-TURN	SOUTHBOUND LEFT	SOUTHBOUND THRU	SOUTHBOUND RIGHT	EASTBOUND U-TURN	EASTBOUND LEFT	EASTBOUND THRU	EASTBOUND RIGHT	WESTBOUND U-TURN	WESTBOUND LEFT	WESTBOUND THRU	WESTBOUND RIGHT	TOTAL
SURVEY DATA																			
4:00 PM	to	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 PM	to	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 PM	to	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 PM	to	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 PM	to	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 PM	to	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 PM	to	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 PM	to	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
TOTAL BY PERIOD																			
4:00 PM	to	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 PM	to	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 PM	to	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 PM	to	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 PM	to	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 PM	to	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 PM	to	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 PM	to	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
HOURLY TOTALS																			
4:00 PM	to	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 PM	to	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 PM	to	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 PM	to	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 PM	to	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

TEL: (510) 232 - 1271 FAX: (510) 232 - 1272

5:00 PM to 6:00 PM

APPROACH VOLUME	NB	SB	EB	WB	TOTAL
BICYCLE	0	0	0	0	**0**

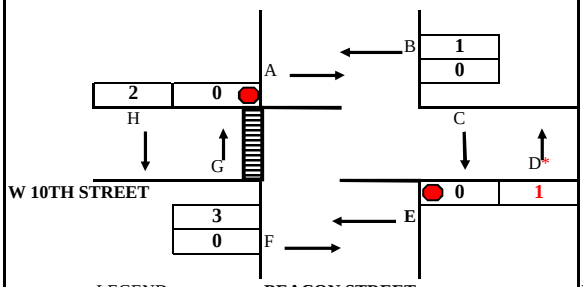
B.A.Y.M.E.T.R.I.C.S.

PEDESTRIAN MOVEMENT SUMMARY

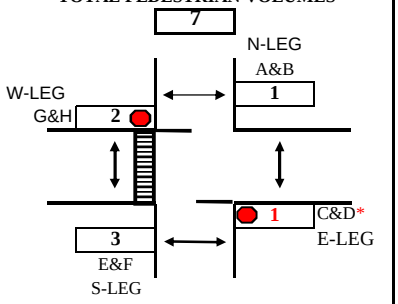
PROJECT:	**TRAFFIC COUNTS IN PITTSBURG**	**SURVEY DATE:**	**1/10/2018**
N-S APPROACH:	**BEACON STREET**	**DAY:**	**WEDNESDAY**
E-W APPROACH:	**W 10TH STREET**	**JURISDICTION:**	**PITTSBURG**
SURVEY PERIOD	**4:00 PM TO 6:00 PM**	**FILE:**	**3801001-PM**

PEAK HOUR

05:00 PM TO 06:00 PM



PEAK HOUR
TOTAL PEDESTRIAN VOLUMES



LEGEND:
- CROSSWALK
- SIDEWALK
- STOP CONTROL LINE
- STOP
- * J-WALK IN RED

BEACON STREET

BY LEG:	
N-LEG	**1**
S-LEG	**3**
E-LEG	**1**
W-LEG	**2**

BY DIRECTION:	
NB(D+G)	**1**
SB(C+H)	**2**
EB(A+F)	**0**
WB(B+E)	**4**

TIME PERIOD			**NORTH X-WALK**		**EAST X-WALK**		**SOUTH X-WALK**		**WEST X-WALK**		
From		**To**	***A***	***B***	***C***	***D****	***E***	***F***	***G***	***H***	***TOTAL***
SURVEY DATA											
04:00 PM	---	04:15 PM	1	0	0	0	0	0	0	0	***1***
04:15 PM	---	04:30 PM	1	0	0	0	1	0	0	0	***2***
04:30 PM	---	04:45 PM	1	0	0	0	3	2	1	0	***7***
04:45 PM	---	05:00 PM	3	0	0	0	7	2	1	0	***13***
05:00 PM	---	05:15 PM	3	1	0	0	7	2	1	1	***15***
05:15 PM	---	05:30 PM	3	1	0	1	8	2	1	1	***17***
05:30 PM	---	05:45 PM	3	1	0	1	10	2	1	2	***20***
05:45 PM	---	06:00 PM	3	1	0	1	10	2	1	2	***20***
TOTAL BY PERIOD											
04:00 PM	---	04:15 PM	1	0	0	0	0	0	0	0	***1***
04:15 PM	---	04:30 PM	0	0	0	0	1	0	0	0	***1***
04:30 PM	---	04:45 PM	0	0	0	0	2	2	1	0	***5***
04:45 PM	---	05:00 PM	2	0	0	0	4	0	0	0	***6***
05:00 PM	---	05:15 PM	0	1	0	0	0	0	0	1	***2***
05:15 PM	---	05:30 PM	0	0	0	1	1	0	0	0	***2***
05:30 PM	---	05:45 PM	0	0	0	0	2	0	0	1	***3***
05:45 PM	---	06:00 PM	0	0	0	0	0	0	0	0	***0***
HOURLY TOTALS											
04:00 PM	---	05:00 PM	3	0	0	0	7	2	1	0	***13***
04:15 PM	---	05:15 PM	2	1	0	0	7	2	1	1	***14***
04:30 PM	---	05:30 PM	2	1	0	1	7	2	1	1	***15***
04:45 PM	---	05:45 PM	2	1	0	1	7	0	0	2	***13***
05:00 PM	---	06:00 PM	0	1	0	1	3	0	0	2	***7***

Tel : (510) 232-1271 ***Fax: (510) 232-1272***

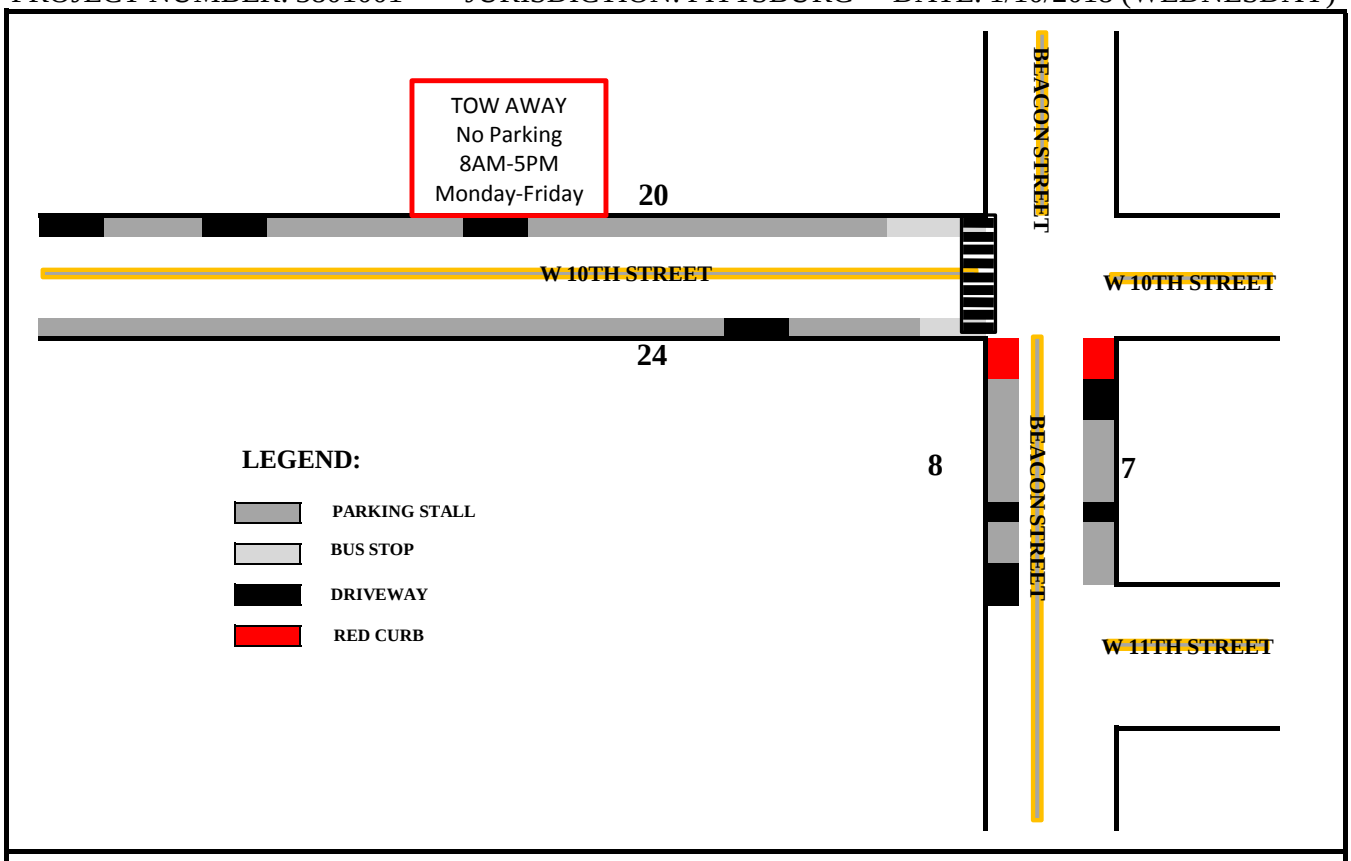
5:00 PM to 6:00 PM					
VOLUME BY DIRECTION	NB	SB	EB	WB	TOTAL
PEDESTRIAN	1	2	0	4	**7**
VOLUME BY LEG	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
PEDESTRIAN	1	3	1	2	**7**

Appendix B – Parking Occupancy Count Sheets

B A Y M E T R I C S

P A R K I N G D I A G R A M

PROJECT NUMBER: 3801001 JURISDICTION: PITTSBURG DATE: 1/10/2018 (WEDNESDAY)

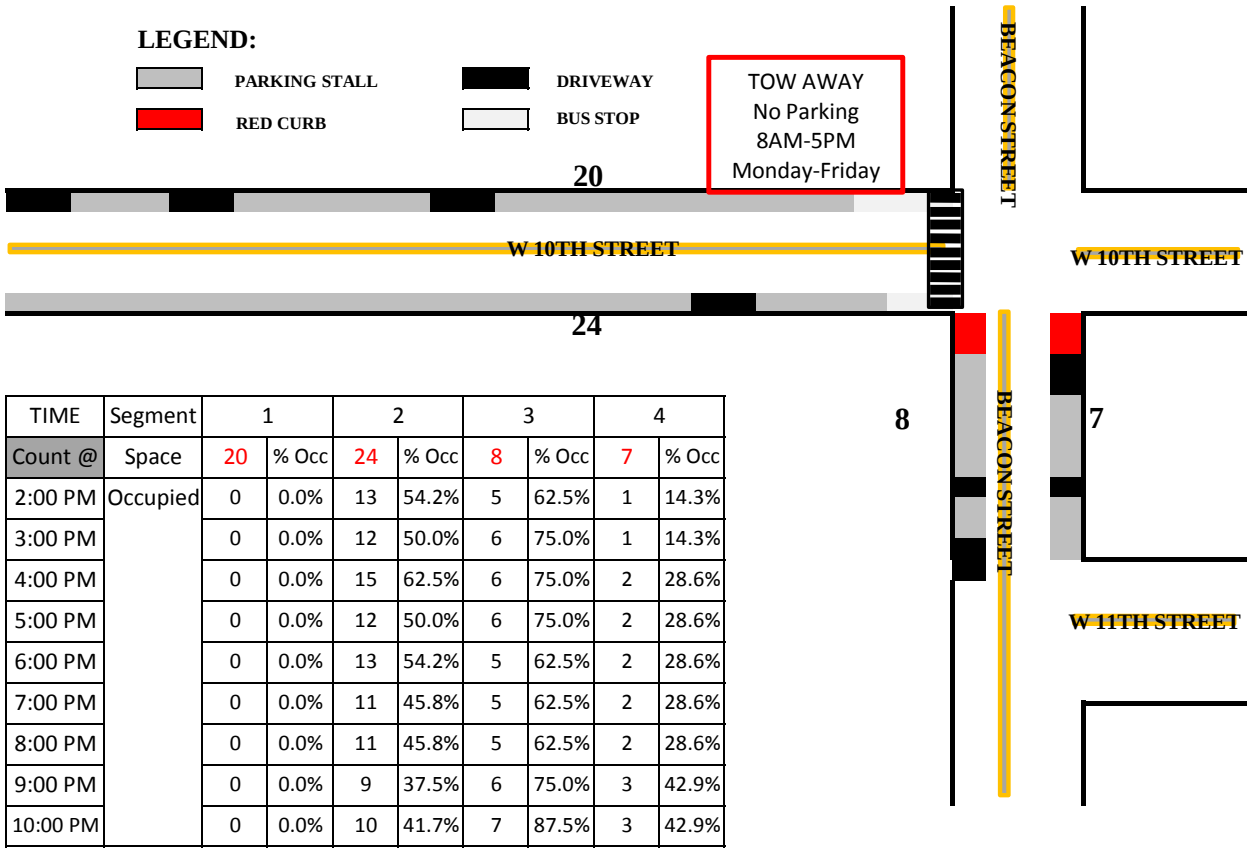


TEL: (510) 232 - 1271 EMAIL: BAYMETRICS@GMAIL.COM

B A Y M E T R I C S

P A R K I N G D I A G R A M & S U M M A R Y

PROJECT NUMBER: 3801001 JURISDICTION: PITTSBURG DATE: 1/10/2018 (WEDNESDAY)



TIME	Segment	1		2		3		4	
Count @	Space	20	% Occ	24	% Occ	8	% Occ	7	% Occ
2:00 PM	Occupied	0	0.0%	13	54.2%	5	62.5%	1	14.3%
3:00 PM		0	0.0%	12	50.0%	6	75.0%	1	14.3%
4:00 PM		0	0.0%	15	62.5%	6	75.0%	2	28.6%
5:00 PM		0	0.0%	12	50.0%	6	75.0%	2	28.6%
6:00 PM		0	0.0%	13	54.2%	5	62.5%	2	28.6%
7:00 PM		0	0.0%	11	45.8%	5	62.5%	2	28.6%
8:00 PM		0	0.0%	11	45.8%	5	62.5%	2	28.6%
9:00 PM		0	0.0%	9	37.5%	6	75.0%	3	42.9%
10:00 PM		0	0.0%	10	41.7%	7	87.5%	3	42.9%

TEL: (510) 232 - 1271 EMAIL: BAYMETRICS@GMAIL.COM

B A Y M E T R I C S

PARKING OCCUPANCY SURVEY SUMMARY

PROJECT:	**PARKING OCCUPANCY IN THE CITY OF PITTSBURG**				
LOCATION:	**ALONG WEST LEG & SOUTH LEG OF INTERSECTION W 10th ST / BEACON ST**				
SURVEY TIME:	**2:00PM to 10:00PM**	**SURVEY DATE:**	**1/10/2018**		
SURVEY DAY:	**WEDNESDAY**	**CITY:**	**PITTSBURG**	**FILE:**	**3801001**

SURVEY DATA

1. Along W 10th Street

From Midblock W 10th Street to Beacon Street

TIME		North Side*						South Side					
Collect at	Space	NP	DW	20			% Occ	NP	DW	24			% Occ
2:00 PM	Occupied			0			0.00%			13			54.17%
3:00 PM				0			0.00%			12			50.00%
4:00 PM				0			0.00%			15			62.50%
5:00 PM				0			0.00%			12			50.00%
6:00 PM				0			0.00%			13			54.17%
7:00 PM				0			0.00%			11			45.83%
8:00 PM				0			0.00%			11			45.83%
9:00 PM				0			0.00%			9			37.50%
10:00 PM				0			0.00%			10			41.67%

2. Along Beacon Street

From W 10th Street to W 11th Street

TIME		East Side						West Side					
Collect at	Space	NP	DW	7			% Occ	NP	DW	8			% Occ
2:00 PM	Occupied			1			14.29%			5			62.50%
3:00 PM				1			14.29%			6			75.00%
4:00 PM				2			28.57%			6			75.00%
5:00 PM				2			28.57%			6			75.00%
6:00 PM				2			28.57%			5			62.50%
7:00 PM				2			28.57%			5			62.50%
8:00 PM				2			28.57%			5			62.50%
9:00 PM				3			42.86%			6			75.00%
10:00 PM				3			42.86%		1	6			87.50%

SUMMARY

1. Along W 10th Street

From Midblock W 10th Street to Beacon Street

TIME		North Side*	South Side	Total	% of
Collect at	Space	**20**	**24**	**44**	Occupied
2:00 PM	Occupied	0	13	**13**	**29.55%**
3:00 PM		0	12	**12**	**27.27%**
4:00 PM		0	15	**15**	**34.09%**
5:00 PM		0	12	**12**	**27.27%**
6:00 PM		0	13	**13**	**29.55%**
7:00 PM		0	11	**11**	**25.00%**
8:00 PM		0	11	**11**	**25.00%**
9:00 PM		0	9	**9**	**20.45%**
10:00 PM		0	10	**10**	**22.73%**

2. Along Beacon Street

From W 10th Street to W 11th Street

TIME		East Side	West Side	Total	% of
Collect at	Space	**7**	**8**	**15**	Occupied
2:00 PM	Occupied	1	5	**6**	**40.00%**
3:00 PM		1	6	**7**	**46.67%**
4:00 PM		2	6	**8**	**53.33%**
5:00 PM		2	6	**8**	**53.33%**
6:00 PM		2	5	**7**	**46.67%**
7:00 PM		2	5	**7**	**46.67%**
8:00 PM		2	5	**7**	**46.67%**
9:00 PM		3	6	**9**	**60.00%**
10:00 PM		3	7	**10**	**66.67%**

LEGEND:

- RED CURB
- DRIVEWAY
- PARKING STALL

Overall Parking Occupancy Summary

TIME	Space	59	% Occupied
2:00 PM	Occupied	**19**	**32.20%**
3:00 PM		**19**	**32.20%**
4:00 PM		**23**	**38.98%**
5:00 PM		**20**	**33.90%**
6:00 PM		**20**	**33.90%**
7:00 PM		**18**	**30.51%**
8:00 PM		**18**	**30.51%**
9:00 PM		**18**	**30.51%**
10:00 PM		**20**	**33.90%**
Max Parking Occupancy @	**4:00 PM**	**23**	**38.98%**

TEL: (510) 232-1271 **Emil: baymetracs@gmail.com**

Appendix C – Existing Conditions Worksheets

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	234	5	20	391	10	14	4	18	10	1	22
Future Vol, veh/h	10	234	5	20	391	10	14	4	18	10	1	22
Conflicting Peds, #/hr	0	0	11	0	0	5	0	0	0	0	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	60	-	-	75	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	73	73	73	89	89	89	75	75	75	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	321	7	22	439	11	19	5	24	12	1	26

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	456	0	0	338	0	0	867	863	335	861	861	452
Stage 1	-	-	-	-	-	-	362	362	-	495	495	-
Stage 2	-	-	-	-	-	-	505	501	-	366	366	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1105	-	-	1221	-	-	273	292	707	276	293	608
Stage 1	-	-	-	-	-	-	657	625	-	556	546	-
Stage 2	-	-	-	-	-	-	549	543	-	653	623	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1103	-	-	1221	-	-	251	279	700	255	280	604
Mov Cap-2 Maneuver	-	-	-	-	-	-	251	279	-	255	280	-
Stage 1	-	-	-	-	-	-	642	611	-	546	534	-
Stage 2	-	-	-	-	-	-	514	531	-	617	609	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.4	16	14.5
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	376	1103	-	-	1221	-	-	417
HCM Lane V/C Ratio	0.128	0.012	-	-	0.018	-	-	0.092
HCM Control Delay (s)	16	8.3	-	-	8	-	-	14.5
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.4	0	-	-	0.1	-	-	0.3

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	240	3	4	423	5	9
Future Vol, veh/h	240	3	4	423	5	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	261	3	4	460	5	10

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	264	0	731	263
Stage 1	-	-	-	-	263	-
Stage 2	-	-	-	-	468	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1300	-	389	776
Stage 1	-	-	-	-	781	-
Stage 2	-	-	-	-	630	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1300	-	387	776
Mov Cap-2 Maneuver	-	-	-	-	387	-
Stage 1	-	-	-	-	781	-
Stage 2	-	-	-	-	627	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	11.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	571	-	-	1300	-
HCM Lane V/C Ratio	0.027	-	-	0.003	-
HCM Control Delay (s)	11.5	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	235	3	4	424	6	8
Future Vol, veh/h	235	3	4	424	6	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	255	3	4	461	7	9

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	259	0	727	257
Stage 1	-	-	-	-	257	-
Stage 2	-	-	-	-	470	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1306	-	391	782
Stage 1	-	-	-	-	786	-
Stage 2	-	-	-	-	629	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1306	-	389	782
Mov Cap-2 Maneuver	-	-	-	-	389	-
Stage 1	-	-	-	-	786	-
Stage 2	-	-	-	-	626	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	11.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	546	-	-	1306	-
HCM Lane V/C Ratio	0.028	-	-	0.003	-
HCM Control Delay (s)	11.8	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	306	9	16	221	11	9	0	16	9	2	16
Future Vol, veh/h	9	306	9	16	221	11	9	0	16	9	2	16
Conflicting Peds, #/hr	0	0	3	0	0	1	0	0	1	0	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	60	-	-	75	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	95	95	95	82	82	82	69	69	69
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	369	11	17	233	12	11	0	20	13	3	23

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	245	0	0	383	0	0	686	678	378	680	677	241
Stage 1	-	-	-	-	-	-	399	399	-	273	273	-
Stage 2	-	-	-	-	-	-	287	279	-	407	404	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1321	-	-	1175	-	-	362	374	669	365	375	798
Stage 1	-	-	-	-	-	-	627	602	-	733	684	-
Stage 2	-	-	-	-	-	-	720	680	-	621	599	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1318	-	-	1174	-	-	342	364	666	348	365	796
Mov Cap-2 Maneuver	-	-	-	-	-	-	342	364	-	348	365	-
Stage 1	-	-	-	-	-	-	620	595	-	726	673	-
Stage 2	-	-	-	-	-	-	685	670	-	597	592	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.5	12.7	12.4
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	497	1318	-	-	1174	-	-	525
HCM Lane V/C Ratio	0.061	0.008	-	-	0.014	-	-	0.075
HCM Control Delay (s)	12.7	7.8	-	-	8.1	-	-	12.4
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	319	6	9	237	4	5
Future Vol, veh/h	319	6	9	237	4	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	347	7	10	258	4	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	353	0	627	350
Stage 1	-	-	-	-	350	-
Stage 2	-	-	-	-	277	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1206	-	447	693
Stage 1	-	-	-	-	713	-
Stage 2	-	-	-	-	770	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1206	-	443	693
Mov Cap-2 Maneuver	-	-	-	-	443	-
Stage 1	-	-	-	-	713	-
Stage 2	-	-	-	-	762	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	11.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	554	-	-	1206	-
HCM Lane V/C Ratio	0.018	-	-	0.008	-
HCM Control Delay (s)	11.6	-	-	8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	319	6	10	231	3	6
Future Vol, veh/h	319	6	10	231	3	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	347	7	11	251	3	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	353	0	623	350
Stage 1	-	-	-	-	350	-
Stage 2	-	-	-	-	273	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1206	-	450	693
Stage 1	-	-	-	-	713	-
Stage 2	-	-	-	-	773	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1206	-	445	693
Mov Cap-2 Maneuver	-	-	-	-	445	-
Stage 1	-	-	-	-	713	-
Stage 2	-	-	-	-	764	-

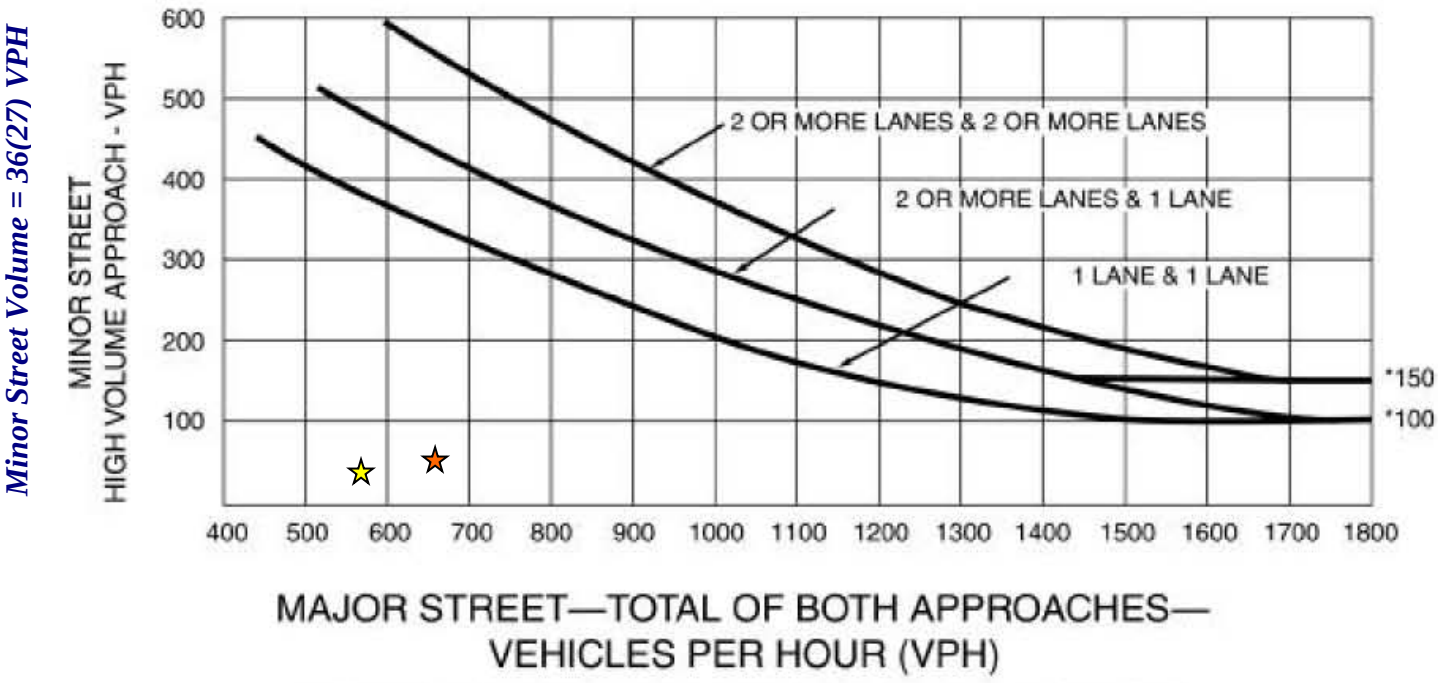
Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	11.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	584	-	-	1206	-
HCM Lane V/C Ratio	0.017	-	-	0.009	-
HCM Control Delay (s)	11.3	-	-	8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Peak Hour Warrant (Urban Areas)

Intersection #1: West 10th Street and Beacon Street
Scenario: Existing plus Project Conditions

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Major Street Volume = 670 (572) VPH

★ **AM peak hour**
☆ **PM peak hour**

A signal is not warranted for both AM and PM Peak Hour

Source: CA MUTCD 2014, Chapter 4C – Traffic Control Signal Needs Studies, Part 4 - Highway Traffic Signals, Figure 4C-3

HUGHES
GILL
COCHRANE
TINETTI
ATTORNEYS AT LAW

ANDREW H. CROWL
acrowl@hughes-gill.com

September 27, 2017

VIA U.S. MAIL AND EMAIL (jdavis@ci.pittsburg.ca.us)

Jordan Davis
Associate Planner
City of Pittsburg, Planning Division
65 Civic Ave.
Pittsburg, CA 94565

Re: Beacon Villa Development Project – Access to Parcel F

Dear Mr. Davis:

This office serves as general counsel for the Heritage Pointe Homeowners Association ("Association"). The Association's Board of Directors ("Board") is aware of the proposed Beacon Villa apartment project ("Beacon") currently under review by the City of Pittsburg Planning Division. The Beacon developer and project applicant, Amerasia Real Estate Fund, LLC ("Amerasia"), has reached out to the Board to discuss whether the Board would be willing to grant Amerasia access rights to a portion of Association property (Parcel F as shown on the Association's Subdivision Map).

The purpose of this letter is to advise the City's Planning Division that the Board, as the elected representatives of the Association, is currently evaluating whether (and in what form) granting Amerasia access rights over Parcel F is in the best interest of the Association. While the Board reserves its right to refuse Amerasia any right to use Parcel F, the Board may be agreeable to granting Amerasia some entrance and use rights if satisfactory terms can be reached.

Please feel free to contact me by phone at 925-926-1200 or email at acrowl@hughes-gill.com if you have any questions or if I can provide any additional information.

Very truly yours,

HUGHES GILL COCHRANE TINETTI, P.C.

Andrew H. Crowl

AHC:ls
cc: Board of Directors

City of Pittsburg
Community Development Department – Planning Division
65 Civic Avenue, Pittsburg, CA 94565 | Tel: (925) 252-4920 | Fax: (925) 252-4814

NOTICE OF PUBLIC MEETING

NOTICE IS HEREBY GIVEN that the **Planning Commission of the City of Pittsburg** will conduct a public meeting on:

DATE: **March 13, 2018**
TIME: **7:00 p.m.**
PLACE: **City Council Chamber at City Hall**
65 Civic Avenue, Pittsburg, California

Concerning the following matter:

Beacon Villas, AP-17-1260 (DR).

This is a request for design review approval of plans to construct a 40-unit townhouse apartment complex, as well as a mixed-use building with 14 apartment units and approximately 2,840 square feet of commercial/office space, on 2.36 acres of vacant land located at the southwest corner of West 10th Street and Beacon Street. The property is within the M (Mixed Use) District. APNs: 082-260-009, 082-260-012, 082-260-044, 085-243-001, 085-243-002, and 085-260-178.

PROJECT PLANNER: Jordan Davis, (925) 252-4015 or jdavis@ci.pittsburg.ca.us

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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 being notified.

Where can I get more information about this project?
The complete file for this project is available for public inspection at the Planning Division, weekdays during the hours of 8:00 AM to 12:00 PM and 1:00 PM to 5:00 PM. You can also find out more about the project by contacting the project planner listed above.

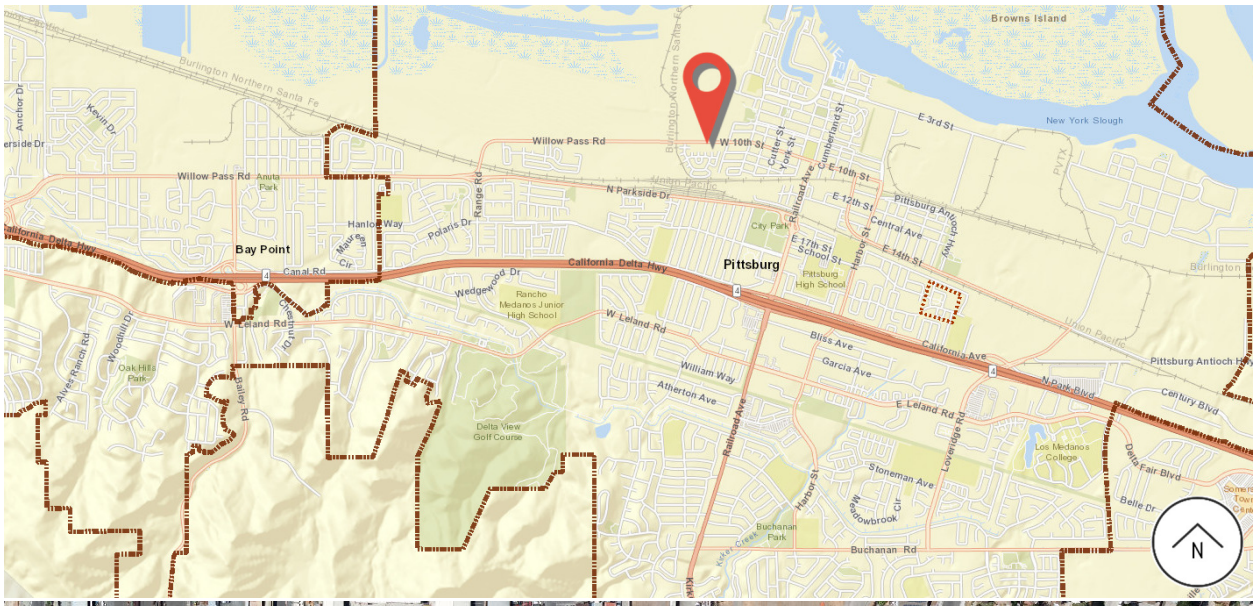
What can I do if I have comments on the project?
Comments or objections to the project can be made by writing or through oral testimony during the public meeting. Written comments citing the project name may be emailed to the project planner listed above, or may be mailed or delivered to: Pittsburg Planning Division, 65 Civic Avenue, Pittsburg, CA 94565. You may also register your comments or objections by attending the public meeting on the date and time listed above.

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 meeting described in this notice, or in written correspondence on the matter delivered to this agency at, or prior to the public meeting. 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.

KRISTIN POLLOT, AICP, SECRETARY
PITTSBURG PLANNING COMMISSION

Project Title: Beacon Villas, AP-17-1260 (DR)

Location: Southwest corner of West 10th Street and Beacon Street, APNs: 082-260-009, 082-260-012, 082-260-044, 085-243-001, 085-243-002, and 085-260-178.



CITY OF PITTSBURG
PLANNING COMMISSION
STAFF REPORT

ITEM: **Notice of Intent to Exercise Delegated Design Review Authority, and Submittal of Adopted Zoning Administrator Resolutions.**

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

SUBJECT: The Zoning Administrator submits five notices of intent to exercise delegated design review authority for: 1) a new 35 foot chimney stack which would extend 17.5 feet above an existing building, for the Pet Loss Center at 620 Garcia Avenue; 2) a parking lot expansion for the New Destiny Church located at 1434 Simpson Court; 3) new exterior paint colors for the historic Bank of America Building at 420 Railroad Avenue; 4) a new pedestrian ramp to provide access to an existing lower level church hall for St. Peter Martyr at 740 Black Diamond Street; and 5) installation of a new 400 square foot office trailer for DOW Chemical at 901 Loveridge Road. The Zoning Administrator also submits one resolution previously approved under the delegated authority (Planning Commission Resolution No. 9918).

RECOMMENDATION:

Staff recommends that the Commission acknowledge receipt of the five attached Notices of Intent to Exercise Design Review Authority, and the attached adopted Zoning Administrator resolution.

BACKGROUND:

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 her 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 five applications requesting design review approval which qualify within one or more of the nine categories of delegated authority established by Resolution No. 9918, and one application requiring a Zoning Administrator public hearing:

1. Pet Loss Center, AP-18-1314 (AD) – Delegated Design Review Category 3.

This is an application filed by Ryan Lane, on behalf of The Pet Loss Center, requesting administrative design review approval to install a chimney stack on an existing building, as required by Bay Area Air Quality Management District for the use. The top of the stack would be 35 feet in height and would stand 17.5 feet above the existing building at 620 Garcia Avenue, in the IP (Industrial Park) District. Assessor's Parcel Number 088-392-018.

2. New Destiny Church Parking Lot, AP-18-1318 (AD) – Delegated Design Review Categories 4 and 5.

This is an application filed by Gail Knowles, on behalf of New Destiny Church, requesting administrative design review approval to create an additional 9,240 square feet of parking area which could accommodate an additional 28 parking spaces for the church facility. The subject site is located at 1434 Simpson Court, in the CC (Community Commercial) District. Assessor's Parcel Number 088-570-004.

3. Bank of America Building Repainting, AP-18-1322 (AD) – Delegated Design Review Category 3.

This is an application by Joe Gjerde requesting administrative design review approval to apply a new paint scheme to the exterior of the historic Bank of America Building located at 420 Railroad Avenue in the CP (Pedestrian Commercial) District. Assessor's Parcel No. 085-104-006. The Bank of America Building is a contributor to the New York Landing Historic District and is subject to the Secretary of the Interior's Standards for the Treatment of Historic Properties.

4. St. Peter Martyr Church Ramp, AP-18-1323 (AD) – Delegated Design Review Category 3.

This is an application filed by Ruben Rodriguez, on behalf of St. Peter Martyr Church, requesting administrative design review approval to add a ramp on the south side of the existing building to provide access to the below ground church hall from street level and installing a roof covering above. The subject site is located at 740 Black Diamond Street, in the RS-5 (Residential Single Family, 5,000 Square Foot Minimum Lot Size) District. Assessor's Parcel Number 085-163-009.

5. Dow Chemical UTLX Office Trailer, AP-18-1324 (AD) – Delegated Design Review Category 8.

This is an application by Dave O'Sullivan, on behalf of the Dow Chemical Company, requesting administrative design review approval to replace an existing 192 square-foot office trailer with a new 400 square-foot office trailer. The subject site is located at 901 Loveridge Road, in the IG (General Industrial) District. Assessor's Parcel No. 073-220-049.

The Zoning Administrator has also adopted one resolution approving delegated design review applications, as follows:

1. Resolution No. 306: Delta Diablo RWF Emergency Backup Generator, AP-18-1312 (AD)

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 and the adopted Zoning Administrator resolutions.

ATTACHMENTS:

1. Notice of Intent: Pet Loss Center, AP-18-1314 (AD)
2. Notice of Intent: New Destiny Church Parking Lot, AP-18-1318 (AD)
3. Notice of Intent: Bank of America Building Repainting, AP-18-1322 (AD)
4. Notice of Intent: St. Peter Martyr Church Ramp, AP-18-1323 (AD)
5. Notice of Intent: Dow Chemical UTLX Office Trailer, AP-18-1324 (AD)
6. Zoning Administrator Resolution No. 306

Prepared by: Kristin Pollot, Zoning Administrator

NOTICE OF INTENT

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

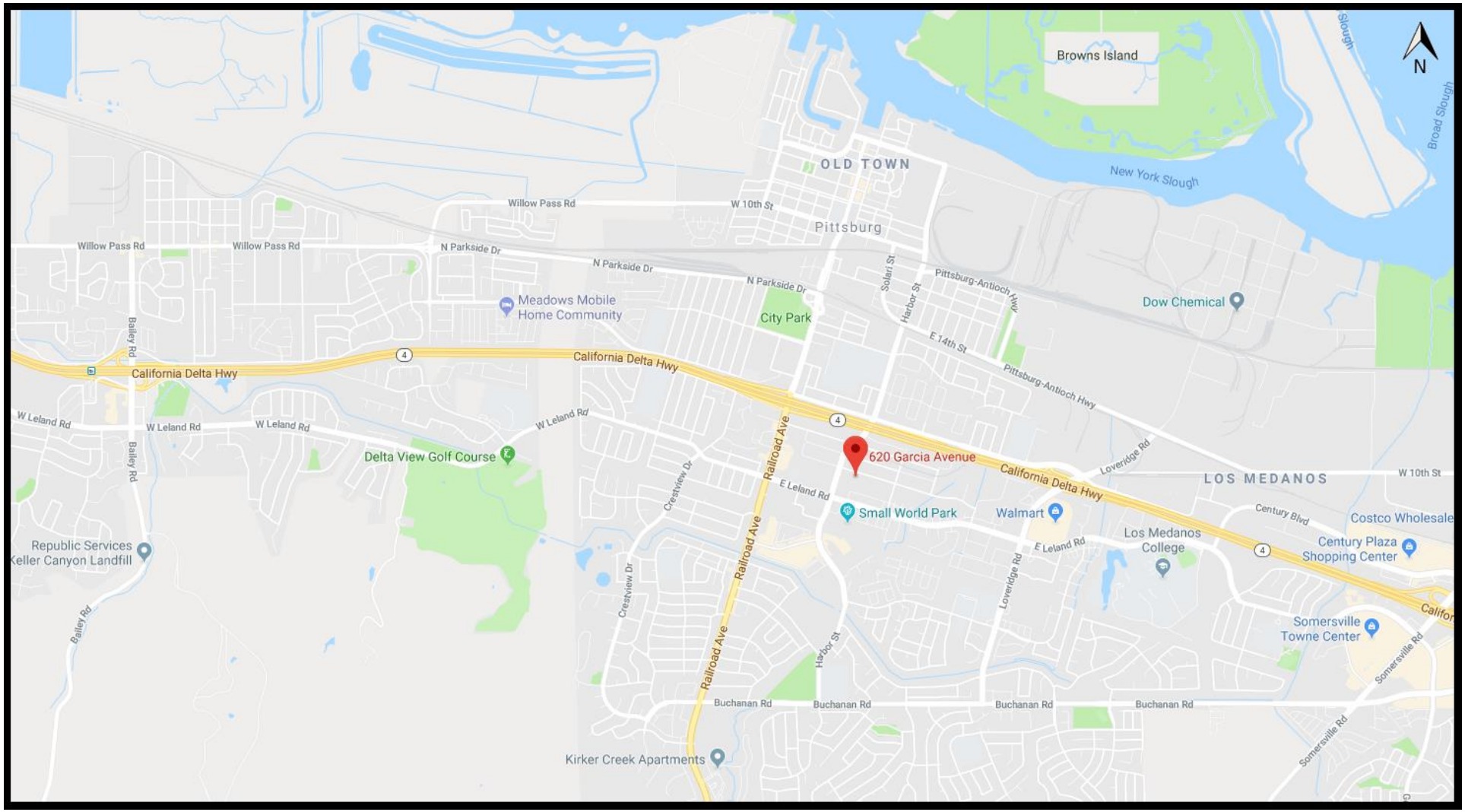
Pet Loss Center, AP-18-1314 (AD).

This is an application filed by Ryan Lane, on behalf of The Pet Loss Center, requesting administrative design review approval to install a chimney stack on an existing building, as required by Bay Area Air Quality Management District for the use. The top of the stack would be 35 feet in height and would stand 17.5 feet above the existing building at 620 Garcia Avenue, in the IP (Industrial Park) District. Assessor's Parcel Number 088-392-018.

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

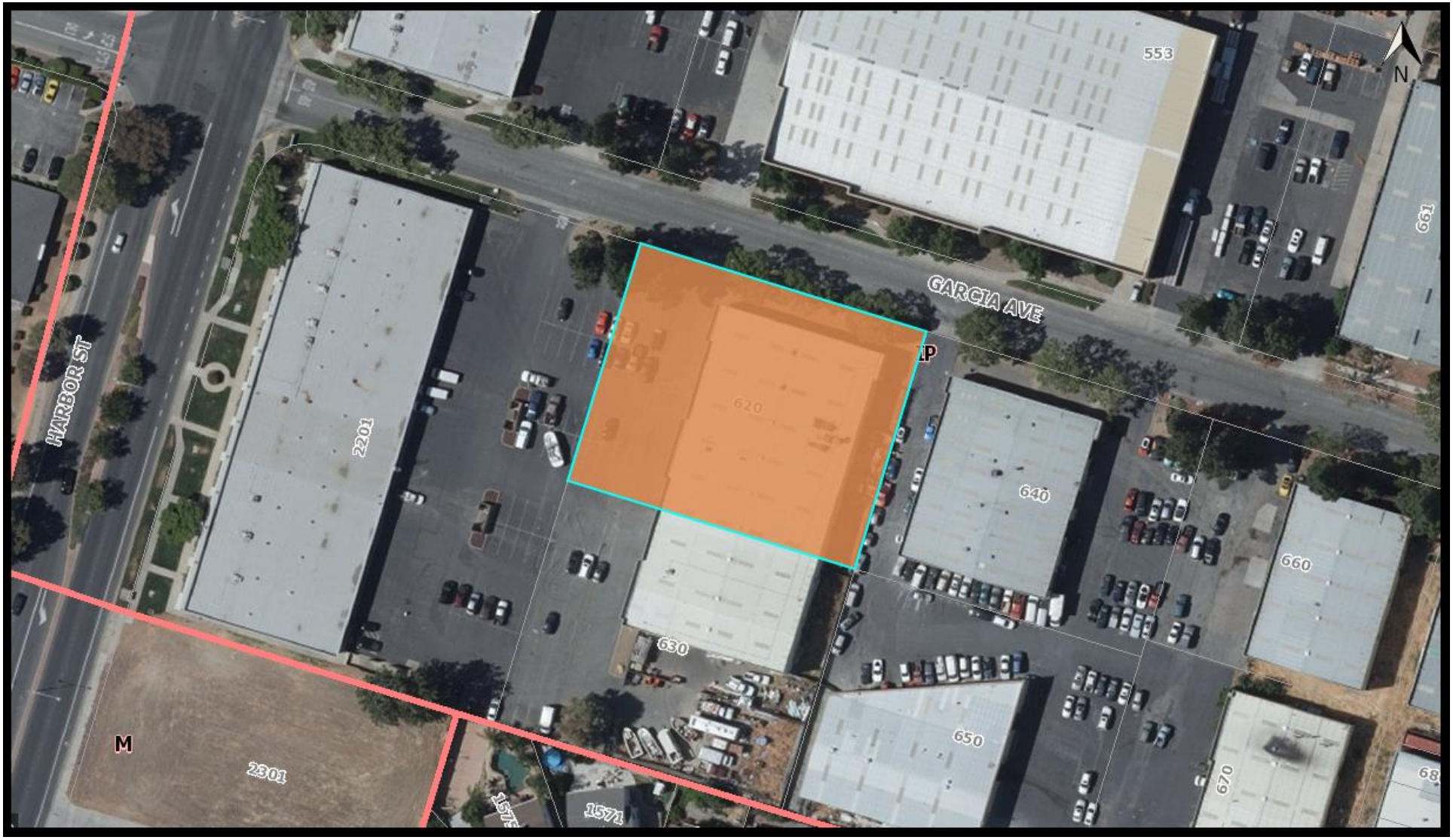
Pet Loss Center – Vicinity Map

AP-18-1314	620 Garcia Avenue
Administrative Design Review	APN: 088-392-018



Pet Loss Center – Aerial Map

AP-18-1314	620 Garcia Avenue
Administrative Design Review	APN: 088-392-018



Garcia Ave

NOTES

MECHANICAL SPECIFICATIONS

1. GENERAL PROVISIONS - THE GENERAL CONDITIONS, SUPPLEMENTS AND AMENDMENTS SHALL GOVERN THIS DIVISION OF THE SPECIFICATIONS.
2. PROJECT REQUIREMENTS - PROVIDE ALL ITEMS, MATERIALS, EQUIPMENT AND LABOR REQUIRED TO COMPLETE THE WORK OR OPERATIONS MENTIONED HERIN, OR INDICATED ON THE DRAWINGS AND REASONABLE INFERRED THEREIN, AS REQUIRES TO MAKE COMPLETE AND WORKING SYSTEM.
3. INTENT - WORK SHALL BE DONE IN ACCORDANCE WITH THE DRAWINGS AND SPECIFICATIONS AND THEIR INTENT, COMPLETE WITH ALL NECESSARY COMPONENTS, INCLUDING THOSE NOT NORMALLY SHOWN OR CALLED FOR, AND SHALL BE READY FOR OPERATION BEFORE ACCEPTANCE.

   ALL WORK SHALL BE DONE IN ACCORDANCE WITH ALL APPLICABLE CODES, NOTHING SHOWN IN THE PLANS OR STATED IN THE SPECIFICATIONS IS INTENDED TO INDICATE THAT THE INSTALLATION OR CONNECTIONS OF ANY ITEM OR DEVICE SHOULD BE DONE CONTRARY TO MANUFACTURERS INSTRUCTIONS AND ALL APPLICABLE CODES AND REGULATIONS. THE CONTRACTOR IS RESPONSIBLE TO ENSURE THAT THE INSTALLATION AND CONNECTIONS OF ALL ITEMS AND DEVICES CONFORMS TO MANUFACTURERS INSTRUCTION AND TO ALL APPLICABLE CODES AND REGULATIONS.

   ANY REFERENCE TO THE DESIGN AUTHORITY SHALL MEAN GEA ENERGY CONSULTING & ENGINEERING SERVICES.

   THE WORK "PROVIDE" SHALL MEAN "SUPPLY AND INSTALL" UNLESS OTHERWISE INDICATED.
4. GOVERNING REGULATIONS - THE WORK UNDER MECHANICAL SCOPE OF WORK, SHALL CONFORM, BUT NOT LIMITED TO THE REQUIREMENTS OF THE FOLLOWING CODES, REGULATIONS AND STANDARDS:
   - 2013 EDITIONS OF THE CALIFORNIA BUILDING CODE, INCLUDING BUT NOT LIMITED TO THE MECHANICAL, PLUMBING, FIRE AND ENERGY CODES.
   - SMACNA PUBLICATIONS, INCLUDING BUT NOT LIMITED TO, HVAC DUCT CONSTRUCTION STANDARDS AND GUIDELINES FOR SEISMIC RESTRAINT OF MECHANICAL SYSTEMS.
   - AABC OR NEBB REGULATIONS GOVERNING TESTING AND BALANCING AND COMMICCIONING OF SYSTEMS.
   - OSHA REGULATIONS.
5. PERMITS - OBTAIN ALL REQUIRED PERMITS AND PAY ALL FEES THEREFORE AND COMPLY WITH ALL LOCAL AND STATE REGULATIONS, CODES AND BY-LAWS APPLICABLE TO THE WORK.
6. RESPONSIBILITY - VISIT THE SITE BEFORE SUBMITTING A BID AND EXAMINE ALL LOCAL AND EXISTING CONDITIONS OF WHICH THE WORK IS DEPENDENT.

   NO CONSIDERATION WILL BE GRANTED FOR ANY MISUNDERSTANDING OF WORK TO BE DONE RESULTING FROM FAILURE TO VISIT THE SITE.

   WHEN THE CONTRACT DOCUMENTS DO NOT CONTAIN SUFFICIENT INFORMATION FOR THE PROPER SELECTION OF EQUIPMENT FOR BIDDING, NOTIFY THE DESIGN AUTHORITY DURING THE BIDDING PERIOD. IF CLARIFICATION CANNOT BE OBTAINED, ALLOW FOR THE MOST EXPENSIVE ARRANGEMENT. FAILURE TO DO THIS SHALL NOT RELIEVE THE CONTRACTOR OF THE RESPONSIBILITY TO SUPPLY THE INTENDED EQUIPMENT AND OR INSTALLATION.

   CHECK DRAWINGS OF ALL TRADES AND SITE SURVEY TO VERIFY SPACE, AVAILABILITY FOR THE INSTALLATION. COORDINATE WORK WITH ALL TRADES AND MAKE CHANGES TO FACILITATE SATISFACTORY INSTALLATION. MAKE NO DEVIATIONS TO THE DESIGN INTENT INVOLVING EXTRA COST.
7. DRAWING AND MEASUREMENTS - DRAWINGS ARE GENERALLY DIAGRAMMATIC AND ARE INTENDED TO INDICATE THE SCOPE AND GENERAL ARRAGEMENT OF WORK. DO NOT SCALE DRAWINGS.

   TAKE FIELD MEASUREMENTS WHERE EQUIPMENT AND MATERIAL DIMENSIONS ARE INDEPENDENT UPON BUILDING DIMENSIONS.
8. SUBMITTALS - SUBMIT THREE SETS OF ALL EQUIPMENT AND MATERIAL DIMENSIONS ARE DEPENDENT UPON BUILDING DIMENSIONS.
9. RECORD DRAWINGS - MAINTAIN ONE CONTRACT DRAWING, WHITE PRINT, ON SITE, SOLELY FOR THE PURPOSE OF RECORDING, IN RED, ANY CHANGES AND/OR DEVIATION FROM THE CONTRACT DRAWINGS AS IT OCCURS.
10. OPERATING AND MAINTENANCE MANUALS - PREPARE INSTRUCTION MANUALS WHICH INCLUDE EQUIPMENT MANUFACTURER'S OPERATING AND MAINTENANCE BULLETINGS, AND A REPORT ON THE TESTING AND BALANCING. SUBMIT THREE (3) COPIES TO DESIGN AUTHORITY.
11. EXISTING SERVICES - PROTECT ALL EXISTING SERVICES AND MAKE GOOD ANY DAMAGE CAUSED BY THE WORK IN THIS CONTRACT.

    THE PLANS SHOW APPROXIMATE LOCATIONS OF DUCTWORK, PIPING AND EQUIMENT BASED UPON EXISTING RECORD DRAWINGS. BE PREPARED TO ACCOMODATE CHANGES IN LOCATION AS MAY BE FOUND ON SITE.
12. DUCTWORK CLEANING - ALL NEW DUCTWORK SHALL BE WIPED CLEAN OF ALL OIL AND OTHER SURFACE FILMS WITH SUITABLE SOLVENT PRIOR TO INSTALLATION.

    ALL EXISTING SUPPLY AND RETURN DUCTWORK SHALL BE THOROUGHLY CLEANED BY A PROFESSIONAL DUCT CLEANING AGENCY PRIOR TO REUSE.
13. CLEAN UP - MAKE GOOD AND CLEAN ALL AREAS DISRUPTED BY THIS WORK.
14. EXISTING EQUIPMENT START UP AND COMMISIONING.

    CHECK AND ADJUST REFRIGERANT CHARGE AS REQUIRED FOR PROPER OPERATION.

    BALANCE EXISTING AC UNITS TO PROVIDE SPECIFIED AIR FLOWS.

    PROVIDE ALL EXISTING AC UNITS WITH NEW MERV & FILTERS.

    TEST ALL EXISTING EQUIPMENT AND MAKE GOOD.

HYDRONIC PIPING SPECIFICATIONS

1. HEATING WATER PIPING, ABOVE GROUND - COPPER TUBING ASTM B88, TYPE L DRAWN.
2. FITTINGS - ASME B16.18, CAST BRASS, OR ASME B16.22 SOLDER WROUGHT COPPER.
3. JOINTS - SOLDER, LEAD FREE, ASTM B32 BRAZE, AWS A5.8 BCuP SILVER/PHOSPHORUS/COPPER ALLOY WITH MELTING RANGE 1190 TO 1480 DEGREES F.
4. EQUIPMENT DRAINS AND OVERFLOWS - COPPER TUBING, ASTM B88, TYPE DWV, DRAWN.
5. UNIONS AND FLANGES - UNIONS FOR PIPE 2 INCHES AND SMALLER, COPPER PIPING: CLASS 150, BRONZE UNIONS WITH SOLDERED WITH SOLDERED JOINTS.
6. INSTALLATION - INSERTS, PIPES HANGERS AND SUPPORTS, ABOVE GROUND PIPING SYTEMS PER CMC.
7. FIELD QUALITY CONTROL - TEST ALL PIPING TO AT LEAST 150% OF WORKING PRESSURE FOR MINIMUM OF TWO HOURS.
8. ADJUSTMENT AND CLEANING - DURING CONSTRUCTION, PREVENT ENTRY OF FOREIGN MATTER, CLEAN PIPE, FITTINGS, AND VALVES INTERNALLY AND HAMMER WELDS TO REMOVE ALL LOOSE DIRT, MILL SCALE, METAL CHIPS, WELD BEADS RUST AND HARMFUL SUBSTANCES. FLUSH PIPING SYSYTEM WITH CLEAN WATER PRIOR TO CONNECTION TO COILS, CONTROL VALVES AND EQUIPMENT. INSTALL TEMPORARY BY-PASS PIPING AROUND FACTORY CLEANED COMPONENTS SUCH AS COILS, CONTROL VALVES AND EQUIPMENTS WHERE PIPING SYSTEMS IS HOT FLUSHED PRIOR TO CONNECTION.

DRAWING INDEX

SHEET NO:	DRAWING TITLE
M 1.0	SCHEDULE SPECIFICATIONS NOTES AND LEGENDS
M 2.0	EQUIPMENT SCHEDULE AND AIR DISTRIBUTION DETAILS
M 3.0	GROUND FLOOR PLAN - EQUIPMENT LAYOUT
M 4.0	MEZZANINE PLAN - (E)HVAC AND DUCT LAYOUT
M 5.0	ROOF PLAN
M 6.0	ELEVATION PLAN
M 7.0	EQUIPMENT TYPICAL CONSTRUCTION DETAILS

SPECIAL HANGING REQUIREMENTS

1. FOR ALL ITEMS AND EQUIPMENT BEING SUPPORTED FROM ROOF DECK, SUBMIT COORDINATION DRAWINGS CLEARLY SHOWING DETAILS OF FIELD CONNECTIONS, ANCHORAGE, AND THE RELATIONSHIP TO THE WORK OF OTHERS.
2. MECHANICAL CONTRACTOR TO ACWUIRE SPECIAL HANGER SUPPORTS FROM THE CUSTOM ROOF DECK MANUFACTURER. SUBMIT SHOP DRAWING AND HANGER DATA SHEET FOR APPROVAL.

GREEN BUILDING NOTES

1. ALL HVAC DUCTS ARE REQUIRED TO BE SEALED WITH MASTIC AND SHALL BE TESTED CONCEALED DUCT SHALL BE INSULATED WITH MIN R6 DUCT INSULATION.
2. IN MECHANICAL VENTILATED BUILDINGS, PROVIDE REGULARLY OCCUPIED AREAS OF THE BUILDING WITH AIR FILTRATION MEDIA FOR THE OUTSIDE AND RETURN AIR PRIOR OCCUPANCY THAT PROVIDES AT LEAST MERV 8. CGBC 5.504.5.3
3. BASED ON THESE PLANS, THE MECHANICAL/BALANCING CONTRACTOR SHALL PROVIDE A TESTING AND ADJUSTING PLAN AND SHALL FOLLOW IT AS PER CALIFORNIA GREEN BUILDING STANDARDS CODE. SECTION 5.410.4.
4. AT THE TIME OF ROUGH INSTALLATION OR DURING STORAGE ON THE CONSTRUCTION SITE AND UNTIL START-UP OF THE HEATING AND COOLING EQUIPMENT, ALL DUCTS AND OTHER RELATED AIR DISTRIBUTION COMPONENT EQUIPMENT SHALL BE COVERED WITH TAPE, PLASTIC, SHEETMETAL OR OTHER METHODS ACCEPTABLE TO THE ENFORCING AGENCY TO REDUCE THE AMOUNT OF DUST OR DEBRIS WHICH MAY COLLECT IN THE SYSTEM. CGBC 5504.3
5. MECHANICAL VENTILATION CALCULATED PER SECTION 121 OF THE CALIFORNIA ENERGY CODE, TITLE 24, SECTION 6.
6. THE HVAC SYSTEM SHALL BE BALANCED IN ACCORDANCE WITH APPROVED NATIONAL STANDARDS. CGBC 5.410.4.3.1.
7. A FINAL REPORT SIGNED BY THE INDIVIDUAL RESPONSIBLE FOR PROVIDING SERVICES SHALL BE PROVIDED AFTER COMPLETION OF TESTING, ADJUSTING, AND BALANCING. CGBC 5.410.4.4.

PLAN CHECK NOTES

1. MATERIALS EXPOSED WITHIN DUCT OR PLENUM SHALL COMPLY WITH SECTION 602.2 CMC.
2. PROVIDE SMOKE DETECTORS IN MAIN SUPPLY AIR DUCTS OF AIR MOVING SYSTEMS EXCEEDING 2000 CFM PER SECTION 608.0 CMC.
3. APPLICABLE CERTIFICATE OF ACCEPTANCE DOCUMENTS (NRCA-MCH-#) SHALL BE SUBMITTED TO THE FIELD INSPECTOR DURING CONSTRUCTION. CERTIFICATE OF OCCUPANCY WILL NOT BE ISSUED UNTIL THESE FORMS ARE REVIEWED AND APPROVED.

GENERAL NOTES

1. CONTRACTOR SHALL CAREFULLY REVIEW THESE PLANS AND SPECIFICATIONS PRIOR TO BID. CONTRACTOR SHALL ALSO REVIEW PLANS AND SPECIFICATIONS OF OTHER RELATED TRADES (INCLUDING ARCHITECTURAL, CIVIL, STRUCTURAL AND ELECTRICAL) PRIOR TO BID TO ENSURE AN ACCURATE UNDERSTANDING OF EXACT SCOPE OF WORK, ANY ITEMS REQUIRING CLARIFICATION SHALL BE BROUGHT TO THE ATTENTION OF THE ARCHITECT IN SUFFICIENT TIME TO BE INCORPORATED INTO THE BID.
2. CONTRACTOR SHALL VERIFY ALL EQUIPMENT MODEL NUMBERS, CAPACITIES, SIZES, VOLTAGES, AND ALL OTHER SCHEDULED INFORMATION WITH ALL OTHER APPLICABLE TRADES AND WITH THE MANUFACTURER PRIOR TO INSTALLATION.
3. CONTRACTOR SHALL VERIFY ALL LOCATIONS, SIZES, P.O.C.'s, AND AVAILABILITY OF ALL EXISTING ITEMS (I.E.: OUTSIDE AIR, EXHAUST ETC.) PRIOR TO INSTALLATION OF ANY MATERIAL OR EQUIPMENT.
4. THESE DRAWINGS ARE ESSENTIALLY DIAGRAMMATIC AND ARE NOT INTENDED TO INDICATE ALL NECESSARY OFFSETS OF DUCTWORK AND PIPING, THE CONTRACTOR SHALL INSTALL MATERIAL AND EQUIPMENT IN A MANNER AS TO CONFORM TO STRUCTURE, AVOID OBSTRUCTIONS, PRESERVE HEADROOM, AND KEEP OPENINGS AND PASSAGEWAYS CLEAR. ALL INSTALLATIONS SHALL BE CONSISTENT WITH NORMALLY ACCEPTABLE INDUSTRY STANDARD. THE CONTRACTOR SHALL NOTIFY THE ARCHITECT IN WRITING OF ANY DISCREPANCIES OR CONFLICTS THAT WOULD AFFECT THE SYSTEM PERFORMANCE OR WHICH WOULD INCUR ADDITIONAL COSTS. THIS NOTIFICATION SHALL BE MADE PRIOR TO THE INSTALLATION OF THE ITEMS CONCERNED.
5. NEW AND/OR EXISTING EQUIPMENT INDICATED ON THIS DRAWING IS SHOWN IN APPROXIMATE POSITION(S). CONTRACTOR SHALL FIELD VERIFY ALL EXISTING CONDITIONS INCLUDING EQUIPMENT LOCATIONS, P.O.C.'s AND STRUCTURAL MEMBERS PRIOR TO INSTALLATION. IN ALL CASES, ADEQUATE ACCESS (PER MANUFACTURER'S RECOMMENDATIONS AND CODE COMPLIANCE) FOR MAINTENANCE AND REPLACEMENT OF EQUIPMENT SHALL BE PROVIDED.
6. ALL WORK SHALL BE DONE IN ACCORDANCE WITH ALL APPLICABLE CODES. NOTHING SHOWN IN THE PLANS OR STATED IN THE SPECIFICATIONS IS INTENDED TO INDICATE THAT THE INSTALLATION OF CONNECTIONS OF ANY ITEM OR DEVICE SHOULD BE DONE CONTRARY TO THE MANUFACTURER'S INSTRUCTIONS AND ALL APPLICABLE CODES AND REGULATIONS. THE CONTRACTOR IS RESPONSIBLE TO ENSURE THAT THE INSTALLATION AND CONNECTIONS OF ALL ITEMS AND DEVICES CONFORM TO MANUFACTURER'S INSTRUCTION AND TO ALL APPLICABLE CODES AND REGULATIONS.
7. IF THE CONTRACTOR'S USE OF SUBSTITUTE MATERIALS, EQUIPMENT, OR METHODS OF INSTALLATION REQUIRES ANY CHANGES IN OTHER TRADES' WORK FROM THAT SHOWN ON THE DRAWINGS, THE EXTRA COST OF THE OTHER TRADES WORK SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR INITIATING THE SUBSTITUTION.
8. SUBMITTALS: APPROVAL OF SUBMITTALS DOES NOT RELEASE THE CONTRACTOR FROM OBLIGATIONS TO COMPLY WITH ALL REQUIREMENTS OF THE CONSTRUCTION DOCUMENTS OR APPLICABLE CODE REGULATIONS.
9. WHERE NONMETALLIC PIPING PENETRATES AREA SEPARATION WALLS, THE PIPE SECTION PASSING THROUGH THE WALLS AND THE FIXTURE CONNECTIONS THERETO SHALL BE OF METAL ONLY.
10. NO RANGE HOODS, DRYER VENTS, COMBUSTION VENTS, OR HEATING DUCTS ARE PERMITTED IN AREA SEPARATION WALLS.
    A. CONTRACTOR TO VERIFY LOCATION OF FIRE AND FIRE/SMOKE BARRIER WALLS WITH ARCHITECT PRIOR TO FIRE AND/OR SMOKE DAMPER, DETECTOR AND ACTUATOR INSTALLATION.
    B. ALL CEILING FIRE DAMPERS TO BE ONE (1) HOUR U.L. AND C.S.F.M. APPROVED.
    C. ALL ONE HOUR WALL SHALL BE APPROVED WITH ONE HOUR FIRE DAMPERS BOTH U.L. AND C.S.F.M. APPROVED.
    D. ALL TWO HOUR WALLS SHALL BE APPROVED WITH TWO HOUR FIRE DAMPERS BOTH U.L. AND C.S.F.M. APPROVED.
    E. ALL SMOKE BARRIER WALLS SHALL BE APPROVED WITH U.L. AND C.S.F.M. APPROVED SMOKE/FIRE DAMPERS(EQUAL TO WALL RATING), MOTOR, ACTUATOR, AND SMOKE DETECTOR.
    F. ALL PENETRATIONS OF ONE (1) HOUR CORRIDOR WALLS AND CEILINGS THAT WOULD REQUIRE THE INSTALLATION OF A FIRE DAMPER SHALL BE APPROVED WITH A U.L. AND C.S.F.M. APPROVED COMBINATION SMOKE/FIRE DAMPER, (EQUAL TO WALL RATING), MOTOR, ACTUATOR, AND SMOKE DETECTOR.
    G. PROVIDE ALL FIRE & SMOKE DAMPERS WITH ACCESS DOORS AS NECESSARY.

MECHANICAL LEGEND

SYMBOL	ABBREV	DESCRIPTION	ABBREV	DESCRIPTION
	POC	POINT OF CONNECTION	EA	EACH
	POD	POINT OF DISCONNECTION	EAD	EQUIPMENT AIR REGISTER
		EXISTING EQUIPMENT OR PIPING TO REMAIN	EAR	EXHAUST AIR DUCT
		NEW EQUIPMENT OR PIPING	EF	EXHAUST FAN
	FD	FLEX DUCT	EQPT.	EQUIPMENT
		SIDEWALL REGISTER	°F	DEGREE FARENHEIT
		CEILING REGISTERS/DIFFUSERS	ETR	EXISTING TO REMAIN
		DUCT SECTION - POSITIVE PRESSURE	F/A	FROM ABOVE
		DUCT SECTION - NEGATIVE PRESSURE	F/B	FROM BELOW
		DUCT SECTION - EXHAUST	FLR	FLOOR
CO_2		CARBON DIOXIDE (CO_2)/SENSOR DETECTOR	FC	FLEX CONNECTOR
T		ROOM THERMOSTAT/TEMPERATURE SENSOR	FT	FEET OR FOOT
UC		DOOR UNDERCUT	GALV	GALVANIZED
SD		DUCT SMOKE DETECTOR	GPM	GALLONS PER MINUTE
		PIPE TEE UP	HD	HEAD
		PIPE TEE DOWN	HP	HORSEPOWER
		PIPE DOWN	HR	HOUR
		PIPE TEE UP	HVAC	HEATING VENTILATION & AIRCONDITIONING
	VD	MANULA VOLUME DAMPER	KW	KILOWATT
	CD	CONTROL VOLUME DAMPER	LBS	POUNDS
	GV	GATE VALVE	LSR	LINEAR SUPPLY AIR REGISTER
	PG	PRESSURE GAUGE WITH GAUGE COCK	MAX	MAXIMUM
	TH	THERMOMETER	MECH	MECHANICAL
	U	UNION	MFR	MANUFACTURER
	P&T RV	PRESSURE & TEMPERATURE RELIEF VALVE	MIN	MINIMUM
		CHECK VALVE	MTD	MOUNTED
	CV	CONTROL VALVE ELECTRIC 3 WAY	(N)	NEW
	PRV	PRESSURE REDUCING VALVE	NIC	NOT IN CONTRACT
	AV	MANUAL AIR VENT VALVE	NO	NUMBER
	GL V	GLOBE VALVE	OBD	OPPOSED BLADE DAMPER
	BV	BALL VALVE	OSA	OUTSIDE AIR
	BF V	BUTTERFLY VALVE	OPER	OPERATING
	BC	BALANCING COCK	PD	PRESSURE DROP
	STR	STRAINER	PSI	POUNDS PER SQUARE INCH
	TW	TEST WELL (PETE'S PLUG)	PSIG	POUNDS PER SQUARE INCH GAUGE
	AHU	AIR HANDLING UNIT	PE	POLYURETHANE
	AH	AIR HANDLER	QTY	QUANTITY
	BDD	BALANCE BACKDRAFT DAMPER	RA	RETURN AIR
	BHP	BRAKE HORSE POWER	RAG	RETURN AIR GRILLE
	BTU	BRITISH THERMAL UNITS	RAD	RETURN AIR DUCT
	BTUH	BRITISH THERMAL UNITS PER HOUR	RAG	RETURN AIR REGISTER
	CAV	CONSTANT AIR VOLUME	SA	SUPPLY AIR
	CD4	CONSTANT DIFFUSER (4 WAY THROW)	SAD	SUPPLY AIR DUCT
	CFM	CUBIC FEET PER MINUTE	SAR	SUPPLY AIR REGISTER
	CWS	CHILLED WATER SUPPLY	SF	SQUARE FEET
	CWR	CHILLED WATER RETURN	SFD	SMOKE FIRE DAMPER
	DWGS	DRAWINGS	SHT	SHEET
DG	DG	DOOR GRILLE	SS	STAINLESS STEEL
	SFD	COMBINATION SMOKE/FIRE DAMPER	TEMP	TEMPERATURE
	HHWS	HEATING HOT WATER SUPPLY	TYP	TYPICAL
	HHWR	HEATING HOT WATER RETURN	TA	TRANSFER AIR
		FELXIBLE PIPE CONNECTION	T/A	TO ABOVE
RL	RL	REFRIGERANT LIQUID LINE	T/B	TO BELOW
RS	RS	REFRIGERANT SUCTION LINE	U.T.R	UP THRU ROOF
	VD	VOLUME DAMPER W/ CONCEALED REGULATOR	V/PH/HZ	VOLTS/PHASE/HERTZ
		BALANCING VALVE W/ PRESSURE PORTS	VCD	VARIABLE VOLUME CONTROL
T		THERMOSTAT	VTR	VENT THRU ROOF
M		MOTOR ACTUATOR	VOL	VOLUME
FS		FLOW SWITCH	W/	WITH
$		FAN SPEED CONTROLLER	WC	WATER COLUMN
		DUCT WITH 1" ACOUSTIC LINING	WPD	WATER PRESSURE DROP
		DUCT WITH 1" ACOUSTIC LINING	W/	WEIGHT
	(E)	EXISTING	MUA	MAKE UP AIR
	(N)	NEW		

DIFFUSER / REGISTER OR GRILLE TYPE: TYPE, SIZE, AIR QUANTITY(CFM)

EQUIPMENT IDENTIFICATION SYMBOL: EQUIPMENT TYPE, EQUIPMENT IDENTIFIER

EXIST. DIFFUSER / REGISTER OR GRILLE TYPE: TYPE | SIZE | QTY | CFM

1 / M 1.0 **SCHEDULE SPECIFICATIONS NOTES AND LEGENDS**

NTS

2249 Tuscana Dr, Pittsburg CA 94565
phone: (510) 289-1228
email: galdopulla@geaenergyconsulting.com
GEA ENERGY CONSULTING & ENGINEERING SERVICES
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The Pet Loss Center Tenant Improvement

620 Garcia Ave, Pittsburg C.A

Project Schedule
Revision

SCHEDULE SPECIFICATIONS NOTES AND LEGENDS

M 1.0

FAN COIL UNIT SCHEDULE

MARK	PRODUCT NO:	MODEL NO:	SERIAL NO:	LOCATION	ELECTRICAL DATA					SCCR	HEATING AMPS	MIN. AMPACITY	REMARKS
					VOLTS	HP	FLA	PHASE	TEST / MAX ESP				
FCU 1	FXM 4X4800AL3	FXM 4X4800AL	A144282153	MEZZANINE	208/230	3/4	6.0	1	0.2 / 0.5 IN. W.C.	5kA RMS	36.2 / 40.0	53.8 / 58.5	EXISTING

1 HEAT PACKAGE – EHK10AKN1

2 INSTALL PER MANUFACTURERS RECOMMENDATION

HEAT PUMP SCHEDULE

MARK	PRODUCT & MODEL NO:	SERIAL NO:	LOCATION	ELECTRICAL DATA			FAN MOTOR DATA					DESIGN/TEST PRESSURE GAGE				MAX DESIGN/WORKING PRESSURE		SCCR	MCA	MAX FUSE	MAX CKT–BKR	REMARKS
				VOLTS	PHASE	HZ	VOLTS	PHASE	HP	HZ	FLA	HI	LOW	HI	LOW							
HP 1	N4H348AKF200	A144505442	BACK OF THE BLDG.	208/230	1	60	208/230	1	1/4	60	1.40	450 PSI	250 PSI	3103 KPA	1724 KPA	700 PSI	4826 KPA	5kA RMS	28.7	45A	45A	EXISTING

CONDENSING UNIT SCHEDULE

MARK	PRODUCT & MODEL NO:	SERIAL NO:	LOCATION	ELECTRICAL DATA			FAN DATA		COMPRESSOR AMP	MCA	MOPD	WEIGHT	DIMENSIONS	REMARKS
				VOLTS	PHASE	HZ	FAN	CFM						
CU 1	TS025MR404A3–T	ZB19KQE–TF3	COOLER AREA	208/230	3	60	2	1890	10	15	20	205 lbs	38.5x28.27x22.87	NEW

EVAPORATOR UNIT SCHEDULE

MARK	PRODUCT & MODEL NO:	LOCATION	ELECTRICAL MOTOR DATA			DEFROST HEATER			CONNECTION (INCHES)			DRAIN	REMARKS
			HP	AMPS	WATTS	WATTS	230/1/60	230/3/60	COIL INLET	SUCTION	EXT.EQUALIZER		
EU 1	TURBO AIR – LED147BE	COOLER AREA	1/15	1.80	150	2700	11.70	6.80	1/2 OD	7/8 ID	1/4 OD	3/4 MPT	NEW

WATER HEATER UNIT SCHEDULE

MARK	PRODUCT & MODEL NO:	LOCATION	ELECTRICAL DATA			HEATING CAP	WIRE TYPE	TANK VOLUME	REC. @ 90°F RISE	TEMP RANGE	WATER CONNECTION	OPERATING PRESSURE	RELIEF VALVE	DIMENSIONS	REMARKS
			VOLTS	PHASE	AMP										
WH 1	ARISTON GL4	MEZZANINE	120	1	12	1440 WATTS	PLUG–IN	3.85 GAL	6.8 GPH	65–145°F	1/2" NPT	150 PSI	INSTALLED	13 3/4x13 3/4X 13 1/2	EXISTING

AIR DISTRIBUTION SCHEDULE

MARK	MANUF. & MODEL	SERVICES	TYPE	FINISH	MODULE SIZE	NECK SIZE	REMARKS
CD1 TO CD8	TITUS/TMR–AA	SUPPLY	CEILING	WHITE	AS SHOWN ON PLAN	AS SHOWN ON PLAN	EXISTING
RR1	TITUS/350FL	RETURN	CEILING	WHITE	AS SHOWN ON PLAN	AS SHOWN ON PLAN	EXISTING

EXHAUST FAN SCHEDULE

MARK	MANUF. & MODEL	LOCATION	SERVICES	CFM	ESP (IN.)	FAN (RPM)	SONES	ELECTRICAL		WEIGHT (LBS.)	REMARKS
								V/PH/HZ.	WATTS		
EF 1	LOREN COOK GC–146	CEILING	TOILET EXHAUST	80	0.25	900	1.3	115/1/60	65	15	EXISTING

ROOF VENTILATION FAN SCHEDULE

MARK	MANUF. & MODEL	TYPE	LOCATION	SERVICES	CFM	FAN (RPM)	DBA (IN)	ELECTRICAL		ROOF OPENING (LXW)	FAN DIAMETER	BASE DIM SQ. IN	REMARKS
								VOLTAGE	HP				
REF 1	AMERICRAFT 653241	ASSEMBLED	ROOF	BUILDING VENTILATION FAN	22,296	830	74	230 / 460	3	49 X 49	42	57	NEW

CREMATION UNIT SCHEDULE

MARK	MANUF. & MODEL	LOCATION	GAS REQUIREMENT		ELECTRICAL REQUIREMENT				BOX	FRESH AIR REQUIREMENT		WEIGHTS	REMARKS
			FOR NATURAL GAS	FOR LP GAS	VOLTAGE	CONTROL VOLTAGE	WIRE	PHASE		AIR INLET	LOUVER		
CRU 1	MES – IEB–32–5S	GROUND FLOOR	4500 FT^3 / Hr / 130m^3/Hr	1800 FT^3 / Hr / 50m^3/Hr	230V/208V/460V	115V	10ga 8ga	3 1	6"X6"	2500 FT^3/min	36"x36"	40000LBS(18144KGS)	NEW

1 INSTALL PER MANUFACTURERS INSTRUCTIONS AND REQUIREMENTS.

1 / M 2.0

EQUIPMENT SCHEDULE AND AIR DISTRIBUTION DETAILS

NTS

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Project Schedule Revision

EQUIPMENT SCHEDULE AND AIR DISTRIBUTION DETAILS

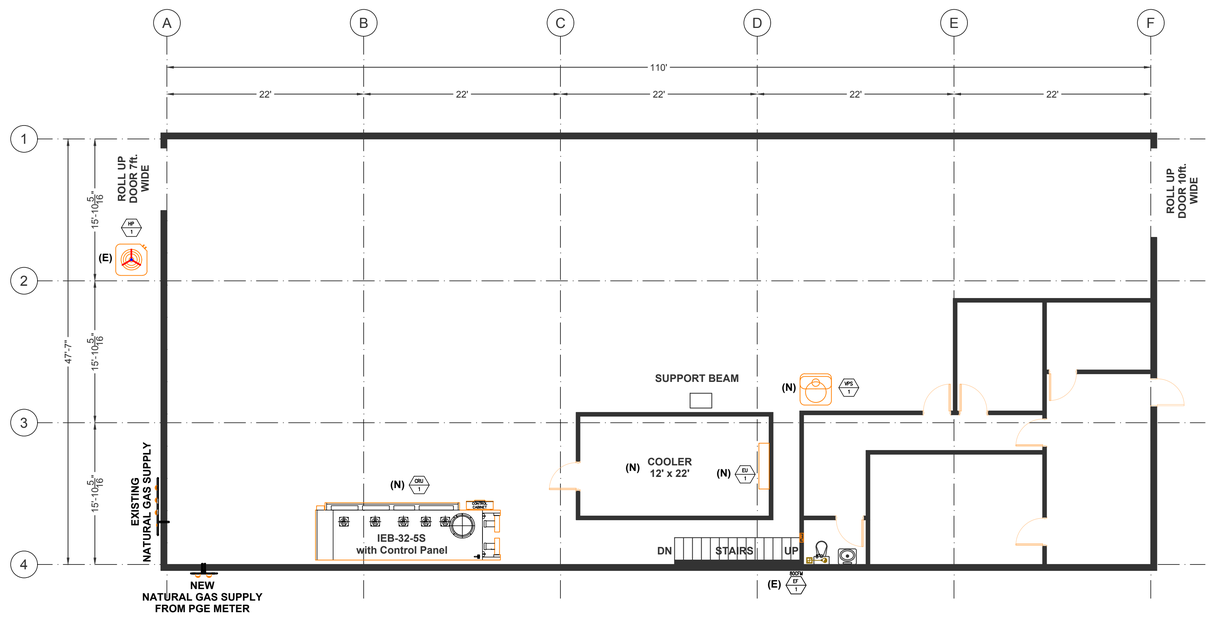
M 2.0

SHEET NOTES

1. EXHAUST DUCT UP THROUGH ROOF. TERMINATE EXHAUST DUCT WITH ROOF CAP.
2. CONDENSATE DRAIN REFER TO PLUMBING LAYOUT.

GENERAL NOTES

1. CONTRACTOR SHALL FIELD VERIFY EXACT LOCATION OF ALL PIPING AND UTILITIES PRIOR TO START OF WORK.
2. IN THE EVENT OF DISCREPANCIES NOTIFY THE ARCHITECT AND ENGINEER IN WRITING PRIOR TO START OF WORK.
3. ALL DUCT AND PIPING LOCATION ARE DIAGRAMMATIC. CONTRACTOR TO VERIFY AND COORDINATE WITH ALL TRADES AND OWNERS REPRESENTATIVE EXACT ROUTING PRIOR TO INSTALLATION.
4. COORDINATE TO ARCHITECTS ALL ROOF AND WALL OPENING PRIOR TO START OF WORK.



1 / M 3.0 **GROUND FLOOR PLAN - EQUIPMENT LAYOUT**

1/8" = 1'-0"

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GROUND FLOOR PLAN - EQUIPMENT LAYOUT

M 3.0

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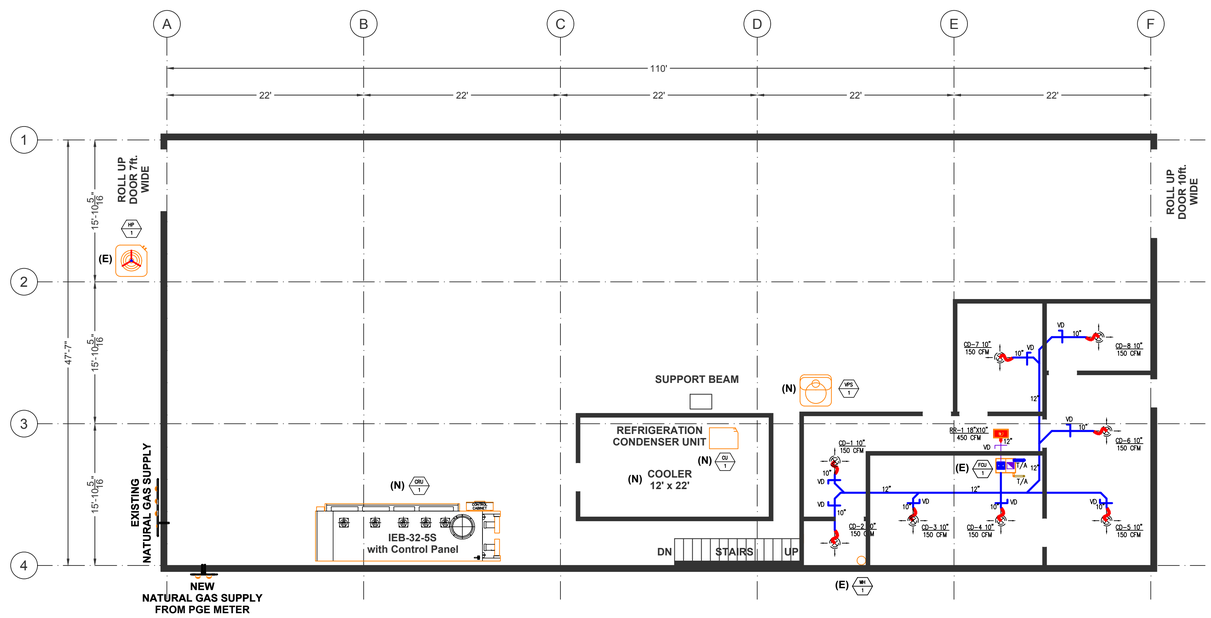

1 / M 4.0 **MEZZANINE PLAN - (E)HVAC AND DUCT LAYOUT**

1/8" = 1'-0"

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MEZZANINE PLAN - (E)HVAC AND DUCT LAYOUT

M 4.0

SHEET NOTES

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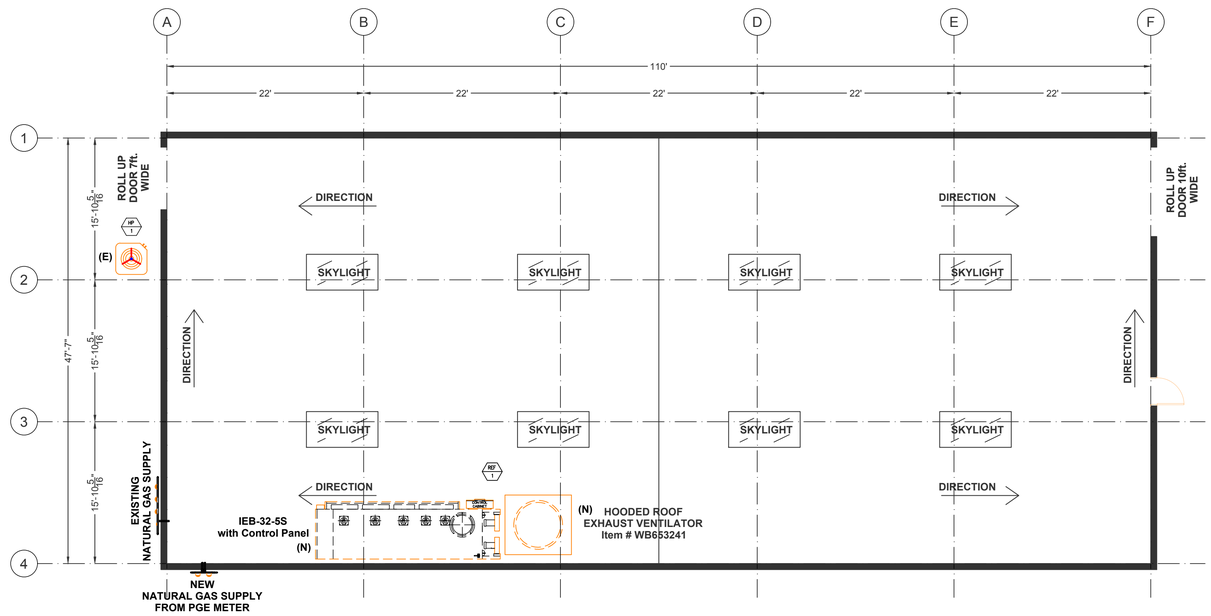

1 / M 5.0 **ROOF PLAN**

1/8" = 1'-0"

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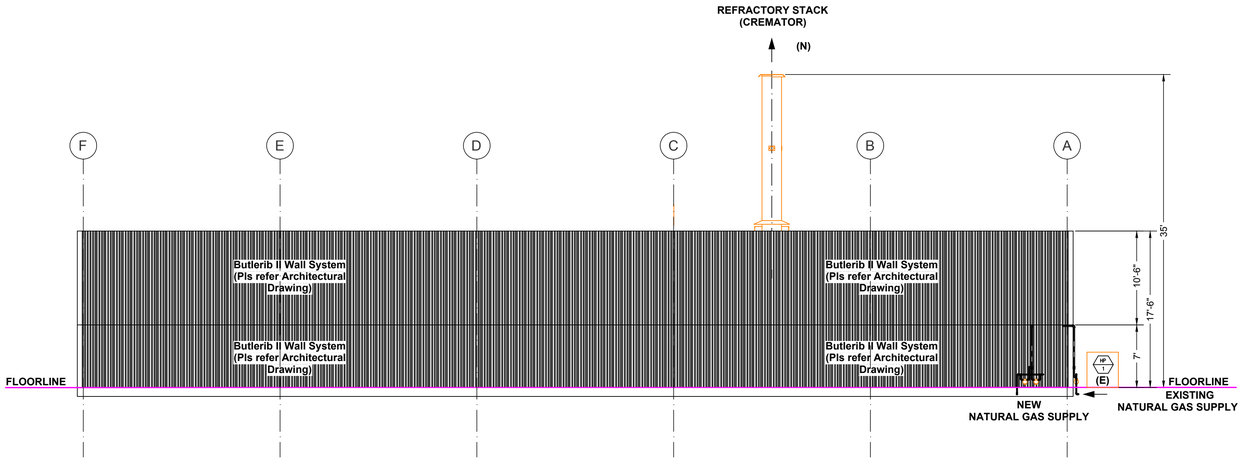
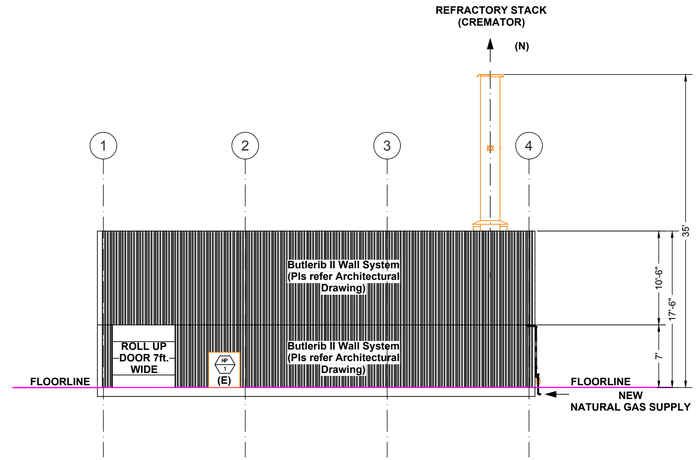
ROOF PLAN

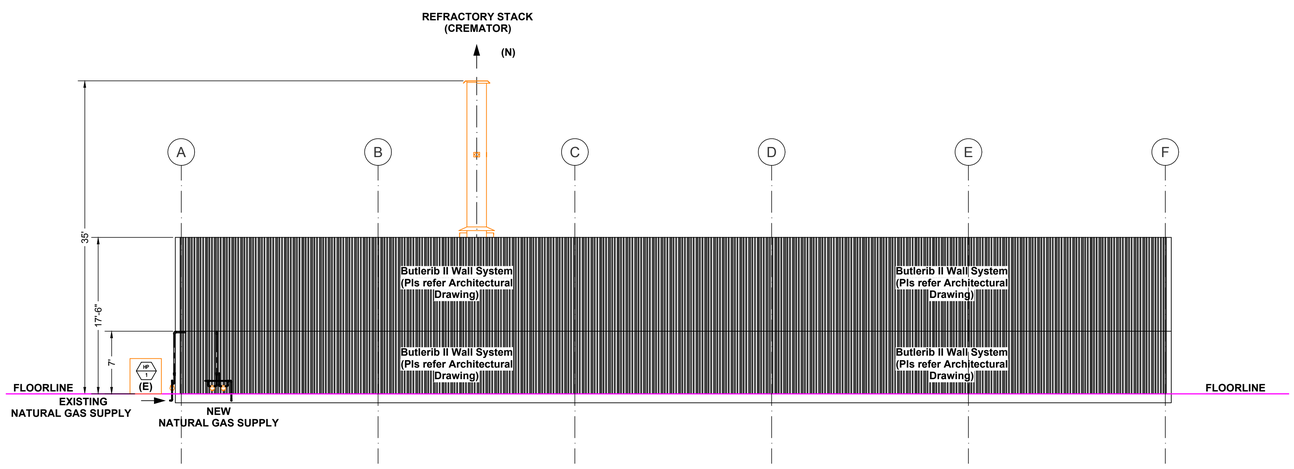
M 5.0



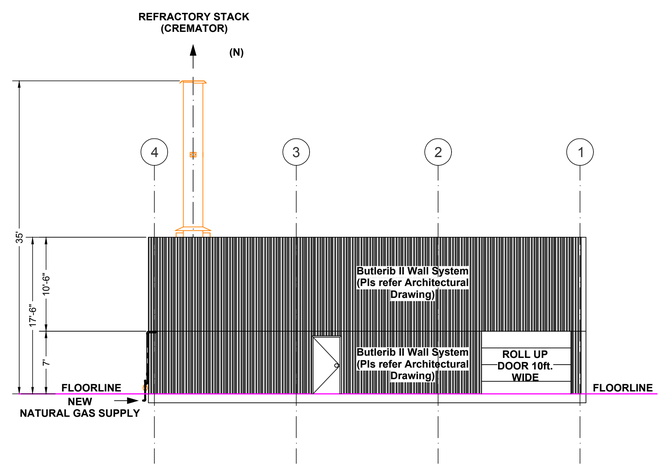
A NORTH ELEVATION
1/8" = 1'-0"



B WEST ELEVATION
1/8" = 1'-0"



C SOUTH ELEVATION
1/8" = 1'-0"



D EAST ELEVATION
1/8" = 1'-0"

1 / M 6.0 BUILDING ELEVATION
1/8" = 1'-0"

SHEET NOTES

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GENERAL NOTES

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3. ALL DUCT AND PIPING LOCATION ARE DIAGRAMMATIC. CONTRACTOR TO VERIFY AND COORDINATE WITH ALL TRADES AND OWNERS REPRESENTATIVE EXACT ROUTING PRIOR TO INSTALLATION.

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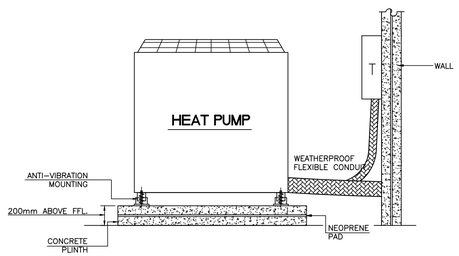
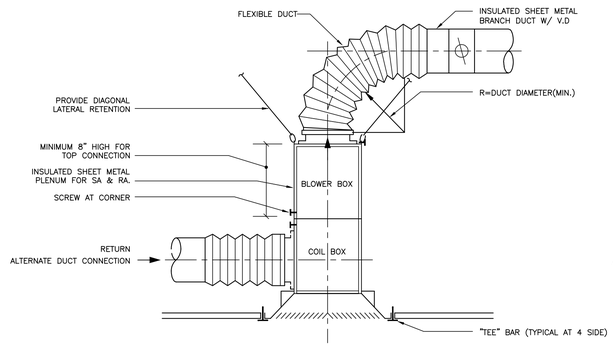
BUILDING ELEVATION

M 6.0



A HEAT PUMP INSTALLATION DETAIL

NTS

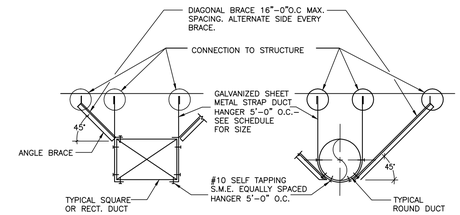


1 FLEXIBLE DUCT: MAX LENGTH OF 7 FT. & MAX BEND OF ONE (1) 90° ANGLE. FLEX. CONNECTION FOR SUPPLY AIR DUCT ONLY. HARD CONNECTION FOR RETURN & EXH. AIR DUCTS

CONNECTION FOR RETURN AND EXHAUST REGISTERS ARE SIMILAR.

B FCU INSTALLATION DETAIL

NTS

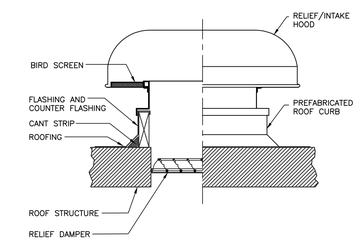


RECTANGULAR DUCT			ROUND DUCT		
MAX. OF DUCT PERIMETER/IN.	STRAP	MAX. LOAD EACH HANGER/LBS	DIAMETER /INCHES	STRAP	MAX. LOAD EACH HANGER/LBS
P/2 =72	1"X 20 GA.	100	UP TO 20"	1"X 20 GA.	100
P/2 =96	1"X 18 GA.	150	21" TO 36"	1"X 18 GA.	150

C DUCT SUPPORT DETAIL
NTS

C DUCT SUPPORT DETAIL

NTS



D RELIEF HOOD ON HOOD DETAIL

NTS

CREMATOR CLEARANCES

	RECOMMENDED		MINIMUM	
TOP: (2)	2 FEET	[610 mm]	6 INCHES	[152 mm]
CABINET SIDE:	4 FEET	[1.22 m]	4 FEET	[1.22 m]
OTHER SIDE:	2 FEET	[610 mm]	6 INCHES	[152 mm]
FRONT:	9 FEET	[2.74 m]	8 FEET	[2.44 m]
REAR:	3 FEET	[0.91 m]	32 INCHES	[812 mm]
STACK:	9 INCHES	[229 mm]	9 INCHES	[229 mm]

1. FOR CLEARANCES OTHER THAN THOSE SHOWN, OR FOR SPECIAL REQUIREMENTS, CONSULT YOUR MCD REP.
2. FROM HIGHEST POINT ON UNIT.
3. CONTROL CABINET MOUNTS ON UNIT'S LEFT OR RIGHT SIDES, OR REMOTELY. (SEE PLAN VIEW, SHEET 1).
4. REAR OF UNIT REFERS TO THE "BACK PLATE", RATHER THAN THE BACK OF THE *"WHISPER SHIELD"*. (SEE PLAN VIEW, SHEET 1).

CREMATOR REQUIREMENTS

FUEL: A PRESSURE REGULATOR ADJUSTABLE TO 11" [279 mm] W.C. FOR NATURAL GAS, OR 11" [279 mm] W.C. FOR LP GAS.

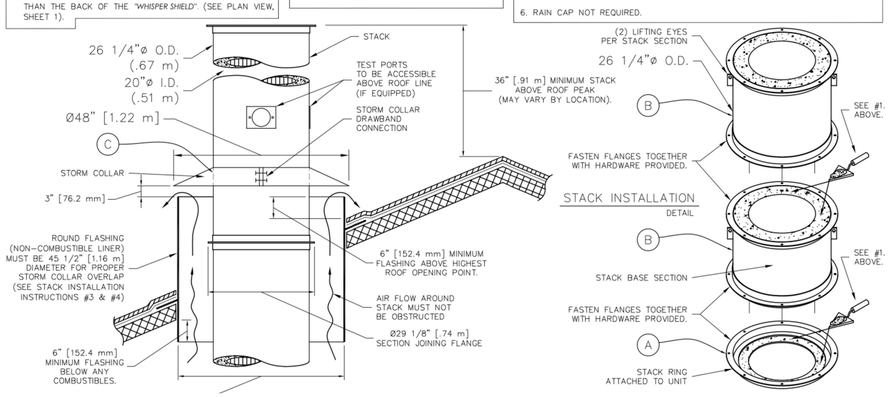
CAPACITY: RANGES FROM 2.0 TO 3.0 MILLION BTU/HR [2.1 TO 3.1 MILLION KILOJOULES/HR] DEPENDING UPON AMOUNT OF BURNERS.

ELECTRICAL: 230 VOLT, 3ø, (40A BREAKER) AND 115v (10A BREAKER), OR 230 VOLT, 1 ø, (70A BREAKER) AND 115v (10A BREAKER) 50/60 HERTZ

AIR: LOUVER NEAR THE REAR OF THE UNIT CAPABLE OF PASSING 2,500 CU FT/MIN [70.8 CU M/MIN] OF FREE AIR (36" X 36") [914 mm X 914 mm].

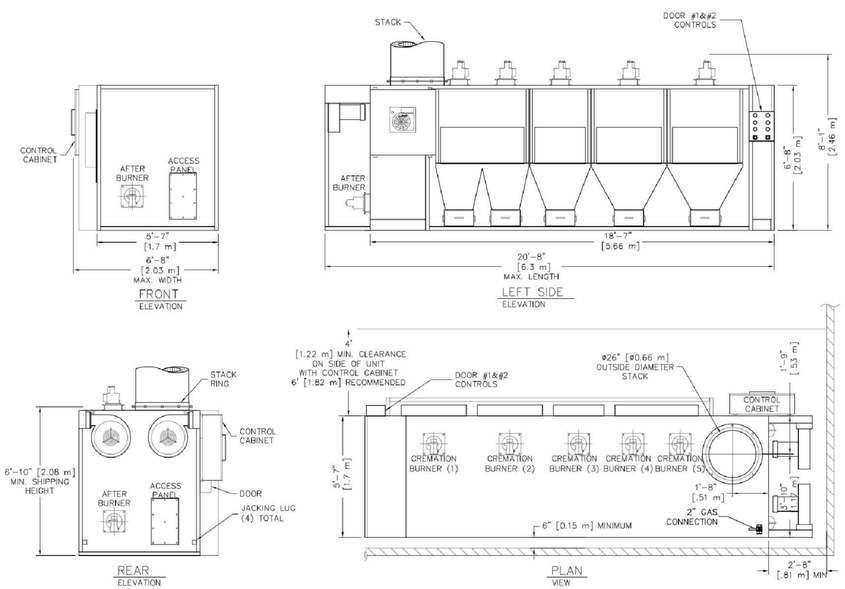
STACK INSTALLATION INSTRUCTIONS

1. APPLY A 1/2" THICK MORTAR JOINT TO EXPOSED REFRACTORY SURFACE IN STACK RING. LOWER THE BASE STACK SECTION (B) ONTO STACK RING (A) AND FASTEN WITH HARDWARE PROVIDED (NO MORE THAN (2) STACK SECTIONS SHALL BE LIFTED TOGETHER). REPEAT PROCESS FOR REMAINING STACK SECTIONS. IF SECTIONS OF VARYING LENGTHS ARE SUPPLIED, ASSEMBLE AS TO AVOID FLANGES & LIFTING EYES INTERFERING WITH RAIN COLLAR LOCATION.
2. INSTALL STORM COLLAR ON STACK, 3" [72 mm] ABOVE NON-COMBUSTIBLE LINER (FLASHING), ALLOWING FOR PROPER VENTILATION (SEE DETAIL).
3. APPLY A 1/4" [6 mm] BEAD OF HIGH-TEMPERATURE SILICON SEALANT (PROVIDED BY MCD) TO THE JOINT BETWEEN THE STORM COLLAR (C) AND THE STACK (B).
4. STORM COLLAR IS FURNISHED BY MCD. THE NON-COMBUSTIBLE LINER (FLASHING) TO BE PROVIDED BY THE OTHERS.
5. IF FIFTY PERCENT OF THE STACK LENGTH IS ABOVE THE ROOF, GUY WIRES MAY BE REQUIRED. CONSULT WITH YOUR MCD REP.
6. RAIN CAP NOT REQUIRED.



E CREMATOR ROOF PENETRATION DETAIL

NTS



F CREMATOR CONSTRUCTION ELEVATION AND CLEARANCES

NTS

1 / M 7.0 EQUIPMENT TYPICAL CONSTRUCTION DETAILS

NTS

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Project Schedule Revision

EQUIPMENT TYPICAL CONSTRUCTION DETAILS

M 7.0

PLANNING APPLICATION (Planning Commission or Zoning Administrator Review)
City of Pittsburg Development Services Department – Planning Division
65 Civic Avenue, Pittsburg, CA 94565
Phone: (925) 252-4920; Fax: 252-4814

TYPE OF APPLICATION REQUESTED:

- ☐ UP Conditional Use Permit
- ☑ DR Design Review
- ☐ GP General Plan Amendment
- ☐ SUB Parcel Map
- ☐ RZ Rezoning
- ☐ SR Sign Programs/Exceptions
- ☐ SUB Tentative Map
- ☐ VA Variance
- ☐ ZA Zoning Administrator Review
- ☐ Other _____

STAFF USE ONLY
Application Number: AP-18-1314 Date Filed: 2/8/18

PROJECT INFORMATION: (To be completed by applicant – only complete lines that are relevant to the application)

Name of Project; (Business/Development): Pet Loss Center Pittsburg

Address/Location of Subject Property: 620 Garcia Ave Ste A Pittsburg CA 94565

Assessor's Parcel No(s): 088-392-018

Existing General Plan Designation/Zoning District: Business Commercial / IP

Proposed General Plan Designation/Zoning District: —

Existing Use: _____ Proposed Use: Pet Memorialization

Size of Structure(s), (sq. ft.) existing: 5,280 suite A / 23760 (bldg)

Size of Addition(s), (sq. ft.) proposed: 0

* Amount of impervious surface being created (sq. ft. or acres): N/A (see bottom of page).

Property Size (acres or sq. ft.): 33312 SF No. of Lots Existing: _____ Proposed: _____

Days/Hours of Operation: Monday – Friday 9 AM to 5 PM, Saturday 9 AM to 12 PM

Number of Employees; Existing: 1 Proposed: 5

Number of On-Site Parking Stalls; Existing: 8 Proposed: —

Describe proposed project/use on an attached sheet.

* If over 10,000 sq. ft., a stormwater control plan and related documents may be required per PMC §13.28.050(A)(2). Please contact Planning staff or refer to the Stormwater C.3 Guidebook available at www.cccleanwater.org/construction/nd.php for further guidance.

APPLICANT INFORMATION

Applicant's Name: Ryan Lane Email: ryanlane903@gmail.com

Phone No: (903) 343-6304 Fax No.: ( )

Mailing Address: 6216 Crescent St., North Richland Hills, TX, 76180

Property Manager: Ryan Lane Phone No.: (903) 343-6304

Address: 6216 Crescent St., North Richland Hills, TX, 76180

Property Owner(s): Dale Mardirosian Phone No.: (925) 457-1231

Address: 1178 Santa Lucia Dr., Pittsburg, CA, 94565

Notarized Signature of Agent and/or Property Owner:

ADRIENNE ANN STURGIS
Notary Public, State of Texas
My Commission Expires
May 01, 2019

Agent (attach notary) [signature] Date 2-6-18

Property owner/manager (attach notary) Nick Padua Date 2-6-18
(If not property owner or manager, provide letter from property owner authorizing agent to sign application.)

APPLICATION REQUIREMENTS, GENERAL SUBMITTAL CHECKLIST (To be completed by applicant)

- ☑ Planning application form completed with property owner(s) notarized signature.
- ☐ * Postage stamped, letter sized envelopes for all owners of property located within 300 feet of the proposed project site's property lines (2 sets for GP and RZ applications).
- ☑ Correct filing fees. If paying by check, make payable to the City of Pittsburg.
- ☑ 1 full set of plans, 1 reduced (11x17) set of plans, and 1 electronic copy– See plan submittal requirements handout.

You are encouraged to schedule an appointment with Planning Division staff to discuss your project prior to submittal of your application.

*Required for projects needing public hearings (Application types: UP, GP, SUB, RZ, VA, ZA)

STAFF USE ONLY

Receipt No. 005855-0003 by LIBT Date Rec'd: 2/8/18 By: Celina T. Palmer

	Fees Paid	Finance Code
(UP) Conditional Use Permit	$	CU
(DR) Design Review	$ 900	DR
(GP) General Plan Amendment	$	GD
(SUB) Parcel Map	$	TM
(RZ) Rezoning	$	RZ
(SR) Sign Programs/Exceptions	$	SI
(SUB) Tentative Map	$	TS
(VA) Variance	$	VA
(ZA) Zoning Administrator Review	$	TI
Initial Study	$	EA
Negative Declaration	$	ND
Other	$	
TOTAL FEES PAID	$ 900.00	

City of Pittsburg

Planning Department
65 Civic Avenue
Pittsburg, CA 94565-3814

Please list all consultants hired in conjunction with this project and return to the City of Pittsburg Planning Department with the completed application form. The City's Finance Department will review the list to determine if a business license is required and will follow up directly with the consultant pursuant to Pittsburg Municipal Code Chapter 5, Business Licenses and Regulations.

Project Name/Application Number: _____

Project Address: 620 Garcia Ave Ste A Pittsburg CA 94565

Applicant name: Ryan Lane

Applicant phone number: 903-343-6304

Contractor/Consultant Name Address Contact Phone No.	***Consultant's Scope of Work***	***Contract Price***
Ryan Lane 6216 Crescent St., NRH, TX, 76180 903-343-6304	Installation of operational equipment, Installation of additional electrical and plumbing	$25,936.34

Attach additional sheets as necessary.

NOTICE OF INTENT

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

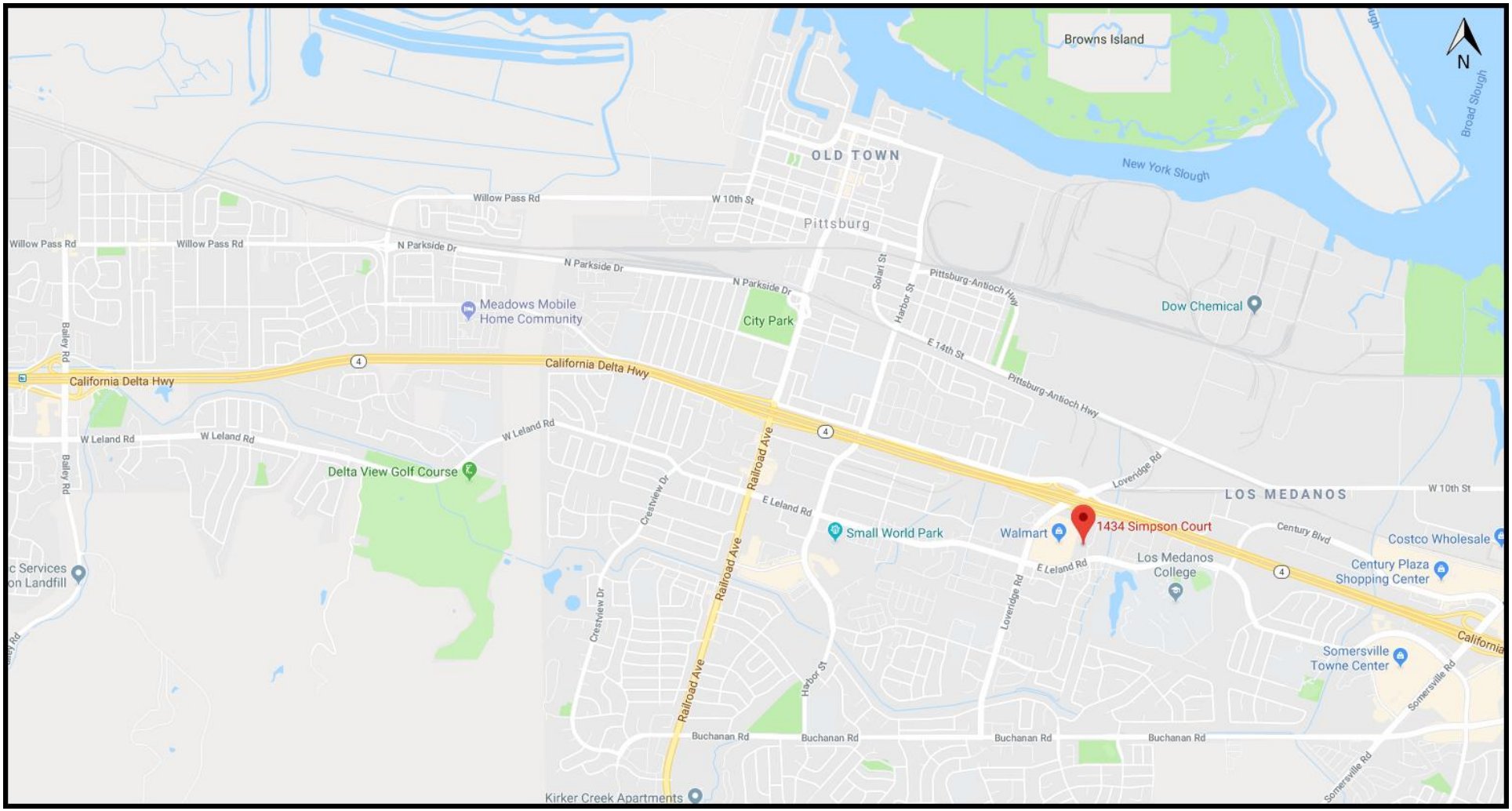
New Destiny Church Parking Lot, AP-18-1318 (AD).

This is an application filed by Gail Knowles, on behalf of New Destiny Church, requesting administrative design review approval to create an additional 9,240 square feet of parking area which could accommodate an additional 28 parking spaces for the church facility. The subject site is located at 1434 Simpson Court, in the CC (Community Commercial) District. Assessor's Parcel Number 088-570-004.

This project is delegated to staff under Category 4 (Changes to Existing Parking Lots) and Category 5 (Changes to Existing Landscaping) of Planning Commission Resolution No. 9918.

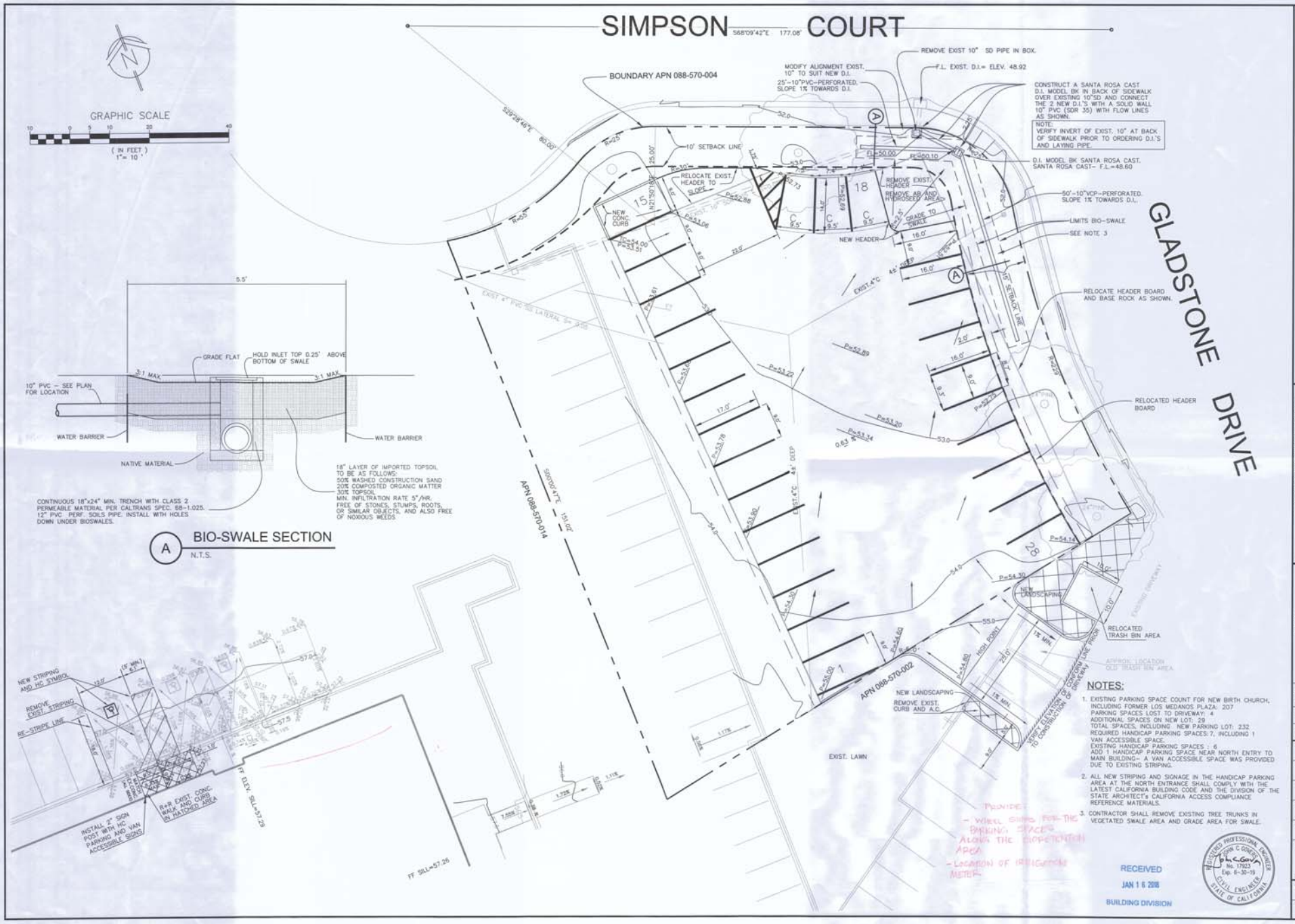
New Destiny Church Parking Lot – Vicinity Map

AP-18-1318	1434 Simpson Court
Administrative Design Review	APN: 088-570-004



New Destiny Church Parking Lot – Aerial Map

AP-18-1318	1434 Simpson Court
Administrative Design Review	APN: 088-570-004



NOTES:

1. EXISTING PARKING SPACE COUNT FOR NEW BIRTH CHURCH, INCLUDING FORMER LOS MEDANOS PLAZA: 207
   PARKING SPACES LOST TO DRIVEWAY: 4
   ADDITIONAL SPACES ON NEW LOT: 29
   TOTAL SPACES, INCLUDING NEW PARKING LOT: 232
   REQUIRED HANDICAP PARKING SPACES: 7, INCLUDING 1 VAN ACCESSIBLE SPACE.
   EXISTING HANDICAP PARKING SPACES : 6
   ADD 1 HANDICAP PARKING SPACE NEAR NORTH ENTRY TO MAIN BUILDING- A VAN ACCESSIBLE SPACE WAS PROVIDED DUE TO EXISTING STRIPING.
2. ALL NEW STRIPING AND SIGNAGE IN THE HANDICAP PARKING AREA AT THE NORTH ENTRANCE SHALL COMPLY WITH THE LATEST CALIFORNIA BUILDING CODE AND THE DIVISION OF THE STATE ARCHITECT's CALIFORNIA ACCESS COMPLIANCE REFERENCE MATERIALS.
3. CONTRACTOR SHALL REMOVE EXISTING TREE TRUNKS IN VEGETATED SWALE AREA AND GRADE AREA FOR SWALE.

RECEIVED
JAN 16 2018
BUILDING DIVISION

REGISTERED PROFESSIONAL ENGINEER
JOHN C. GOVERS
No. 17923
Exp. 6-30-19
CIVIL ENGINEER
STATE OF CALIFORNIA

1434 SIMPSON COURT
GRADING PLAN
PITTSBURG, CALIFORNIA

GOVERS ENGINEERS
CIVIL ENGINEERS-SURVEYORS
2098 MT. DIABLO BLVD., SUITE 100
LAFAYETTE, CALIFORNIA 94549
govers@lafayette.net

NEW BIRTH CHURCH

NO.	BY	DATE	REVISION

DESIGNED: J.G.
DRAWN: J.G.
CHECKED: J.G.
SCALE: 1" = 20'
DATE: 1-16-18
SHEET: 1 OF 1 SHEETS
JOB NO. 1721
FILE NO. 1721.DWG

PLANNING APPLICATION (Planning Commission or Zoning Administrator Review)
City of Pittsburg Development Services Department – Planning Division
65 Civic Avenue, Pittsburg, CA 94565
Phone: (925) 252-4920; Fax: 252-4814

TYPE OF APPLICATION REQUESTED:

- ☐ UP Conditional Use Permit
- ☑ DR Design Review
- ☐ GP General Plan Amendment
- ☐ SUB Parcel Map
- ☐ RZ Rezoning
- ☐ SR Sign Programs/Exceptions
- ☐ SUB Tentative Map
- ☐ VA Variance
- ☐ ZA Zoning Administrator Review
- ☐ Other _____

STAFF USE ONLY
Application Number: AP-18-1318 Date Filed: 2/21/18

PROJECT INFORMATION: (To be completed by applicant – only complete lines that are relevant to the application)

Name of Project; (Business/Development): New Destiny Church Parking Lot

Address/Location of Subject Property: 1434 Simpson Ct., Pittsburg, Ca.

Assessor's Parcel No(s): 088-570-004

Existing General Plan Designation/Zoning District: CC

Proposed General Plan Designation/Zoning District: CC

Existing Use: vacant Proposed Use: parking lot

Size of Structure(s), (sq. ft.) existing: N/A

Size of Addition(s), (sq. ft.) proposed: N/A

* Amount of impervious surface being created (sq. ft. or acres): 9,240 sq. ft. (see bottom of page).

Property Size (acres or sq. ft.): 0.42 Ac. No. of Lots Existing: 1 Proposed: 1

Days/Hours of Operation: N/A

Number of Employees; Existing: N/A Proposed: N/A

Number of On-Site Parking Stalls; Existing: 0 Proposed: 28

Describe proposed project/use on an attached sheet.

* If over 10,000 sq. ft., a stormwater control plan and related documents may be required per PMC §13.28.050(A)(2). Please contact Planning staff or refer to the Stormwater C.3 Guidebook available at www.cccleanwater.org/construction/nd.php for further guidance.

APPLICANT INFORMATION

Applicant's Name: New Dest. Church/G. Knowles Email: gknowles@newbirthcal.org

Phone No: (925) 439-8989 Fax No.: ( )

Mailing Address: 1411 E. Leland Road. Pittsburg, CA 94565

Property Manager: G. Knowles Phone No.: ( )

Address: see above

Property Owner(s): New Destiny Church Phone No.: 925-439-8989

Address: 1411 E. Leland Road, Pittsburg, Ca 94565

Notarized Signature of Agent and/or Property Owner:

Agent (attach notary) Gaie Knowles Date 2/19/18

Property owner/manager (attach notary) _____ Date_____
(If not property owner or manager, provide letter from property owner authorizing agent to sign application.)

APPLICATION REQUIREMENTS, GENERAL SUBMITTAL CHECKLIST (To be completed by applicant)

- ☐ Planning application form completed with property owner(s) notarized signature.
- ☐ * Postage stamped, letter sized envelopes for all owners of property located within 300 feet of the proposed project site's property lines (2 sets for GP and RZ applications).
- ☐ Correct filing fees. If paying by check, make payable to the City of Pittsburg.
- ☐ 1 full set of plans, 1 reduced (11x17) set of plans, and 1 electronic copy– See plan submittal requirements handout.

You are encouraged to schedule an appointment with Planning Division staff to discuss your project prior to submittal of your application.

*Required for projects needing public hearings (Application types: UP, GP, SUB, RZ, VA, ZA)

STAFF USE ONLY
Receipt No. 005889-0039 Date Rec'd: 2/21/18 By: _____

	Fees Paid	Finance Code
(UP) Conditional Use Permit	$_____	CU
(DR) Design Review	$ 900-	DR
(GP) General Plan Amendment	$_____	GD
(SUB) Parcel Map	$_____	TM
(RZ) Rezoning	$_____	RZ
(SR) Sign Programs/Exceptions	$_____	SI
(SUB) Tentative Map	$_____	TS
(VA) Variance	$_____	VA
(ZA) Zoning Administrator Review	$_____	TI
Initial Study	$_____	EA
Negative Declaration	$_____	ND
Other_____	$_____	
TOTAL FEES PAID	900-	

California All-Purpose Certificate of Acknowledgment

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California

County of Contra Costa } s.s.

On 2/19/18 before me, Ernest Nichols III, notary public
Name of Notary Public Title

personally appeared Gail Lee Knowles
Name of Signer (1)

Name of Signer (2)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature of Notary Public

ERNEST NICHOLS III
COMM. # 2163485
NOTARY PUBLIC • CALIFORNIA
CONTRA COSTA COUNTY
Comm. Exp. SEPT. 18, 2020

Seal

OPTIONAL INFORMATION

Although the information in this section is not required by law, it could prevent fraudulent removal and reattachment of this acknowledgment to an unauthorized document and may prove useful to persons relying on the attached document.

Description of Attached Document

The preceding Certificate of Acknowledgment is attached to a document titled/for the purpose of Permit Planning Application.,

containing _____ pages, and dated _____.

The signer(s) capacity or authority is/are as:

- [x] Individual(s)
- [ ] Attorney-in-fact
- [ ] Corporate Officer(s) _____
  Title(s)
- [ ] Guardian/Conservator
- [ ] Partner - Limited/General
- [ ] Trustee(s)
- [ ] Other: _____

representing: _____
Name(s) of Person(s) Entity(ies) Signer is Representing

Additional Information

Method of Signer Identification

Proved to me on the basis of satisfactory evidence:

- [x] form(s) of identification
- [ ] credible witness(es)

Notarial event is detailed in notary journal on:

Page # _____ Entry # _____

Notary contact: 925 427 0752

Other

- [ ] Additional Signer
- [ ] Signer(s) Thumbprints(s)
- [ ] _____

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

Bank of America Building Repainting, AP-18-1322 (AD).

This is an application by Joe Gjerde requesting administrative design review approval to apply a new paint scheme to the exterior of the historic Bank of America Building located at 420 Railroad Avenue in the CP (Pedestrian Commercial) District. Assessor's Parcel No. 085-104-006. The Bank of America Building is a contributor to the New York Landing Historic District and is subject to the Secretary of the Interior's Standards for the Treatment of Historic Properties.

This project is delegated to staff under Category 3 – Minor Building Remodels.

myPAINTColors™

After

Before

made by renoworks

Products Used

Paint 2
Brand: Sherwin Williams
Type: Paint
Look: Exterior - Warm Neutral
Color: 2821 Downing Stone

Paint 3
Brand: Sherwin Williams
Type: Paint
Look: Exterior - Warm Neutral
Color: 2821 Downing Stone

Paint 4
Brand: Sherwin Williams
Type: Paint
Look: Exterior - Warm Neutral
Color: 2821 Downing Stone

Paint 5
Brand: Sherwin Williams
Type: Paint
Look: Exterior - Warm Neutral
Color: 2821 Downing Stone

Paint 6
Brand: Sherwin Williams
Type: Paint
Look: Exterior - Warm Neutral
Color: 2821 Downing Stone

Paint 3
Brand: Sherwin Williams
Type: Paint
Look: Exterior - White
Color: 6000 Snowfall

Products Used

Paint 4
Brand: Sherwin Williams
Type: Paint
Look: Exterior - White
Color: 6000 Snowfall

Paint 5
Brand: Sherwin Williams
Type: Paint
Look: Exterior - White
Color: 6000 Snowfall

Paint 6
Brand: Sherwin Williams
Type: Paint
Look: Exterior - White
Color: 6000 Snowfall

Paint 7
Brand: Sherwin Williams
Type: Paint
Look: Exterior - White
Color: 6000 Snowfall

Paint 8
Brand: Sherwin Williams
Type: Paint
Look: Exterior - White
Color: 6000 Snowfall

Paint 9
Brand: Sherwin Williams
Type: Paint
Look: Exterior - Yellow
Color: 2920 Monarch Gold

Paint 10
Brand: Sherwin Williams
Type: Paint
Look: Exterior - Yellow
Color: 2920 Monarch Gold

Paint 11
Brand: Sherwin Williams
Type: Paint
Look: Exterior - Yellow
Color: 2920 Monarch Gold

Paint 12
Brand: Sherwin Williams
Type: Paint
Look: Exterior - Yellow
Color: 2920 Monarch Gold

Paint 13
Brand: Sherwin Williams
Type: Paint
Look: Exterior - Yellow
Color: 2920 Monarch Gold

Paint 14
Brand: Sherwin Williams
Type: Paint
Look: Exterior - Cool Neutral
Color: 7675 Sealskin

Paint 15
Brand: Sherwin Williams
Type: Paint
Look: Exterior - Cool Neutral
Color: 7675 Sealskin

Paint 16
Brand: Sherwin Williams
Type: Paint
Look: Exterior - Cool Neutral
Color: 7675 Sealskin

Paint 17
Brand: Sherwin Williams
Type: Paint
Look: Exterior - Cool Neutral
Color: 7675 Sealskin

Paint 18
Brand: Sherwin Williams
Type: Paint
Look: Exterior - Cool Neutral
Color: 7675 Sealskin

Products Used

Paint 19
Brand: Sherwin Williams
Type: Paint
Look: Exterior - Cool Neutral
Color: 7675 Sealskin

Paint 20
Brand: Sherwin Williams
Type: Paint
Look: Exterior - Cool Neutral
Color: 7675 Sealskin

Paint 21
Brand: Sherwin Williams
Type: Paint
Look: Exterior - Cool Neutral
Color: 7675 Sealskin

Paint 22
Brand: Sherwin Williams
Type: Paint
Look: Exterior - Cool Neutral
Color: 7675 Sealskin

Paint 23
Brand: Sherwin Williams
Type: Paint
Look: Exterior - Cool Neutral
Color: 7675 Sealskin

Paint 24
Brand: Sherwin Williams
Type: Paint
Look: Exterior - Cool Neutral
Color: 7675 Sealskin

Paint 25
Brand: Sherwin Williams
Type: Paint
Look: Exterior - White
Color: 6000 Snowfall

Paint 26
Brand: Sherwin Williams
Type: Paint
Look: Exterior - White
Color: 6000 Snowfall

Paint 27
Brand: Sherwin Williams
Type: Paint
Look: Exterior - White
Color: 6000 Snowfall

Paint 28
Brand: Sherwin Williams
Type: Paint
Look: Exterior - White
Color: 6000 Snowfall

Paint 30
Brand: Sherwin Williams
Type: Paint
Look: Exterior - White
Color: 6000 Snowfall

Paint 36
Brand: Sherwin Williams
Type: Paint
Look: Exterior - White
Color: 6000 Snowfall

Paint 38
Brand: Sherwin Williams
Type: Paint
Look: Exterior - Cool Neutral
Color: 7675 Sealskin

Paint 39
Brand: Sherwin Williams
Type: Paint
Look: Exterior - Cool Neutral
Color: 7675 Sealskin

Paint 41
Brand: Sherwin Williams
Type: Paint
Look: Exterior - Cool Neutral
Color: 7675 Sealskin

Products Used

Paint 43
Brand: Sherwin Williams
Type: Paint
Look: Exterior - Cool Neutral
Color: 7675 Sealskin

Color and Product Disclaimer
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myPAINTColors™

After

Before

made by renoworks

Products Used

Paint 1
Brand: Sherwin Williams
Type: Paint
Look: Exterior - Yellow
Color: 2920 Monarch Gold

Paint 2
Brand: Sherwin Williams
Type: Paint
Look: Exterior - White
Color: 6000 Snowfall

Paint 3
Brand: Sherwin Williams
Type: Paint
Look: Exterior - White
Color: 6000 Snowfall

Paint 4
Brand: Sherwin Williams
Type: Paint
Look: Exterior - White
Color: 6000 Snowfall

Paint 5
Brand: Sherwin Williams
Type: Paint
Look: Exterior - White
Color: 6000 Snowfall

Paint 6
Brand: Sherwin Williams
Type: Paint
Look: Exterior - White
Color: 6000 Snowfall

Products Used

Paint 7
Brand: Sherwin Williams
Type: Paint
Look: Exterior - White
Color: 6000 Snowfall

Paint 9
Brand: Sherwin Williams
Type: Paint
Look: Exterior - White
Color: 6000 Snowfall

Paint 10
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Type: Paint
Look: Exterior - White
Color: 6000 Snowfall

Paint 11
Brand: Sherwin Williams
Type: Paint
Look: Exterior - Cool Neutral
Color: 7675 Sealskin

Paint 14
Brand: Sherwin Williams
Type: Paint
Look: Exterior - Cool Neutral
Color: 7675 Sealskin

Paint 15
Brand: Sherwin Williams
Type: Paint
Look: Exterior - Cool Neutral
Color: 7675 Sealskin

Paint 16
Brand: Sherwin Williams
Type: Paint
Look: Exterior - White
Color: 6000 Snowfall

Paint 17
Brand: Sherwin Williams
Type: Paint
Look: Exterior - White
Color: 6000 Snowfall

Paint 3
Brand: Sherwin Williams
Type: Paint
Look: Exterior - Cool Neutral
Color: 7675 Sealskin

Paint 4
Brand: Sherwin Williams
Type: Paint
Look: Exterior - Cool Neutral
Color: 7675 Sealskin

Paint 5
Brand: Sherwin Williams
Type: Paint
Look: Exterior - Warm Neutral
Color: 2821 Downing Stone

Paint 6
Brand: Sherwin Williams
Type: Paint
Look: Exterior - Warm Neutral
Color: 2821 Downing Stone

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Type: Paint
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Color: 7675 Sealskin

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Type: Paint
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Color: 7675 Sealskin

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Type: Paint
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Type: Paint
Look: Exterior - White
Color: 6000 Snowfall

Paint 13
Brand: Sherwin Williams
Type: Paint
Look: Exterior - White
Color: 6000 Snowfall

Paint 14
Brand: Sherwin Williams
Type: Paint
Look: Exterior - White
Color: 6000 Snowfall

Paint 15
Brand: Sherwin Williams
Type: Paint
Look: Exterior - White
Color: 6000 Snowfall

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✓ FEATURED IN SCENE

SW 7503
Sticks & Stones

✓ FEATURED IN SCENE

SW 7011
Natural Choice

✓ FEATURED IN SCENE

SW 6034
Arresting Auburn

✓ FEATURED IN SCENE

SW 2856
Fairfax Brown

NOTICE OF INTENT

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

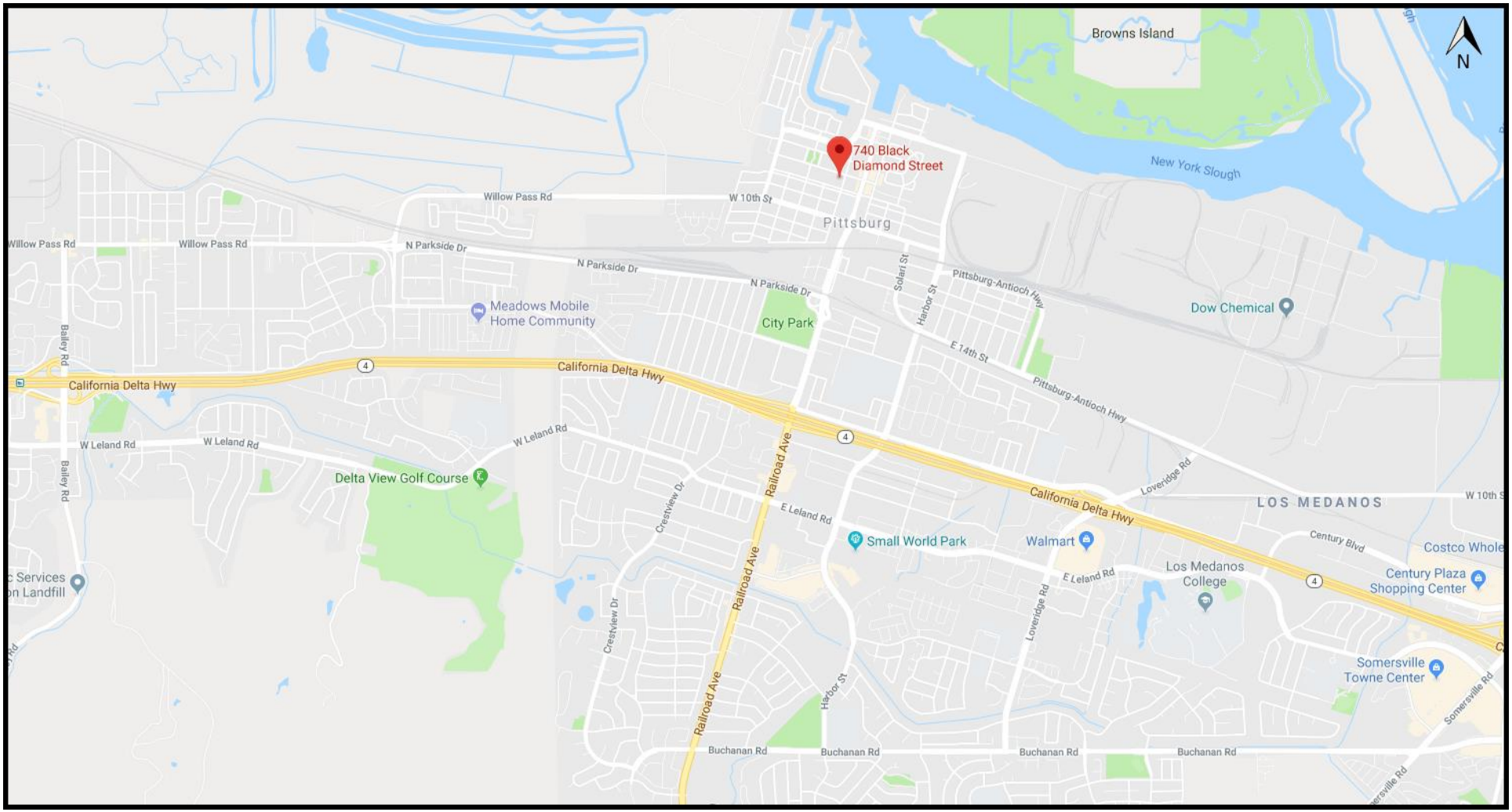
St. Peter Martyr Church Ramp, AP-18-1323 (AD).

This is an application filed by Ruben Rodriguez, on behalf of St. Peter Martyr Church, requesting administrative design review approval to add a ramp on the south side of the existing building to provide access to the below ground church hall from street level and installing a roof covering above. The subject site is located at 740 Black Diamond Street, in the RS-5 (Residential Single Family, 5,000 Square Foot Minimum Lot Size) District. Assessor's Parcel Number 085-163-009.

This project is delegated to staff under Category 3 (Minor Building Remodels. Limited to changes in building colors, awnings, fenestration, and finishes) of Planning Commission Resolution No. 9918.

St. Peter Martyr Church Ramp – Vicinity Map

AP-18-1323	740 Black Diamond Street
Administrative Design Review	APN: 085-163-009



St. Peter Martyr Church Ramp – Aerial Map

AP-18-1323	740 Black Diamond Street
Administrative Design Review	APN: 085-163-009

1 PROJECT DESCRIPTION / SCOPE OF WORK

THIS PROJECT CONSISTS OF REMODELING EXISTING MEN'S AND WOMEN'S BATHROOMS AND TO MAKE THEM ACCESSIBLE FOR DISABLED PEOPLE.

SCOPE OF WORK CONSISTS OF:
1. REMOVE EXISTING BATHROOM FIXTURES AND TILES
2. REMOVE ELECTRICAL FIXTURES
3. REMOVE WALLS
4. BUILD NEW ACCESSIBLE BATHROOMS
5. BUILD NEW ACCESSIBILITY RAMPS

2 CONTACT INFORMATION

OWNER: ST. PETER MARTYR'S CATHOLIC CHURCH
740 BLACK DIAMOND ST.
PITTSBURG CA 94565

ENGINEER ANTONIO PRADO
2785 WHITNEY DR.
FAIRFIELD CA. 94533
415 889 0878

CONTRACTOR:

3 SITE AND BUILDING INFORMATION

ADDRESS: 740 BLACK DIAMOND ST.
PITTSBURG CA 94565

APN #: 085-163-008-7
ZONING: RS-5 FLOOD ZONE: NOT APPLICABLE
LOT AREA: 6,250 SQ.FT.
NO. OF STORIES: 2 (NO CHANGE)

BUILDING AREAS:
LIVABLE FLOOR AREA: 4,361 SQ.FT. (E)
ADDED FLOOR AREA: 0 SQ.FT.
LIVABLE FLOOR AREA: 4,361 SQ.FT. (NO CHANGE)

OCCUPANCY GROUP AND DIVISION:
A-3 (ASSEMBLY-PLACE OF RELIGIOUS WORSHIP)

BUILDING USE:
CHURCH

CONSTRUCTION TYPE:
IV (HEAVY TIMBER)

4 INDEX OF DRAWINGS

A1.0 ..... COVER PAGE
..... VICINITY MAP
..... LOT PLAN
A2.0 - A3.0 ..... FLOOR PLANS
PB.0 ..... DETAILS
E1.0 ..... ELECTRICAL

5 CODES

COMPLIANCE CODES (AS AMENDED BY THE STATE OF CALIFORNIA AND LOCAL JURISDICTION):
2016 CALIFORNIA BUILDING CODE
2016 CALIFORNIA PLUMBING CODE
2016 CALIFORNIA MECHANICAL CODE
2016 CALIFORNIA ELECTRICAL CODE
2016 CALIFORNIA RESIDENTIAL CODE
2016 CALIFORNIA FIRE CODE
2016 CALIFORNIA GREEN BLDG. STANDARDS CODE
2016 CALIFORNIA ENERGY CODE

6 ABBREVIATIONS

ABV	ABOVE	FOF	FACE OF FINISH
ADJ	ADJACENT	FOS	FACE OF STUD
AP	ACCESS PANEL	FIN	FINISHED
ACT	ACOUSTIC CEILING TILE	FRP	FIBERGLASS REINFORCED PANEL
A/C	AIR CONDITIONING	FO	FACE OF
ALT	ALTERNATE	GA	GAUGE
ARCH	ARCHITECTURAL	GC	GENERAL CONTRACTOR
BLDG	BUILDING	GL	GLAZING GLASS
BO	BOARD	GSM	GAVLANIZED SHEET METAL
BOT	BOTTOM	GYP	GYPSUM
CLR	CLEAR	GWB	GYPSUM WALK BOARD
CLG	CEILING	HDWR	HARDWARE
CONC	CONCRETE	HORZ	HORIZONTAL
COL	COLUMN	INT	INTERIOR
CPT	CARPET	INSUL	INSULATION
CMU	CONCRETE MASONRY UNIT	MECH	MECHANICAL
CONST	CONSTRUCTION	MIN	MINIMUM
CG	CORNER GUARD	MTRL	MATERIAL
DTL	DETAIL	MTL	METAL
DIAM	DIAMETER	(N)	NEW
DIM	DIMENSION	NIC	NOT IN CONTRACT
DR	DOOR	NTS	NOT TO SCALE
DWG	DRAWING	OR	OVER
(E), EX	EXISTING	O.C.	ON CENTER
EA	EACH	O.S.C.I	OWNER SUPPLIED CONTRACTOR INSTALLED
EL, ELEV	ELEVATION	PBO	PROVIDED BY OWNER
ELEC	ELECTRICAL	PLAM	PLASTIC LAMINATE
EP	ELECTRICAL PANELBOARD	PLYWD	PLYWOOD
EW	EACH WAY	PTD	PAINTED
EQ	EQUAL	REF	REFRIGERATOR
FBO	FURNISHED BY OTHERS	REG	REGISTERED
FF	FINISHED FLOOR	RD	ROOF DRAIN
FT	FEET	RO	ROUGH OPENING
FF	FINISHED FLOOR	SEC	SECTION
FT	FEET	SHT	SHEET
FLR	FLOOR	SIM	SIMILAR
FLUOR	FLUORESCENT		

7 GENERAL NOTES

1. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO COMPLETELY FAMILIARIZE HIMSEL/HERSELF WITH THESE DRAWINGS AND THE SITE CONDITIONS AND TO VERIFY ALL DETAILS WITH THE OWNER PRIOR TO THE START OF CONSTRUCTION.

2. ALL WORK SHALL EQUAL OR EXCEED ALL CURRENT APPLICABLE BUILDING, ELECTRICAL, PLUMBING, MECHANICAL, SAFETY AND ZONING CODES & ORDINANCES.

3. CONTRACTOR SHALL CAREFULLY STUDY AND COMPARE THE CONTRACT DOCUMENTS AND SHALL NOTIFY THE ARCHITECT OF ANY DISCREPANCIES, ERRORS OR OMISSIONS. IF THE CONTRACTOR PERFORMS ANY CONSTRUCTION KNOWING IT INVOLVES A RECOGNIZED DISCREPANCY, ERROR OR OMISSION IN THE CONTRACT DOCUMENTS WITHOUT SUCH NOTICE TO THE ARCHITECT, THE CONTRACTOR SHALL ASSUME RESPONSIBILITY FOR SUCH PERFORMANCE AND SHALL BEAR AN APPROPRIATE AMOUNT OF THE ATTRIBUTABLE COSTS FOR THE CORRECTION.

4. DIMENSIONS ARE TO FINISH FACE UNLESS OTHERWISE NOTED.

5. PLANS HAVE BEEN PREPARED TO MEET REQUIREMENTS OF 2016 C.B.C

6. THESE DOCUMENTS SHALL NOT BE USED BY ANYONE FOR OTHER PROJECTS, ADDITION TO THIS PROJECT, OR FOR COMPLETION OF THIS PROJECT BY OTHERS EXCEPT BY AGREEMENT IN WRITING BY ARCHITECT AND WITH APPROPRIATE COMPENSATION.

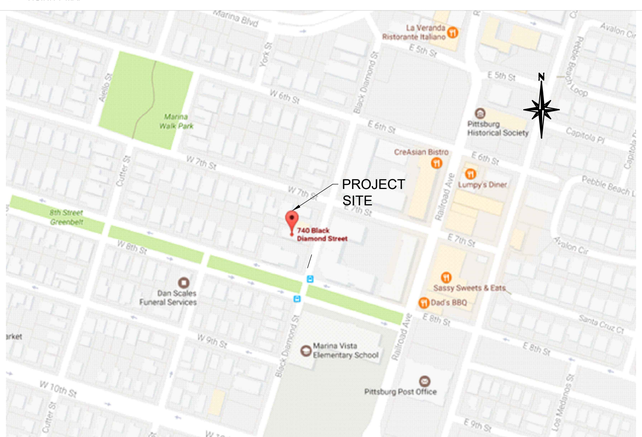
7. CONTRACTOR TO VERIFY ALL EXISTING TO REMAIN AND DESIGNED PLUMBING, GAS, ELECTRICAL, SPRINKLER AND HVAC SYSTEMS WITH COMPATIBILITY WITH PROJECT PRIOR TO COMMENCEMENT OF CONSTRUCTION.

8. THE ARCHITECT SHALL HAVE NO RESPONSIBILITY FOR THE DISCOVERY, HANDLING, PRESENCE, DISPOSAL, REMOVAL OF OR EXPOSURE OF PERSONS TO HAZARDOUS MATERIALS IN ANY FORM AT THE PROJECT SITE INCLUDING BUT NOT LIMITED TO ASBESTOS, ASBESTOS PRODUCTS, POLYCHLORINATED EPHENYL (PCB), OR OTHER TOXIC SUBSTANCES. SUCH WORK, IF REQUIRED, IS TO BE COMPLETED UNDER SEPARATE CONTRACT.

9. THE DRAWINGS DO NOT ILLUSTRATE EVERY CONDITION. THE DRAWINGS INDICATE LOCATIONS, DIMENSIONS AND TYPICAL DETAILS OF EVERY CONSTRUCTION. WORK NOT EXPRESSLY DETAILED SHALL BE OF CONSTRUCTION SIMILAR TO PARTS THAT ARE DETAILED. WHERE DISCREPANCIES OCCUR THEY SHALL BE REPORTED TO THE ARCHITECT FOR RESOLUTION.

10. THE CONTRACTOR TO VERIFY ANY EQUIPMENT, EXISTING OR SPECIFIED, WITH COMPATIBILITY WITH ELECTRICAL VOLTAGE PHASE AND OTHER UTILITIES.

8 VICINITY MAP



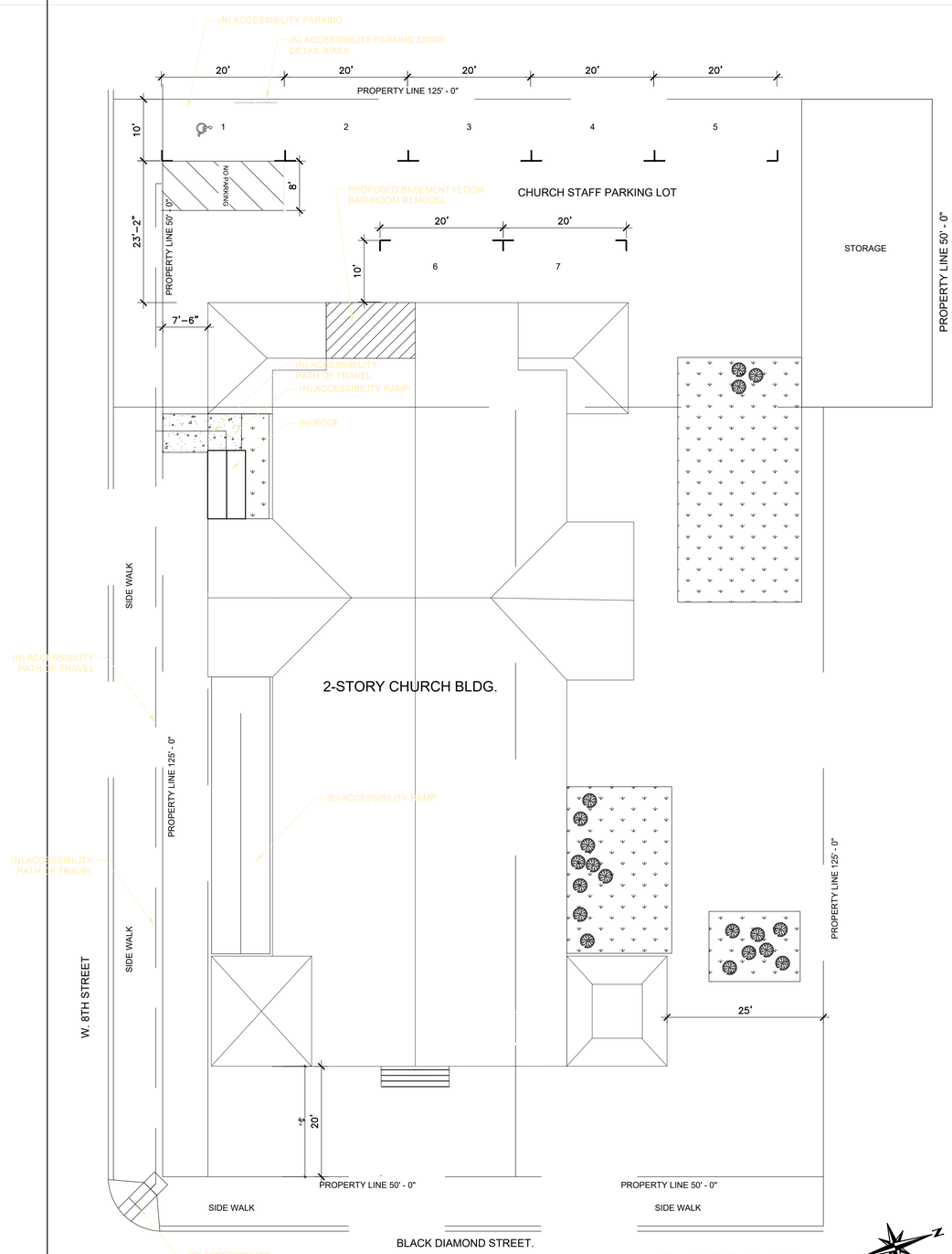
9. DESIGN LOADS:

2016 CALIFORNIA BUILDING CODE

LIVE LOADS	DEAD LOADS
ROOF - 20 PSF (REDUCIBLE)	ROOF - 15 PSF
FLOOR - 40 PSF (REDUCIBLE)	FLOOR - 15 PSF

10.

11. DEFERRED SUBMITTALS:



01 A1.0 SITE PLAN
SCALE:1":10'

Frank M. Lozano & Associates
Design + Engineering

REGISTERED PROFESSIONAL ENGINEER
FRANK M. LOZANO
NO. 33803
EXP. 6/30/18
CIVIL
STATE OF CALIFORNIA

6515 Cumberland Place.
2nd Floor, Suite 2.
Stockton, CA 95202
Tel: 209. 662 0023
email:
lozanofmla@gmail.com.

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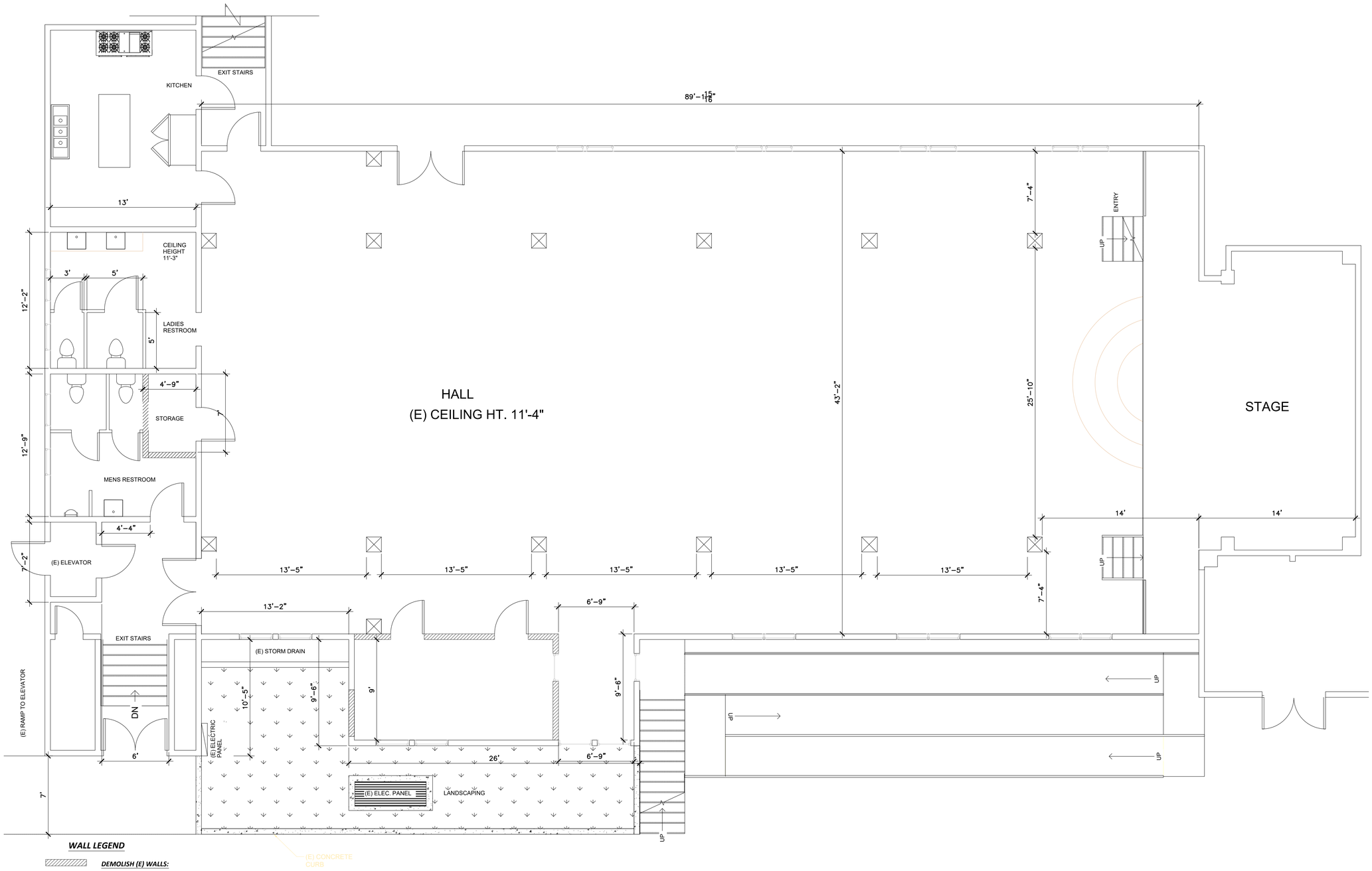
CLIENT:
ST.PETERS MARTYR'S
CATHOLIC CHURCH
740 BLACK DIAMOND ST.
PITTSBURG ,CA.

PROJECT ADDRESS:
205 SECOND STREET
RIO VISTA, CA

BATH ROOM REMODEL FOR ACESSIBILTY

DRAWING STATUS
ISSUE DATE
BUILDING PERMIT No.:
SCALE: AS NOTED
PROJECT No.
DRAWN BY: FML CHECKED BY:

SHEET
A1.0
OF



WALL LEGEND

DEMOLISH (E) WALLS:

(N) INTERIOR WALLS
2X4 STUD WALL @ 16" O.C. WITH GYP. BD. EACH SIDE.

(E) WALLS TO REMAIN (NO CHANGE)

01 / A2.0 (E) FLOOR PLAN
SCALE:1/4":1'-0"

Frank M. Lozano & Associates
Design • Engineering

REGISTERED PROFESSIONAL ENGINEER
FRANK M. LOZANO
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EXP. 6/30/18
CIVIL
STATE OF CALIFORNIA

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2nd Floor, Suite 2.
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email:
lozanofmla@gmail.com.

FAIRFIELD CA 94533

CLIENT:
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CATHOLIC CHURCH
740 BLACK DIAMOND ST.
PITTSBURG ,CA.

PROJECT ADDRESS:
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RIO VISTA, CA

BATH ROOM REMODEL FOR ACESSIBILTY

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PROJECT No.
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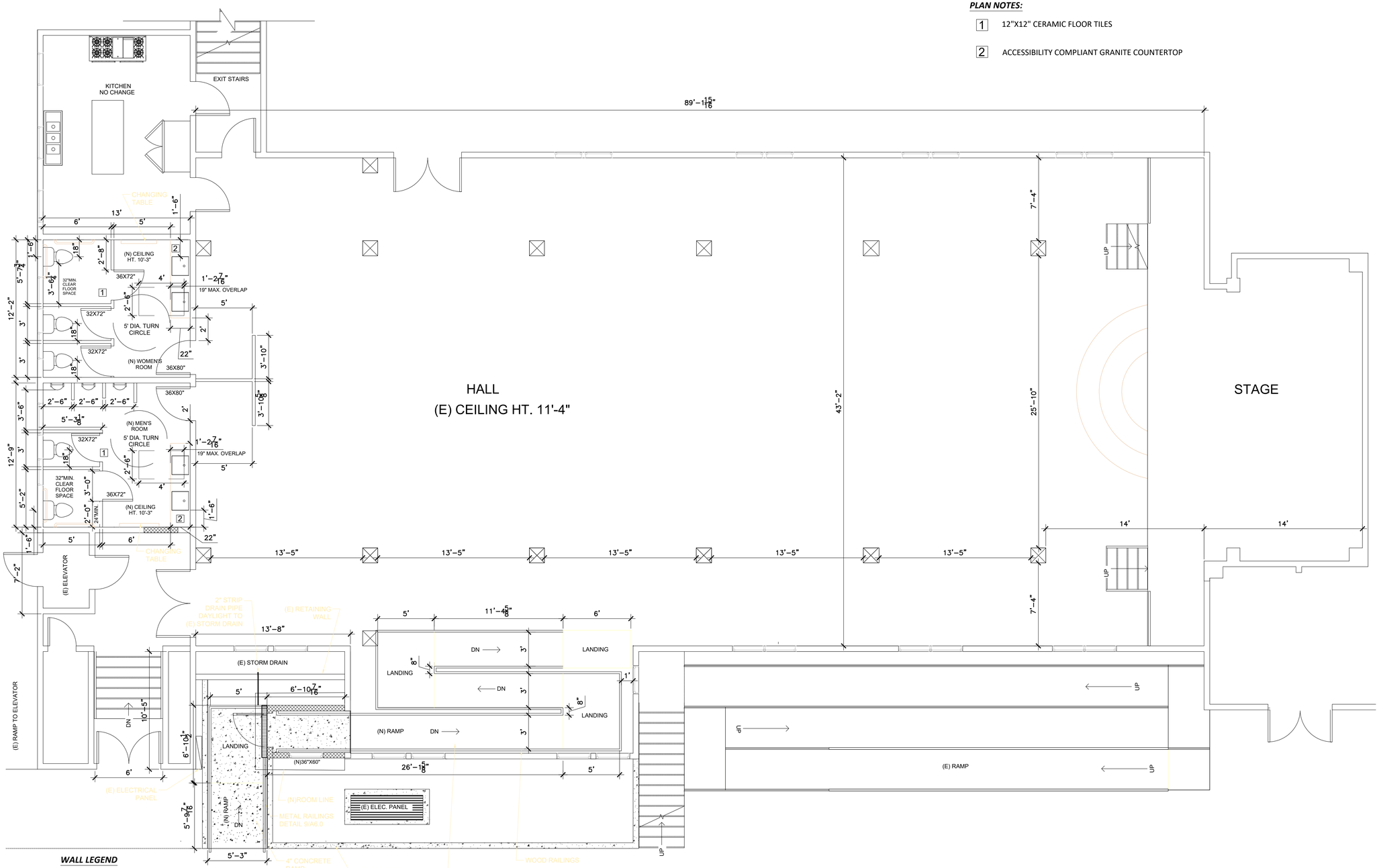
SHEET
A2.0
OF

PLAN NOTES:

1 12"X12" CERAMIC FLOOR TILES

2 ACCESSIBILITY COMPLIANT GRANITE COUNTERTOP



WALL LEGEND

DEMOLISH (E) WALLS:

(N) INTERIOR WALLS
2X4 STUD WALL @ 16" O.C. WITH GYP. BD. EACH SIDE.

(E) WALLS TO REMAIN (NO CHANGE)

NOTE: ACCESSIBILITY RAMPS AND LANDINGS PER DETAIL 5/A6.0
SEE BATHROOM FIXTURE ACCESSIBILITY STANDARD DETAILS ON SHEET A6.0

01 / A3.0 (N) FLOOR PLAN
SCALE:1/4":1'-0"

Frank M. Lozano & Associates
Design + Engineering

REGISTERED PROFESSIONAL ENGINEER
FRANK M. LOZANO
NO. 33803
EXP. 6/30/18
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CATHOLIC CHURCH
740 BLACK DIAMOND ST.
PITTSBURG ,CA.

PROJECT ADDRESS:
205 SECOND STREET
RIO VISTA, CA

BATH ROOM REMODEL FOR ACESSIBILTY

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DRAWING STATUS
ISSUE
DATE

BUILDING PERMIT No.:
SCALE: AS NOTED
PROJECT No.
DRAWN BY:FML CHECKED BY:

SHEET
A3.0
OF

01 A3.0 (E) WEST ELEVATION
SCALE:1/4":1'-0"

Frank M. Lozano & Associates
Design • Engineering

REGISTERED PROFESSIONAL ENGINEER
FRANK M. LOZANO
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EXP. 6/30/18
CIVIL
STATE OF CALIFORNIA

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CLIENT:
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CATHOLIC CHURCH
740 BLACK DIAMOND ST.
PITTSBURG ,CA.

PROJECT ADDRESS:
205 SECOND STREET
RIO VISTA, CA

BATH ROOM REMODEL FOR ACESSIBILTY

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PROJECT No.
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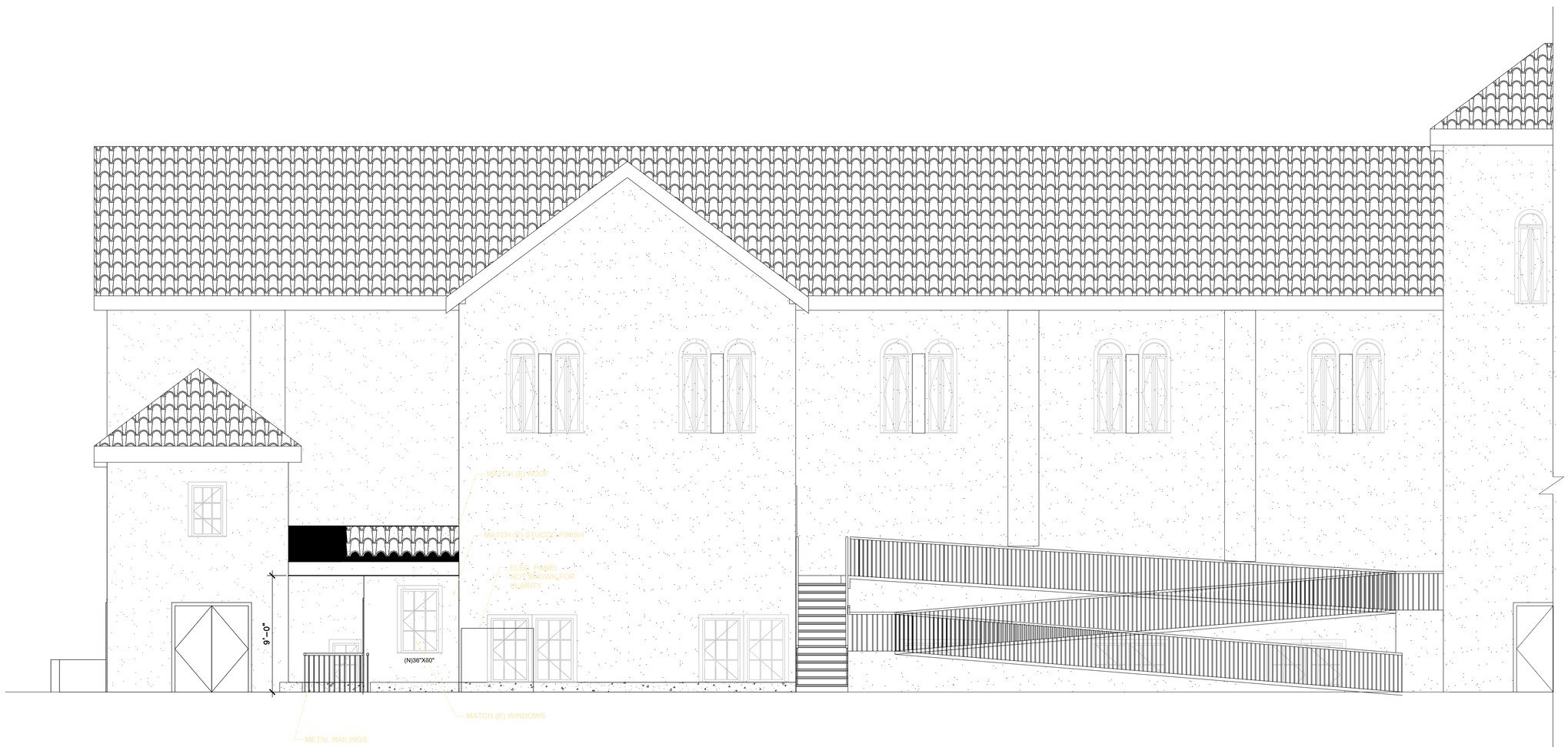
SHEET
A4.0
OF_____



01 A4.0 (N) WEST ELEVATION
SCALE:1/4":1'-0"

Frank M. Lozano & Associates
Design + Engineering

REGISTERED PROFESSIONAL ENGINEER
FRANK M. LOZANO
NO. 33803
EXP. 6/30/18
CIVIL
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740 BLACK DIAMOND ST.
PITTSBURG ,CA.

PROJECT ADDRESS:
205 SECOND STREET
RIO VISTA, CA

BATH ROOM REMODEL FOR ACESSIBILTY

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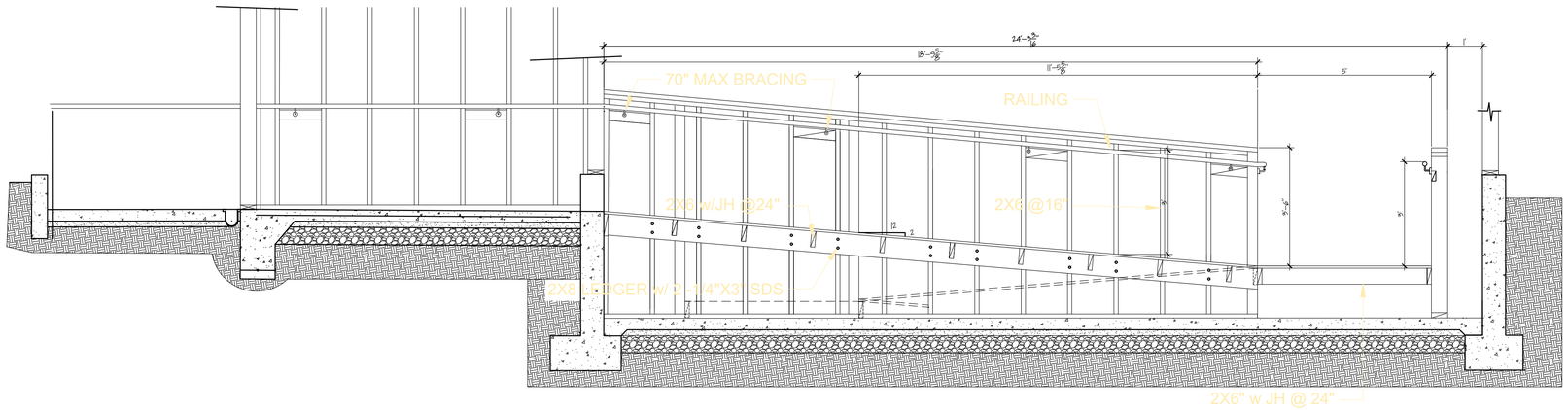
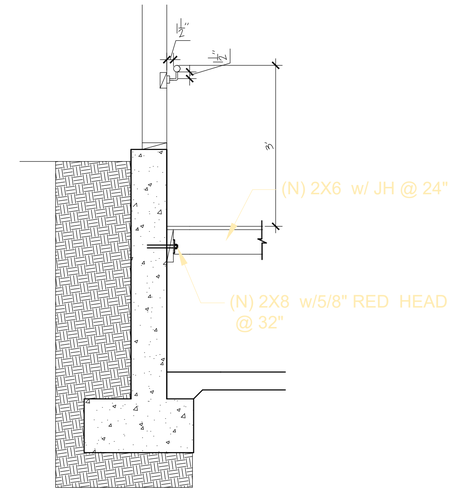
DRAWING STATUS
ISSUE
DATE

BUILDING PERMIT No.:
SCALE: AS NOTED
PROJECT No.
DRAWN BY: FML
CHECKED BY:

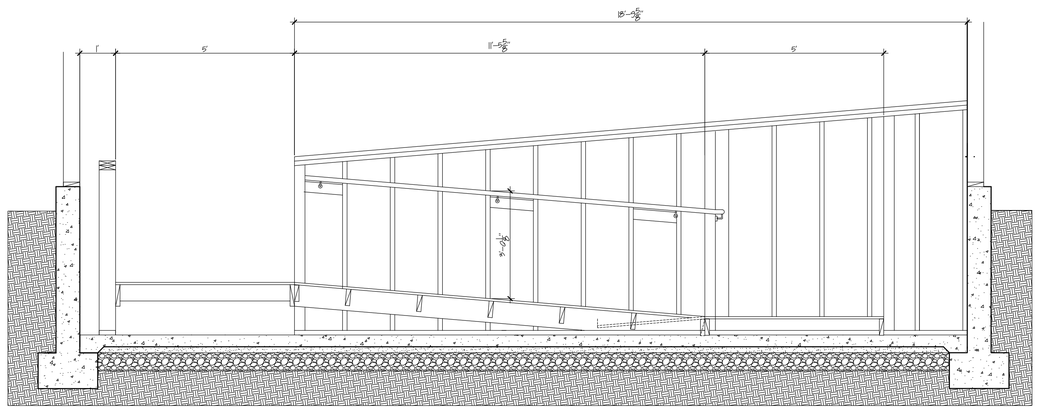
SHEET
A5.0
OF



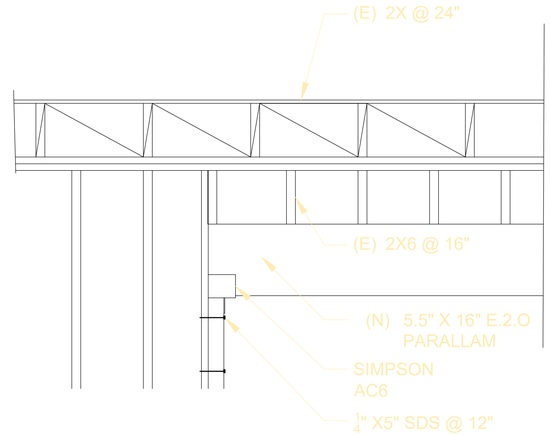
5 / SD1 RAMP SECTION
SCALE: 1/2"=1'-0"



4 / SD1 DETAIL
SCALE: 3/4"=1'-0"



6 / SD1 RAMP SECTION
SCALE: 1/2"=1'-0"



7 / SD1 BEAM
SCALE: 3/4"=1'-0"

Frank M. Lozano & Associates
Design + Engineering

REGISTERED PROFESSIONAL ENGINEER
FRANK M. LOZANO
NO. 33803
EXP. 6/30/12
CIVIL
STATE OF CALIFORNIA

933 N. El Dorado St.
2nd Floor, Suite 2.
Stockton, CA 95202
Tel: 209.466.6106
Fax: 209.462.4101
email:
lozanofmla@sbcglobal.net

CLIENT:
BEVERLY BELLOWS
3126 ALLEN WAY
SANTA CLARA, CA 94571
PHONE: 408 249 4040

PROJECT ADDRESS:
205 SECOND STREET
RIO VISTA, CA

FOUNDATION REPAIR, REMODEL AND BUILDING UPGRADES

APN: 049 178 070

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DRAWING STATUS
ISSUE
DATE

BUILDING PERMIT No.:
SCALE: AS NOTED
PROJECT No.
DRAWN BY: FML
CHECKED BY:

SHEET

OF

PLANNING APPLICATION (Planning Commission or Zoning Administrator Review)
City of Pittsburg Development Services Department – Planning Division
65 Civic Avenue, Pittsburg, CA 94565
Phone: (925) 252-4920; Fax: 252-4814

TYPE OF APPLICATION REQUESTED:

- ☐ UP Conditional Use Permit
- ☐ DR Design Review
- ☐ GP General Plan Amendment
- ☐ SUB Parcel Map
- ☐ RZ Rezoning
- ☐ SR Sign Programs/Exceptions
- ☐ SUB Tentative Map
- ☐ VA Variance
- ☐ ZA Zoning Administrator Review
- ☑ Other Admin Design Review

STAFF USE ONLY
Application Number: AP-18-1323 Date Filed: 3·2·18

PROJECT INFORMATION: (To be completed by applicant – only complete lines that are relevant to the application)

Name of Project; (Business/Development): St. Peter Martyr Church Ramp

Address/Location of Subject Property: 740 Black Diamond

Assessor's Parcel No(s): 085-163-009

Existing General Plan Designation/Zoning District: RS-5 / Downtown Low Density Res.

Proposed General Plan Designation/Zoning District: same

Existing Use: Religious Assembly Proposed Use: same

Size of Structure(s), (sq. ft.) existing: 6,150 SF

Size of Addition(s), (sq. ft.) proposed: —

* Amount of impervious surface being created (sq. ft. or acres): _____ (see bottom of page).

Property Size (acres or sq. ft.): 18,750 SF No. of Lots Existing: 1 Proposed: —

Days/Hours of Operation: _____

Number of Employees; Existing: _____ Proposed: _____

Number of On-Site Parking Stalls Existing: _____ Proposed: _____
3 handicapped, street Parking

Describe proposed project/use on an attached sheet.

* If over 10,000 sq. ft., a stormwater control plan and related documents may be required per PMC §13.28.050(A)(2). Please contact Planning staff or refer to the Stormwater C.3 Guidebook available at www.cccleanwater.org/construction/nd.php for further guidance.

APPLICANT INFORMATION

Applicant's Name: St. Peter Martyr Church Email: stpeterm@sbcglobal.net

Phone No: 925, 432-4771 Fax No.: ( )

Mailing Address:

Property Manager: Ruben Rodriguez Phone No.: 925, 432-4771

Address: 760 Black Diamond St.

Property Owner(s): Phone No.: ( )

Address:

Notarized Signature of Agent and/or Property Owner:

Agent (attach notary) Date

Property owner/manager (attach notary) Date

(If not property owner or manager, provide letter from property owner authorizing agent to sign application.)

APPLICATION REQUIREMENTS, GENERAL SUBMITTAL CHECKLIST (To be completed by applicant)

- ☐ Planning application form completed with property owner(s) notarized signature.
- ☐ * Postage stamped, letter sized envelopes for all owners of property located within 300 feet of the proposed project site's property lines (2 sets for GP and RZ applications).
- ☒ Correct filing fees. If paying by check, make payable to the City of Pittsburg.
- ☐ 1 full set of plans, 1 reduced (11x17) set of plans, and 1 electronic copy– See plan submittal requirements handout.

You are encouraged to schedule an appointment with Planning Division staff to discuss your project prior to submittal of your application.

*Required for projects needing public hearings (Application types: UP, GP, SUB, RZ, VA, ZA)

STAFF USE ONLY

Receipt No. 005913-0056 by UBT Date Rec'd: 3-2-18 By: Celina Palmer

	Fees Paid	Finance Code
(UP) Conditional Use Permit	$	CU
(DR) Design Review	$ 425	ADR
(GP) General Plan Amendment	$	GD
(SUB) Parcel Map	$	TM
(RZ) Rezoning	$	RZ
(SR) Sign Programs/Exceptions	$	SI
(SUB) Tentative Map	$	TS
(VA) Variance	$	VA
(ZA) Zoning Administrator Review	$	TI
Initial Study	$	EA
Negative Declaration	$	ND
Other	$	
TOTAL FEES PAID	$ 425.00	

City of Pittsburg

Planning Department
65 Civic Avenue
Pittsburg, CA 94565-3814

Please list all consultants hired in conjunction with this project and return to the City of Pittsburg Planning Department with the completed application form. The City's Finance Department will review the list to determine if a business license is required and will follow up directly with the consultant pursuant to Pittsburg Municipal Code Chapter 5, Business Licenses and Regulations.

Project Name/Application Number: St. Peter Martyr Church

Project Address: 740 Black Diamond St

Applicant name: Ruben Rodriguez

Applicant phone number: 432-4771

Contractor/Consultant Name Address Contact Phone No.	***Consultant's Scope of Work***	***Contract Price***
Antonio Morales	contractor	

Attach additional sheets as necessary.

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

Dow Chemical UTLX Office Trailer, AP-18-1324 (AD).

This is an application by Dave O'Sullivan, on behalf of the Dow Chemical Company, requesting administrative design review approval to replace an existing 192 square-foot office trailer with a new 400 square-foot office trailer. The subject site is located at 901 Loveridge Road, in the IG (General Industrial) District. Assessor's Parcel No. 073-220-049.

This project is delegated to staff under Category 8 – Ancillary Structures.

UTLX Trailer Replacement / Relocation

Project Overview

March 5, 2018

Dow AgroSciences

Solutions for the Growing World

DOW AGROSCIENCES RESTRICTED

Project Overview

- Replace UTLX office trailer near rail entrance to Dow site with larger trailer. UTLX is railcar operator at Dow. Office will typically be used by 2 People.
- Occasionally up to 6 People will use office for meetings.
- New trailer is 10 feet by 40 feet in plan. Existing trailer is approximately 8 feet by 24 feet in plan.
- Existing trailer and new trailer are only visible from outside Dow site from Loveridge Road at railroad crossing just south of the Dow site.
- New trailer will be less noticeable from road due to location and orientation.
- New trailer will be painted gray with green trim.
- Old and new trailer are in area where ground surface is unpaved gravel with adequate space for parking.

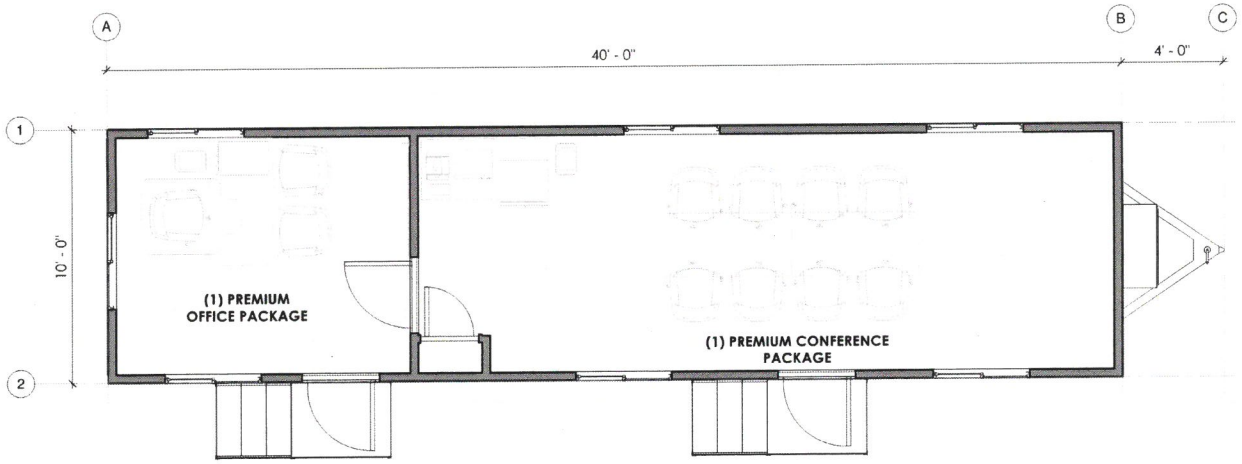
Project Scope – Location on Site

Setback – Approx 91' from fenceline & 9' from Bldg 590

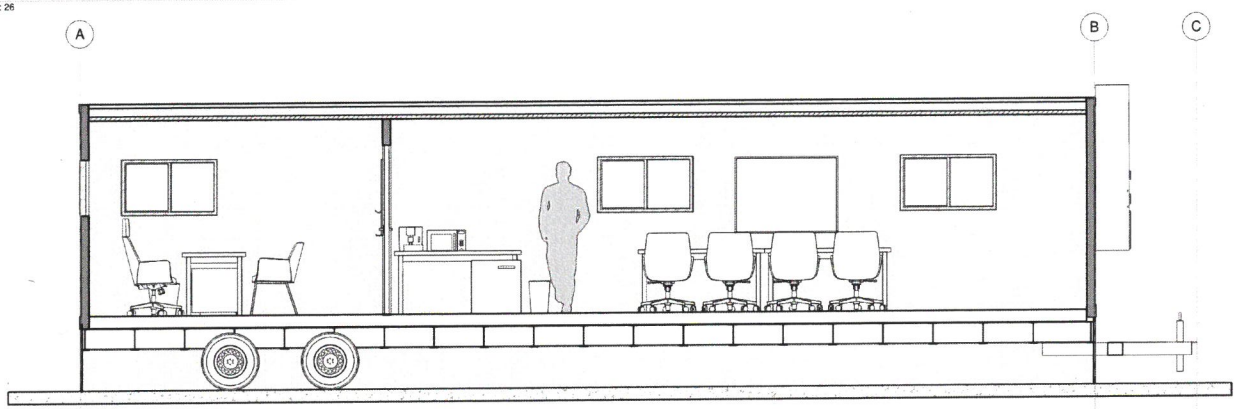
Existing View from Loveridge Road at Railroad Crossing

Existing View Looking South

Trailer Floor Plan



1 00-GENERAL PLAN
1 : 26



2 Section 1
1 : 26

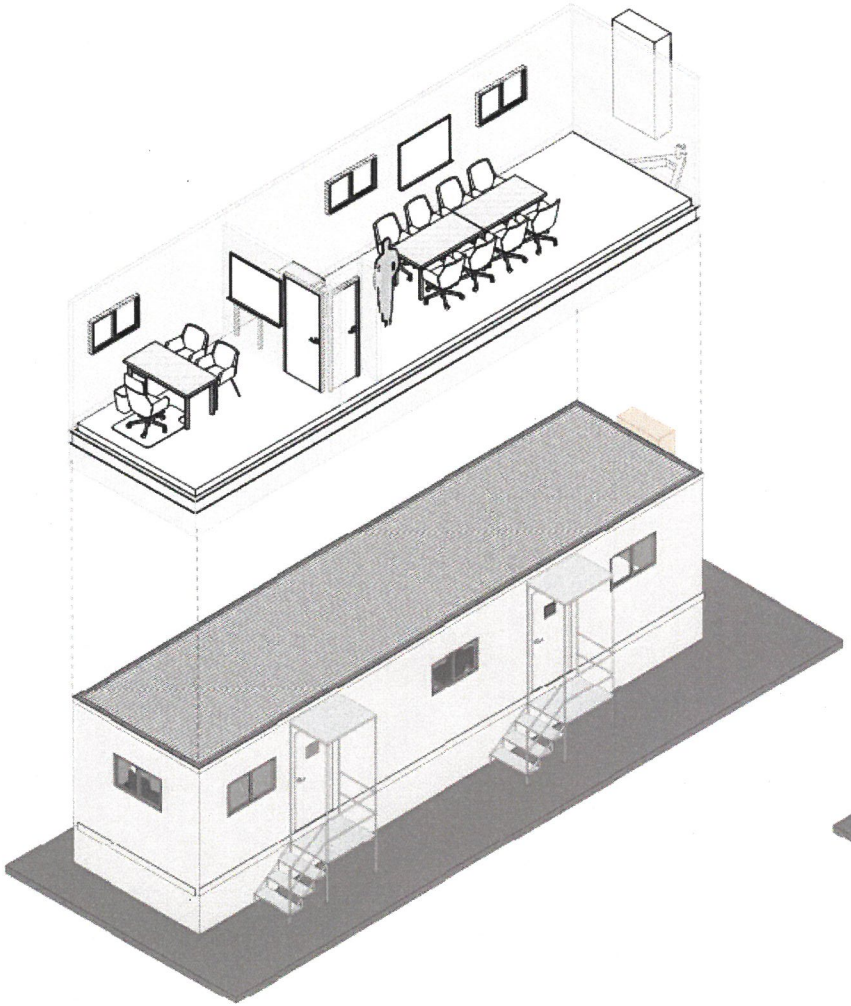
VAPS PACKAGES	
ELEMENT	QUANTITY
COAT HOOK	1
COFFEE POT	1
CONFERENCE TABLE 5FT	2
CONVENIENCE STARTER KIT	1
DESK 5FT	1
FLOOR MAT	1
LUXHIDE EXECUTIVE CHAIR	1

VAPS PACKAGES	
ELEMENT	QUANTITY
MANAGER CHAIR	8
MICROWAVE	1
MINI- FRIDGE	1
OFFICE SUPPLY STARTER KIT	1
PEDESTAL	1
SIDE CHAIR	2
TRASH CAN	2

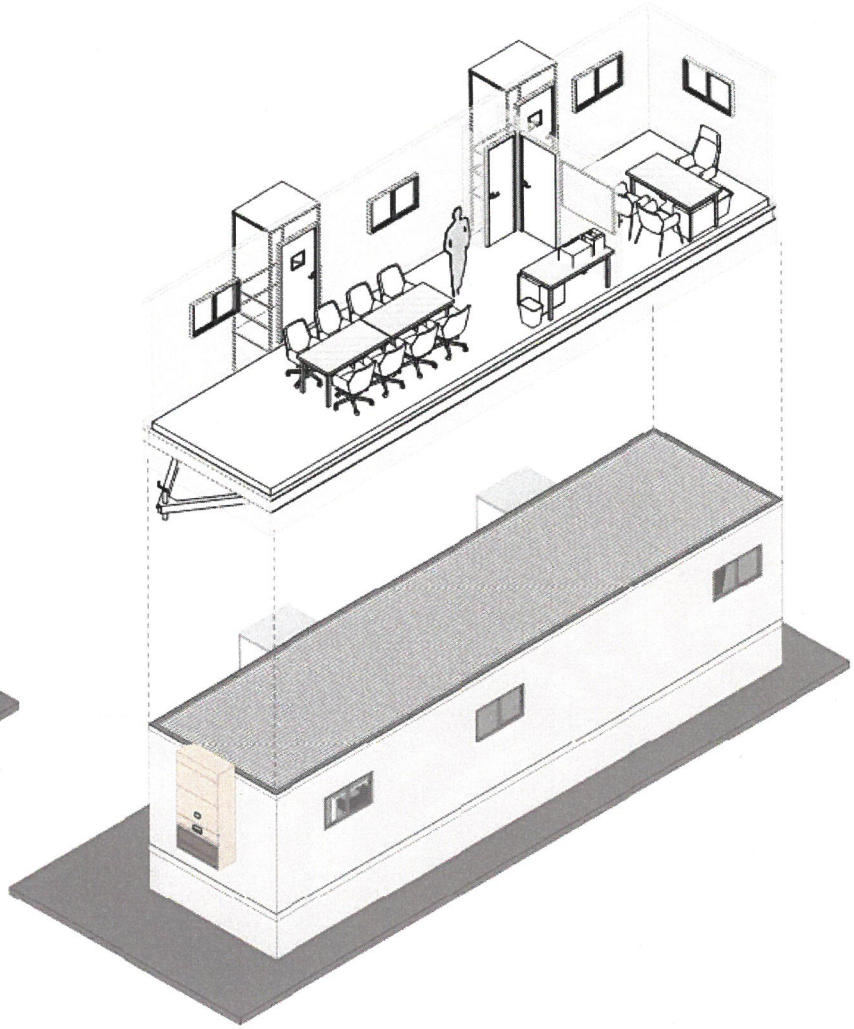
VAPS PACKAGES	
ELEMENT	QUANTITY
UTILITY TABLE 5FT	1
WHITE BOARD	2

TOTAL:
(1) PREMIUM OFFICE PACKAGE
(1) PREMIUM CONFERENCE ROOM PACKAGE
(2) PREMIUM ENTRANCE PACKAGES

Trailer Elevations



1 FRONT FACADE



1 REAR FACADE

BEFORE THE ZONING ADMINISTRATOR OF THE CITY OF PITTSBURG

In the Matter of:

Resolution Approving Construction of a 603 Square-Foot Accessory Structure at 1121 Arcy Lane, for "Delta Diablo RWF Emergency Backup Generator, AP-18-1312 (AD)."	)))))	Resolution No. 306

The Zoning Administrator DOES RESOLVE as follows:

Section 1. Background

A. On January 31, 2018, Sean Williams, on behalf of Delta Diablo, filed Administrative Design Review Application No. 18-1312, requesting approval to construct a new 603 square-foot accessory structure, which is intended to house an emergency backup generator and restroom. The structure would be placed adjacent to existing electrical building. The subject site is located at 1121 Arcy Lane, in the IG (General Industrial) District. APN 073-230-041.

B. The proposed project is governed by the policies, development standards, and guidelines contained in the Pittsburg General Plan, Pittsburg Municipal Code (PMC) Title 18 (Zoning), and the City of Pittsburg Development Review Design Guidelines (DRDG; Planning Commission Resolution No. 9864).

C. On September 25, 2012, the Planning Commission adopted Resolution No. 9918, delegating certain types of design review projects to the Zoning Administrator. Design review of this project is delegated to the Zoning Administrator under Category 8, "Ancillary Structures" of Planning Commission Resolution No. 9918.

D. On February 13, 2018, a Notice of Intent to exercise staff delegated authority for this project was included on the Planning Commission agenda.

E. Design review approval can be granted by the Zoning Administrator only after a determination is made that the proposed project is consistent with PMC section 18.36.220 (B).

F. This project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) under Class 3, "New Construction or Conversion of Small Structures" of the state CEQA Guidelines, section 15303.

Section 2. Findings

A. Based on all the information contained in the Planning Division files on this

A. Based on the findings set forth above, the Zoning Administrator hereby approves Administrative Design Review Application No. 18-1312, subject to the following conditions.

1. The project shall be constructed in substantial conformity with the project plans, elevations, and color samples date stamped January 31, 2018, included as "Exhibit A" to this resolution, except as modified below.

2. All gutters, downspouts, flashing vents, utility equipment, and similar items shall be painted to match the building exterior to which they are directly attached.

3. The exterior of the structure shall be maintained in a good condition at all times, including but not limited to the color integrity of the façade.

4. The site shall be kept clean and free of all litter, debris, and refuse.

5. All site landscaping shall be maintained so as to remain thriving and free of weeds.

6. The applicant shall ensure that detergents/degreasers are never used in the process of outdoor cleaning, and that employees use dry cleanup methods whenever possible.

7. All site development shall comply with Title 15 (Building and Construction) of the Pittsburg Municipal Code.

8. 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 this resolution and the Standard Conditions of Development, this resolution shall govern.

9. 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

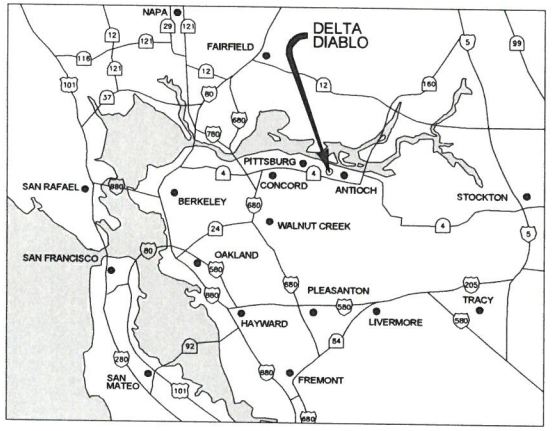
Exhibit A

CONTRACT DOCUMENTS FOR
CONSTRUCTION OF

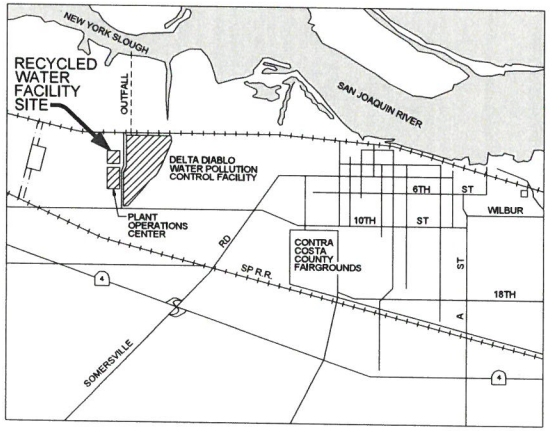
DELTA DIABLO RECYCLED WATER FACILITY
EMERGENCY BACKUP GENERATOR
PROJECT NO. 15126

DECEMBER 2017

VOLUME 2 OF 2



VICINITY MAP
NOT TO SCALE



LOCATION MAP
NOT TO SCALE

GENERAL MANAGER
VINCE DE LANGE

DEPUTY GENERAL MANAGER
MIKE BAKALDIN

BOARD OF DIRECTORS
FEDERAL GLOVER
SEAN WRIGHT
PETE LONGMIRE

Delta Diablo
TRANSFORMING WASTEWATER TO RESOURCES

APPROVED BY
THE CITY OF PITTSBURG
___ Planning Department
_X_ Zoning Administrator
___ Planning Commission
___ City Council

App. No. AP-18-1312
Reso. No. 3016
Date Approved: 2-28-18
Signature: Celina F Palmer

DELTA DIABLO ENGINEERING SERVICES
2500 PITTSBURG-ANTIOCH HIGHWAY
ANTIOCH, CA 94509

P: 925-756-1900
F: 925-756-1960

www.deltadiablo.org

100% SUBMITTAL

PREPARED UNDER THE DIRECTION OF:
DAVID RICHARD
DATE: 12/20/2017

ACCEPTED FOR USE:
VINCE DE LANGE
General Manager
Date:

COVER SHEET

RWF EMERGENCY BACKUP GENERATOR
PROJECT NO. 15126

Delta Diablo

DESIGN: DR
DRAWN: ZA/CH
REVIEWED: DR
DATE: 12/20/2017
SCALE: AS NOTED

NO.	DATE	BY	REVISIONS

SHEET NO.
1 OF 33

DWG. NO.
G0.10

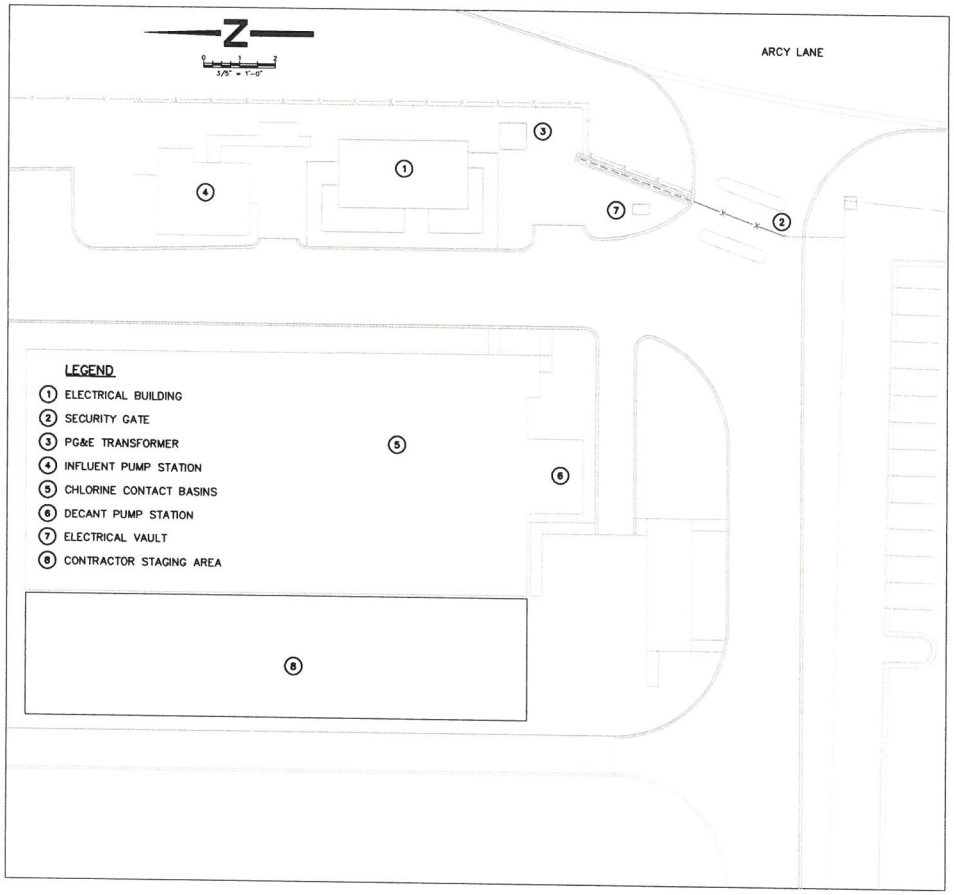
APPROVED BY
THE CITY OF PITTSBURG

Planning Department
X Zoning Administrator
___ Planning Commission
___ City Council

App. No. AP-18-1312
Reso. No. 306
Date Approved: 2-28-18
Signature: Celina F Palmer

DRAWING LIST

SHEET #	DRAWING	TITLE
	GENERAL	
1	G0.10	COVER SHEET
2	G0.20	DRAWING LIST – CONTRACTOR STAGING AREA – INGRESS AND EGRESS ROUTE
3	G0.30	LIST OF ABBREVIATIONS AND SYMBOLS
4	G0.40	GENERAL NOTES
	CIVIL	
5	C1.00	EXISTING SITE AND DEMOLITION PLAN
6	C1.01	BUILDING SITE PLAN
7	C1.02	SITE PIPING PLAN
8	C1.03	GRADING PLAN
9	C1.04	CIVIL DETAILS
	ARCHITECTURAL	
10	A1.00	FLOOR PLAN – ELEVATIONS – ROOF PLAN
11	A1.01	DETAILS
12	A1.02	DOOR AND HARDWARE SCHEDULE
	STRUCTURAL	
13	S1.00	ABBREVIATIONS AND GENERAL NOTES
14	S1.01	CONCRETE NOTES AND DETAILS
15	S1.02	CONCRETE DETAILS
16	S1.03	EQUIPMENT PAD DETAILS
17	S1.04	CMU DETAILS
18	S1.05	STEEL DETAILS
19	S1.06	FOUNDATION, ROOF PLAN, AND BUILDING SECTIONS
	MECHANICAL	
20	M1.00	TITLE 24
21	M1.01	INTERIOR PIPING PLAN
22	M1.02	RESTROOM HVAC
	ELECTRICAL	
23	E1.0	SYMBOLS & ABBREVIATIONS
24	E2.0	ELECTRICAL SITE PLAN
25	E3.0	ELECTRICAL BUILDING PLAN – LIGHTING, RECEPTACLES, AND VENTILATION
26	E4.0	ELECTRICAL BUILDING PLAN – POWER, CONTROL, AND INSTRUMENTATION
27	E5.0	EMERGENCY SWITCHBOARD ELEVATION VIEWS AND ONE-LINE
28	E6.0	PLANT ONE-LINE AND INTERCONNECT DETAILS
29	E7.0	CONTROL SCHEMATICS
30	E8.0	CONDUIT & I/O SCHEDULES
31	E9.0	PLC POWER SCHEMATIC
32	E10.0	ELECTRICAL DETAILS AND SCHEDULES
33	E11.0	CONTROL PANEL B.O.M. & ELEVATION



CONTRACTOR STAGING AREA

NOTE:

1. CONTRACTOR SHALL MAINTAIN ACCESS TO ALL PORTIONS OF THE PLANT FOR PLANT PERSONNEL AT ALL TIMES.
2. CONTRACTOR SHALL COORDINATE WITH PLANT STAFF FOR ACCESS AND MOVEMENT AROUND PLANT.
3. CONTRACTOR STAGING AREA SHOWN IS APPROXIMATE, ACTUAL STAGING AREA SHALL BE DESIGNATED BY THE CONSTRUCTION REPRESENTATIVE PRIOR TO MOBILIZATION.

100% SUBMITTAL

PREPARED UNDER THE DIRECTION OF: DAVID RICHARD DATE: 12/20/2017

ACCEPTED FOR USE: VINCE DE LANGE, General Manager Date:

NV5

DRAWING LIST
CONTRACTOR STAGING AREA
INGRESS AND EGRESS ROUTE
RWF EMERGENCY BACKUP GENERATOR
PROJECT NO. 15126

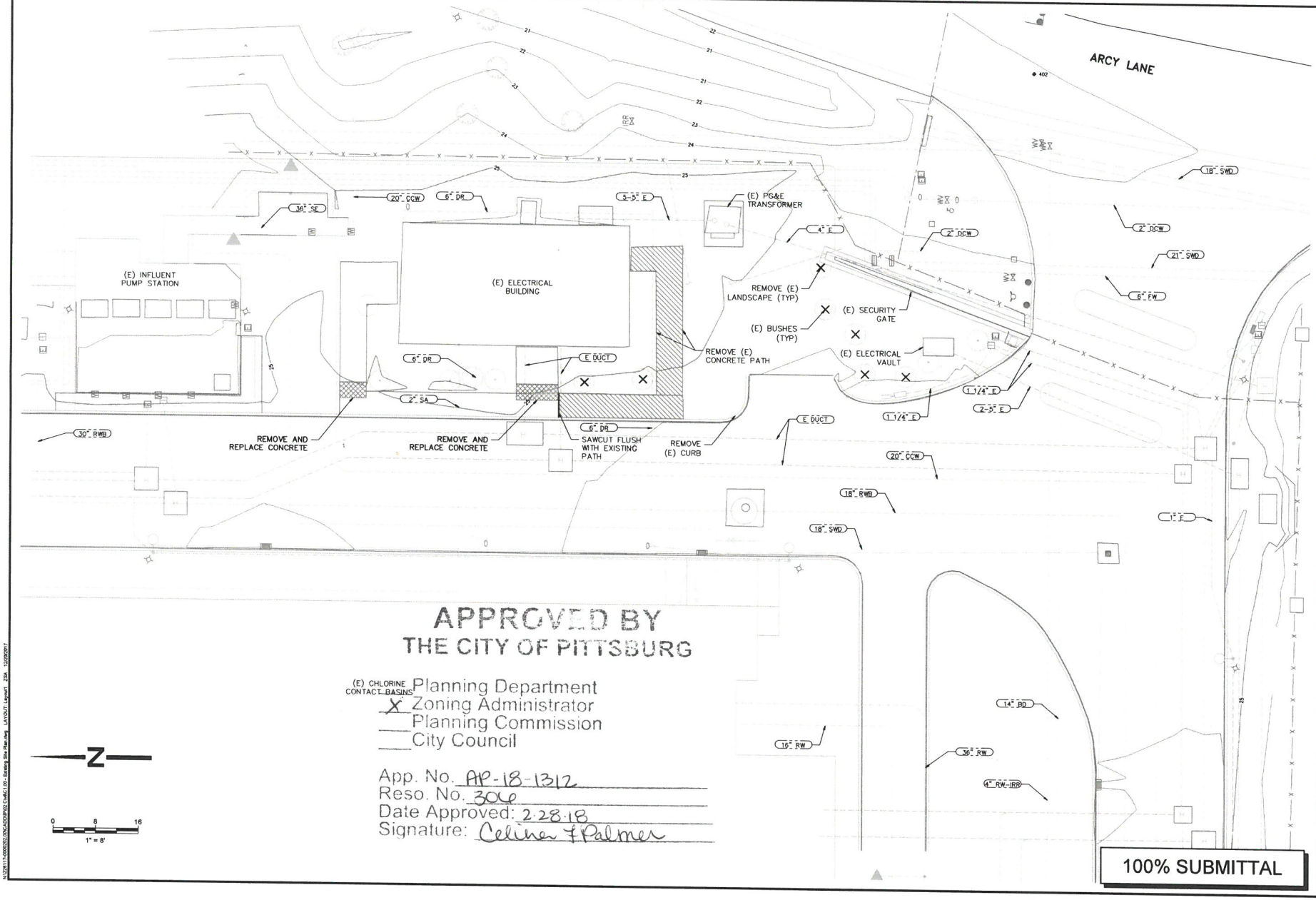
Delta Diablo

NO.	DATE	BY	REVISIONS

DESIGN: DR
DRAWN: ZA/CH
REVIEWED: DR
DATE: 12/20/2017
SCALE: AS NOTED

SHEET NO. 2 OF 33
DWG. NO. G0.20

N:\C08111-0000202.00\CADD\PDF\ General\G0.20- Drawing List & Site Plan ZSA 12/20/2017



APPROVED BY
THE CITY OF PITTSBURG

Planning Department
X Zoning Administrator
___ Planning Commission
___ City Council

App. No. AP-18-1312
Reso. No. 306
Date Approved: 2.28.18
Signature: Celina F Palmer

N

0 8 16
1" = 8'

100% SUBMITTAL

PREPARED UNDER THE DIRECTION OF:
DAVID RICHARD
12/20/2017
DATE:

ACCEPTED FOR USE:
VINCE DE LANGE
General Manager
Date:

EXISTING SITE AND DEMOLITION PLAN

RWF EMERGENCY BACKUP GENERATOR
PROJECT NO. 15128

Delta Diablo

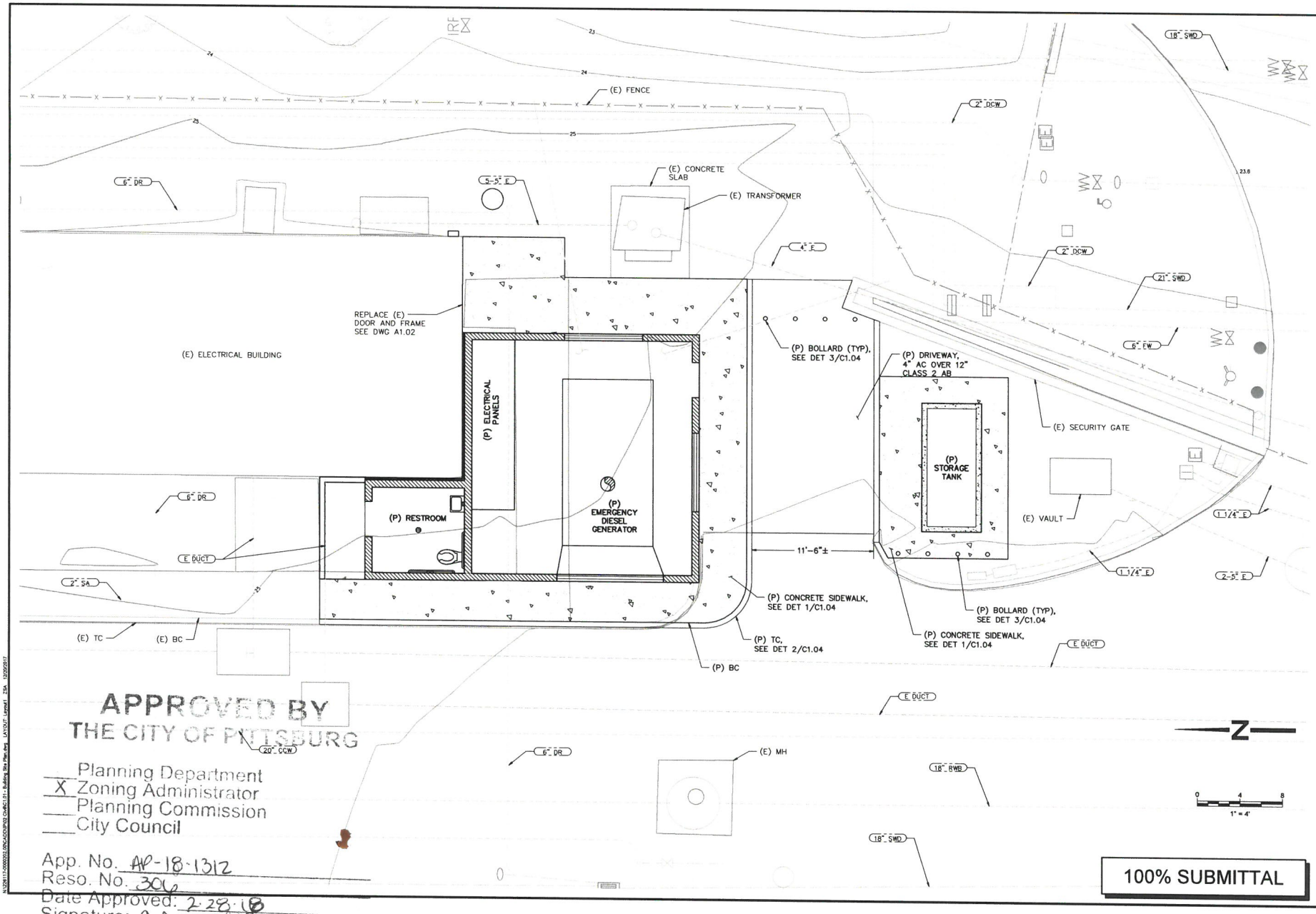
NO.	DATE	BY	REVISIONS

DESIGN: DR
DRAWN: ZA/CH
REVIEWED: DR
DATE: 12/20/2017
SCALE: AS NOTED

SHEET NO.
5 OF 33

DWG. NO.
C1.00

N:\C28117-2000\202-00\CAD\DWG\Civil\C1.00 - Existing Site Plan.dwg LAYOUT: Layout1 ZA 12/20/2017



APPROVED BY
THE CITY OF PITTSBURG

___ Planning Department
X Zoning Administrator
___ Planning Commission
___ City Council

App. No. AP-18-1312
Reso. No. 306
Date Approved: 2-28-18
Signature: Celina F Palmer

100% SUBMITTAL

PREPARED UNDER THE DIRECTION OF: DAVID RICHARD
DATE: 12/20/2017
NV5

ACCEPTED FOR USE: VINCE DE LANGE, General Manager
Date: ____

BUILDING SITE PLAN

RWF EMERGENCY BACKUP GENERATOR
PROJECT NO. 15126

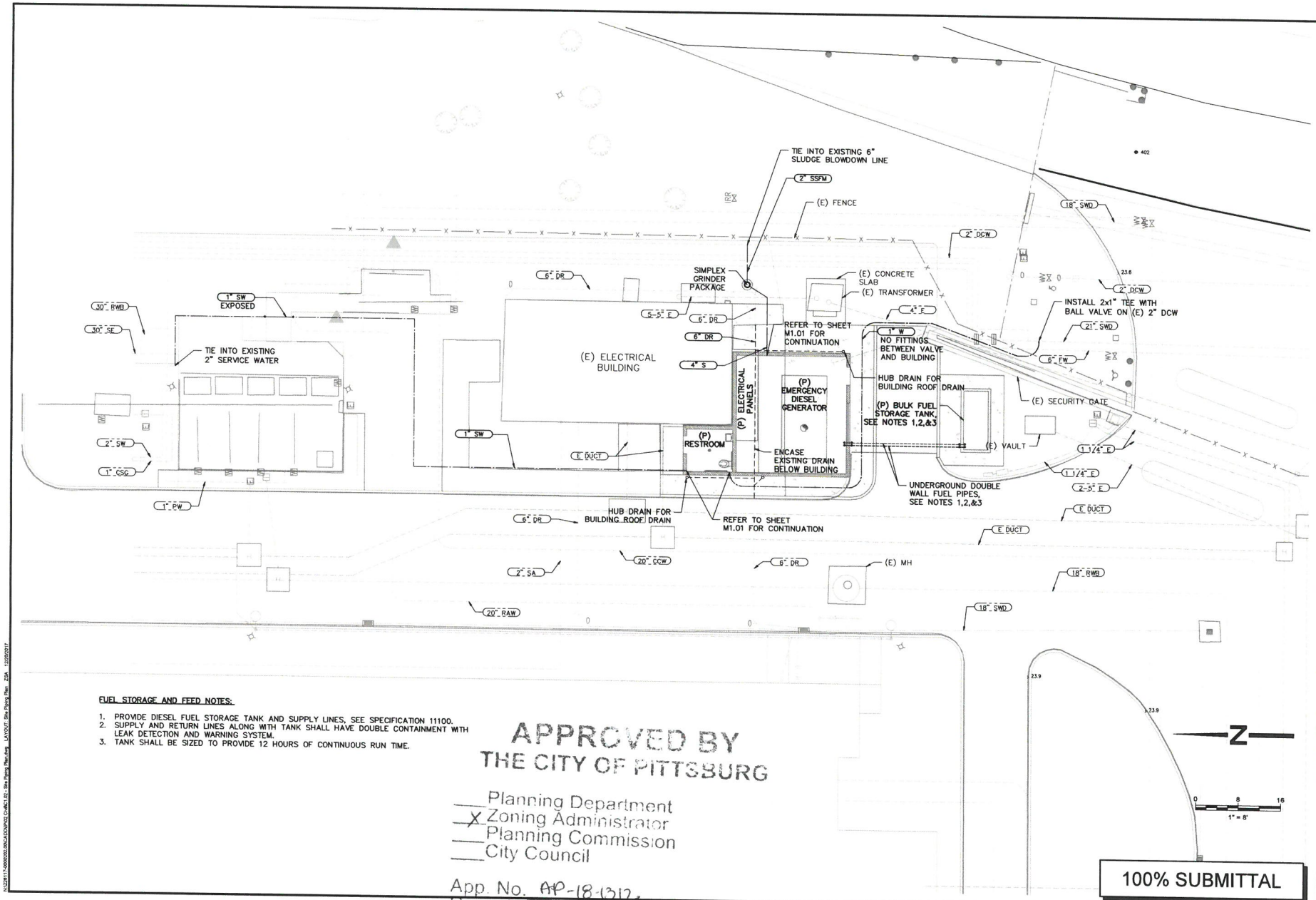
Delta Diablo

NO	DATE	BY	REVISIONS

DESIGN: DR
DRAWN: ZSA
REVIEWED: DR
DATE: 12/20/2017
SCALE: AS NOTED

SHEET NO. 6 OF 33

DWG. NO. C1.01



FUEL STORAGE AND FEED NOTES:

1. PROVIDE DIESEL FUEL STORAGE TANK AND SUPPLY LINES, SEE SPECIFICATION 11100.
2. SUPPLY AND RETURN LINES ALONG WITH TANK SHALL HAVE DOUBLE CONTAINMENT WITH LEAK DETECTION AND WARNING SYSTEM.
3. TANK SHALL BE SIZED TO PROVIDE 12 HOURS OF CONTINUOUS RUN TIME.

APPROVED BY
THE CITY OF PITTSBURG

___Planning Department
_X_Zoning Administrator
___Planning Commission
___City Council

App. No. AP-18-1312
Reso. No. 306
Date Approved: 2-28-18
Signature: Celina F Palmer

100% SUBMITTAL

PREPARED UNDER THE DIRECTION OF:
DAVID RICHARD
12/20/2017
DATE:
NV5

ACCEPTED FOR USE:
VINCE DE LANGE
General Manager
Date:

SITE PIPING PLAN

RWF EMERGENCY BACKUP GENERATOR
PROJECT NO. 15126

Delta Diablo

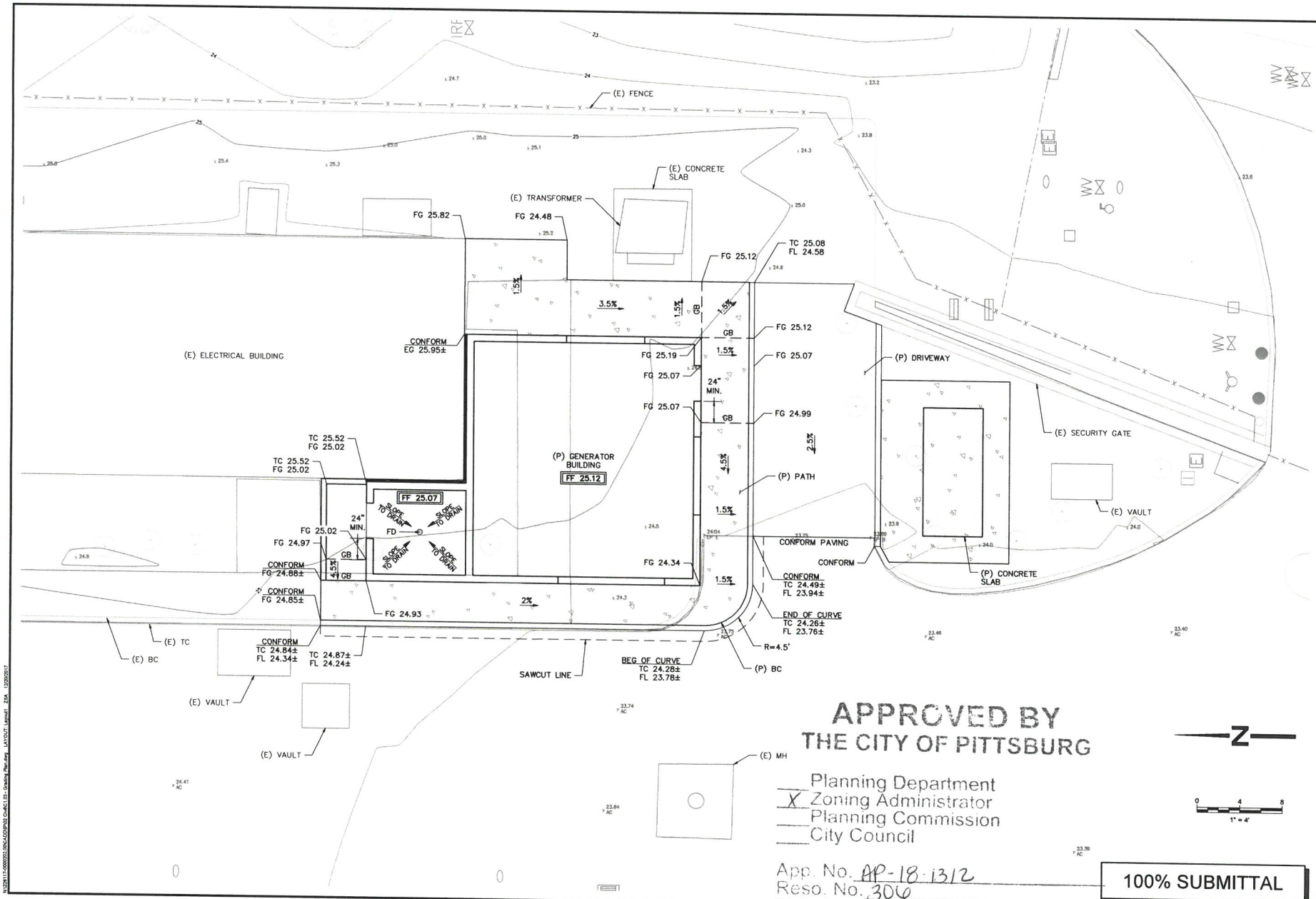
DESIGN: DR
DRAWN: ZA/CH
REVIEWED: DR
DATE: 12/20/2017
SCALE: AS NOTED

NO	DATE	BY	REVISIONS

SHEET NO.
7 OF 33

DWG. NO.
C1.02

N:\25111-2000\25120\CAD\DWG\C1.02 - Site Piping Plan.dwg LAYOUT: Site Piping Plan ZA 12/20/2017



APPROVED BY
THE CITY OF PITTSBURG

___ Planning Department
X Zoning Administrator
___ Planning Commission
___ City Council

App. No. AP-18-1312
Reso. No. 306
Date Approved: 2-28-18
Signature: Celina Palmer

100% SUBMITTAL

PREPARED UNDER THE DIRECTION OF:
DAVID RICHARD
12/20/2017
DATE:

ACCEPTED FOR USE:
VINCE DE LANGE
General Manager
Date:

GRADING PLAN

RWF EMERGENCY BACKUP GENERATOR
PROJECT NO. 15126

Delta Diablo

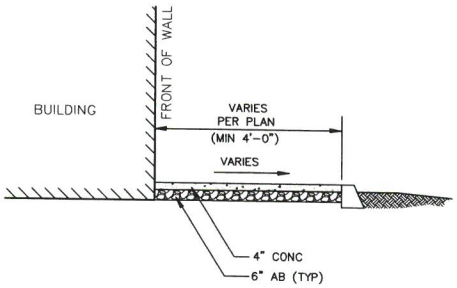
NO.	DATE	BY	REVISIONS

DESIGN: DR
DRAWN: ZSA
REVIEWED: DR
DATE: 12/20/2017
SCALE: AS NOTED

SHEET NO.
8 OF 33

DWG. NO.
C1.03

N:\2811\7-0000202-00\CAD\DWG\ CivilC1.03 - Grading Plan.dwg LAYOUT: Layout1 ZSA 12/20/2017



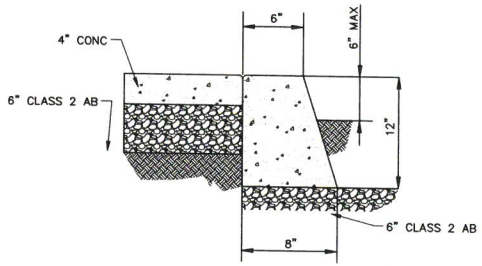
CONCRETE SIDEWALK

NOT TO SCALE

1 / C1.01

NOTES:

1. PROVIDE SCORED CONTROL JOINTS AT 4'-0" MAX CENTERS.
2. PROVIDE PREMOLDED EXPANSION JOINTS AT 20'-0" MAX ON CENTER AND AT ALL CORNERS. WHERE ADJACENT TO CURB, ALIGN WITH CURB EXPANSION JOINT LOCATIONS.



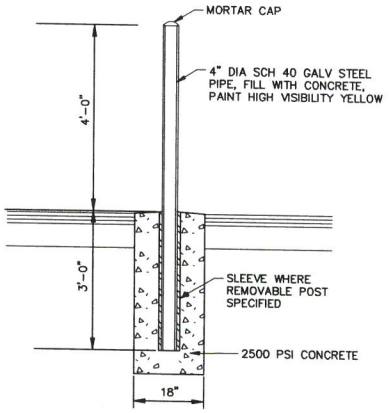
FLUSH CURB

NOT TO SCALE

2 / C1.01

NOTE:

1. PROVIDE PREMOLDED EXPANSION JOINTS AT 50'-0" MAX ON CENTER AND AT ALL CURVE RETURNS.



BOLLARD

NOT TO SCALE

3 / C1.01

APPROVED BY
THE CITY OF PITTSBURG

___ Planning Department
X Zoning Administrator
___ Planning Commission
___ City Council

App. No. AP-18-1312
Reso. No. 306
Date Approved: 2.28.18
Signature: Celina F Palmer

100% SUBMITTAL

PREPARED UNDER THE DIRECTION OF: DAVID RICHARD 12/20/2017 DATE:

ACCEPTED FOR USE: VINCE DE LANGE General Manager Date:

CIVIL DETAILS

RWF EMERGENCY BACKUP GENERATOR
PROJECT NO. 15126

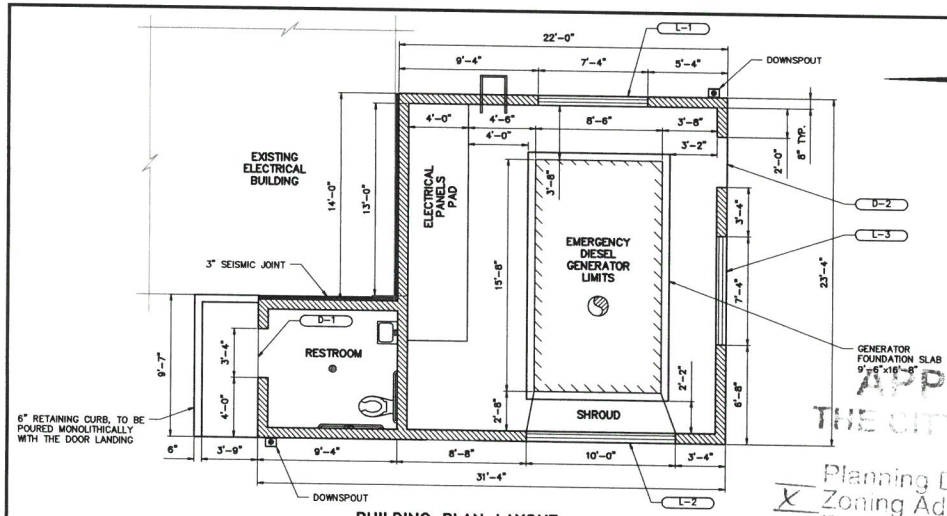
Delta Diablo

NO	DATE	BY	REVISIONS

DESIGN: DR
DRAWN: CEH
REVIEWED: DR
DATE: 12/20/2017
SCALE: AS NOTED

SHEET NO. 9 OF 33

DWG. NO. C1.04



BUILDING PLAN LAYOUT

1/4" = 1'-0"

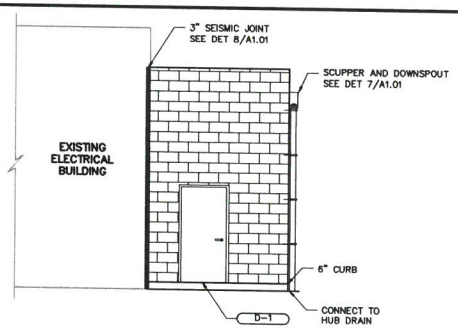
D-X DOOR #X, SEE "DOOR, FRAME, AND LOUVER SCHEDULE" ON DRAWING NO. A1.02

L-X LOUVER #X, SEE "DOOR, FRAME, AND LOUVER SCHEDULE" ON DRAWING NO. A1.02

APPROVED BY THE CITY OF PITTSBURG

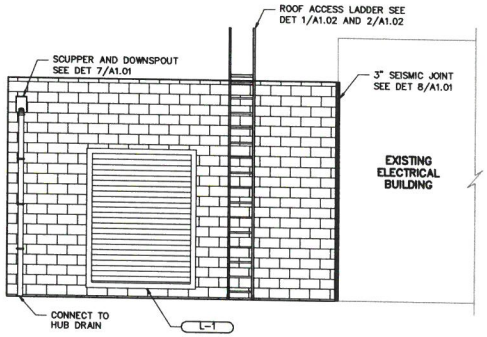
Planning Department
X Zoning Administrator
Planning Commission
City Council

App. No. AP-18-1312
Reso. No. 306
Date Approved: 2.28.18
Signature: Celina F. Palmer



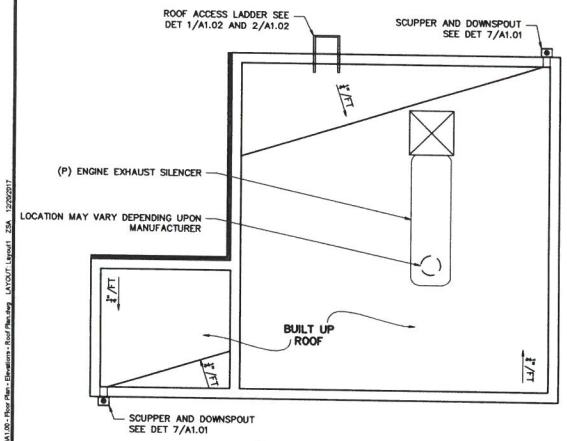
NORTH ELEVATION

1/4" = 1'-0"



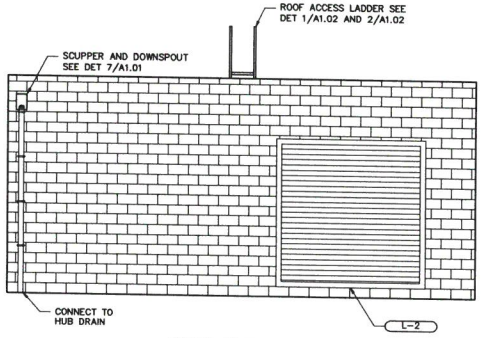
EAST ELEVATION

1/4" = 1'-0"



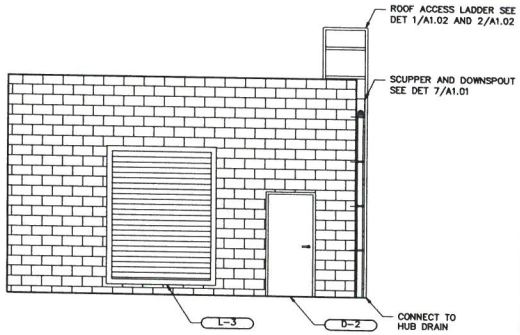
ROOF PLAN

1/4" = 1'-0"



WEST ELEVATION

1/4" = 1'-0"



SOUTH ELEVATION

1/4" = 1'-0"

100% SUBMITTAL

PREPARED UNDER THE DIRECTION OF: DAVID RICHARD 12/20/2017 DATE:

NVS

ACCEPTED FOR USE: VINCE DE LANGE General Manager Date:

FLOOR PLAN - ELEVATIONS - ROOF PLAN

RWF EMERGENCY BACKUP GENERATOR
PROJECT NO. 15126

Delta Diablo

NO.	DATE	BY	REVISIONS

DESIGN: DR
DRAWN: ZSA
REVIEWED: DR
DATE: 12/20/2017
SCALE: AS NOTED

SHEET NO. 10 OF 33

DWG. NO. A1.00

APPROVED BY
THE CITY [illegible]

___ Planning Department
_X_ Zoning Administrator
___ Planning Commission
___ City Council

App. No. AP-18-1312
Reso. No. 306
Date Approved: 2-28-18
Signature: Celina I Pali

STANDARD CONDITIONS OF DEVELOPMENT
(Planning Commission Resolution No. 8931)

All projects approved by the Planning Commission must meet the following standard conditions unless specifically exempted by the Commission or Council.

A. Project Site.

1. The applicant shall comply with all regulations and code requirements of the Building Division, Engineering Division, Contra Costa Fire Protection District, the Police Department and any other agencies requiring review of the project. If required, these agencies shall be supplied copies of the final building and site plans.

2. Developer shall provide written notification to adjacent property owners for any drainage work required to collect or convey storm water runoff, which may or will affect their properties.

3. During construction water trucks or sprinkler systems are to be used in sufficient quantities to prevent dust from leaving the site during any earthmoving and/or construction activities. Nonpotable water shall be used from a source approved by the City Engineer. (Title 15 of PMC)

4. Continuous 6" high Portland Concrete Cement curbing shall be provided between all driveways and landscaped areas as indicated in the City of Pittsburg Standard Details. In addition to above, curbing between length of parking space and landscaped area shall include a 12" wide "Courtesy Curb."

5. CC&R's (Covenants, Conditions and Restrictions) for the project shall contain appropriate provisions for joint maintenance of any infrastructure, roadways, utilities, landscaping and irrigation as determined necessary by the City Engineer.

6. Developer shall submit a study addressing on and off-site storm water and sewer system capabilities. If the study indicates that the present system is inadequate, the developer must provide plans and install any additional storm water and sanitary and sanitary sewer facilities including off-site improvements to correct storm water runoff and sanitary sewer demands anticipated for upstream buildout in accordance with the Pittsburg General Plan.

7. Environmental and engineering studies, as directed by the Planning and Building Director, must be complete and on file prior to commencement to plan checking. Developer shall install off-street improvements determined necessary by the City Engineer to provide safe traffic conditions.

8. Developer shall underground existing and required on and off-site utilities as specified in Chapter 17 of the Municipal Code or as deemed necessary by the City Engineer.

9. 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 Pittsburg Municipal Code 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 of that permit.

10. The CC&R's shall restrict the storage of recreational vehicles on this site or parcels unless they are the principle source of transportation for the

irrigation systems shall be fully maintained in sound operating condition with heads periodically cleaned and replaced when missing to insure continued regular watering of landscape areas, and health and vitality of landscape materials.

D. General Requirements

1. Final inspection for occupancy permits will not be granted until all construction and landscaping is complete in accordance with approved plans.

2. The applicant shall defend, indemnify and hold harmless the City of Pittsburg, its agents, officers, and employees from any claim, action, or proceeding against the City or its agents, officers, or employees to attack, set aside, void or annul this approval, or any aspect of the City's consideration of applicant's project. The applicant recognizes and agrees that applicant's voluntary commitment to meet the obligations described in this condition is an integral factor in the City's approval of this project. The intent of this condition is to require the applicant to bear the cost of any and all litigation instituted to overturn or in any way modify the City's approval of this project. Such costs include without limitation, any award of attorney's fees and costs to a prevailing plaintiff or petitioner. In the event the city becomes aware of any such claim, action, or proceeding, the City shall promptly notify the applicant and shall cooperate fully in the defense. If the City fails to promptly notify the applicant, or if the City fails to cooperate fully in the defense, the applicant shall not thereafter be responsible to defend, indemnify, or hold harmless the City. Nothing contained in this condition prohibits the City from participating in the defense of any claim, action, or proceeding, it both the following occur: (a) the City bears its own attorneys' fees and costs; and (b) the City defends the action in good faith. The applicant shall not be required to pay or perform any settlement unless the applicant approves the settlement.

3. It is required by State Law (Business and Professional Code Section No. 5537 & 5538 and Section 302(b) of the Uniform Building Code) that all commercial buildings, new or existing must have a licensed professional designer (Architect, Civil or Structural Engineer) to design all changes of use or occupancy as well as new construction.

4. The applicant shall submit a complete area water pressure availability study for all phases of the Project prior to issuance of any development permits. If the study indicates that the present system is inadequate, the Applicant must provide plans, which will demonstrate any remedial action necessary to abate the deficiency and shall take all necessary actions at the applicant's expense.

5. This use permit may be recalled to the Planning Commission for review at any time due to complaints regarding lack of compliance with conditions of approval, traffic congestion, noise generation, or other adverse operating characteristics. At such time, the Commission may revoke the use permit or add/modify conditions approval.

6. It is the responsibility of the applicant or developer to check with each agency for requirements that may pertain to their project.

7. All signs shall be submitted to the Planning Division for design review per Title 19 of the Pittsburg Municipal Code.

8. All landscape areas shall be maintained in a healthy, thriving and weed free condition.