



City of Pittsburg Planning Commission Agenda

May 14, 2019

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

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

Planning Commission Members

**Elissa Robinson, Chair
Sarah Foster, Vice-Chair
J. Faye Fields, Commissioner
Christopher Moreno, Commissioner
Dr. Trinh Nguyen, Commissioner
Michael Caliguire, Commissioner
James Coniglio, 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

CONSENT

1. **Minutes**
Meeting Minutes of April 23, 2019

PUBLIC HEARINGS

2. **Public Storage Redevelopment (525 California Avenue), AP-18-1315 (RZ, DR, TRP)**
This is a continued public hearing on a request by Public Storage, Inc., for a recommendation to City Council for approval of: 1) a zoning amendment to establish a PD-O (Planned Development with a Limited Overlay) District to increase the allowable floor-area-ratio from 1.0 to 1.75, reduce the required first floor height of commercial structures from 15 feet to 10 feet, and allow self-storage facilities as a permitted use; 2) design review to demolish the existing self-storage facility, and replace it with a new, three-story, climate-controlled building totaling approximately 151,392 square feet; and 3) a tree removal permit to remove four protected trees. The project site is located at 525 California Avenue, and is within the High School Village Subarea of the Railroad Avenue Specific Plan (RASP) PD (Planned Development, Ordinance No. 09-1319) District, and has a RASP land use designation of TOD-M (Transit Oriented Development – Medium Density). Assessor's Parcel No. 073-270-088.
3. **Alves Ranch Project, AP-18-1348 (GP, RZ, VTM, DR, DA)**
This is a public hearing on a request by William Lyon Homes, Inc., for a recommendation to City Council for approval of: 1) a General Plan map amendment to change the 57.81-acre site's land use designation to 'Medium Density Residential' (approx. 46 acres) and 'Community Commercial' (approx. 12 acres); 2) a zoning map amendment to rezone the site to PD (Planned Development) District and CC (Community Commercial) District; 3) an amended vesting tentative map to facilitate the construction of 346 single family dwelling units (along with 10 accessory dwelling units), the 12-acre commercial site, and ancillary features; 4) design review of

landscape and architectural plans for the residential portion; and 5) a development agreement. The project site is located along the north side of West Leland Road, south of State Route 4, at the intersection of Alves Ranch Road. Assessor's Parcel Nos. 093-460-001; 093-460-002; and 093-460-005.

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**

April 23, 2019

A regular meeting of the Pittsburg Planning Commission was called to order by Chair Robinson at 7:00 p.m. on Tuesday, April 23, 2019, in the Council Chamber at City Hall, 65 Civic Avenue, Pittsburg, California.

ROLL CALL

Present: Chair Robinson, Vice-Chair Foster, Commissioners Fields, Moreno, Nguyen, Caliguire, Coniglio

Staff: Director of Community Development Jill Hecht, Planning Manager/ Secretary Kristin Pollot, Senior Planner Hector Rojas, Deputy City Clerk Amanda McVey, Administrative Coordinator Shelby Rose

PLEDGE OF ALLEGIANCE

Commissioner Fields led the Pledge of Allegiance.

DELETIONS / WITHDRAWALS / CONTINUANCES

There were no deletions, withdrawals, or continuances.

COMMENTS FROM THE AUDIENCE

There were no comments from the audience.

PRESENTATIONS

There were no presentations.

CONSENT

1. Minutes of April 9, 2019

On motion by Commissioner Coniglio seconded by Commissioner Moreno to approve and carried unanimously.

STUDY SESSION

2. Pittsburg Moves

A study session to provide the Planning Commission with an update on the status of Pittsburg Moves – the City's bicycle and pedestrian master plan.

Senior Planner Hector Rojas along with Carrie Modi gave a presentation.

Bruce Ohlson, Pittsburg, stated he and the bicycle community is very pleased with the progress Pittsburg Moves has made. He also spoke about educating bicyclists.

The Commissioners discussed and provided feedback to staff related to bicycle and pedestrian safety.

3. Railroad Avenue Specific Plan (RASP) Refresher

An informational session intended to provide a general overview of the content (land use, design and vision) of the existing Railroad Avenue Specific Plan, which was originally adopted by the City Council in 2009.

Planning Secretary / Planning Manager Kristin Pollot gave a presentation.

The Commissioners discussed and asked factual questions regarding the Railroad Avenue Specific Plan.

ZONING ADMINISTRATOR REPORTS

4. Submittal of Adopted Zoning Administrator Resolutions

The Zoning Administrator submit Resolution No. 336, Wow Smiles Awning Installation, AP-19-1405 (AD), previously approved under the delegated authority (Planning Commission Resolution No. 9918).

The Commissioners acknowledged receipt of the previously adopted resolution.

STAFF COMMUNICATIONS

There were no staff communications.

COMMITTEE REPORTS

There were no committee reports.

ADJOURNMENT

The meeting was adjourned at 7:55 p.m. to May 14, 2019.

Respectfully Submitted,

Kristin Pollot, AICP, Secretary

**CITY OF PITTSBURG
PLANNING COMMISSION
STAFF REPORT
May 14, 2019**

ITEM: Public Storage Redevelopment (525 California Avenue), AP-18-1315 (RZ, DR, TRP).

ORIGINATED BY: Mark Kennedy, Public Storage, Inc., 701 Western Avenue, Glendale, CA 91201

SUBJECT: This is a continued public hearing on a request by Public Storage, Inc., for a recommendation to City Council for approval of: 1) a zoning amendment to establish a PD-O (Planned Development with a Limited Overlay) District to increase the allowable floor-area-ratio from 1.0 to 1.75, reduce the required first floor height of commercial structures from 15 feet to 10 feet, and allow self-storage facilities as a permitted use; 2) design review to demolish the existing self-storage facility, and replace it with a new, three-story, climate-controlled building totaling approximately 151,392 square feet; and 3) a tree removal permit to remove four protected trees. The project site is located at 525 California Avenue, and is within the High School Village Subarea of the Railroad Avenue Specific Plan (RASP) PD (Planned Development, Ordinance No. 09-1319) District, and has a RASP land use designation of TOD-M (Transit Oriented Development – Medium Density). Assessor's Parcel No. 073-270-088.

RECOMMENDATION:

Staff recommends that the Commission adopt Resolution No. 10120, recommending City Council approval of Rezoning, Design Review and Protected Tree Removal Application No. 18-1315, subject to conditions.

BACKGROUND:

On April 15, 1985, the City Council adopted Ordinance No. 85-875, approving a development plan for the construction of a 44,530 s.f. self-storage facility on two acres of vacant land located at 525 California Avenue. The self-storage facility was subsequently constructed in accordance with that plan and has been in operation ever since.

Land Use Subcommittee: On September 14, 2017, the applicant submitted a preliminary plan review application to solicit feedback from the City's Land Use Subcommittee on a potential redevelopment of the site in order to construct a brand-new, modernized storage facility with increased capacity. On September 19, 2017, the Land Use Subcommittee met to discuss the proposal which included an increase in the maximum allowable FAR from 1.0 to 1.75 in order to facilitate redevelopment of the site, as well as a potential reduction in the 10 percent landscaping requirement. While the Subcommittee was unanimously supportive of the increased FAR and redevelopment of the site, concerns were raised regarding the potential request for reduced landscape requirements, and it was recommended the applicant utilize landscaping to soften the

appearance of walls of the north side of the building, which would be visible from neighboring homes. As such, the applicant has not pursued reduced landscaping.

Public Outreach: On July 17, 2018, the applicant presented the proposed project to nearby residents of the Stone Harbour Subdivision at the Home Owners' Association (HOA) Board Meeting. During the meeting, the residents and HOA Board voiced their appreciation for the applicant's willingness to meet and discuss the project, and generally supported the redevelopment. Residents' main concern and request of the applicant was that several of the large, mature Blackwood Acacia trees along the northern project boundary be trimmed and better maintained, as they were beginning to show signs of potentially damaging the existing wall and neighboring properties.

Planning Commission Study Session: On November 27, 2018, the Planning Commission held a study session to review the proposed application and provide feedback. During the study session, Commissioners generally supported the project, and did not express any concerns regarding the proposed PD-O zoning or the architectural design of the new structure. The Commission did express concerns regarding: solar access for neighboring properties, particularly the two residential properties directly adjacent to the north of the project site; the ability for large trucks to turn within the proposed drive aisles; and the locations of the proposed entry and exit.

PROJECT DESCRIPTION:

Existing Conditions: As mentioned above, the existing two-acre site is fully developed as a storage facility consisting of four, one-story buildings with walk-up garage-style units, as well as a rental office and second story apartment. The existing facility is over 30 years old, shows signs of wear and tear, and is the first thing those taking the westbound State Route 4 Railroad Avenue/Harbor Street offramp see when exiting the freeway.

Surrounding Land Uses: See Attachment 4, "Project Location Map and Existing Conditions," for an overview of surrounding uses.

Proposed Project: Public Storage is proposing to demolish the existing storage facility and redevelop the project site with a new, three-story, climate-controlled building. In order to facilitate this redevelopment, the applicant is proposing to establish a Limited Overlay (PD-O) District, which would amend the RASP Development Standards applicable to this parcel in order to allow for: 1) an increase in the maximum allowable FAR (from 1.0 to 1.75); and 2) a reduction in the minimum first floor height of commercial structures (from 15 feet to 10 feet). In addition, the applicant is requesting that "Warehousing and Storage, Limited," be added to the list of permitted uses, in order to eliminate the site's legal non-conforming status.

The proposed three-story storage building would total approximately 151,392 s.f.; the total square footage would include an approximately 1,300 s.f. leasing office, as well as a lobby within the storage area that would provide access to three elevators, as well as restrooms and multiple stairwells. The use would provide approximately 1,105 storage

units with an average size of 100 s.f. As opposed to the existing facility, in which all storage units are accessed from the exterior via roll-up style garage doors, all units within the proposed structure would be accessed from within the interior of the single building, via the lobby located along the north side of the building.

The proposed building has been designed with faux windows located strategically along all building facades, including the southern façade adjacent to California Avenue, and the northern façade visible from the neighboring residences in order to give the appearance of a modern office building and to “soften” the impact of the height of the proposed building. In addition to the fenestration, the structure would include a mix of materials, including a combination of split-face and precision CMU block around the majority of the first floor, and metal paneling at the corners and center of the southern façade in order to accentuate the office entrance and give the appearance of multiple entrances. Aluminum canopies would be located above the areas of the ground floor where windows are placed.

The main site access would come from a driveway at the western end of the project site, near the leasing office. Five parking spots would be located near the office for prospective leasees. A coded entry gate would be located approximately 120 feet behind the property line and would provide limited access to the lobby and unloading area located along the north side of the building, the only public access point to the storage area. Renters would exit the site via an “exit only” driveway along the eastern side of the property.

The applicant is not seeking a reduction in the required landscaping, and as such, approximately 9,860 square feet, or 11.3 percent of the site, would be landscaped, including the placement of 33 new trees, 17 of which would be larger, 24-inch box trees that would use little water and make an instant impact. A five- to 10-foot landscaped area would be located along the interior property lines. A six-foot tall CMU block wall with wall cap would be placed along the side property lines from the respective access gates to the rear property line, while an eight-foot CMU wall with cap would be placed along the northern (rear) property line. A new trash enclosure would be located near the northwest corner of the building, inside of the access gate. While the current site includes a two-story office building with a live-in manager, the proposed use would eliminate this feature. The applicant is requesting approval of a permit to remove four protected trees; however, as noted above, a sufficient number of new trees would be planted to mitigate the loss of the existing, protected trees.

CODE COMPLIANCE:

General Plan: The property has a General Plan land use designation of Mixed Use, which is intended to allow for greater flexibility of land uses around and accessible by transit.

Zoning/Railroad Avenue Specific Plan: The property is currently located within 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.

The proposed zoning amendment would establish a limited overlay district to: 1) increase the allowable floor-area-ratio from 1.0 to 1.75; 2) reduce the required first floor height of commercial structures from 15 feet to 10 feet; and 3) allow self-storage facilities as a permitted use. All other development and design standards specified within the RASP, including allowable building height, would remain.

Attachments 6-8 provide a detailed project consistency analysis with the development and design standards set forth in the RASP.

RASP Architectural and Site Design Criteria: The proposed project is consistent with multiple elements of the RASP Architectural and Site Design Criteria. Specifically, the proposed structure: maximizes storefront transparency through inclusion of fenestration along all facades of the structure (RASP section 4.5.2); includes a building facade that would engage pedestrians by incorporating elements such as cornices, awnings, fenestration, and varied materials and colors (RASP section 4.5.5); avoids expanses of blank walls through the inclusion of fenestration and varied materials and colors to provide visual interest (RASP sections 4.5.7 and 4.5.8); carries all exterior materials and finishes to all four sides of the proposed structure (RASP section 4.5.10); and provides a covered trash enclosure in accordance with PMC section 18.80.035.

Development Review Design Guidelines: In addition to the RASP Architectural Review and Design Standards, the proposed development is subject to the City's adopted Development Review Design Guidelines (DRDG), adopted by Planning Commission through Resolution No. 9864. The proposed project is consistent with DRDG section IV.a, which calls for parking areas to be screened from view from the public right-of-way; section IV.f, which calls for continuous roofline to be broken up whenever possible to avoid horizontal expanses greater than 50 feet; section IV.h, which calls for building elevations visible from the public right-of-way be treated appropriately; section IV.p, which calls for new buildings to be designed in a manner that is compatible with adjacent development; and section IV.q, which calls for street-oriented building facades that do not result in the appearance of a rear elevation.

Protected Tree Removal Requirements: The applicant is requesting approval to remove four existing trees, which are considered protected under PMC section 18.84.830(F). One tree (identified within Attachment 12 as tree no. 21) is considered protected, as it measures at least 50-inches in circumference measured at four and one-half feet above grade and is a California native trees (California Fan Palms). Three additional trees are considered protected (identified within Attachment 12 as tree nos. 6, 7, and 16) as they

measure at least 50-inches in circumference measured at four and one-half feet above grade, and while not California native trees, provide a benefit to the property, as they help screen views of the proposed project from neighboring residential properties. These trees have all been inadequately maintained and would need to be removed in order to relocate the proposed vehicular driveway. As part of the proposed landscape plans, the developer would install 33 new trees, including 17 24-inch box trees, which are installed at a more mature size in order to provide shade and aesthetic value immediately upon installation, and 16 15-gallon trees.

Required Findings - Zoning Amendment: In order to recommend approval of a zoning amendment, the Commission must find (in accordance with PMC Section 18.48.030) that:

1. the amendment is consistent with the objectives, policies, general land uses and programs specified in the General Plan;
2. the land use regulation is compatible with uses and regulations of the land use district for which it is proposed;
3. there is a community need for the change proposed; and
4. the change will be in conformity with the public convenience, general welfare and good zoning practice.

Required Findings - Limited Overlay District: In order to recommend approval of an overlay district the Commission must also find (in accordance with PMC section 18.74.060) that the proposed overlay:

1. is necessary because there are special or unique characteristics of the site or improvements that require land use and development regulations that cannot be adequately accommodated or controlled by the base zoning district;
2. conforms to the general plan; and
3. generally complies with the land use and development regulations of the base zoning district.

Required Findings - Design Review: In order to recommend approval of a design review application, the Commission must determine (in accordance with PMC section 18.36.220.B) that:

1. 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;
2. the structure will be protected against exterior and interior noise, vibrations and other factors that may tend to make the environment less desirable;

3. 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;
4. the structure is in harmony with proposed developments on land in the general area; and
5. the application conforms with the criteria set forth in any applicable City adopted Design Guidelines.

Required Finding – Tree Removal Permit: In order to approve a tree removal permit, the Commission must determine, in accordance with PMC section 18.84.850.E, that preservation of the protected trees would severely reduce the scale or feasibility of the development.

Environmental: An Environmental Impact Report (EIR) was previously prepared for the Railroad Avenue Specific Plan, which included a programmatic plan for the area surrounding the Pittsburgh Center BART Station.

On July 6, 2009, the City Council adopted Resolution No. 09-11250, certifying the RASP Final Environmental Impact Report (EIR), adopting and approving statements of findings and overriding considerations, and approving Mitigation Monitoring and Reporting Program (MMRP) for the project. The mitigation measures included in the MMRP were subsequently incorporated into the RASP. On October 19, 2009, the City Council adopted Resolution No. 09-11303, amending the Land Use and Transportation Elements of the General Plan in conjunction with the adoption of the RASP. The RASP EIR analyzed potentially significant impacts from RASP implementation, including the environmental implications of a specific development program, which included an estimated number of new residential units and commercial floor area within multiple subareas.

Section 15162(a) of the CEQA Guidelines states that when an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines that, either: 1) the project proposes substantial changes which would present a new significant impact; 2) there are substantial changes with respect to the circumstances under which the project is undertaken that would present a new significant impact; or 3) there is new information available that was not previously available relating to new or previously identified significant impacts.

Staff has determined that since no new significant impacts were found as a result of the proposed development, preparation of an Addendum to the RASP EIR pursuant to CEQA Guidelines section 15164 (“Addendum to an EIR or Negative Declaration”) is the appropriate method for achieving CEQA compliance for the current project.

Public Notice: On or prior to May 4, 2019, in accordance with Government Code sections 65090 and 65091, and PMC section 18.14.020.B and F, a “Notice of Public Hearing,” for the May 14, 2019, public hearing on this item was published in the East County Times; was posted at City Hall; 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 whose services might be affected by this project, and to individuals who had previously filed written request for such notice. The notice was also posted on www.nextdoor.com (Nextdoor) and was sent directly to all subscribed residents in the surrounding Nextdoor neighborhoods: 1) Navy Street; 2) Stone Harbour; and 3) Diane Ave.

ANALYSIS:

Staff believes that the Planning Commission can make the required findings to approve the establishment of a limited overlay zone and design review request. The proposed limited overlay zone would facilitate the redevelopment of a dated and less-than-attractive facility with a new structure that mimics an office building and is consistent with the design ideals of the RASP. As the project site is located adjacent to the terminus of the westbound Railroad Avenue/Harbor Street offramp, one of the most frequented entry points to the City, redevelopment of the existing site would create a more attractive and inviting experience. Additionally, the developer has agreed to provide funding to the City for the establishment of a monument sign for the purposes of wayfinding and consolidating the multiple directional signs adjacent from the offramp.

As described previously, the developer is requesting the establishment of a limited overlay district in order to increase the allowable floor-area-ratio from 1.0 to 1.75 and reduce the required first floor height of commercial structures from 15 feet to 10 feet. As part of the EIR Addendum prepared for this project, a traffic considerations review was prepared to determine whether the project’s traffic characteristics are consistent with those analyzed in the RASP EIR. The trip generation assessment considered a range of uses that could be developed on the project site under the existing zoning. The assessment concluded that the project would generate fewer trips than numerous uses that are currently permitted on the site and would not increase trips beyond what was analyzed in the RASP EIR, and that the incremental increase of project-related trips on the surrounding roadway system is not expected to adversely affect the traffic operations of the two studied intersections in the future 2030 condition with RASP and project implementation, and the project would not result in additional significant environmental impacts. Regarding the reduction in ground floor building height, the addendum also concluded that, as the project would be consistent with all other development and design standards, the project would not result in additional significant aesthetic impacts.

The proposed overlay would also allow self-storage facilities as a permitted use. As the entire site is currently utilized as a self-storage facility, and the footprint of the facility is not increasing, the use could continue to operate in perpetuity; the addition of self-

storage as a permitted use on this parcel would only ensure the use is no longer considered legal non-conforming.

As shown in Attachments 6-9, the proposed new storage facility would be consistent with the applicable standards contained within the development and design standards set forth in the RASP, as well as the City's DRDGs for commercial uses and the green building design guidelines. The project would not result in marginal development nor adversely affect the orderly development of property in the area, in that the proposed new structures would be located within the footprint of the existing facility and would be designed to complement existing structures.

ACTION REQUIRED: Move to adopt Resolution No. 10120, recommending City Council approval of Rezoning, Design Review, and Protected Tree Removal Application No. 18-1315, subject to conditions.

ATTACHMENTS:

1. Proposed Resolution No. 10120
2. Project Plans
3. RASP Environmental Impact Report Addendum
4. Project Location Map and Existing Conditions
5. General Plan Goals and Policies
6. RASP Land Use, Design, and Development Goals and Policies
7. RASP Land Use, Design, and Development Standards
8. RASP Architectural Design Criteria
9. Design Review and Development Guidelines
10. Conceptual Sign Location Plan
11. Preliminary Fire Access Plan
12. Protected Tree Map
13. Public Hearing Notice

Prepared by: Jordan Davis, Project Planner

PROPOSED
BEFORE THE PLANNING COMMISSION OF THE CITY OF PITTSBURG

In the Matter of:

Resolution Recommending City Council	)	Resolution No. 10120
Approval of: 1) a Zoning Map Amendment	)	
to Establish a PD-O District; 2) Design	)	
Review of Plans to Construct a Three-	)	
Story Self-Storage Building Totaling	)	
approximately 151,392 Square Feet; and	)	
3) Removal of Four Protected Trees at	)	
525 California Avenue, for "Public Storage	)	
Redevelopment, AP-18-1315 (RZ, DR,	)	
TRP)."	)	

The Planning Commission DOES RESOLVE as follows:

Section 1. Background

- A. On February 7, 2018, Mark Kennedy of Public Storage, Inc., filed Planning Application No. 18-1315, requesting approval of: 1) a zoning amendment to establish a PD-O (Planned Development with a Limited Overlay) District to increase the allowable floor-area-ratio from 1.0 to 1.75, reduce the required first floor height of commercial structures from 15 feet to 10 feet, and allow self-storage facilities as a permitted use; 2) design review to demolish the existing self-storage facility, and replace it with a new, three-story, climate-controlled building totaling approximately 151,392 square feet; and 3) a tree removal permit to remove four protected trees. The project site is located at 525 California Avenue, and is within the High School Village Subarea of the Railroad Avenue Specific Plan (RASP) PD (Planned Development, Ordinance No. 09-1319) District, and has a RASP land use designation of TOD-M (Transit Oriented Development – Medium Density). Assessor's Parcel No. 073-270-088.
- B. The proposed project is governed by the applicable goals and policies of the Pittsburgh General Plan, RASP, Pittsburgh Municipal Code (PMC), and the City's Design Review and Development Guidelines (DRDGs) adopted by Planning Commission through Resolution No. 9864.
- C. PMC section 18.16.020 identifies the Planning Commission as the advisory body to the City Council on proposed zoning amendments. Pursuant to PMC section 18.48.030, the Planning Commission shall include written findings to support any recommendation it makes to the City Council to amend the Zoning Ordinance.
- D. On September 14, 2017, the applicant submitted a preliminary plan review application to solicit feedback from the City's Land Use Subcommittee on a potential redevelopment of the site in order to construct a brand-new, modernized storage facility with increased capacity. On September 19, 2017, the Land Use Subcommittee met to discuss the proposal which included an increase in the maximum allowable FAR from 1.0 to 1.75 in order to facilitate redevelopment of the site, as well as a potential

reduction in the 10 percent landscaping requirement. While the Subcommittee was unanimously supportive of the increased FAR and redevelopment of the site, concerns were raised regarding the potential request for reduced landscape requirements, and it was recommended the applicant utilize landscaping to softening the walls of the north side of the building, which would be visible from neighboring homes. As such, the applicant has not pursued reduced landscaping.

- E. On July 17, 2018, the applicant presented the proposed project to nearby residents of the Stone Harbour Subdivision at the Home Owners' Association (HOA) Board Meeting. During the meeting, the residents and HOA Board voiced their appreciation for the applicant's willingness to meet and discuss the project, and generally supported the redevelopment. Residents' main concern and request of the applicant was that several of the large, mature Blackwood Acacia trees along the northern project boundary be trimmed and better maintained, as they were beginning to show signs of potentially damaging the existing wall and neighboring properties.
- F. On November 27, 2018, the Planning Commission held a study session to review the proposed application and provide feedback. During the study session, Commissioners generally supported the project, and did not express any concerns regarding the proposed PD-O zoning or the architectural design of the new structure. The Commission did express concerns regarding: solar access for neighboring properties, particularly the two residential properties directly adjacent to the north of the project site; the ability for large trucks to turn within the proposed drive aisles; and the locations of the proposed entry and exit.
- G. The project is subject to the California Environmental Quality Act (CEQA), and the State CEQA Guidelines (Public Resources Code section 21080).
 - 1. On July 6, 2009, the City Council adopted Resolution No. 09-11250, certifying the RASP Final Environmental Impact Report (EIR), adopting and approving statements of findings and overriding considerations, and approving Mitigation Monitoring and Reporting Program (MMRP) for the project. The mitigation measures included in the MMRP were subsequently incorporated into the RASP. On October 19, 2009, the City Council adopted Resolution No. 09-11303, amending the Land Use and Transportation Elements of the General Plan in conjunction with the adoption of the RASP. The RASP EIR analyzed potentially significant impacts from RASP implementation, including the environmental implications of a specific development program, which included an estimated number of new residential units and commercial floor area within multiple subareas.
 - 2. Section 15162(a) of the CEQA Guidelines states that when an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines that, either: 1) the project proposes substantial changes which would present a new significant impact; 2) there are substantial changes with respect to the circumstances under which the project is undertaken that would present a new significant impact; or 3) there is new information available that was not previously available relating to new or previously identified significant impacts.

3. Staff has determined that since no new significant impacts were found as a result of the proposed development, preparation of an Addendum to the RASP EIR pursuant to CEQA Guidelines section 15164 ("Addendum to an EIR or Negative Declaration") is the appropriate method for achieving CEQA compliance for the current project.
- H. On or prior to March 30, 2019, notice of an April 9, 2019, public hearing was published in the East County Times; was posted at City Hall 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 project site, to local service agencies expected to provide services to the facility, and to individuals who had previously filed written request for such notice, in accordance with PMC section 18.14.020 and Government Code sections 65090 and 65091.
 - I. On April 9, 2019, the Planning Commission held a public meeting and moved to continue the public hearing for this application to a date uncertain in order to allow the public hearing to be re-noticed in order to address a procedural error.
 - J. On or before May 4, 2019, in accordance with Government Code sections 65090 and 65091, and PMC section 18.14.020.B and F, a "Notice of Public Hearing," for the May 14, 2019, public hearing on this item was published in the East County Times; was posted at City Hall; 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 whose services might be affected by this project, and to individuals who had previously filed written request for such notice. The notice was also posted on www.nextdoor.com (Nextdoor) and was sent directly to all subscribed residents in the surrounding Nextdoor neighborhoods: 1) Navy Street; 2) Stone Harbour; and 3) Diane Ave.
 - K. On May 14, 2019, the Planning Commission held a public hearing on Planning Application No. 18-1315 (RZ, DR, TRP), at which time oral and/or written testimony was considered.

Section 2. Findings

- A. Based on the Planning Commission Staff Report entitled, "Public Storage Redevelopment (525 California Avenue), AP-18-1315 (RZ, DR, TRP)," dated May 14, 2019, 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. As no new significant impacts were found as a result of the proposed development, preparation of an Addendum to the RASP EIR pursuant to CEQA Guidelines

section 15164 (“Addendum to an EIR or Negative Declaration”) is the appropriate method for achieving CEQA compliance for the current project.

Zoning Amendment/Limited Overlay District:

3. The proposed limited overlay district is consistent with and conforms to the General Plan. The project site has a land use designation of ‘Mixed-Use.’ This land use designation is intended to “to allow for greater flexibility of land uses around and accessible by transit.” The proposed district and plan will be consistent with the intent of the Mixed-Use land use designation in that it will allow for a commercial use which largely serves the residential uses of the area, in an area that is within one-half of a mile from the Pittsburg Center BART Station. Further, the proposed design of the building and site improvements will increase the walkability of the area surrounding the Pittsburg Center BART Station.
4. The proposed land use regulations are compatible with uses and regulations of the land use district for which they are proposed, in that they will permit the continuation of the existing commercial self-storage use, and do not affect the allowable building heights, setbacks, or lot coverage.
5. The proposed overlay district and overlay plan will help meet a community need, in that it will allow a blighted property to be cleaned up and maintained and will increase walkability in the area by installing a wider sidewalk along California Avenue, as well as a more comfortable and inviting streetscape.
6. The proposed overlay district and overlay plan will be in conformity with the public convenience, general welfare, and good zoning practice, in that it will facilitate improvement of a long-standing blighted area, which could help eradicate existing problems that come with blighted sites, such as illegal dumping and loitering.
7. The proposed overlay district and overlay plan is needed as the base zone’s land use classifications, and the implementing RASP land use designation, will not allow a self-storage facility at this location; however, the use already exists, and allowing the self-storage as a permitted use will, along with the additional FAR allowance and reduction in the first floor building height from 15 to 10 feet, will facilitate the redevelopment of a blighted site, without expanding the use.
8. The proposed overlay district generally complies with the land use and development regulations of the base zoning district, as it will allow for the continuation of a commercial use that is currently in operation, though not permitted, and will not change the overall allowable building envelope, as the required setbacks, maximum height, and lot coverage would remain the same.

Design Review

9. The project conforms with good taste and design and will not diminish 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 new structure mimics an office building and is consistent with the design ideals of the RASP, including

faux windows located strategically along all building facades in order to give the appearance of a modern office building and to “soften” the impact of the height of the proposed building. In addition to the fenestration, the structure will include a mix of materials, including a combination of split-face and precision CMU block around the majority of the first floor, and metal paneling at the corners and center of the southern façade in order to accentuate the office entrance and give the appearance of multiple entrances. Aluminum canopies will be located above the areas of the ground floor where windows are placed.

10. The structures will be protected against exterior and interior noise, vibrations and other factors that may tend to make the environment less desirable, in that the project will be required to comply with all applicable building and fire codes. In addition, the proposed redevelopment will move all storage units into a larger, climate-controlled building, reducing the noise impacts associated with roll-up-style aluminum doors, which currently sit adjacent to residential uses.
11. The project will not cause the neighborhood to materially depreciate in appearance and value as the proposed new structure mimics an office building and is consistent with the design ideals of the RASP, as described in section 2.A.9, above.
12. The project will be in harmony with proposed developments on land in the general area. As previously stated, the proposed structure will mimic an office building, complete with faux fenestration, and will complement the neighboring commercial use to the east. The building will also be built to a total of three stories, which is consistent with the minimum and maximum building heights prescribed with the RASP for new structures within the TOD-M land use designation, and thus will be in harmony with any new development on the vacant parcel to the west.
13. The project is generally consistent with the criteria set forth in the City’s Development Review Design Guidelines. The proposed project is consistent with DRDG section IV.a, which calls for parking areas to be screened from view from the public right-of-way; section IV.f, which calls for continuous roofline to be broken up whenever possible to avoid horizontal expanses greater than 50 feet; section IV.h, which calls for building elevations visible from the public right-of-way be treated appropriately; section IV.p, which calls for new buildings to be designed in a manner that is compatible with adjacent development; and section IV.q, which calls for street-oriented building facades that do not result in the appearance of a rear elevation.

Protected Tree Removal:

14. The burden to the applicant in preserving the trees greatly outweighs the trees’ benefit to the public or environment. The existing trees (only one of which is considered a native species) have been inadequately maintained and poorly located, and as such, do not provide the site with any aesthetic benefit, nor do they provide parking lot shading. In addition, removal of the four protected trees within the existing landscaped areas will be required in order to relocate the driveway to the back (north) side of the building, and out of public view, a design feature sought

by the RASP. Due to the poor health and size of the trees, relocation is likely infeasible, and will place an undue financial burden on the property owners.

- B. The staff report entitled, “Public Storage Redevelopment (525 California Avenue), AP-18-1315 (RZ, DR, TRP),” dated May 14, 2019, is referenced hereto as additional support for the findings.

Section 3. Decision

Based on the findings set forth above, the Planning Commission hereby recommends that the City Council:

- A. Adopt an ordinance to amend the Zoning Map, as referenced in Pittsburg Municipal Code, Title 18 (Zoning Ordinance) section 18.04.020, to change the zoning for a parcel commonly known as 525 California Avenue (APN: 073-270-088) from PD District to PD-O (Planned Development with limited overlay) District with an accompanying overlay plan which specifies: 1) the allowable floor-area-ratio is 1.75; 2) the required first floor height of commercial structures is 10 feet; and 3) “Warehousing and Storage, Limited,” is a permitted use; and
- B. Adopt a resolution approving: 1) design review plans to demolish the existing self-storage facility, and replace it with a new, three-story, climate-controlled building totaling approximately 151,392 square feet; and 2) a tree removal permit to remove four protected trees, subject to approval of the overlay district amendment described in section 3.A above, and subject to the following conditions:

Planning Conditions:

1. Conformity with project plans. The project shall be constructed and operated in substantial conformity with the project plans dated May 18, 2018, except as hereinafter modified.
2. Signage. No signage is approved at this time. The developer shall file a sign review permit application prior to the installation or replacement of any signage.
3. Refuse containment. The business operator shall ensure that trash generated from the site is discarded in covered cans or bins, and items left outside of storage units by tenants or others is removed immediately.
4. Roof-mounted equipment. All roof mounted equipment on the new structure shall be screened completely from view from all public rights-of-way. A sight-line study may be necessary to determine appropriate screening method, prior to the issuance of a building permit.
5. Cool roof. The roof of the new building shall be finished with a white color in order to create a reflective surface, and the developer shall comply with all “solar-ready” requirements of Title 24 of the California Building Code (CBC) applicable to the type of construction.

6. Downspouts. All downspouts shall be painted in a color similar to that of the wall to which they are directly attached.
7. Landscaping maintenance. All site landscaping shall be maintained so as to remain thriving and free of weeds.
8. Outdoor cleaning. 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.
9. Bike parking. The applicant shall provide permanent, fixed bicycle parking for at least two (2) additional bicycles on-site in a location providing convenient access and natural surveillance. The design, color, and proposed location of the racks shall be reviewed and approved by Planning Division staff prior to issuance of a building permit.
10. Business licenses. 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.
11. Security cameras. Prior to issuance of a building permit, the developer shall provide the City of Pittsburg Police Department with a scope of work showing the locations and coverage of all proposed video surveillance equipment and security lighting. If the security system is web-based, the developer shall provide the Police Department with the internet protocol (IP) addresses of the camera system. The Chief of Police shall reserve the right to require additional cameras, which shall be procured and installed at the business owner's sole expense.
12. Wayfinding entry signage. Prior to the issuance of a building permit, the developer shall provide funding in the amount of \$25,000, for the development of an entry monument sign along the south side of the proposed project. The developer shall reserve a 5' x 10' space along the frontage of the property for a future wayfinding sign, in an area generally located directly north of the terminus of the westbound Railroad Avenue/Harbor Street freeway offramp. The final location and design of the sign shall be subject to the review and approval of the Planning Division and Public Storage. The sign shall be designed, constructed and maintained by the City of Pittsburg. The City shall maintain sole discretion of the design and messaging contained within the sign; however, no commercial messaging shall be allowed. Should construction of the monument sign not commence construction within two (2) years of the date of payment, the developer shall be entitled to a full refund of funding provided for the sign.
13. Protected tree removal. Pursuant to PMC section 18.84.855(A)(1), the developer shall plant a minimum of 16, 24-inch-box trees. Pursuant to PMC section 18.84.830(F)(3), these trees shall be considered protected upon installation.

Engineering Fees:

14. Improvement and Grading Plan review fees. 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 it may be based upon cubic yards of earth disturbance as set forth in the City's Master Fee Schedule. Fifty percent (50%) of each fee shall be due payable with first plan submittal. These initial payments will be credited towards the final fees as determined at engineering permit. The remainder of the fee shall be due payable prior to issuance of an engineering permit.
15. Improvement and Grading Inspection fees. Prior to the issuance of an engineering permit, the Developer shall submit the Improvement and Grading Inspection Fee. The current improvement inspection fee is 5.75% of the engineer's estimated cost for improvements. The grading inspection fee is 3% of the engineer's 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 as set forth in the City's Master Fee Schedule.
16. Facility Reserve Charge. Prior to issuance of a building permit, 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.
17. Local Traffic Mitigation Fee. Prior to issuance of a building permit, 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.
18. Regional Traffic Mitigation Fee. Prior to issuance of a building permit, the Developer shall pay the Regional Transportation-Development Impact Mitigation Fee (PMC Chapter 15.103) (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.

19. GIS. Prior to the issuance of an engineering permit, the Developer shall pay the Geographic Information System fee as set forth in the City's Master Fee Schedule. The current fee is \$0.05/sf of parcel for non-residential uses, and \$100/dwelling unit for residential uses.
20. Kirker Creek Watershed Drainage Fee. Prior to issuance of an engineering permit, the Developer shall pay the Kirker Creek drainage fee as set forth in the City's Master Fee Schedule. The current Kirker Creek drainage fee is \$0.68/sf of newly created impervious surface.
21. NPDES Plan review fee. Prior to issuance of an engineering permit, the Developer shall pay a National Pollutant Discharge Elimination System ("NPDES") plan review fee for review of stormwater control plans and processing of closeout agreements and/or review of Storm Water Pollution Prevention Plans ("SWPPP"). The current fee is:
- \$3,000 for the first 10,000 sf up to 1st acre
 - Add additional \$136/acre for projects greater than 1 acre, up to the first 5 acres
 - Add additional \$31/acre for projects greater than 5 acres
22. NPDES site inspection deposit. Prior to issuance of an engineering permit, the Developer shall pay an NPDES inspection deposit for city staff's inspection of C.3 compliant facilities constructed, and/or inspection of construction site for compliance with Best Management Practices in accordance with the City's Municipal Regional Stormwater NPDES Permit. The current rate is:
- \$12,000 for the first 10,000 sf up to 1st acre
 - \$24,000 for projects greater than 1 acre
- This deposit shall remain in place for the duration of the first year of the project. If the project is completed prior to the project's one-year anniversary, the remaining balance of the deposit will be returned to the Developer.
23. Supplemental studies. 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. These fees shall be due payable at the time of initial submittal.

Engineering Submittals:

24. Improvement plans. The Developer shall submit five (5) copies of the engineering plans to the Engineering Division for review and approval. The plans shall be prepared by a registered civil engineer, to include but not be limited to the following:

- A Site Plan
- A Grading and Drainage Plan
- A Utilities Plan
- A Landscaping and Irrigation Plan
- An Erosion and Sedimentation Control Plan
- Offsite Improvements due to Project Impacts

25. Geotechnical report. 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/or the issuance of a site development permit.

National Pollutant Discharge Elimination System (NPDES):

26. Stormwater pollutants. 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:

- a. 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.
- b. Providing covered trash, food waste, and compactor enclosures.
- c. Using pavers for walkways and other appropriate hardscape surfaces to minimize impervious areas.
- d. Minimizing the amount of directly connected impervious surface area.
- e. Marking all storm drains with "No Dumping, Drains to Delta" messages.
- f. 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.
- g. Plumbing of the following discharges to the sanitary sewer, subject to Delta Diablo's authority and standards:
 - i. Discharges from indoor floor mat/equipment/hood filter wash racks or covered outdoor wash racks for restaurant.
 - ii. Dumpster drips from covered trash and food compactor enclosures.
 - iii. Discharges from outdoor covered wash areas for vehicles, equipment, and accessories.

- iv. Fire sprinkler test water, if discharge to onsite vegetated areas is not a feasible option.

27. Consistency with Stormwater Control Plan. Grading, improvement, and/or building plans shall be consistent with the approved Stormwater Control Plan. The Developer shall submit a complete Stormwater Control Plan and Report compliant with the requirements set forth in the City's most current NPDES permit. The C.3 treatment facilities shall be adequately sized to treat the stormwater runoff from the associated drainage management areas. The grading and/or building plans shall include drawings and specifications necessary to implement all measures in the approved Stormwater Control Plan. Design features should incorporate low impact development design standards as outlined in the most current edition of the Contra Costa Clean Water Program's C.3 Guidebook. These features include limiting directly connected impervious area, and incorporating pervious pavements, self-retaining areas, treatment BMPs, permanent stormwater control BMPs, and other features that control stormwater flow and potential for stormwater pollutants. Grading and/ or building permits shall not be issued until this condition is met to the satisfaction of the Engineering and Planning Divisions.
28. Stormwater pollution protection during construction. Prior to issuance of a grading permit, the Developer shall submit the following to the Engineering Department for review: an Erosion and Sedimentation Control Plan or Stormwater Pollution prevention Plan if the project requires a permit from the State Water Resources Control Board under the provisions of the General Construction Permit. The Stormwater Pollution Prevention Plan measures shall also include measures to prevent soil, dirt, and debris from entering the storm drain system, in accordance with California Stormwater Quality Association's (CASQA's) construction handbook.
29. Operations and Maintenance Plan for C.3 facilities. Prior to final inspection approvals by the Engineering Division, the Developer shall submit a Stormwater Best Management Practices (BMPs) Operation and Maintenance Plan for review and approval by the Engineering Division. Guidelines for the preparation of Stormwater BMP Operation and Maintenance Plans are available on the Contra Costa Clean Water Program's website.
30. Operations and Maintenance Agreement. Prior to issuance of the Certificate of Occupancy, the Developer shall execute the Operations and Maintenance Agreement and Right of Entry, which pertain to the transfer of ownership and / or long-term maintenance of stormwater treatment BMPs or hydrograph modification BMPs. The Guidelines for the preparation of Stormwater BMP Operation and Maintenance Plans are found on the Contra Costa County Clean Water Program website (www.cccleanwater.org) or the Stormwater C.3 Guidebook, most current edition.
31. Trash capture devices. The Developer shall install full trash capture devices in all inlets located within the boundaries of the project site, that are not within the treatment chain of a stormwater treatment facility. Continuous maintenance of these devices shall be the responsibility of the Developer. Devices shall meet all requirements of the City's NPDES permit for trash load reduction, and device

vendors must be included on the pre-approved vendor list, available for public review on the State Water Resources Control Board's website.

Utilities:

32. Capacity evaluation. 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.

Site Improvements:

33. ADA compliance. 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. All driveways along California Avenue shall be ADA compliant.
34. Utility undergrounding. Pursuant to Pittsburg Municipal Code Chapter 12.36.130, "Underground Utilities for New Construction", Developer shall pay a fair share fee for the undergrounding of overhead utility lines adjacent to the project site along the project frontage (the "Undergrounding") in an amount not to exceed \$221,450 ("Fair Share Amount"). This amount shall be adjusted annually based on the San Francisco Bay Area Consumer Price Index (CPI) until paid.
- a. Upon submittal of the first application for a building or engineering permit, Developer shall submit to the Engineering Division an amount not to exceed 20 percent of the Fair Share Amount in order to allow the City to prepare or have prepared a design for the Undergrounding ("Design Costs").
 - b. Prior to issuance of a building permit, Developer shall submit the balance of the Fair Share Amount not previously delivered to the City for Design Costs (balance shall be equal to the Fair Share Amount less Design Costs). Developer shall not be obligated to submit the remainder of the Fair Share Amount unless and until it pulls the final building permit. The City's issuance of the building permit to Developer shall not be contingent upon the City having commenced or completed its design for the Undergrounding.
 - c. Subject to item (E) below, Developer shall defer construction of the proposed 10-foot sidewalk ("Sidewalk") until the City has completed installation of the Undergrounding. A Certificate of Occupancy shall not be issued until either (1) the Sidewalk is completed or (2) Developer has posted a bond, with surety acceptable to the City of Pittsburg, to cover the costs of installation of the Sidewalk in an amount reasonably agreed upon by the City and Developer not to exceed 110% of the estimated costs to complete said Sidewalk and repaired any damage to the existing sidewalk with hot mix asphalt. For clarity, the City may not deny issuance of a Certificate of Occupancy for the project for Developer's failure to complete the Sidewalk if Developer has posted the required bond under item C.

- d. Within 12 months of the issuance of the final Certificate of Occupancy, the City may elect to defer the Undergrounding project. In the event the City defers the Undergrounding project, City shall provide written notice to the developer notifying of the City's decision and requesting installation of the Sidewalk, at which time the developer shall be responsible for completion of the Sidewalk at its sole cost. This shall not be construed as to mean the City will refund the Fair Share Amount or Design Costs. If the City does not request Developer complete Sidewalk within 12 months of issuance of the final Certificate of Occupancy, Developer shall provide the City with an amount equal to 110% of the estimated costs to complete said Sidewalk, and City and Developer shall release any bond posted by the Developer under item (C) above (and any such release shall not affect the validity of Developer's Certificate of Occupancy for the Project), and Developer shall have no further obligation to complete the Frontage Improvements (and the same shall not affect the validity of Developer's Certificate of Occupancy for the Project, such conditions having been deemed satisfied and completed).
 - e. If the Undergrounding is not completed within five (5) years of submittal of the required fees, then (1) the City shall redirect the Fair Share Amount to the City of Pittsburg Capital Improvement Project (CIP) Fund.
35. Westbound through lane. The developer shall reimburse the City, in an amount not to exceed \$5,000, for the study and design of a third west-bound through lane on California Avenue approaching SR4 westbound freeway off-ramp within the existing right-of-way.

Engineering Exactions (CFD inclusion):

36. Annexation Documentation for CFD 2005-1. Community Facilities District 2005-1 is for public safety services; 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. The developer 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 Public Safety Services Community Facilities District (CFD 2005-1), prior to the issuance of any building or engineering permits.
37. Annexation Documentation for CFD 2014-1. Community Facilities District 2014-1 is for the Railroad Avenue Specific Plan area. The rate of the CFD fee is subject to City Council Resolution No. 14-12094. The developer 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 2014-1 Railroad Avenue Specific Plan Community Facilities District (CFD 2014-1), prior to the issuance of any building or engineering permits.
38. Annexation Documentation for CFD 2017-1. 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. The developer 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.

Standard Conditions:

39. Standard Conditions of Development. 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.
40. Regulatory compliance. The developer shall comply with all the requirements of the Planning Division, Engineering Division, Contra Costa County Fire Protection District, Delta Diablo Sanitation District, and all other applicable local, state and federal agencies.
41. Site development. 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.
42. Indemnity. The 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.
43. Expiration. This use permit will expire on _____, 2024, unless a building or grading permit has been issued, 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.

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 14th day of May, 2019, 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. 10120 was adopted by the Planning Commission of the City of Pittsburg on May 14, 2019.

KRISTIN POLLOT, AICP, SECRETARY
PITTSBURG PLANNING COMMISSION

A REDEVELOPMENT FOR PUBLIC STORAGE

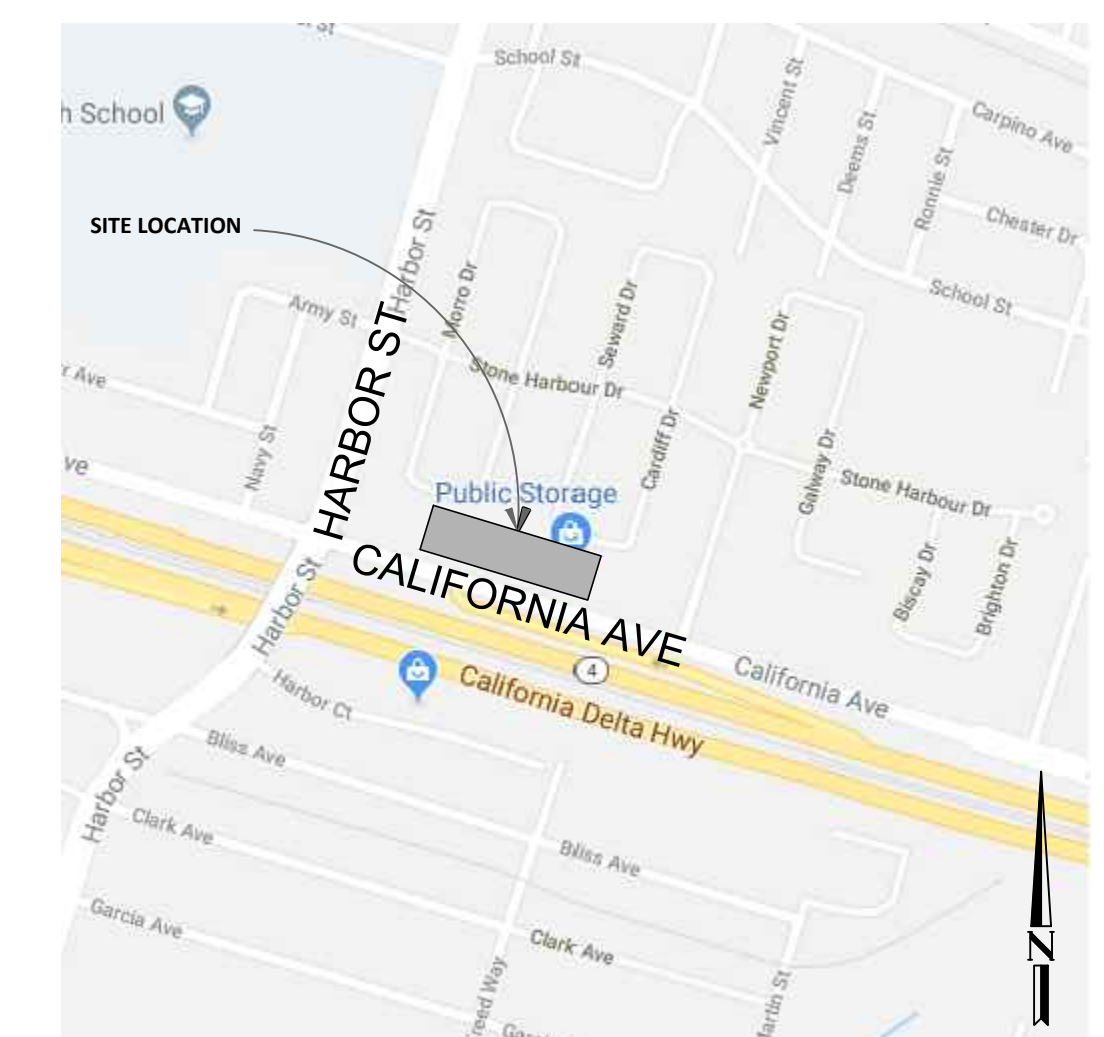
ATTACHMENT 2



SHEET INDEX

1. COVER SHEET
 - 1.1 FIRE FLOW TESTS
 2. CONCEPTUAL SITE PLAN
 3. CONCEPTUAL FIRST FLOOR PLAN
 4. CONCEPTUAL SECOND FLOOR PLAN
 5. CONCEPTUAL THIRD FLOOR PLAN
 6. CONCEPTUAL ROOF PLAN
 7. CONCEPTUAL ELEVATIONS
 8. CONCEPTUAL VIEWS
 9. CONCEPTUAL VIEWS
 10. CONCEPTUAL LANDSCAPE PLAN
 11. EXISTING CONDITION PLAN
 12. PRELIMINARY GRADING & UTILITY PLAN
 13. PRELIMINARY STORMWATER MANAGEMENT PLAN
- SIGN PACKAGE (SHEETS 1-7)

VICINITY MAP



NOT TO SCALE



525 CALIFORNIA AVENUE | PITTSBURG, CA

COVER SHEET
05.18.18

SHEET 1
KSP
STUDIO
architecture + engineering
23 ORCHARD ROAD, SUITE 200
LAKE FOREST, CA 92630
T 949.380.3970 F 949.380.3771

Attachment 3A - Fire Flow Test
Response Fire Protection
Fire Flow Report

Test Hydrant Information					
Location 525 California Avenue, Pittsburg CA			Date 3/26/2018	Time 9:45 am	
			Conducted by Pittsburg Water Utilities Department		
			Contact name: Freddy Rivera		

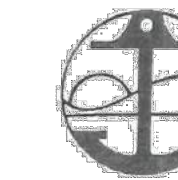
Legend		Fire Flow @ 20psi	Fire Flow @ 10psi
Q _t	Flow in GPM	5,102	5,844
C _d	Friction loss Coefficient		
D	diameter of opening in inches		
P _p	Pressure on Pitot in psi		
Q _t	Fire flow in GPM at 20psi		
P _s	Static Pressure in psi		
P _r	Residual Pressure in psi		

		Static Pressure	Residual Pressure
		55	50

Hyd #	Port #	D	C _d	P _p	Q _t
1	1	4	0.75		0
	2	2.5	0.9	28	810
2	1	2.5	0.9		0
	2	2.5	0.9	40	974
3	1	2.5	0.9		0
	2	2.5	0.9		0
Total GPMs flowed in test					1784

Total Fire Flow

3/26/2018



CITY OF PITTSBURG
WATER UTILITIES DEPARTMENT
357 E. 12th Street, Pittsburg, California 94565

FIRE FLOW TESTING

Date: 3/26/18 Time Started: 9:45

PROJECT INFORMATION:

Company: Respond Fire Pro.

Requestor: Laura Debell

GENERAL WATER SYSTEM INFORMATION:

Location of Nearest Fire Hydrant: 525 California

Hydrant #: 16465 Size of Water Main Supplying Fire Flow: 12"

Check One: ☒ Looped System ☐ Dead End Water Main

Static psi: 55.2 psi Residual psi: 50.2 psi Flow gpm: 5102 / 5844

Hydrant Test Conducted by: Chad, John, Jason

Attachment 3B - Fire Flow Test
Response Fire Protection
Fire Flow Report

Test Hydrant Information					
Location 1275 California Avenue, Pittsburg CA			Date 10/25/2017	Time 10:00 am	
			Conducted by Pittsburg Water Utilities Department		
			Contact name: Freddy Rivera		

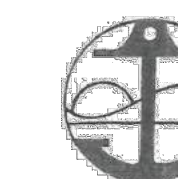
Legend		Fire Flow @ 20psi	Fire Flow @ 10psi
Q _t	Flow in GPM	5,278	5,988
C _d	Friction loss Coefficient		
D	diameter of opening in inches		
P _p	Pressure on Pitot in psi		
Q _t	Fire flow in GPM at 20psi		
P _s	Static Pressure in psi		
P _r	Residual Pressure in psi		

		Static Pressure	Residual Pressure
		58	52

Hyd #	Port #	D	C _d	P _p	Q _t
1	1	4	0.75		0
	2	2.5	0.9	40	974
2	1	2.5	0.9		0
	2	2.5	0.9	40	974
3	1	2.5	0.9		0
	2	2.5	0.9		0
Total GPMs flowed in test					1948

Total Fire Flow

3/26/2018



CITY OF PITTSBURG
WATER UTILITIES DEPARTMENT
357 E. 12th Street, Pittsburg, California 94565

FIRE FLOW TESTING

Date: 3/26/18 Time Started: 10:15

PROJECT INFORMATION:

Company: Respond Fire Pro.

Requestor: Laura Debell

GENERAL WATER SYSTEM INFORMATION:

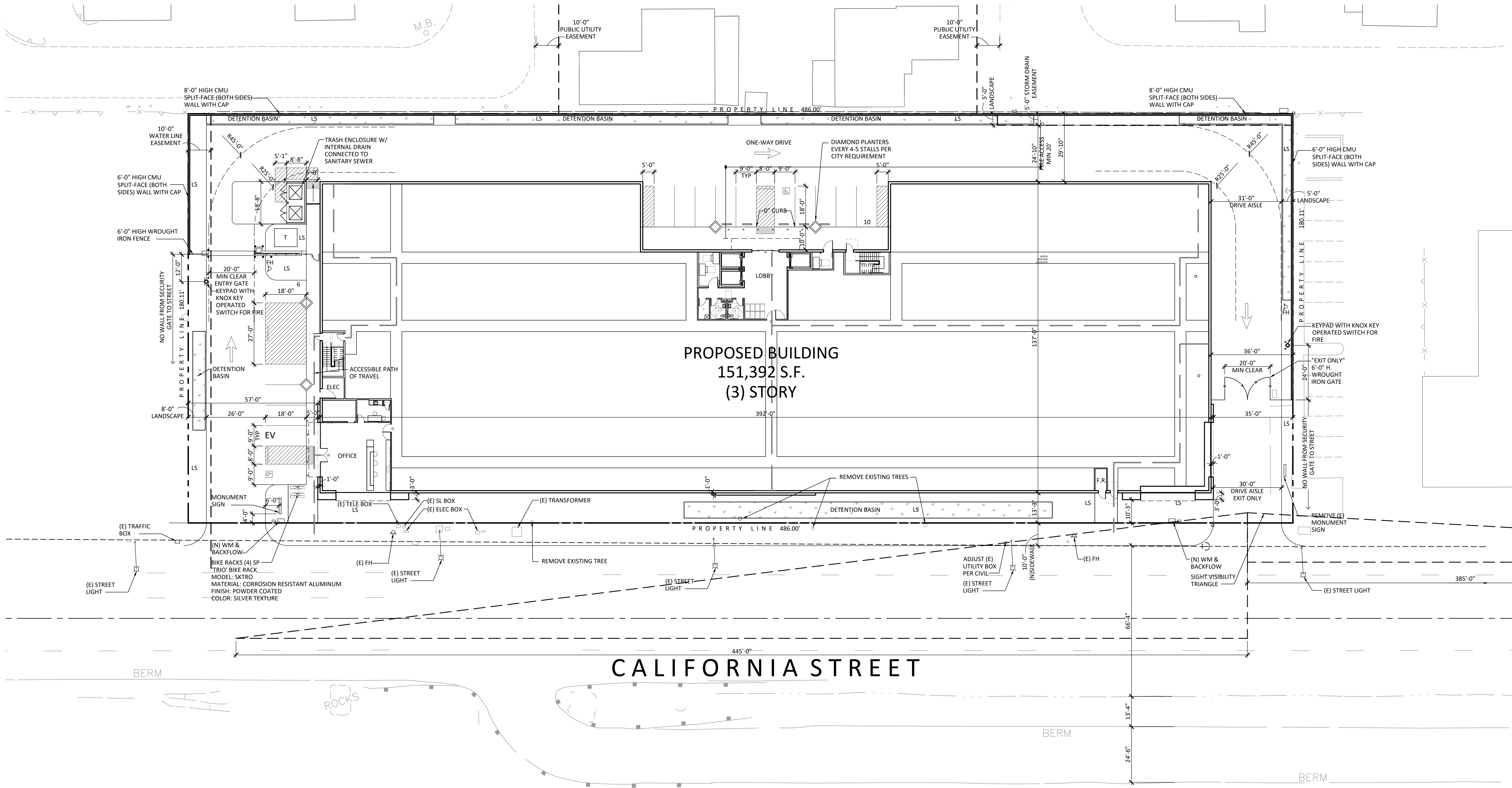
Location of Nearest Fire Hydrant: 1275 California

Hydrant #: 14645 Size of Water Main Supplying Fire Flow: 12"

Check One: ☒ Looped System ☐ Dead End Water Main

Static psi: 58 psi Residual psi: 52 psi Flow gpm: 5278 / 5988

Hydrant Test Conducted by: Chad, John, Jason



PROJECT INFORMATION	
PROJECT ADDRESS:	525 CALIFORNIA STREET, PITTSBURG, CA
SITE A/P/N:	073-270-088-5
SITE AREA:	87,534 S.F. OR 2.01 ACRES
ZONE:	PD RASP TOD-M PD(O) SELF-STORAGE
PROPOSED ZONE:	PD
USE:	SELF-STORAGE
FLOOR AREA RATIO ALLOWED:	1.00
F.A.R. PROPOSED:	1.75
LOT COVERAGE MAX:	NO REQUIREMENT
LOT COVERAGE PROPOSED:	57.65%
SETBACKS REQUIRED:	
FRONT:	0'-15"
SIDE:	0'-0"
REAR:	10'-0"
SETBACKS PROVIDED:	
FRONT:	10'-3"
SIDE (WEST):	57'-4"
SIDE (EAST):	35'-0"
REAR:	29'-10"
HEIGHT MAXIMUM:	40'-0"
HEIGHT PROPOSED:	40'-0"
LANDSCAPE REQ'D:	MINIMUM 10% OF LOT = 8,753 S.F.
LANDSCAPE PROVIDED:	9,880 S.F. OR 11.3%

BUILDING AREA	
EXISTING BLDG(S) TO BE DEMO'D:	48,428 S.F.
EXISTING BLDG A:	18,279 S.F.
EXISTING BLDG B:	17,427 S.F.
EXISTING BLDG C:	12,732 S.F.
PROPOSED BUILDING:	
1ST FLOOR OFFICE:	1,801 S.F.
1ST FLOOR STORAGE:	49,163 S.F.
2ND FLOOR STORAGE:	50,464 S.F.
3RD FLOOR STORAGE:	50,464 S.F.
TOTAL:	151,392 S.F.

PARKING ANALYSIS	
PROPOSED BLDG PARK'G REQ'D:	NO MINIMUM REQUIRED
MINIMUM # OF PARKING SPACES:	151,392 S.F. / 333 SF = 455 SP
MAXIMUM # OF PARK'G SPACES 1 SP/333 SF:	455 SP
TOTAL PARKING REQ'D:	
CAL GRN EV PRKG REQ'D:	1
ADA PARKING REQ'D:	1
PARKING PROVIDED:	
ADA VAN:	1 SP
ADA CAR:	1 SP
EV PRKG:	1 SP
STANDARD:	15 SP
TOTAL:	16 SP
CAL GREEN BICYCLE PARKING REQ'D:	1 SP
2% OF ADDED STALLS:	1 SP
TOTAL:	4 SP
BICYCLE PARKING PROVIDED:	

CITY OF PITTSBURG NOTES:

- ALL TRASH ENCLOSURES SHALL INCLUDE 6 FT. WALLS AND A ROOF DESIGNED WITH MATERIALS WHICH ARE COMPATIBLE IN COLOR, TEXTURE AND APPEARANCE WITH THE MAIN STRUCTURE. THE ENCLOSURE MUST HAVE OPAQUE GATES WHICH HAVE AN OPENING SUFFICIENT TO PERMIT REMOVAL AND REPLACEMENT OF STANDARD COMMERCIAL SIZE TRASH BINS (PVC 18.56 DIA. & 18.80/0.0351).
- ALL AIR CONDITIONING UNITS (IN PRIVATE AND COMMON AREAS), UTILITY BOXES, TRANSFORMERS, BACKFLOW PREVENTERS, METERS AND JUNCTION BOXES SHOULD BE UNDERGROUND, WHENEVER POSSIBLE, OR SUBSTANTIALLY SCREENED FROM VIEW BY WAY OF A PERMANENT SCREEN OR APPROPRIATELY SIZED PLANT MATERIAL.
- A LIGHTING AND PHOTOMETRIC ANALYSIS MAY BE REQUIRED TO ENSURE LIGHT FROM THE PROJECT DOES NOT SPILL OVER INTO NEIGHBORING RESIDENCES.
- COPPER PRODUCTS OR PRODUCTS WHICH CONTAIN COPPER MATERIALS SHALL NOT BE USED IN BUILDING FINISHES.

BUILDING CODE ANALYSIS	
APPLICABLE BUILDING CODES:	
BUILDING CODE:	2016 CALIFORNIA BUILDING CODE
MECHANICAL CODE:	2016 CALIFORNIA MECHANICAL CODE
PLUMBING CODE:	2016 CALIFORNIA PLUMBING CODE
ELECTRICAL CODE:	2016 CALIFORNIA ELECTRICAL CODE
ENERGY CODE:	2016 CALIFORNIA ENERGY CODE
FIRE CODE:	2016 CALIFORNIA FIRE CODE
GREEN BUILDING CODE:	2016 GREEN BUILDING STANDARDS CODE

BUILDING AREA QUALIFICATION EQUATIONS

AA = [AT + (NS x IF)] x SA (EQUATION 5-3)

AA = ALLOWABLE AREA (S.F.)

AT = ALLOWABLE AREA FACTOR (TABLE 506.2)

NS = ALLOWABLE AREA FACTOR FOR NON-SPRINKLERED BLDG. (TABLE 506.2)

IF = AREA FACTOR INCREASE DUE TO FRONTAGE INCREASE (1%)

SA = 3 UNLESS PART OF GROUP A, E, H, L, OR R

IF = [F/P - 0.25] W/30 (EQUATION 5-5)

IF = AREA FACTOR INCREASE DUE TO FRONTAGE

F = BUILDING PERIMETER THAT FRONTS ON PUBLIC WAY OR OPEN SPACE HAVING A MINIMUM DIST. 20'-0"

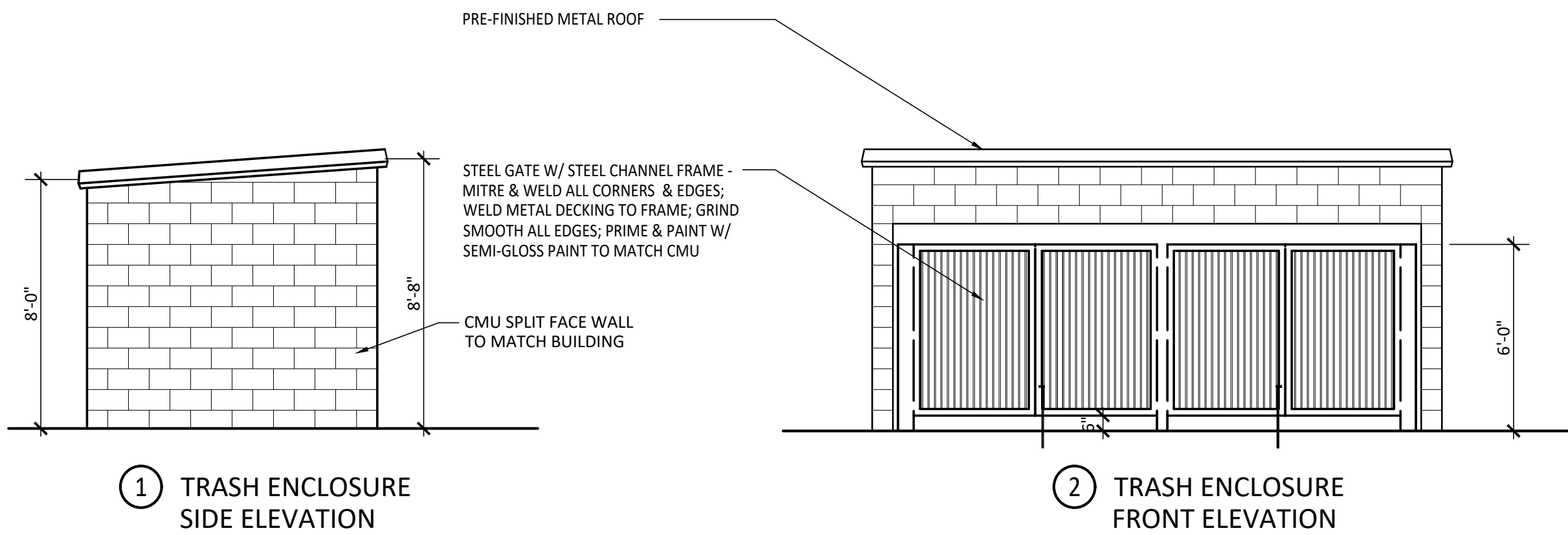
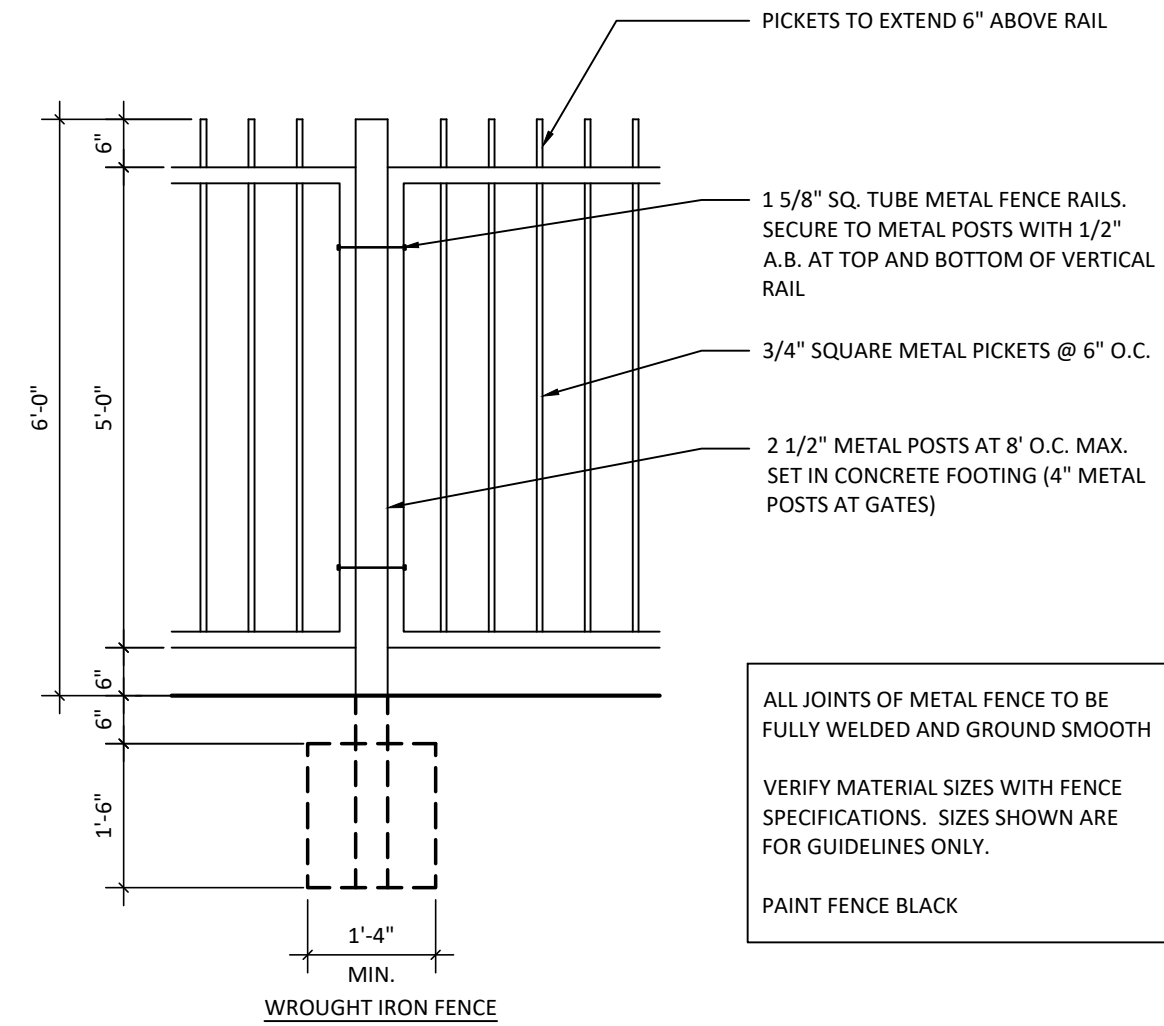
PROPOSED BUILDING	
BUILDING CLASSIFICATION:	S-1 - STORAGE
OCCUPANCY GROUP:	III-B
CONSTRUCTION TYPE:	YES
FIRE SPRINKLERS:	YES
ROOFING CLASSIFICATION:	CLASS A

ALLOWABLE HEIGHT	
ALLOWABLE HEIGHT:	75' FULLY SPRINKLERED (TABLE 504.3)
PROPOSED BUILDING HEIGHT:	40'-0"
ALLOWABLE # OF STORIES:	3 STORIES ALLOWED (TABLE 504.4)

BUILDING QUALIFICATION	
F =	137' + 137' + 432' = 666'
P =	137' + 137' + 432' + 432' = 1,058'
W =	30'
IF =	(666 / 1,058) - .25 / 30' = .38
SA =	3
AA =	[52,800 S.F. + (17,500 S.F. x .38)] x 3
AA =	177,423 S.F.
AA =	177,423 S.F. > 151,392 S.F.

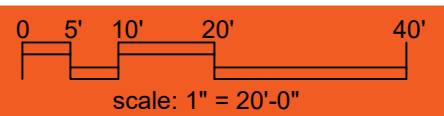
PROPOSED STORAGE UNITS	
TOTAL STORAGE AREA:	151,392 S.F.
151,392 S.F. x 73% EFFICIENCY = 110,516.16	
110,516.16 / 100 S.F. AVG. UNIT = APPROXIMATELY 1,105 STORAGE UNITS	

- FIRE DISTRICT NOTES**
- ACCESS ROADWAYS SHALL BE ALL-WEATHER (PAVED) SURFACES, OF NOT LESS THAN 20' UNOBSTRUCTED WIDTH AND NOT LESS THAN 13'-6" OF VERTICAL CLEARANCE, TO WITHIN 150' OF TRAVEL DISTANCE TO ALL PORTIONS OF THE EXTERIOR WALLS OF EVERY BUILDING. ACCESS SHALL HAVE A MIN. OUTSIDE TURN RADIUS OF 45' AND MUST BE CAPABLE OF SUPPORTING THE IMPOSED FIRE APPARATUS LOADING OF 37 TONS (50.3) CFC.
 - ACCESS ROADS LESS THAN 28' UNOBSTRUCTED WIDTH SHALL HAVE SIGNS POSTED OR CURBS PAINTED RED WITH "NO PARKING - FIRE LANE". ACCESS ROADS 28' OR GREATER, BUT LESS THAN 30' UNOBSTRUCTED WIDTH SHALL HAVE "NO PARKING - FIRE LANE" SIGNS POSTED, ALLOWING FOR PARKING ON ONE SIDE ONLY OR CURBS PAINTED RED WITH "NO PARKING - FIRE LANE". PARKING IS PERMITTED ONLY ON THE SIDE OF THE ROAD THAT DOES NOT HAVE HYDRANTS (503.3) CFC.
 - NOT USED
 - THE DEVELOPER SHALL SUBMIT A MIN. (2) COPIES OF SITE IMPROVEMENT PLANS INDICATING ALL EXISTING OR PROPOSED HYDRANT LOCATIONS & FIRE APPARATUS ACCESS FOR REVIEW AND APPROVAL PRIOR TO OBTAINING A BUILDING PERMIT (501.3) CFC.
 - EMERGENCY APPARATUS ACCESS ROADS 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 22/37 TONS.
 - ACCESS GATES FOR FIRE DISTRICT APPARATUS SHALL BE A MINIMUM OF 20-FT WIDE. ACCESS GATES SHALL SLIDE HORIZONTALLY OR SWING INWARD AND SHALL BE LOCATED A MINIMUM OF 30-FT FROM THE STREET. ELECTRICALLY OPERATED GATES SHALL BE EQUIPPED WITH A KNOX COMPANY KEY-OPERATED SWITCH ON BOTH ENTRY AND EXIT SIDE. MANUALLY OPERATED GATES SHALL BE EQUIPPED WITH A NONCASE HARDENED LOCK OR APPROVED FIRE DISTRICT LOCK. CONTACT THE FIRE DISTRICT FOR INFORMATION ON ORDERING THE KEY-OPERATED SWITCH (D163.5) CFC.
 - THE DEVELOPER SHALL PROVIDE AN ADEQUATE AND RELIABLE WATER SUPPLY FOR FIRE PROTECTION WITH A MINIMUM FIRE FLOW OF 4000 GPM. REQUIRED FLOW SHALL BE DELIVERED FROM NOT MORE THAN 4 HYDRANTS FLOWING SIMULTANEOUSLY FOR A DURATION OF 240 MINUTES WHILE MAINTAINING 20-POUNDS RESIDUAL PRESSURE IN THE MAIN (508.1), (510.5) CFC.
 - THE DEVELOPER SHALL PROVIDE TRAFFIC SIGNAL PRE-EMPTION SYSTEMS (OPTICOM) ON ANY NEW OR MODIFIED TRAFFIC SIGNALS INSTALLED WITH THIS DEVELOPMENT (2135.1) CVC.
 - PREMISES IDENTIFICATION SHALL BE PROVIDED. SUCH NUMBERS SHALL CONTRAST WITH THEIR BACKGROUND AND BE A MINIMUM OF FOUR INCHES HIGH WITH 3/4-INCH STROKE OR LARGER AS REQUIRED TO BE READILY VISIBLE FROM THE STREET (505.1) CFC, (501.2) CBC, TFS-008.
 - THE DEVELOPER SHALL SUBMIT A MINIMUM OF (3) COMPLETE SETS OF PLANS & SPECIFICATIONS OF THE SUBJECT PROPERTY, INCLUDING ANY OF THE FOLLOWING REQUIRED BUILT-IN FIRE PROTECTION SYSTEMS, TO THE FIRE DISTRICT FOR REVIEW AND APPROVAL PRIOR TO CONSTRUCTION TO ENSURE COMPLIANCE WITH THE MINIMUM REQUIREMENTS RELATED TO FIRE AND LIFE SAFETY. PLAN REVIEW FEES WILL BE ASSESSED AT THAT TIME (901.2) CFC, (108.4.1) CBC.
 - A. PRIVATE UNDERGROUND FIRE SERVICE WATER MAINS
 - C. FIRE SPRINKLERS
 - D. FIRE ALARM



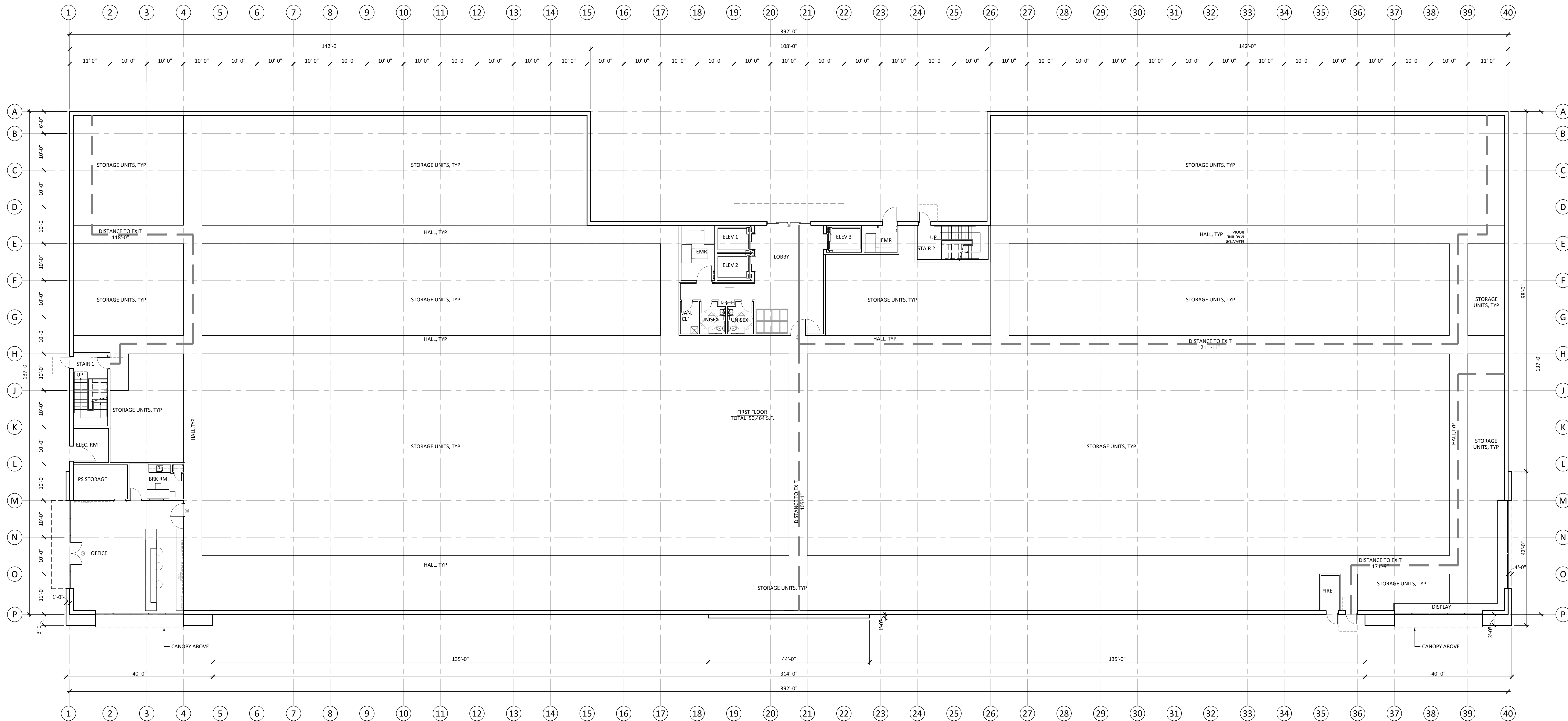
525 CALIFORNIA AVENUE | PITTSBURG, CA

CONCEPTUAL SITE PLAN
05.18.18



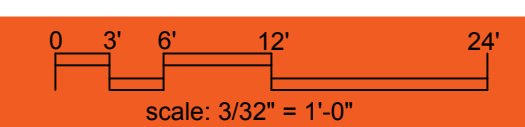
SHEET 2
KSP
STUDIO
architecture + engineering
23 ORCHARD ROAD, SUITE 200
LAKE FOREST, CA 92630
T 949.380.3970 F 949.380.3771

KSP PROJECT NO. 20397



525 CALIFORNIA AVENUE | PITTSBURG, CA

CONCEPTUAL FIRST FLOOR PLAN 05.18.18



KSP PROJECT NO. 20397

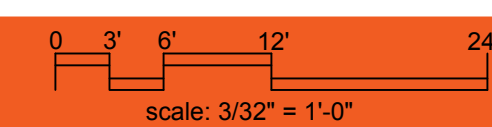
SHEET 3

KSP

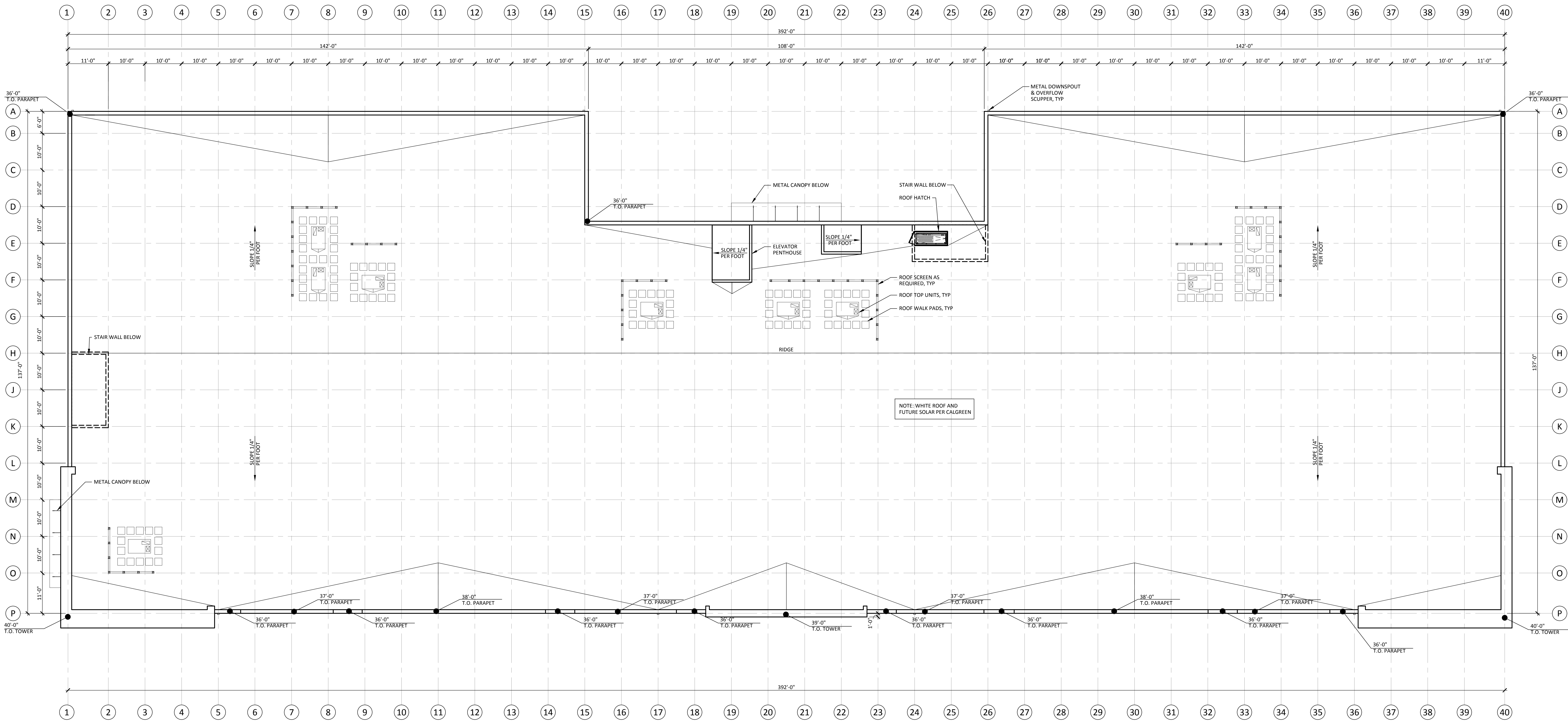
STUDIO
architecture + engineering
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T 949.380.3970 F 949.380.3771



CONCEPTUAL SECOND FLOOR PLAN
05.18.18



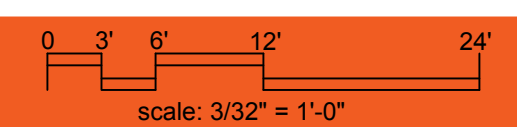
KSP PROJECT NO. 20397



525 CALIFORNIA AVENUE | PITTSBURG, CA

CONCEPTUAL ROOF PLAN

05.18.18

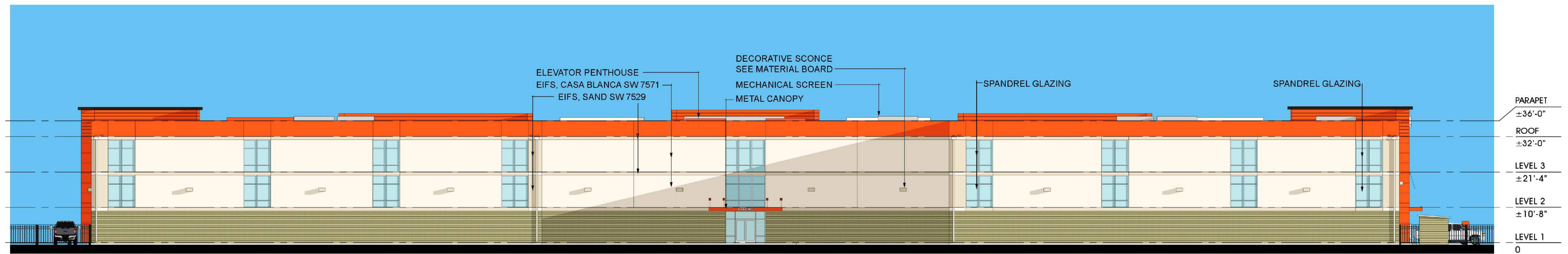


KSP PROJECT NO. 20397

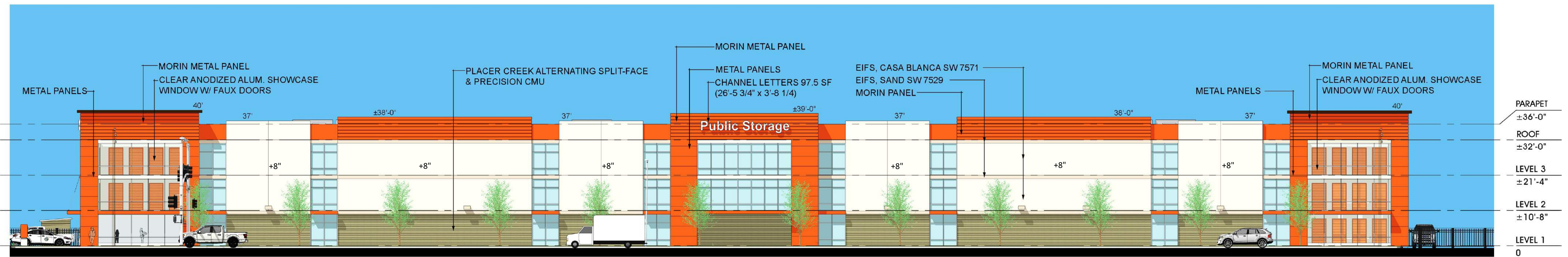
SHEET 6

KSP

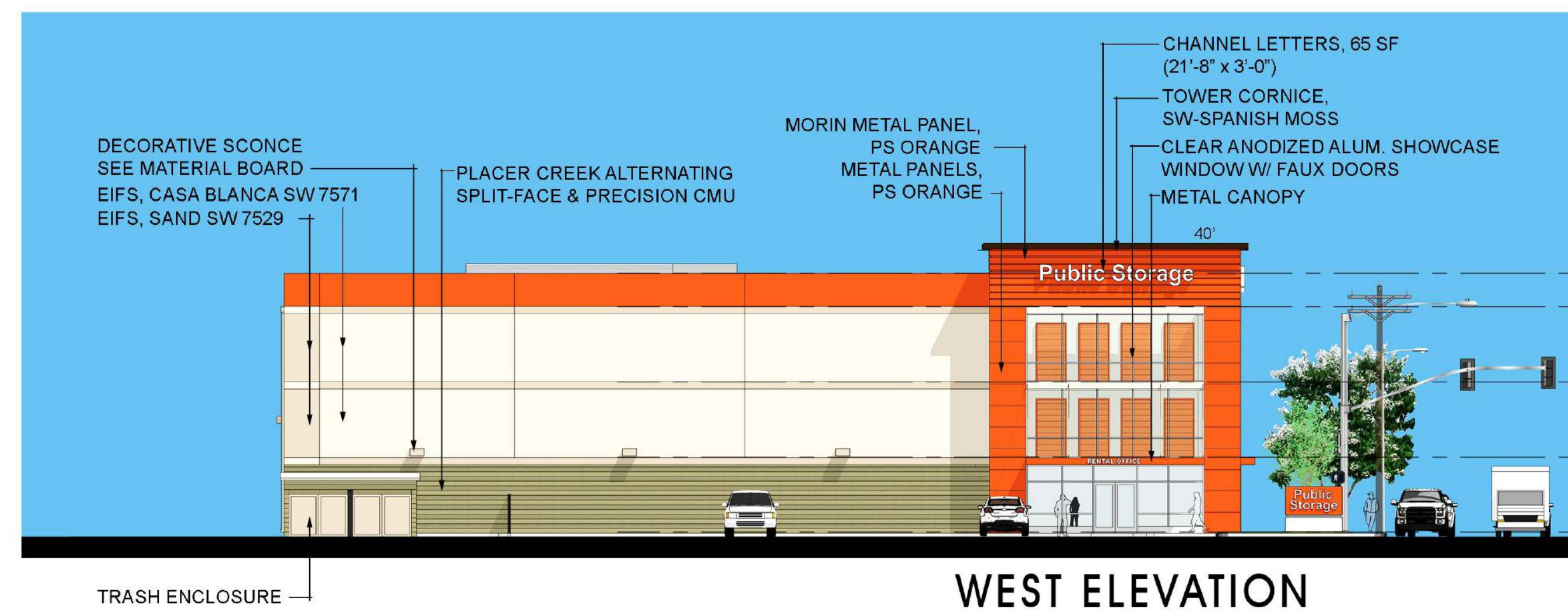
STUDIO
architecture + engineering
23 ORCHARD ROAD, SUITE 200
LAKE FOREST, CA 92630
T 949.380.3970 F 949.380.3771



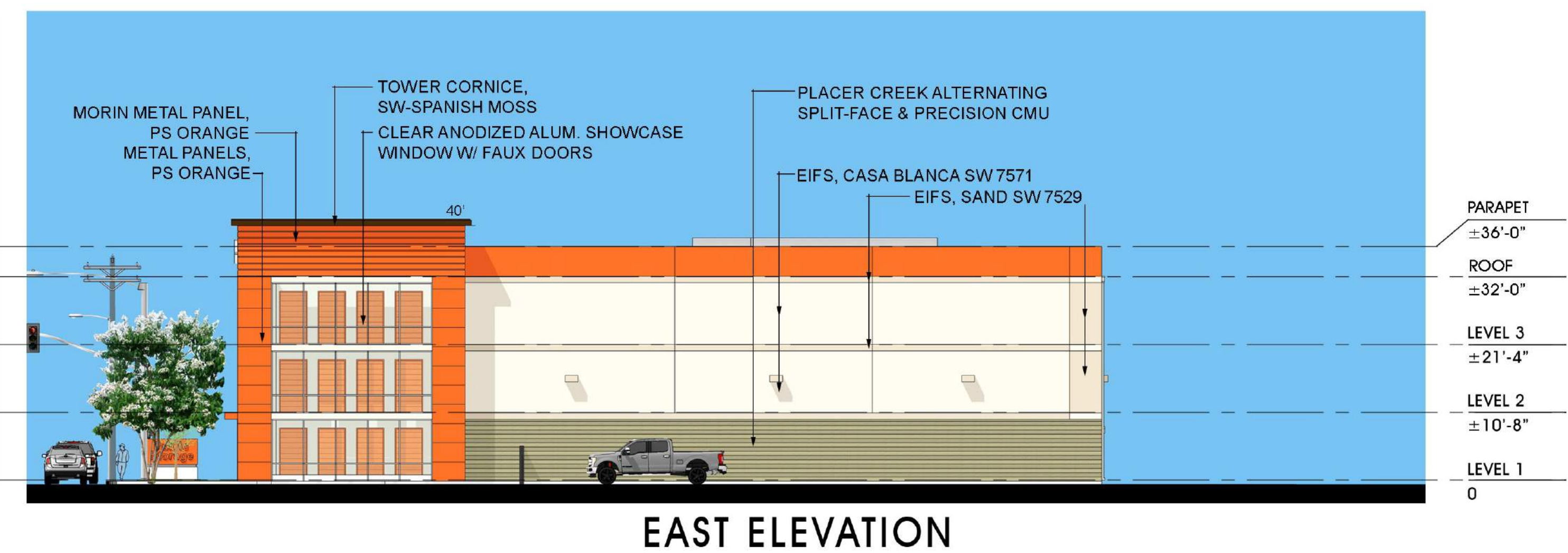
NORTH ELEVATION



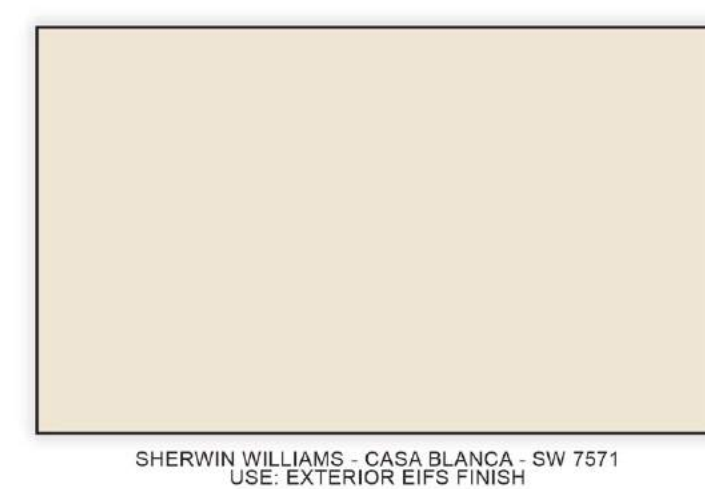
SOUTH ELEVATION



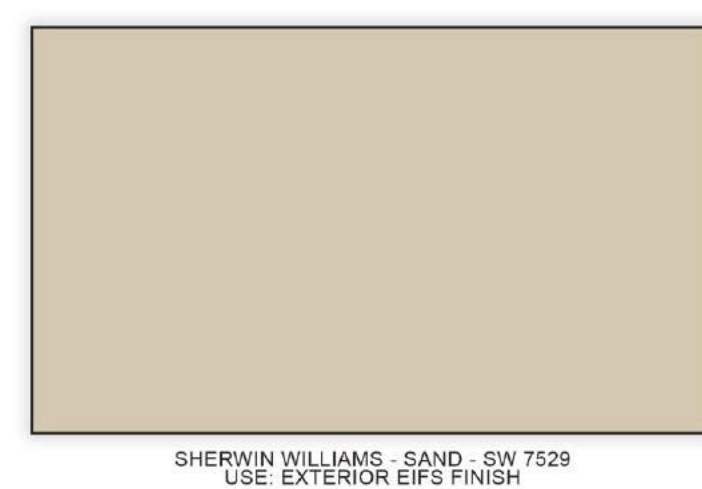
WEST ELEVATION



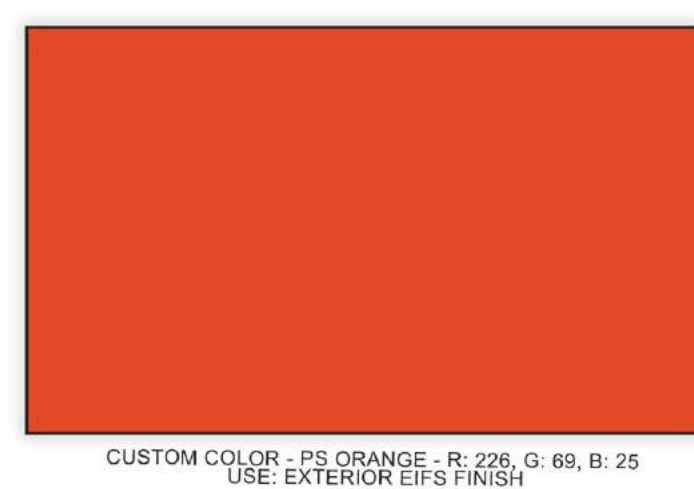
EAST ELEVATION



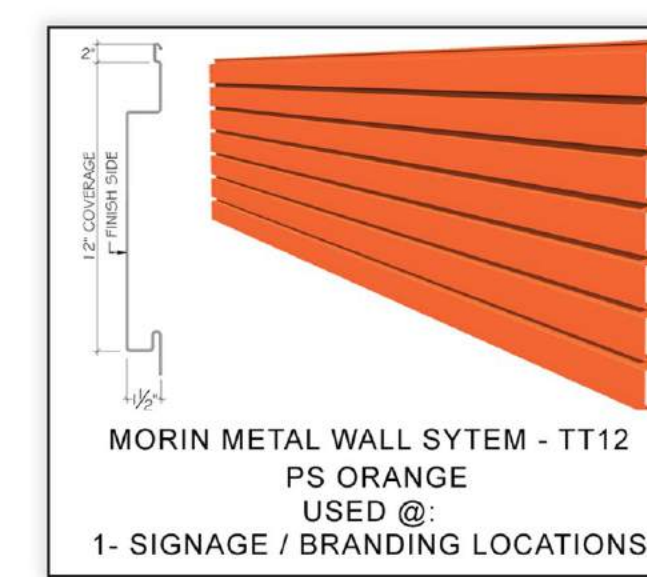
SHERWIN WILLIAMS - CASA BLANCA, SW 7571
USE: EXTERIOR EIFS FINISH



SHERWIN WILLIAMS - SAND - SW 7529
USE: EXTERIOR EIFS FINISH



CUSTOM COLOR - PS ORANGE - R: 226, G: 69, B: 25
USE: EXTERIOR EIFS FINISH



MORIN METAL WALL SYSTEM - TT12
PS ORANGE
USED @:
1- SIGNAGE / BRANDING LOCATIONS



ANGELUS BLOCK SPLIT FACE, PLACER CREEK
USE: PLACER CREEK SPLIT FACE CMU

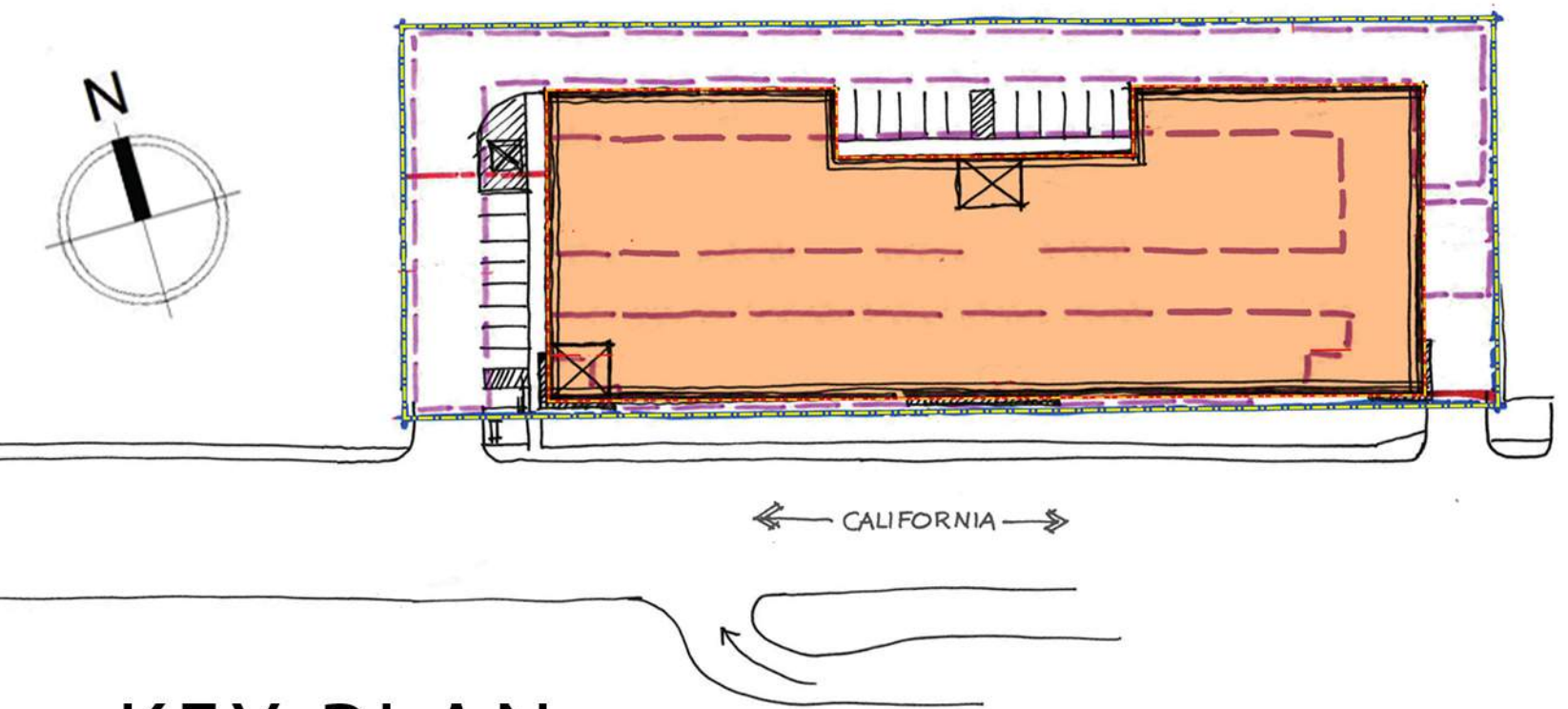
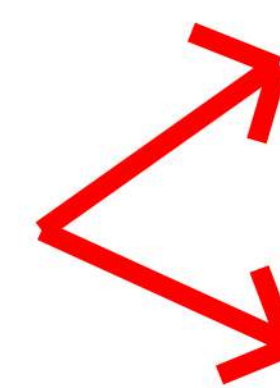


ANGELUS BLOCK
CMU BLOCK - PRECISION, PLACER CREEK



3D VIEW 1-CALIFORNIA STREET LOOKING EAST

3D VIEW 1



KEY PLAN



525 CALIFORNIA AVENUE | PITTSBURG, CA

CONCEPT 3D RENDERING

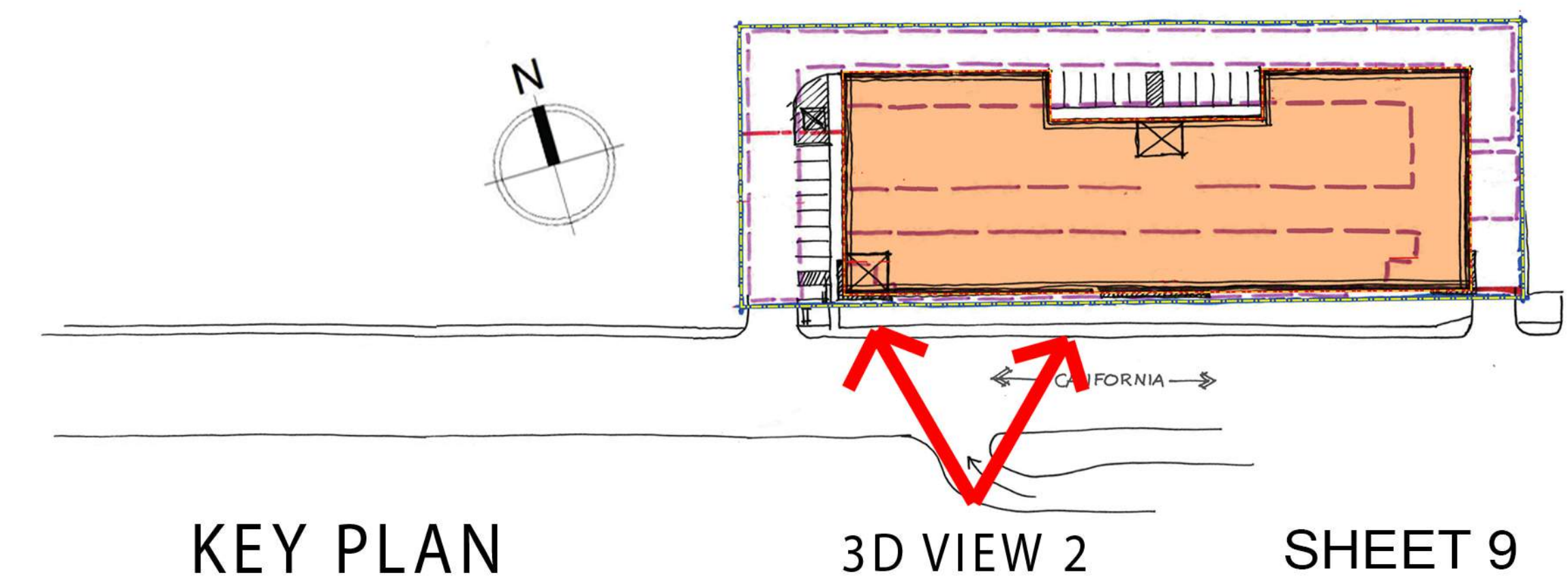
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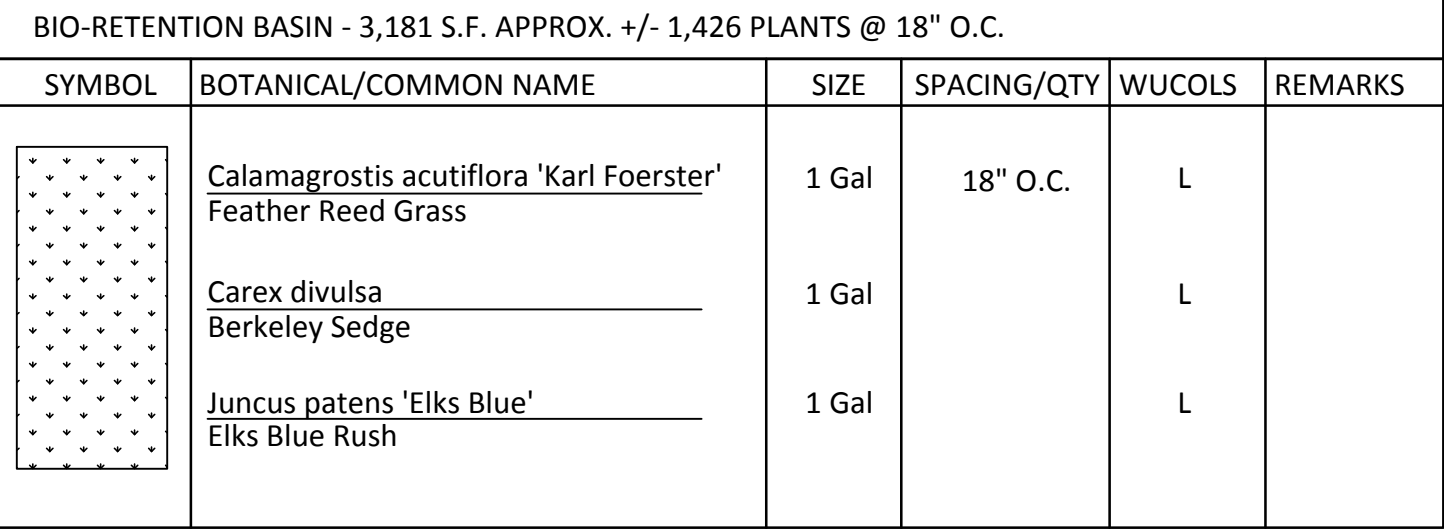
KSP PROJECT NO. 20392

SHEET 8
KSP
 STUDIO
 architecture + engineering
 23 ORCHARD ROAD, SUITE 200
 LAKE FOREST, CA 92630
 T 949.380.3970 F 949.380.3771

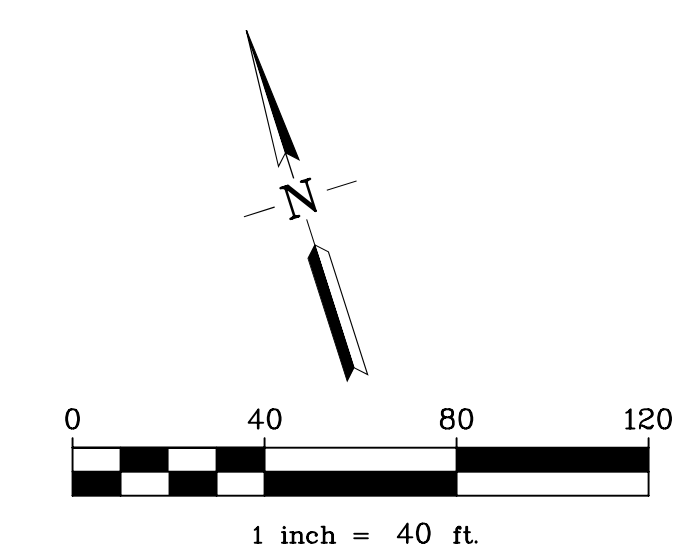


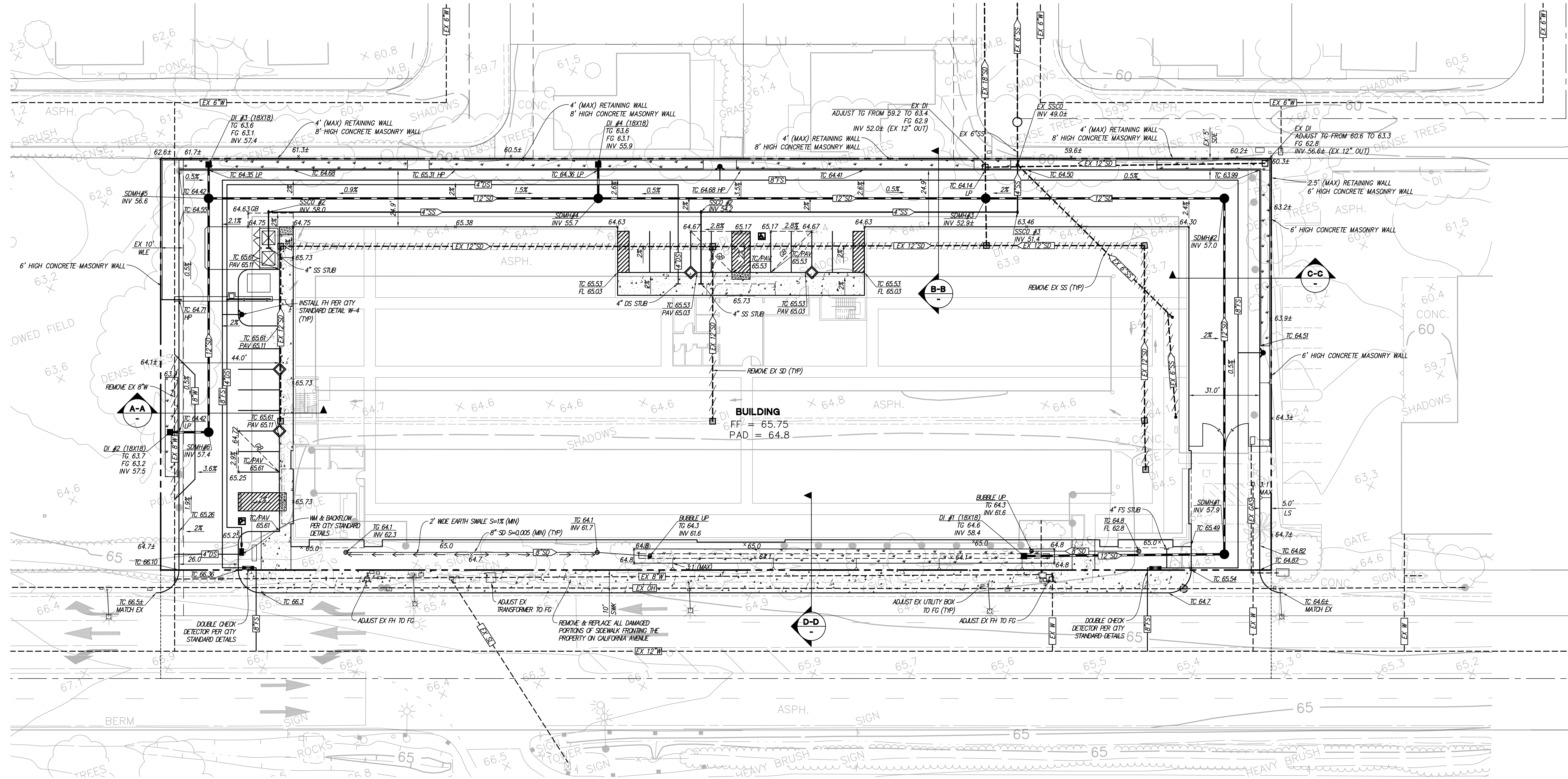
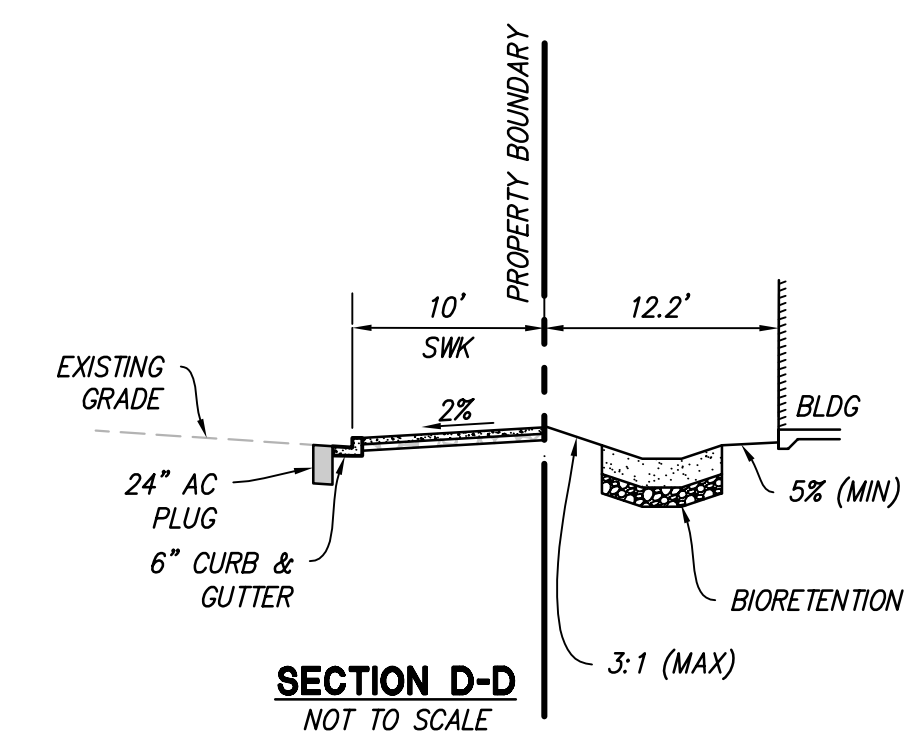
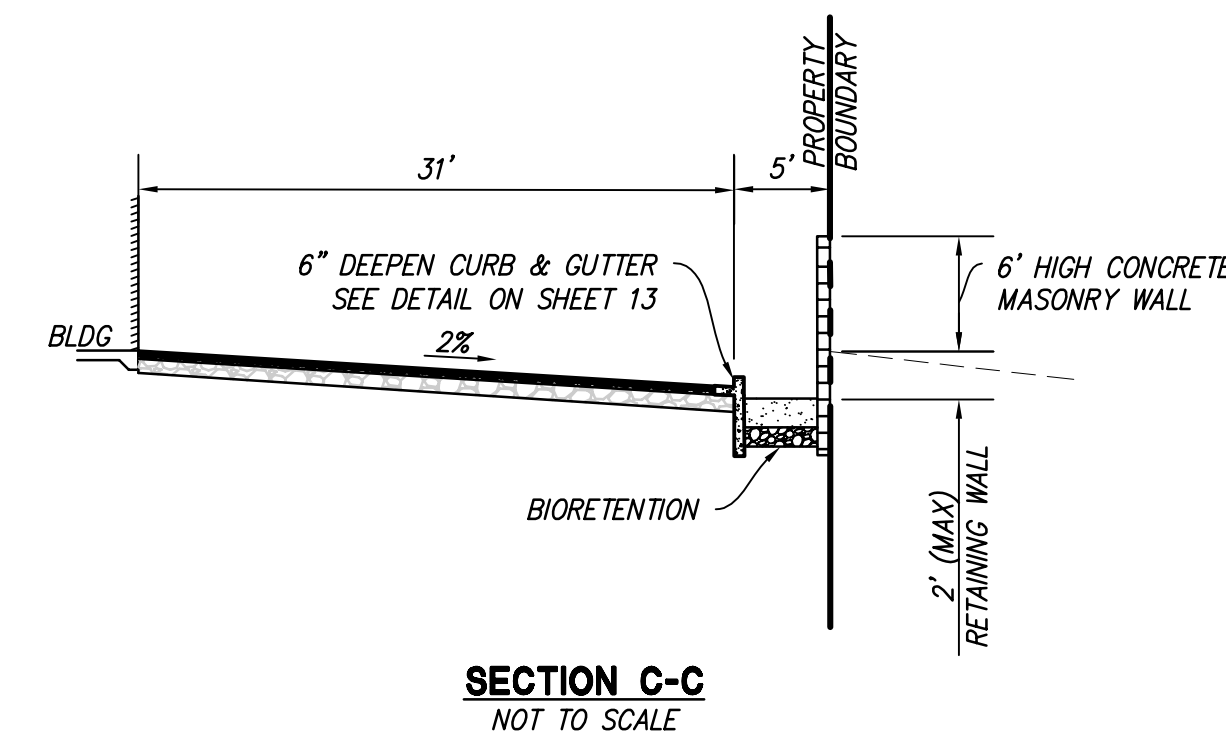
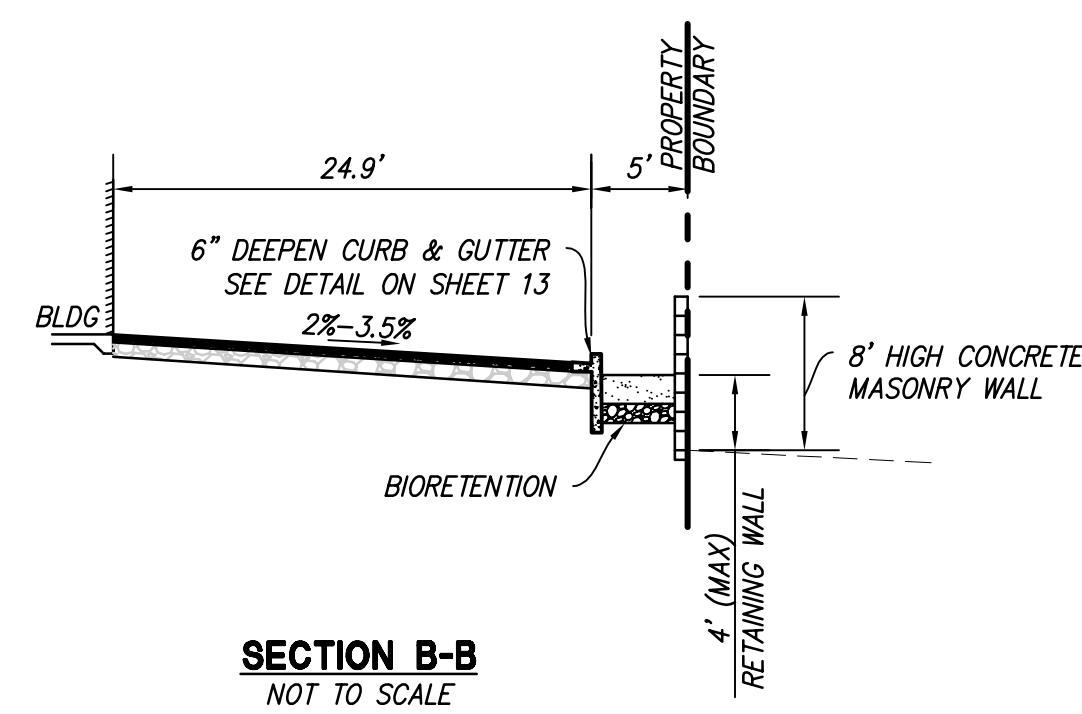
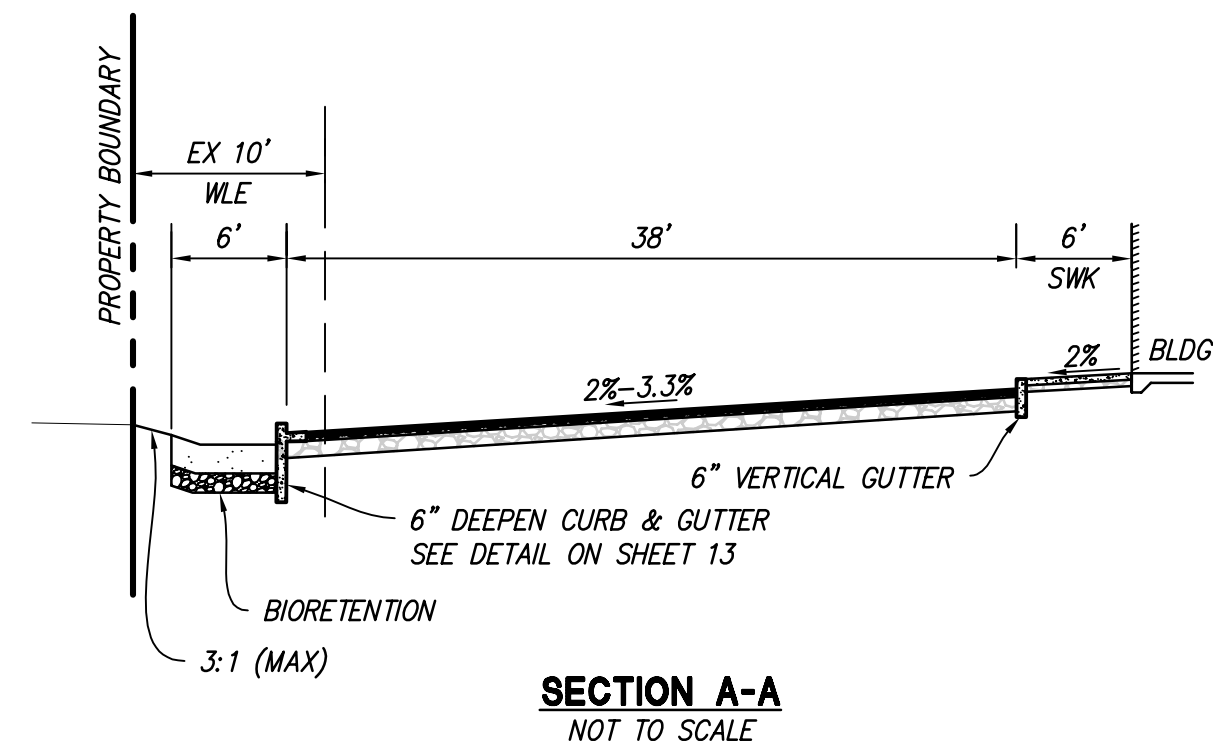
3D VIEW 2 - CALIFORNIA STREET LOOKING NORTH





1. All Trees within 5' of hardscape to have a 12" deep linear root barrier.
2. All planter areas to receive a 3" layer of shredded organic mulch.
3. All sidewalks and shade ground equipment to be placed at least 5' from hardscape on flat areas. All equipment to be screened from view with plant material.
4. Tall shrubs are to be provided at screen walls for protection from graffiti.
5. Soil compaction to be no greater than 85% on landscape areas.
6. All finish grades to be 1" below finish surface paving.
7. Agronomical soil testing report to be included in landscape plans.
8. All landscape irrigation equipment to be drip low-flow type that satisfies the Water Efficient Landscape Ordinance.
9. The project shall follow applicable guidelines outlined in PMC sections 18.84.300-370 "Landscape Ordinance".

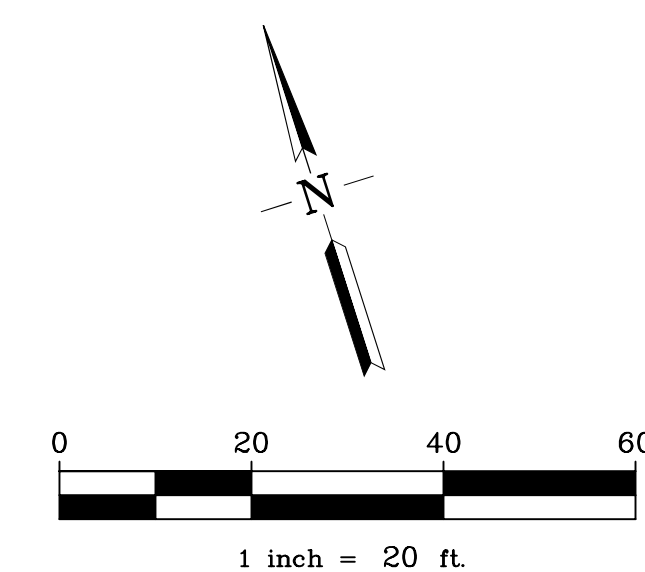




ESTIMATED EARTHWORK QUANTITIES		
ITEMS	CUT (C.Y)	FILL (C.Y)
DEMOLITION (SEE NOTE 3)	(900)	0
BUILDING	0	390
SWK/PAVEMENT/LANDSCAPE	0	300
FOUNDATION & PLUMBING SPOILS	220	0
TRENCH SPOILS	480	0
C-3 SPOILS	360	0
OVER-EXCAVATION	6,400	6,400
SHRINKAGE (ASSUME 5%)	-	350
TOTAL	7,440	7,440

- ALL QUANTITIES SHOWN ON THIS PLAN ARE APPROXIMATE, CALCULATED OUT AND FILL ARE TO "ROUGH GRADE" AND EXISTING GROUND. THE ACTUAL AMOUNT OF EARTH MOVED IS VARIABLE DEPENDENT ON COMPACTION, CONSOLIDATION, STRIPPING REQUIREMENTS, AND THE CONTRACTOR'S METHOD OF OPERATION.
- THE CONTRACTOR SHALL VERIFY ALL EARTHWORK QUANTITIES BEFORE START OF WORK. THE CONTRACTOR SHALL CONTACT THE CIVIL ENGINEER WITH ANY DISCREPANCIES.
- DEMOLITION MATERIAL (FOOTINGS AND FLOOR SLABS) TO BE OFFHAULED BY THE CONTRACTOR.

- NOTES:
- CONTRACTOR SHALL REMOVE AND REPLACE ALL DAMAGED PORTIONS OF SIDEWALK FRONTING THE PROPERTY ON CALIFORNIA AVENUE.



Public Storage.

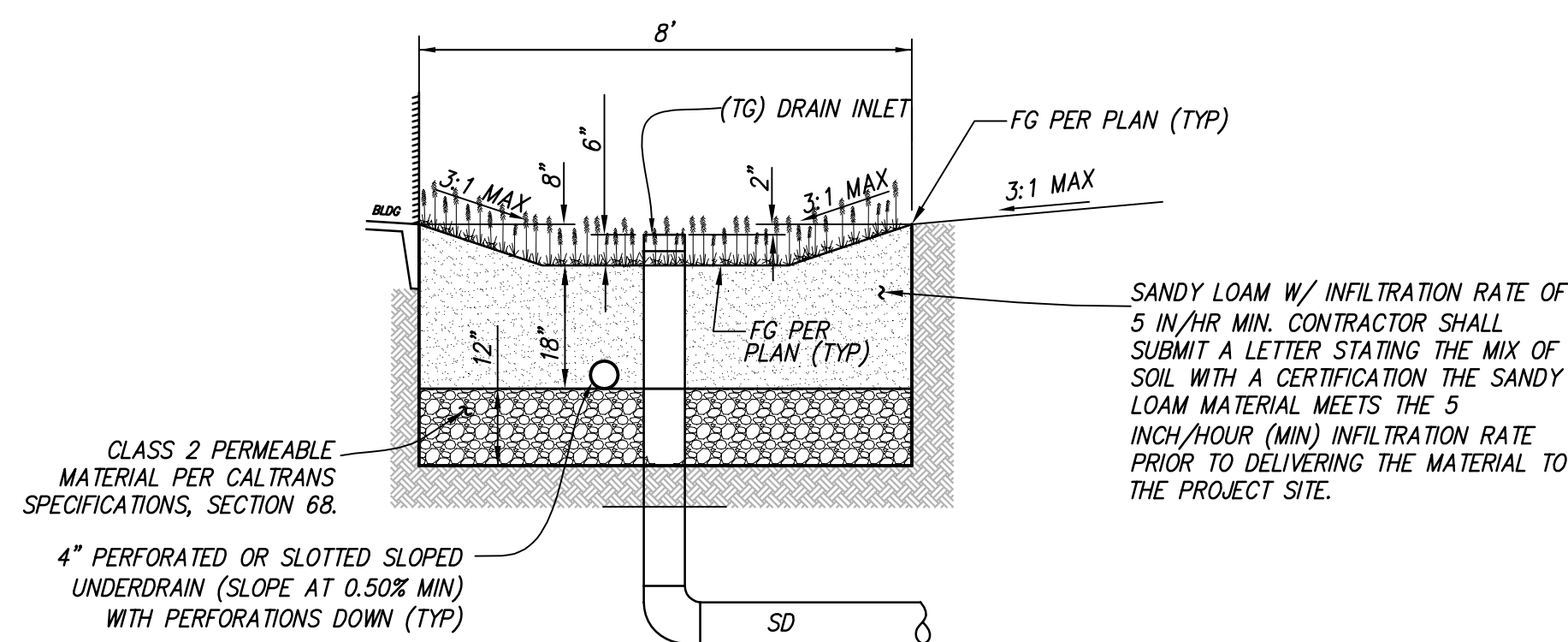
525 CALIFORNIA AVENUE | PITTSBURG, CA

PRELIMINARY GRADING AND UTILITY PLAN

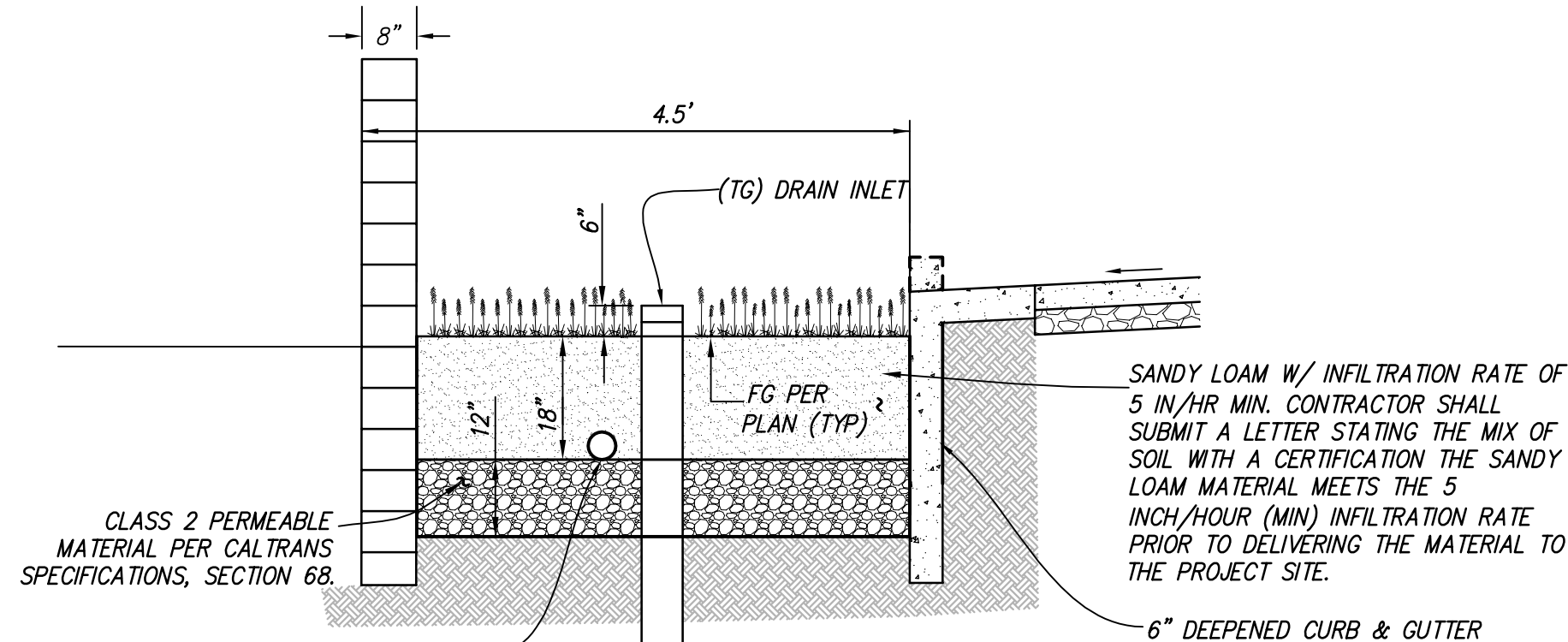
RJA SHEET 12
RUGGERI-JENSEN-AZAR
 ENGINEERS • PLANNERS • SURVEYORS
 4690 CHABOT DRIVE, SUITE 200 • PLEASANTON, CA 94588
 PHONE: (925) 227-9100 • FAX: (925) 227-9300

DATE: MAY 16, 2018

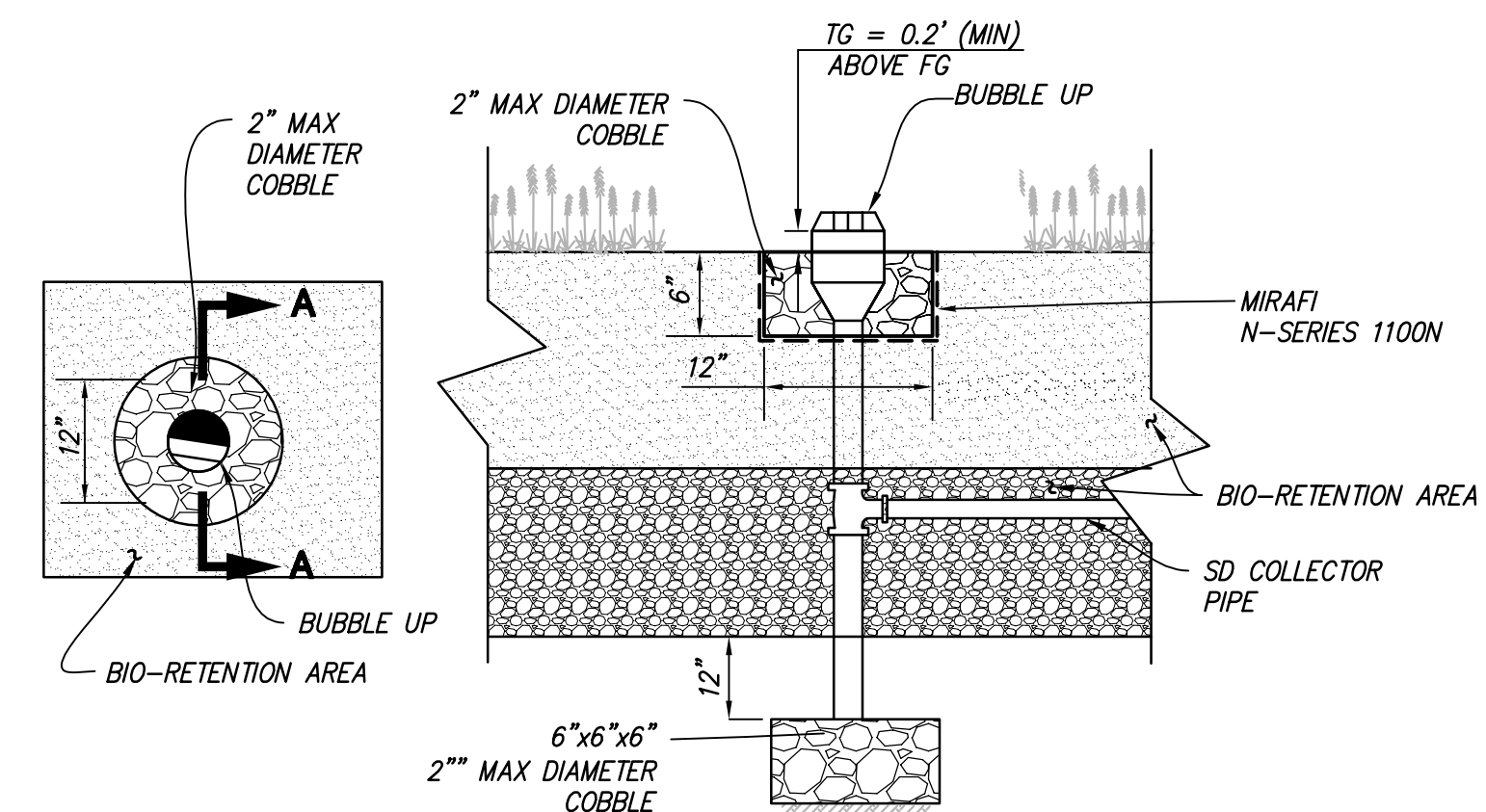
JOB NO. 171079



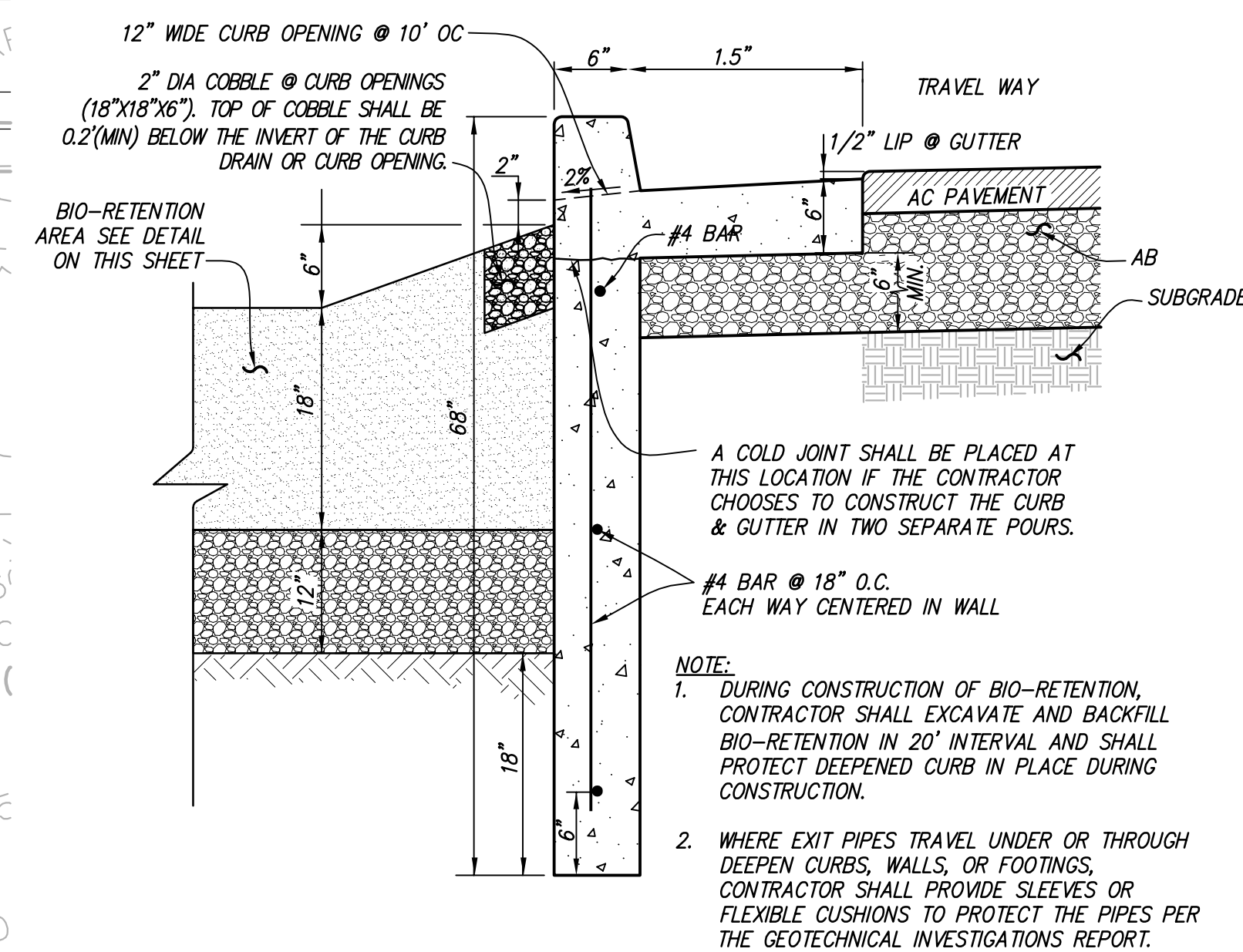
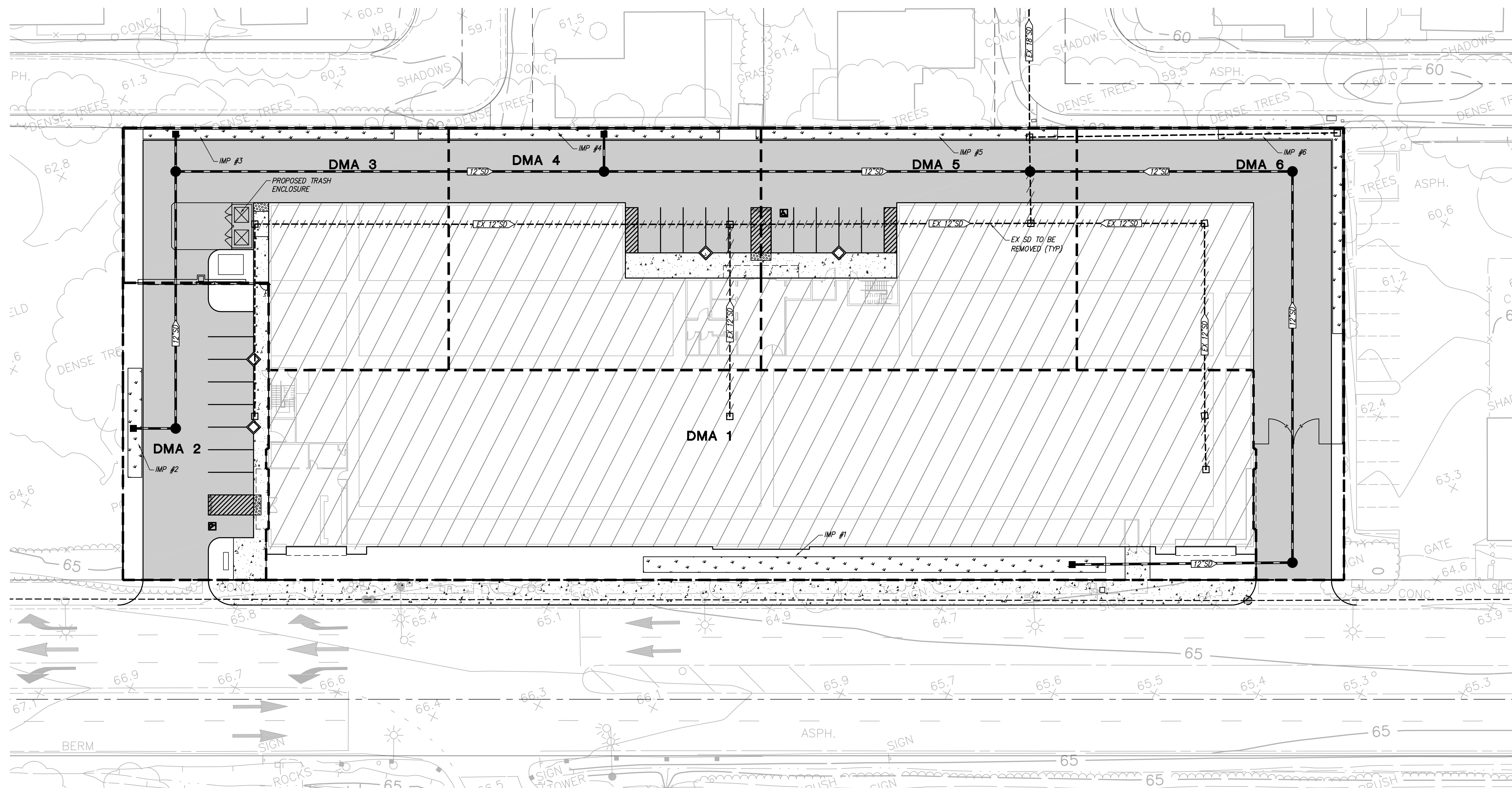
**BIO-RETENTION DETAIL
ADJACENT TO BULSING**
NOT TO SCALE



**BIO-RETENTION DETAIL
ADJACENT TO STREET**
NOT TO SCALE



**SECTION A-A
BUBBLE UP DETAIL**
NOT TO SCALE



**DEEPEEN CURB ADJACENT
TO BIO-RETENTION**
NOT TO SCALE

LEGEND

	AC PAVEMENT
	ROOF AREA
	SIDEWALK
	EX UTILITY TO BE REMOVED

PRELIMINARY STORMWATER TREATMENT CALCULATIONS

DMA	DMA TREATMENT	IMPERVIOUS AREA (SF)	PERVIOUS AREA (SF)	TOTAL AREA (SF)	EFFECTIVE IMPERVIOUS AREA (SF)	BIO-RETENTION AREA REQUIRED (SF)	BIO-RETENTION AREA PROVIDED (SF)
1	BIO-RETENTION	28,260	4,830	33,090	28,743	1,150	1,150
2	BIO-RETENTION	5,890	950	6,840	5,085	239	239
3	BIO-RETENTION	9,310	1,090	10,400	9,419	377	383
4	BIO-RETENTION	11,410	580	11,990	11,468	459	460
5	BIO-RETENTION	11,420	570	11,990	11,477	459	460
6	BIO-RETENTION	11,990	1,360	13,350	12,126	485	486

THE CALCULATIONS ARE BASED ON THE LATEST CONTRA COSTA COUNTY C.3 STORMWATER HANDBOOK, MAY 2017.

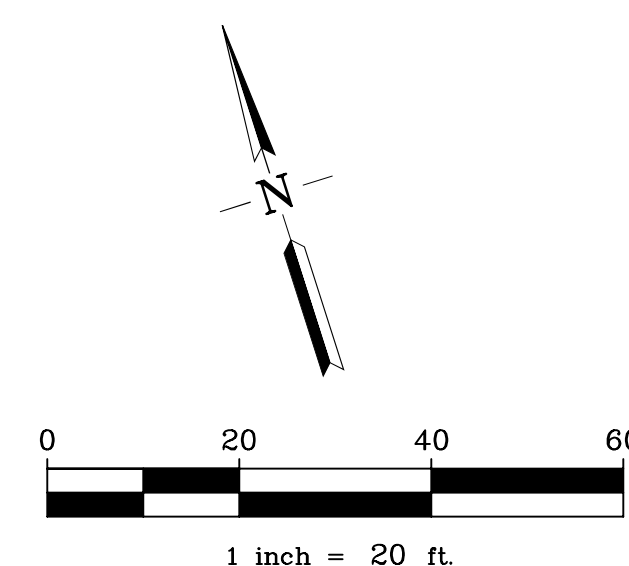
a. 0.2 INCHES/HOUR RAINFALL INTENSITY ON 100% IMPERVIOUS AREA.

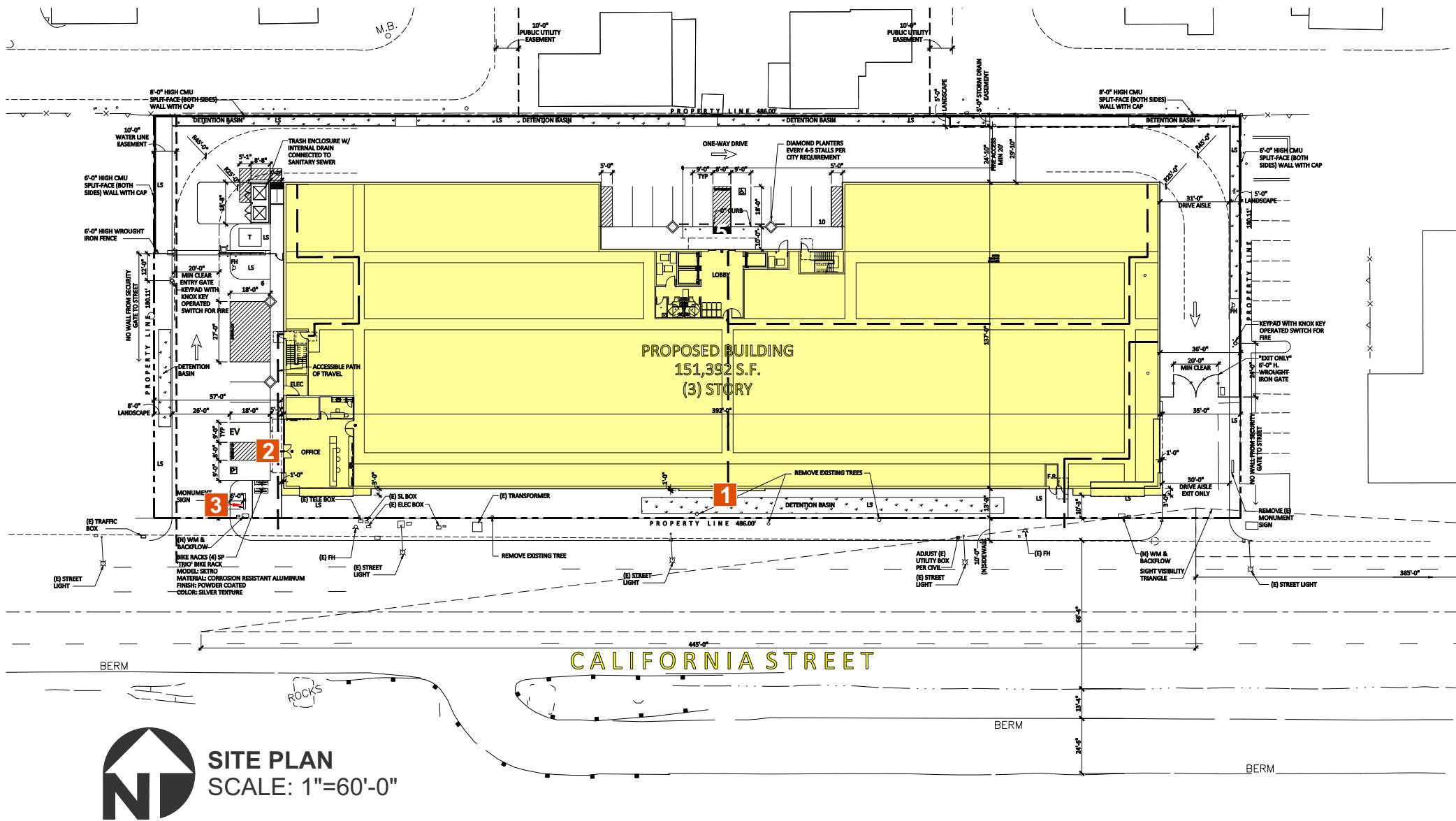
b. SOIL FOR TREATMENT MEDIUM WITH A 5 INCHES/HOUR INFILTRATION RATE.

c. A TREATMENT MEDIUM OF 0.04 SIZING FACTOR FOR BIORETENTION AREAS.

1. SIZING FACTOR OF 0.04 NOTED ABOVE IS CALCULATED BASED ON THE FOLLOWING CRITERIA:

a. SIZING FACTOR=(0.2 IN/HR)/(5 IN/HR)=0.04





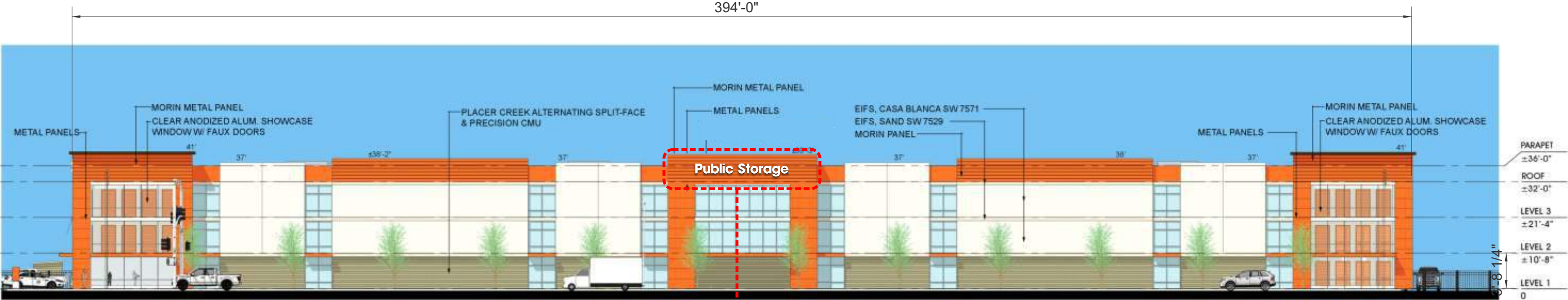
- 1 CHANNEL LETTERS - LED ILLUM.**
AREA: 80.6 SF ('6' SIDED BOX)
- 2 CHANNEL LETTERS - LED ILLUM.**
AREA: 54.6 SF ('6' SIDED BOX)
- 3 CUSTOM MONUMENT SIGN**
24.5 SF

WALL SIGNS					
SIGN #	LOCATION	CODE ALLOWANCE	PROPOSED SQ FT	SIGN TYPE	COMMENTS
1	FACING CALIFORNIA ST. SOUTH ELEVATION	190 SF ALLOWED / SOUTH ELEV.	80.6 SF	ILLUM'D CHAN. LTRS	'1' SIGN THIS ELEV. FACING MAIN ROAD
2	TOP ENTRY TOWER - WEST ELEV. AT ENTRANCE	68 SF ALLOWED / WEST ELEV.	54.6	ILLUM'D CHAN. LTRS	TOTAL SQ FT SIGNAGE THIS ELEV. = 64

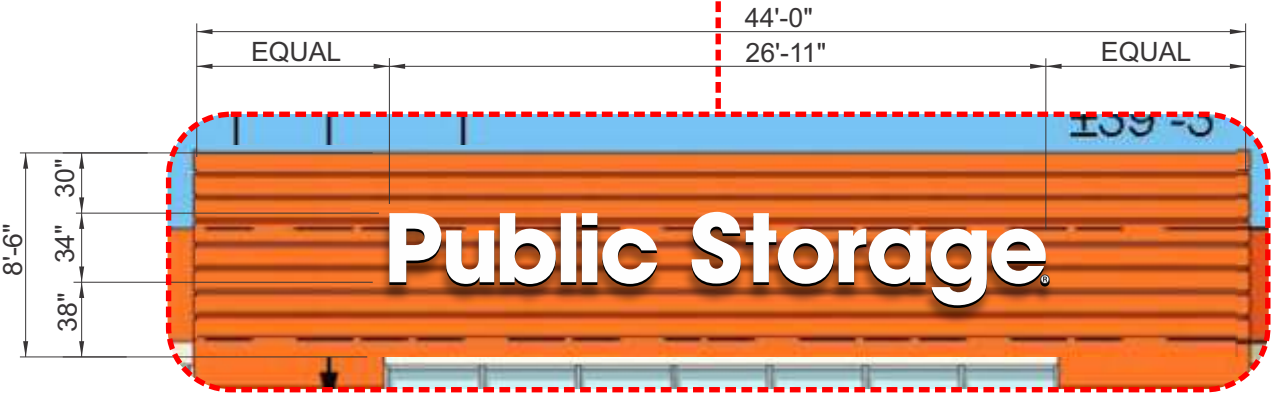
GROUND SIGNS					
SIGN #	LOCATION	CODE ALLOWANCE	PROPOSED SQ FT	SIGN TYPE	COMMENTS
3	RENTAL OFFICE ENTRANCE	'1' ALLOWED AT '25' SF MAX. 8 FT IN HEIGHT MAX.	24.5 SF	D/F MONUMENT	'1' FREESTANDING SIGN ALLOWED - EXISTING MONUMENT TO BE REMOVED

It is the intent and purpose of this color rendering to provide a basic color representation of your sign finish and color. However, digital media and printed colors will vary from actual paint finish and color. Existing painted surfaces will have a perceptible difference in shade and sheen from your sign finish. Providing a sample of the paint you wish to match or a Matthews paint color formula will minimize the differences.

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SOUTH ELEVATION
SCALE: 1"=30'-0"



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

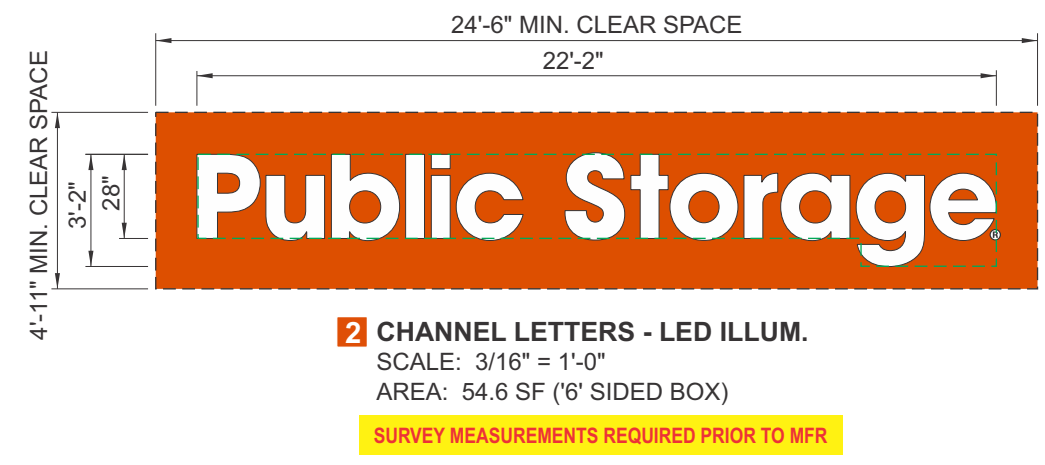
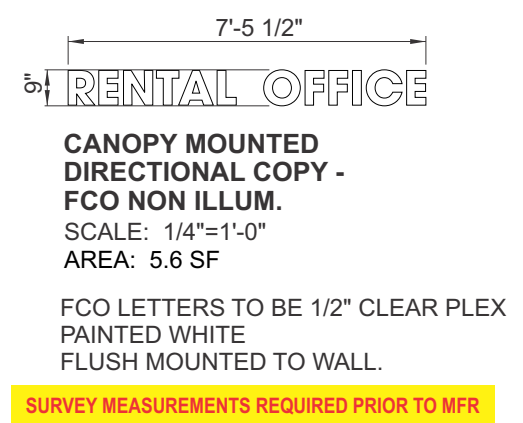
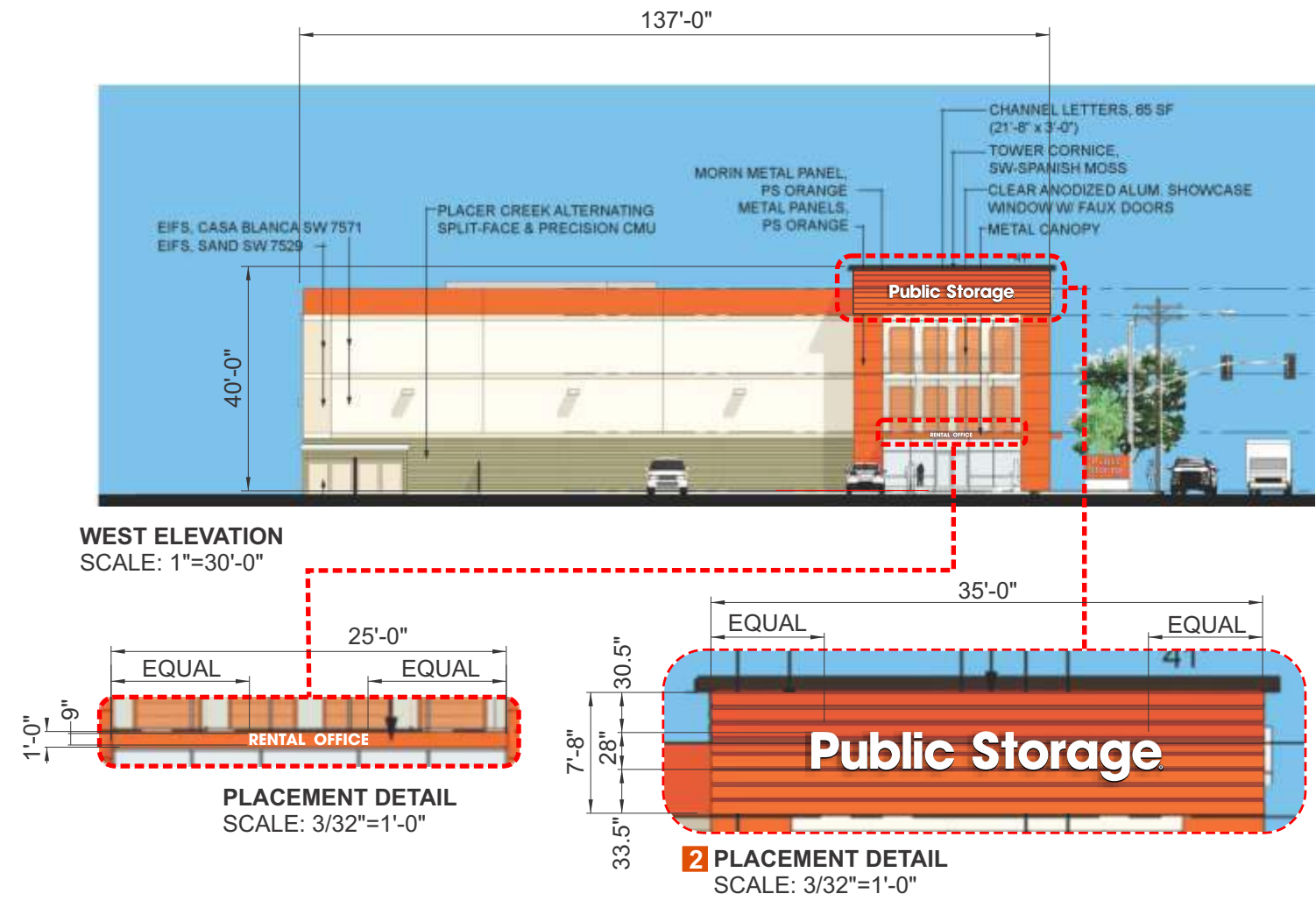


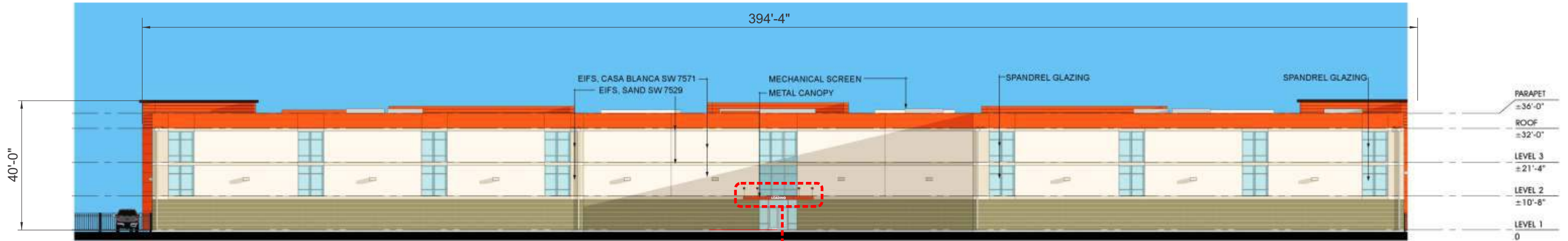
1 CHANNEL LETTERS - LED ILLUM.
SCALE: 3/16" = 1'-0"
AREA: 80.6 SF ('6' SIDED BOX)

SURVEY MEASUREMENTS REQUIRED PRIOR TO MFR

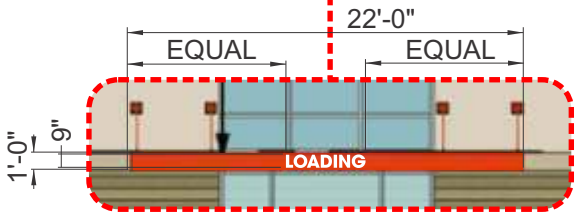
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NORTH ELEVATION
SCALE: 1"=30'-0"



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



**CANOPY MOUNTED
DIRECTIONAL COPY -
FCO NON ILLUM.**

SCALE: 3/8"=1'-0"
AREA: 3.3 SF

FCO LETTERS TO BE 1/2" CLEAR PLEX
PAINTED WHITE
FLUSH MOUNTED TO WALL.

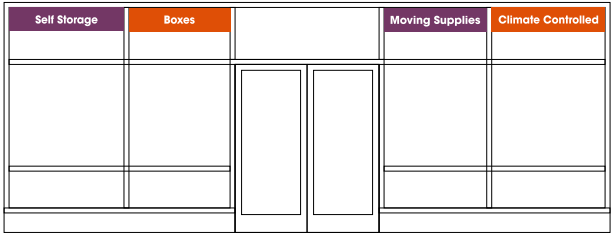
SURVEY MEASUREMENTS REQUIRED PRIOR TO MFR

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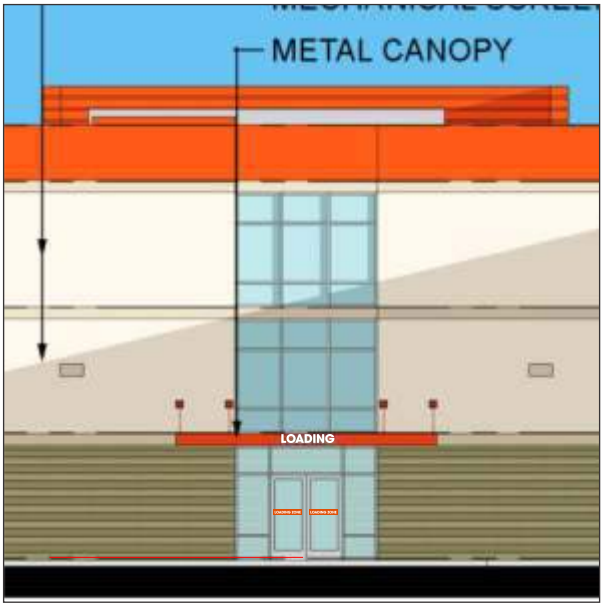
16265 Star Road Nampa, ID 83687 toll free: 800.592.8058 tele: 208.345.4020 fax: 208.336.9886 www.imagenational.com



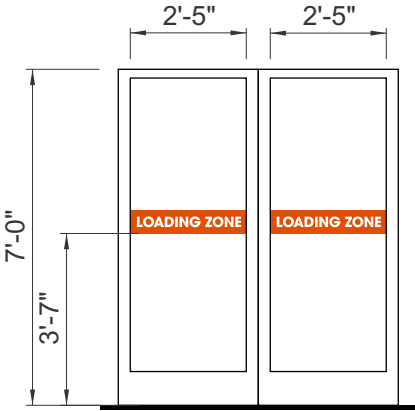
WEST ELEVATION @ RENTAL OFFICE
SCALE: 1/16"=1'-0"



VINYL PLACEMENT DETAIL
SCALE: 1/8"=1'-0"

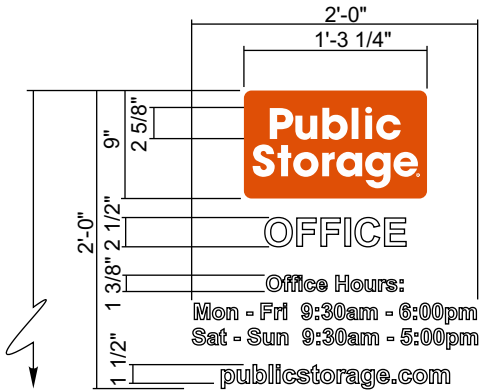


NORTH ELEVATION @ LOADING
SCALE: 1/16"=1'-0"



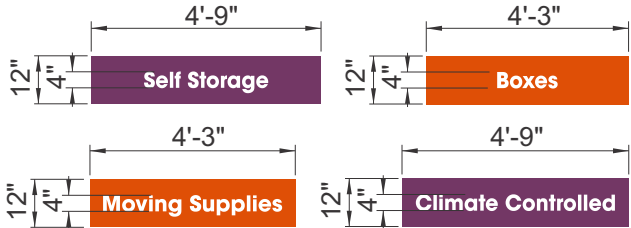
VINYL PLACEMENT DETAIL
SCALE: 1/4"=1'-0"

GLASS WIDTH T.B.D. BEFORE MANUFACTURE



1ST SURFACE VINYL FOR DOOR GLASS
SCALE: 3/4" = 1'-0"

GLASS WIDTH T.B.D. BEFORE MANUFACTURE



1ST SURFACE VINYL FOR WINDOW GLASS
SCALE: 1/4" = 1'-0"

GLASS WIDTH T.B.D. BEFORE MANUFACTURE

GLASS VINYL SCHEDULE	
COLOR	
	3M VINYL 3632-3126 ORANGE
	3M VINYL VQ-7679 PURPLE
	3M VINYL OPAQUE WHITE 7725-10



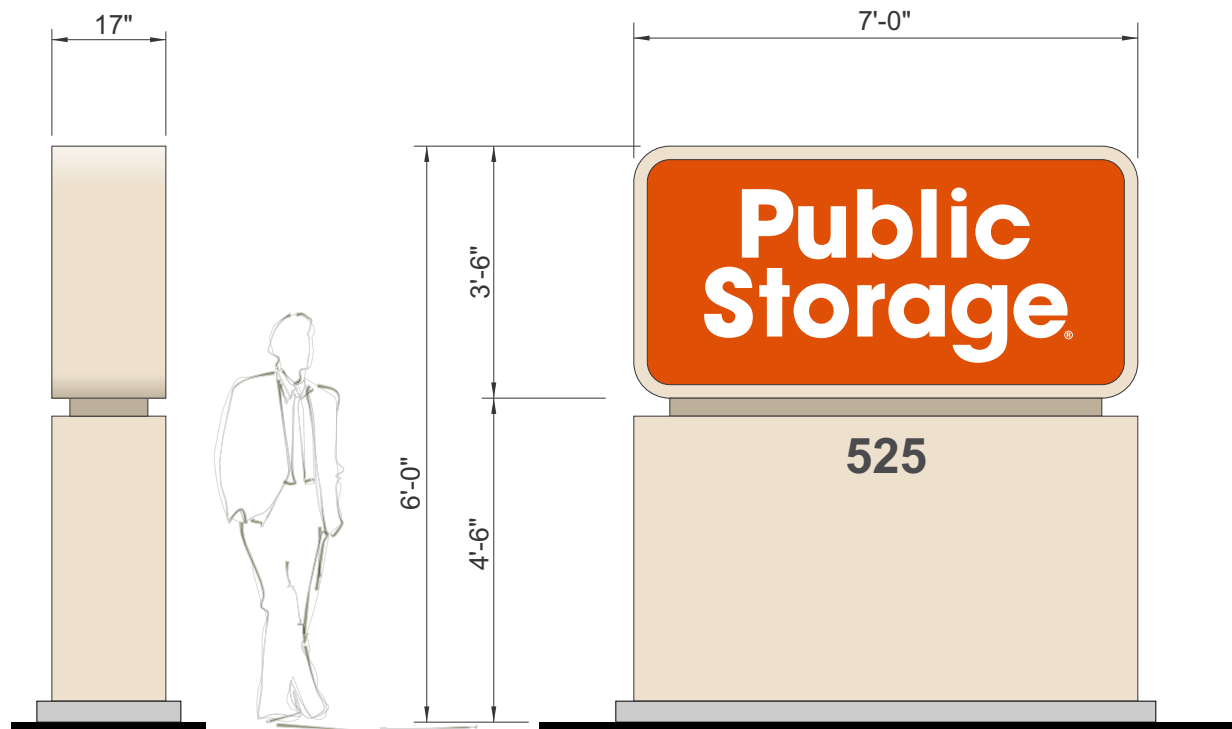
1ST SURFACE VINYL FOR DOOR GLASS - '2' REQ'D
SCALE: 3/4" = 1'-0"

GLASS WIDTH T.B.D. BEFORE MANUFACTURE

GLASS VINYL SCHEDULE	
COLOR	
	3M VINYL 3632-3126 ORANGE
	3M VINYL OPAQUE WHITE 7725-10

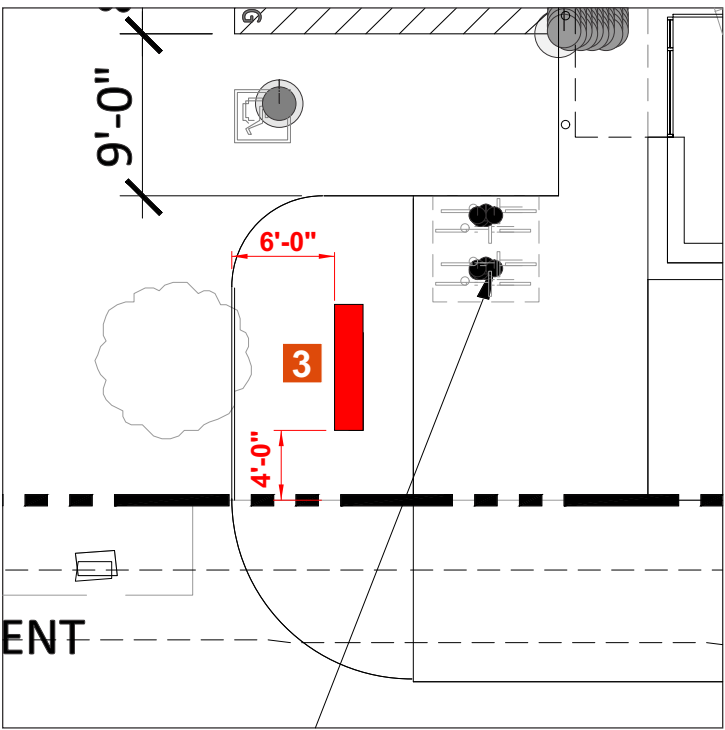
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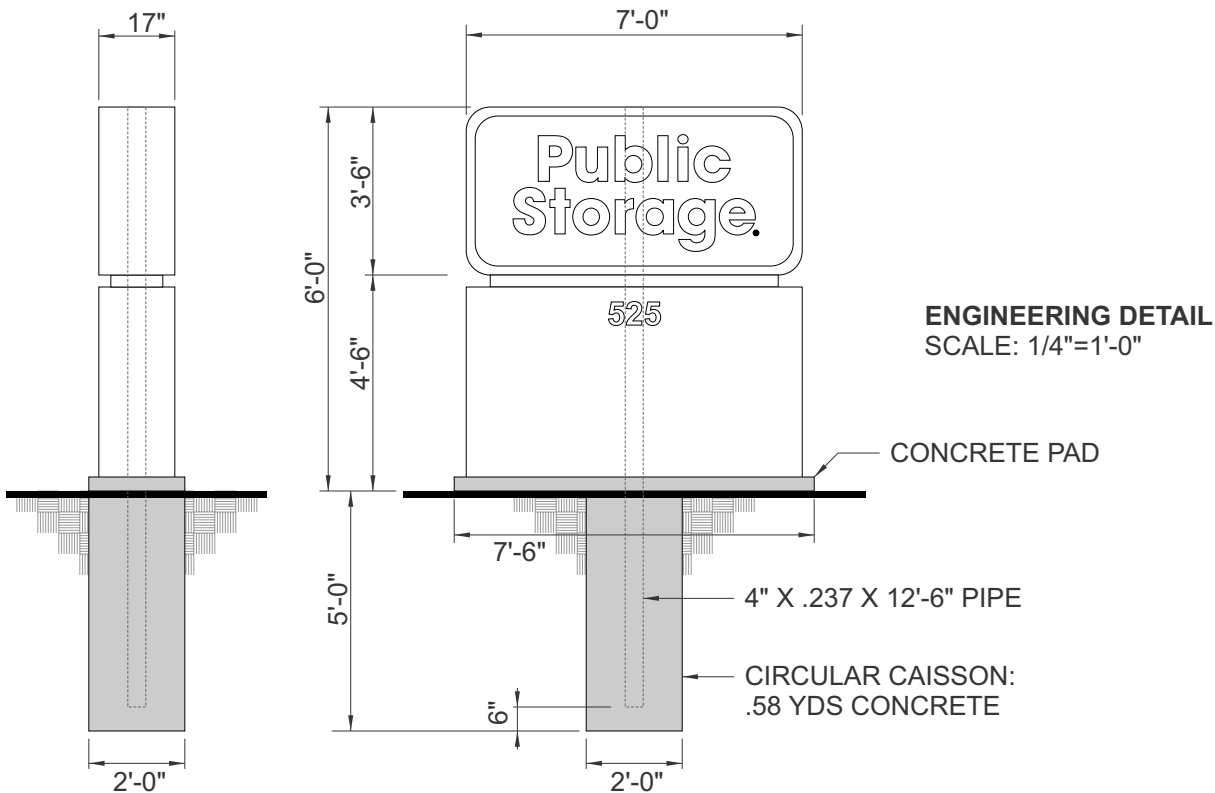


- 3 CUSTOM MONUMENT SIGN**
SCALE: 3/8"=1'-0"
24.5 SF
- FACE SUBSTRATE: WHITE POLYCARBONATE
 - GRAPHICS: 1ST SURFACE VINYL
 - ILLUMINATION: WHITE LED
 - ELECTRICAL: 120 VAC - '1' 20 AMP CIRCUIT

NOTE ON ALL PROPOSAL/PERMIT DRAWINGS: "ANY deviations to install location are NOT to be resolved onsite without the express consent of Image National and / or Public Storage Construction Manager (name to be provided by Image National). Onsite Superintendents and General Contractors may assist, but final approval only from Image National or PS CM."

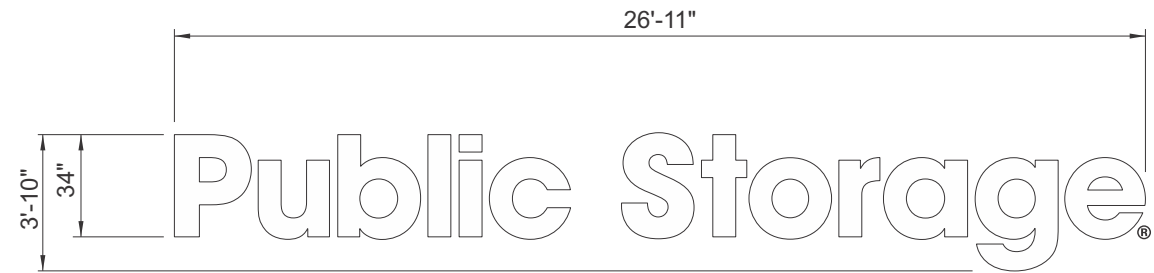
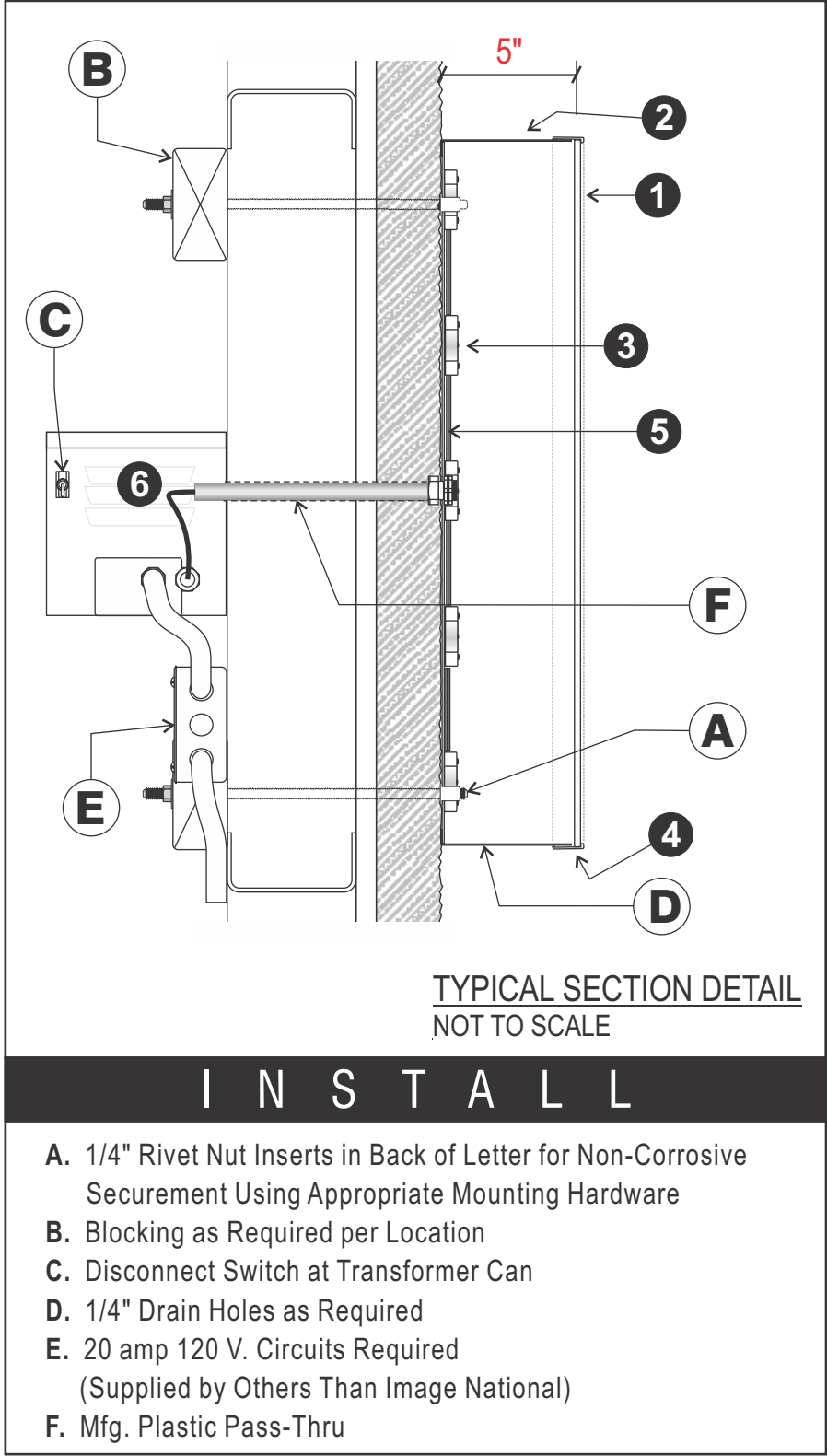


PARTIAL SITE PLAN @ ENTRY
SCALE: 3/32"=1'-0"

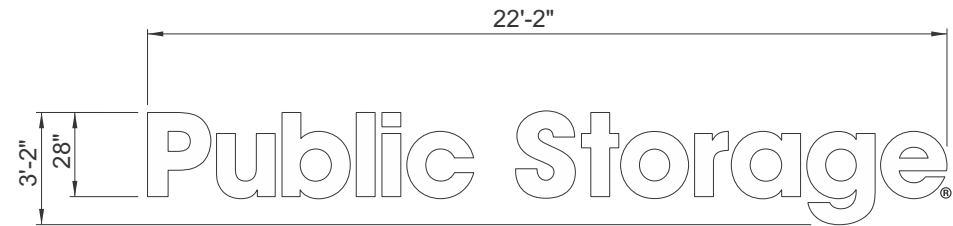


ENGINEERING DETAIL
SCALE: 1/4"=1'-0"

NOTE: VERIFY STEEL / FOOTING CALCULATIONS W/ ENGINEERING PRIOR TO SUBMITTING TO MANUFACTURING



1 CHANNEL LETTERS - LED ILLUM.
SCALE: 3/16" = 1'-0"



2 CHANNEL LETTERS - LED ILLUM.
SCALE: 3/16" = 1'-0"

ALL EXPOSED WIRING BEHIND PARAPETS TO BE SEALED USING LIQUID TIGHT CONDUIT.
ALL EXPOSED WIRING TO UTILIZE RACEWAYS IF VISIBLE TO THE PUBLIC OR INSIDE STORAGE UNITS (INTERIOR).

REGISTER MARK DETAIL
NOT TO SCALE



1 LETTER FACE: MATERIAL: 3/16" 7328 WHITE ACRYLIC	2 RETURNS: MATERIAL: 5" .040 ALUMINUM COLOR: BLACK	3 ILLUMINATION: MATERIAL: GE L.E.D. ILLUMINATION COLOR: WHITE
4 TRIM CAP: MATERIAL: 1" JEWELITE COLOR: BLACK	5 BACKS: MATERIAL: PRE-PAINTED.063 ALUM. COLOR: WHITE	6 ELECTRICAL: REMOTE. T.B.D. AMPS @ 120 V.
REGISTER MARK: MATERIAL: 2447 WHITE ACRYLIC COLOR: #22 BLACK VINYL OVERLAY		

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May 9, 2019

Jordan Davis, AICP
Senior Planner
CITY OF PITTSBURG, PLANNING DIVISION
65 Civic Avenue
Pittsburg, CA 94565

**RE: RAILROAD AVENUE SPECIFIC PLAN FINAL EIR ADDENDUM
525 CALIFORNIA AVENUE PUBLIC STORAGE PROJECT**

Dear Mr. Davis:

This Addendum has been prepared to confirm that changes proposed to be made to the Railroad Avenue Specific Plan (RASP), described below, would not result in any new significant impacts, result in a change in severity of previously identified significant impacts, or require new or revised mitigation measures, and that the analysis contained within the RASP Draft and Final EIR remains sufficient and no revisions are required.

The Pittsburg City Council adopted the RASP on November 2, 2009 (Ordinance No. 09-1319 and Resolution No. 09-11303), following certification of the Final EIR for the RASP in June 2009. The objective of the RASP was to provide opportunities for transit-oriented development around the Pittsburg Center BART station, which was in the planning stages at that time and subsequently opened in May 2018.

A minor change has now been proposed to modify the zoning of a specific 2-acre site at 525 California Avenue (project site) within the RASP area. The existing RASP land use designation for the site is Transit-Oriented Development Medium (TOD-M), and the zoning is Planned Development (PD). The applicant has proposed a zoning amendment to establish a limited overlay zone (PD-O). The limited overlay zone would allow a higher floor area ratio (FAR) than currently permissible. It would reduce the required first-floor height of commercial structures from 15 feet to 10 feet, and would add warehousing and storage uses (i.e., self-storage) as a permitted use in the proposed overlay district.

This Addendum describes the project and the legal context, and analyzes the potential environmental impacts associated with the project, including potential impacts on traffic due to the proposed land use change of the project site.

BACKGROUND

The RASP area is located near the center of Pittsburg and includes the City's Civic Center and an area with a radius of approximately half a mile surrounding the Pittsburg Center BART station. The Pittsburg Center BART station had been proposed at the time of preparation of the RASP EIR and opened in May 2018. In total, the RASP area encompasses approximately 1,075 acres, including the project site. The RASP EIR was a program EIR, pursuant to CEQA Guidelines Section 15168, which analyzed the environmental impacts of the RASP and is a self-mitigating document, whereas policies established

within the RASP are intended to mitigate potential negative environmental impacts. An Initial Study was prepared, which concluded that the RASP would have less than significant impacts in the areas of aesthetics, agriculture and forestry resources, geology and soils, hydrology and water quality, land use and planning, mineral resources, and population and housing. The EIR focused on the topics of air quality, biological resources, cultural resources, hazards and hazardous materials, public services, transportation and circulation, and utilities. Mitigation measures were identified for air quality, biological resources, cultural resources, noise, and hazards and hazardous materials. The EIR determined that the air quality impact would be significant and unavoidable.

PROJECT DESCRIPTION

REGIONAL AND LOCAL SETTING

The project site is in Pittsburg in eastern Contra Costa County. Regional access to the project site is via State Route 4 (SR 4, the "California Delta Highway") and locally from Harbor Street. The areas adjoining and surrounding the site include residential communities, commercial areas, a high school, and vacant land.

The project site is located at 525 California Avenue (Assessor's Parcel No. 073-270-088) between Harbor Street and Newport Drive. The site is bounded by SR 4 to the south. The Pittsburg-Antioch Highway is approximately 0.75 miles north of the site. The project site is located near the BART alignment and is 0.5 miles from the Pittsburg Center BART station at the Railroad Avenue overpass of SR 4.

EXISTING SETTING

The approximately 2-acre project site consists of three existing drive-up self-storage buildings, a rental office, and a manager's apartment totaling approximately 48,438 square feet. The site fronts California Avenue and is bordered by residential housing to the north, beyond existing cinder-block walls. SR 4 is south of the project site. A vacant, undeveloped lot is directly west of the property, and a commercial building is directly to the east.

The project site is within the High School Village subarea of the RASP and has a land use designation of Transit-Oriented Development Medium (TOD-M). The TOD-M classification is intended to allow primarily multifamily residential development, except in the High School Village subarea where there is not a minimum residential development component, and commercial development is permitted at a maximum 1.0 floor area ratio.

City of Pittsburg Ordinance No. 09-1319 adopted the RASP and changed the zoning of various areas, including the project site, from a Mixed Use (M) district to Planned Development (PD). Per the RASP, the uses permitted in the TOD-M land use designation follow the uses prescribed in the M zoning district, as specified by Pittsburg Municipal Code (PMC) Section 18.53.020. "Warehouse and Storage, Limited," (i.e., self-storage) is not included in the list of allowed uses. Since the existing storage facility predates the RASP, it is considered a legal nonconforming use.

PROJECT DESCRIPTION

The project proposes to demolish the existing storage facility and associated structures and to redevelop the project site with a new 40-foot-tall, three-story, climate-controlled building of 151,392 square feet, containing a maximum of 1,250 storage units. Additional project elements would include entry signage, a wrought iron security gate, a rental office within the new storage facility, and 16 parking

spaces and bicycle racks. Detailed plans are included as **Appendix A**. New paving and landscaping would be provided as required under the RASP. No General Plan amendment is proposed, but the project would include a zoning amendment to establish a limited overlay zone (PD-O) on the subject parcel, which would amend the current regulations affecting the site to allow the following:

- “Warehousing and Storage, Limited” as a permitted use
- An increase in the allowable FAR from 1.0 to 1.75
- A decrease in the minimum first-floor ceiling height for commercial structures from 15 feet to 10 feet.

The project would be accessed via relocated driveways along California Avenue to accommodate the site configuration. The project would provide 12 parking spaces, including 2 ADA-compliant spaces and 1 space for electric vehicle charging. Four bicycle spaces would be provided.

Building design would feature a cool roof (per the California Green Building Standards Code) that could incorporate future solar panels.

CEQA CONTEXT

In accordance with CEQA Guidelines Section 15164, an Addendum to a certified EIR may be prepared if only minor technical changes or additions are necessary or none of the conditions described in CEQA Guidelines Section 15162 calling for the preparation of a subsequent EIR have occurred. Section 15162 provides that an agency shall not prepare a subsequent or supplemental EIR unless the agency determines, on the basis of substantial evidence in light of the whole record, that the criteria listed below have been met.

- (1) *Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;*

The project would require a zoning amendment to establish an overlay zone on the project site, which constitutes one 2-acre parcel of the overall 1,075-acre RASP area. The zoning change would permit the continuation of the existing self-storage use on the project site and increase the permitted FAR from 1.0 to 1.75. As detailed below in the Environmental Analysis section of this Addendum, these changes would not result in new significant environmental effects or increase the severity of previously identified significant effects. Therefore, the project would not represent a substantial change requiring major revisions of the RASP EIR.

- (2) *Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or*

No relevant substantial changes have occurred with respect to the circumstances under which the project is undertaken. As detailed below in the Environmental Analysis section of this Addendum, the project would not result in new significant environmental effects or increase

the severity of previously identified significant effects. Therefore, the project would not necessitate major revisions of the RASP EIR.

- (3) *New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration shows any of the following:*

- (A) *The project will have one or more significant effects not discussed in the previous EIR or negative declaration;*

As detailed below in the Environmental Analysis section of this Addendum, the project would not result in any significant environmental effects not discussed in the RASP EIR.

- (B) *Significant effects previously examined will be substantially more severe than shown in the previous EIR;*

As detailed below in the Environmental Analysis section of this Addendum, the project would not result in substantially more severe environmental effects than shown in the RASP EIR.

- (C) *Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or*

These conditions have not occurred. The project would be required to implement the mitigation measures from the RASP EIR identified in **Table 7**. The project applicant has not declined to adopt an applicable mitigation measure or alternative.

- (D) *Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.*

These conditions have not occurred. The project would be required to implement the mitigation measures from the RASP EIR identified in **Table 7**. The project applicant has not declined to adopt an applicable mitigation measure or alternative.

ENVIRONMENTAL ANALYSIS

The RASP EIR estimated that the proposed land uses in the RASP area would result in approximately 1,845 new residential units and 988,449 square feet of new commercial floor area within the approximately 97 acres of project area closest to the Pittsburg Center BART station. In the High School Village area, the EIR assumed there would be approximately 262 residential units and 78,650 square feet of new commercial development. The project would not involve construction of any new residential units, but it would require construction of a 151,392-square-foot self-storage facility (an increase of 102,954 square feet beyond what currently exists on the project site).

As described below, the project's impacts would be less than significant in all categories of environmental analysis and would be within the scope of the impacts identified in the RASP EIR.

AESTHETICS

Previously Identified Impacts in the RASP EIR

The Initial Study found that RASP implementation would have a less than significant impact on the aesthetic value of the surrounding area because the area is developed and defined by a predominantly urban character. This topic was scoped out from further assessment in the EIR. The Initial Study concluded that the RASP area is not located in the vicinity of a state scenic highway and does not contain scenic vistas. Additionally, the RASP includes design guidelines and development standards to achieve the vision of a vibrant, walkable, mixed-use transit-oriented area.

Proposed Project

The project site is currently developed with a 30-year-old self-storage facility. The project would result in increased density and height compared to existing conditions on the site, but the use would be the same. The visual character would be updated with a more contemporary design and significantly enhanced, as the project would comply with all applicable RASP design and development guidelines, aside from the maximum FAR allowance. Therefore, the project's impact on the visual character of the area would be less than significant.

As with the existing self-storage facility on the site, the project would generate some light and glare from a variety of sources, including safety and security lighting and illuminated signs. The City's Standard Conditions of Development require that all light sources be shielded to prevent glare and spillover lighting. The project would include two signs with LED illumination affixed to the building, and one custom monument sign at the driveway entry point on California Avenue. These signs would be compliant with City regulations related to size and light/glare. Therefore, the project would have a less than significant impact related to light and glare.

Conclusion

The proposed project would not impact the surrounding area's visual character or impact scenic vistas. Additionally, the project would comply with City regulations to minimize light and glare impacts. Therefore, the project would not result in additional significant environmental impacts.

AGRICULTURE AND FORESTRY RESOURCES

Previously Identified Impacts in the RASP EIR

The EIR Initial Study concluded that the RASP would have no impact on agricultural resources, and this topic was scoped out from further assessment in the EIR. As noted in the Initial Study, the RASP area does not include land designated as farmland by the Farmland Mapping and Monitoring Program of the California Resources Agency. No parcels within the RASP are zoned for agricultural use or under a Williamson Act contract.

Proposed Project

As described in the RASP Initial Study, the project site is not categorized or zoned for agricultural uses and is not covered by a Williamson Act contract. In addition, there are no forestry uses on the site or in the vicinity. Therefore, there would be no impact.

Conclusion

The proposed project would not convert land used for agricultural or forestry purposes. Therefore, the project would not result in additional significant environmental impacts.

AIR QUALITY

Previously Identified Impacts in the RASP EIR

The RASP EIR identified the following air quality impacts:

- Construction activities could cause emissions of dust or contaminants from equipment exhaust that could contribute to existing air quality violations or expose sensitive receptors to pollutant concentrations. This would be a temporary but potentially significant impact. The impact would be less than significant with the implementation of Mitigation Measures AQ-1.1 and AQ-1.2.
- RASP implementation would create new area and mobile sources of air pollutants that would generate emissions of reactive organic gases (ROG), nitrogen oxides (NO_x), and respirable particulate matter (PM₁₀). These emissions would exceed the Bay Area Air Quality Management District's (BAAQMD) established significance thresholds of 80 pounds per day, would contribute substantially to an existing or projected air quality violation, and would be inconsistent with regional air quality plans to achieve attainment. As such, RASP impacts on criteria air pollutants would be significant and unavoidable.
- Traffic generated by RASP implementation would add to traffic volumes at intersections in the project vicinity. This traffic would increase concentrations of carbon monoxide, but not to the extent that ambient air quality standards would be exceeded. As such, impacts on localized carbon monoxide concentrations would be less than significant.
- The RASP would place new residential uses within 500 feet of State Route 4 and would potentially expose new sensitive receptors to substantial concentrations of toxic air contaminants. This impact would be less than significant with the implementation of Mitigation Measure AQ-4.1.
- Cumulative construction emissions could result in emissions of dust and particulates, which could exceed regional air quality standards. However, development projects proposed under the cumulative scenario would be required to implement measures to control construction emissions.
- Since operational emissions from the RASP would be individually significant, operational emissions would also be cumulatively considerable. Mitigation Measure AQ-6.1 would be required.

Proposed Project

Residential uses are located north of the project site, beyond a cinder-block wall. To avoid or reduce air quality impacts from construction, the project applicant would be required to implement RASP EIR Mitigation Measures AQ-1.1 and AQ-1.2, which include dust control measures and measures to reduce emissions from heavy-duty diesel-powered equipment.

The EIR analyzed the RASP's full buildout development potential, which included development of the project site. The EIR found that RASP implementation would have a significant and unavoidable impact due to mobile sources of air pollutants that would generate emissions of ROG, NO_x, and PM₁₀. The project would contribute those air pollutants during construction, as well as during operation from vehicles traveling to and from the site. However, the number of vehicle trips generated by the project would be lower than would be generated by other permitted uses at higher intensities, as discussed below for the topic of Transportation and Traffic. Therefore, the project's impact would not be more severe than what was previously analyzed in the EIR. The project would also be required to implement RASP EIR Mitigation Measure AQ-6.1, requiring the applicant to develop and implement a plan to reduce operational air emissions. The project would not result in residential uses; therefore, RASP EIR Mitigation Measure AQ-1.4 is not applicable and would not be required.

Conclusion

The project would be required to implement RASP EIR Mitigation Measures AQ-1.1, AQ-1.2, and AQ-6.1. The proposed project's air quality impacts would be within the scope of those identified for RASP implementation in the EIR. Therefore, the project would not result in significant environmental impacts.

BIOLOGICAL RESOURCES

Previously Identified Impacts in the RASP EIR

The EIR found that RASP implementation would have a less than significant impact on biological resources with the implementation of Mitigation Measure BIO-1. The measure requires the completion of nesting bird surveys within the RASP area 30 days prior to any demolition/construction activity during the migratory bird season between March 1 and August 1. It was determined that the only sensitive resource within the RASP area is Kirker Creek, a potential breeding habitat for the California red-legged frog. Trees in the RASP's urban and industrial zone could also provide habitat for birds protected under the Migratory Bird Treaty Act (MBTA).

Proposed Project

The project site is already completely developed with a self-storage facility and paved areas, with some ornamental landscaping. The site is not in the vicinity of Kirker Creek or any other sensitive resource. Therefore, the site has low potential as habitat for protected species. Construction and site preparation would include removing four existing trees along California Street as well as 21 additional trees along the side and rear property boundaries, which could affect nesting habitat for migratory birds protected under the MBTA. Implementation of RASP EIR Mitigation Measure BIO-1 would ensure that project construction would result in a less than significant impact on nesting and breeding birds.

Conclusion

The project would be required to implement RASP EIR Mitigation Measure BIO-1. The project's biological resource impacts would be within the scope of those identified for RASP implementation in the EIR. Therefore, the project would not result in additional significant environmental impacts.

CULTURAL RESOURCES

Previously Identified Impacts in the RASP EIR

To ensure that RASP implementation would not adversely affect historic resources, the EIR identified

Mitigation Measure CR-1.1, requiring historical resources review for projects in the RASP area involving a building or structure that is 45 years or older. The RASP EIR determined that implementation of the RASP could cause a substantial adverse change in the significance of an archaeological resource or disturb human remains, including those interred outside of formal cemeteries. However, the EIR concluded that adherence to existing General Plan goals, policies, and mitigation measures would reduce this impact to a less than significant level. General Plan Policy 9-P-40 requires the preparation of a resources mitigation plan and monitoring program by a qualified archaeologist in the event that archaeological resources are uncovered. General Plan Policy 9-P-41 requires that all construction be halted immediately and an archaeological investigation be conducted in the event archaeological resources are found during ground-breaking activities for new development. In addition, the EIR included Mitigation Measure CR-1 for treatment of unexpected paleontological resources.

Proposed Project

The existing self-storage building on the project site was built in the 1980s. Therefore, the site does not contain any buildings that could be considered historic resources, and implementation of RASP EIR Mitigation Measure CR-1.1 is not warranted. Grading and other ground-disturbing activities would be required during project construction. As such, General Plan Policy 9-P-40 and Policy 9-P-41 would be required to avoid any potential impacts on archaeological or paleontological resources and human remains.

Conclusion

The project would be required to adhere to Mitigation Measure CR-1, General Plan Policy 9-P-40, and General Plan Policy 9-P-41. The project's cultural resources impacts would be within the scope of those identified for RASP implementation in the EIR. Therefore, the project would not result in additional significant environmental impacts.

GEOLOGY AND SOILS

Previously Identified Impacts in the RASP EIR

The EIR Initial Study concluded that the RASP would have a less than significant impact on geology and soils, and this topic was scoped out from further assessment in the EIR. As described in the Initial Study, compliance with the existing Building Code and other safety regulations, which are mandatory, would reduce potentially hazardous geological conditions (including seismicity and soil strength issues) to a less than significant level. RASP developments would also be required to obtain a grading permit and comply with grading standards in Pittsburgh Municipal Code Section 15.88.030.12, comply with the National Pollutant Discharge Elimination System (NPDES) permit, and connect to the city's wastewater system.

Proposed Project

The proposed project would comply with all applicable regulations to reduce or avoid geology and soils impacts, including the Building Code, the Pittsburgh Municipal Code, and the NPDES permit. The project would also connect to the city's wastewater system. Therefore, consistent with the RASP EIR, the project's effects would be less than significant.

Conclusion

The project's geology and soils impacts would be within the scope of those identified for RASP implementation in the EIR. Therefore, the project would not result in additional significant environmental impacts.

GREENHOUSE GAS EMISSIONS

Previously Identified Impacts in the RASP EIR

The RASP EIR concluded that implementation of the RASP could result in a substantial cumulative increase in greenhouse gas emissions, but that this impact would be less than significant with the implementation of Mitigation Measure CC-1.1. The mitigation measure requires the City to incorporate policies into the RASP to (1) provide incentives to private developers to incorporate green building practices and (2) retrofit municipal water and wastewater systems.

Proposed Project

The RASP EIR analyzed greenhouse gas emission for the full buildout potential of the RASP area, which includes the project site. While the proposed FAR of 1.75 is greater than the previously assumed floor area ratio of 1.0, the intensity of use on the site would not be substantially higher. As analyzed in the Transportation and Traffic section of this Addendum, the proposed self-storage use (at a FAR of 1.75) would generate fewer trips than all but one other permitted use (at a FAR level of 1.0). The project would incorporate sustainability features, including a CALGreen electric vehicle parking space and a cool roof (per the California Green Building Standards Code) that could incorporate future solar panels. Therefore, greenhouse gas emissions associated with the project would be generally consistent with the RASP EIR analysis. The project would also implement RASP EIR Mitigation Measures AQ-1.1 and AQ-1.2 to control dust and to reduce emissions from heavy-duty diesel-powered equipment, and Mitigation Measure AQ-6.1 to require incorporation of measures to reduce operational air emissions.

Conclusion

The project's greenhouse gas emissions impacts would be within the scope of those identified for RASP implementation in the EIR. Therefore, the project would not result in additional significant environmental impacts.

HAZARDS AND HAZARDOUS MATERIALS

Previously Identified Impacts in the RASP EIR

The RASP EIR determined that redevelopment of land within the Transit Village and Industrial Mixed-Use Center subareas creates a potentially significant hazard through the accidental release of hazardous materials associated with any potential underground storage tanks and potential contamination. The EIR incorporated Mitigation Measure HAZ-1 to reduce this impact to a less than significant level. The mitigation measure requires Phase I Environmental Site Assessments (and Phase II sampling where appropriate) for redevelopment of previous industrial sites within the subareas that have the potential to contain underground storage tanks or contamination from previous industrial uses, and, if required, appropriate remediation.

Proposed Project

The project site is in the High School Village subarea of the RASP, which is not identified in the EIR as having the potential for underground storage tanks or contamination. Therefore, RASP EIR Mitigation Measure HAZ-1 is not required. The project site is not listed on any federally or state-listed hazardous waste site (DTSC 2018; SWRCB 2018). The project is not in the vicinity of a public or private airport. Although the project site is within 0.25 miles of a public school, operation of a self-service storage facility would involve only the use, storage, or transport of routine hazardous materials, such as paints, cleaning

products, etc. All such materials would be handled and disposed of in accordance with applicable regulations. Therefore, the project would have a less than significant impact related to hazards and hazardous materials.

Conclusion

The project's hazards and hazardous materials impacts would be within the scope of those identified for RASP implementation in the EIR. Therefore, the project would not result in additional significant environmental impacts.

HYDROLOGY AND WATER QUALITY

Previously Identified Impacts in the RASP EIR

The EIR Initial Study concluded that the RASP would have a less than significant impact on hydrology and water quality, and this topic was scoped out from further assessment in the EIR. The Initial Study determined that implementation of the RASP would not violate water quality standards or discharge requirements with compliance with San Francisco Bay Regional Water Quality Control Board (RWQCB) requirements to obtain an individual NPDES permit and to prepare and implement a stormwater pollution prevention plan (SWPPP). The EIR also determined that increased water demand from the RASP would not be substantial and that groundwater recharge would not be adversely affected.

Proposed Project

A Stormwater Management Plan (SWMP) was prepared for the project by Ruggeri Jensen Azar (2018) and is included as **Appendix HYD** to this Addendum. The project would comply with the NPDES permit to capture and treat stormwater on-site before it is discharged into the storm drain system. The storm water drainage system in the RASP area has sufficient excess capacity to accommodate the increased load of proposed development above existing conditions. **Table 1** lists the best management practices (BMPs) the project would implement during construction and operation.

Table 1: Stormwater Control Plan Best Management Practices

Potential Pollution Source	Permanent Source Control BMPs	Operational Source Control BMPs
Bioretention Overflow Inlets	Mark all inlets with the words "No Dumping! Flows to Bay" or similar.	Maintain and repaint or replace inlet markings. Provide stormwater pollution prevention information to site owners and operators.
Landscape Maintenance	Design landscaping to minimize irrigation and runoff, and to minimize the use of fertilizers and pesticides that can contribute to stormwater pollution.	Maintain landscaping using minimum or no pesticides. Provide Integrated Management Practice (IMP) information to owners and operators.
Refuse Areas	Refuse areas will be roofed and equipped with a floor drain that shall be plumbed to the sanitary sewer system. Signs will be posted on or near dumpsters with the words "Do not dump hazardous materials here."	Inspect receptacles regularly, and repair or replace leaky receptacles. Keep receptacles covered. Inspect and pick up litter daily, and clean up spills immediately.

Source: Ruggeri Jensen Azar 2018

Site runoff would be routed to six Drainage Management Areas (DMAs) bordering the site, as described in the SWMP. Each area would be designed and constructed in accordance to the criteria in the Stormwater C.3 Guidebook, 7th Edition. The bioretention facilities would remove pollutants primarily by filtering runoff slowly through an active layer of soil. Routine maintenance is needed to ensure that flow is unobstructed, that erosion is prevented, and that soils are held together by plant roots and are biologically active. Stormwater treatment areas are listed in **Table 2**.

Table 2: Stormwater Treatment Areas

Preliminary Stormwater Treatment Calculations							
DMA	DMA Treatment	Impervious Area (sq. ft.)	Pervious Area (sq. ft.)	Total Area (sq. ft.)	Effective Impervious Area (sq. ft.)	Bioretention Area (required)	Bioretention Area (provided)
1	Bioretention	28,260	4,830	33,090	28,743	1,150	1,150
2	Bioretention	5,890	950	6,840	5,985	239	239
3	Bioretention	9,310	1,090	10,400	9,419	377	383
4	Bioretention	11,410	580	11,990	11,468	459	460
5	Bioretention	11,420	570	11,990	11,477	459	460
6	Bioretention	11,990	1,360	13,350	12,126	485	486

Source: Ruggeri Jensen Azar 2018

The project is in Zone X in an area outside a 100- and 500-year flood zone (FEMA 2015). Earthquakes could cause tsunamis and seiches (oscillating waves in enclosed water bodies) in the Bay. However, the project site is approximately 1.2 miles from New York Slough, the nearest body of water, and the projected wave height and tsunami run-up is expected to be small in the interior portions of San Francisco Bay, such as at Pittsburg (Pittsburg 2009). The project is far enough away from New York Slough that a seiche would not affect it. As such, no impact would result from potential tsunamis or seiches.

Conclusion

The project's hydrology and water quality impacts would be within the scope of those identified for RASP implementation in the EIR. Therefore, the project would not result in additional significant environmental impacts.

LAND USE AND PLANNING

Previously Identified Impacts in the RASP EIR

The EIR Initial Study concluded that the RASP would have no impact on land use and planning, and this topic was scoped out from further assessment in the EIR. The Initial Study determined that the RASP would include connectivity improvements, would not physically divide an existing community, and would not conflict with an applicable land use plan. The RASP area is subject to the East Contra Costa County Habitat Conservation Plan (HCP). As such, the City would require projects developed subsequent to the RASP to participate and comply with the policies, conservation measures, standards,

and fees of the HCP. As required by Pittsburg Municipal Code Section 15.108, development sites identified as containing land cover types such as ruderal, grassland, or wetlands, among others, and larger than one acre are required to submit an HCP application and pay all applicable HCP fees prior to any ground-disturbing activities.

Proposed Project

The project site is already developed and does not provide access to any adjoining areas. Therefore, development of the project would not physically divide a community. No General Plan amendment is proposed, but the project would include a zoning amendment to establish a limited overlay zone (PD-O), which would allow:

- "Warehousing and Storage, Limited" as a permitted use
- An increase in the allowable FAR from 1.0 to 1.75
- A decrease in the minimum first-floor ceiling height for commercial structures from 15 feet to 10 feet.

While the project would include a zoning amendment to allow a self-storage use at a FAR of 1.75, as well as a reduced required first-floor height, the project would be consistent with all applicable regulations and policies adopted for the purpose of avoiding or mitigating a potentially negative environmental impact. The project would result in increased density and height, compared to existing conditions on the site, but the use would be the same and the visual character would be significantly enhanced, as the project would be required to comply with the RASP design guidelines. The project site is developed; thus, it maintains an East Contra Costa HCP designation of "urban," and the project is not required to obtain take coverage under the HCP.

The project would also be required to comply with the City's Tree Preservation and Protection Ordinance (PMC Chapter 18.84, Article XIX) and would be required to plant new trees or pay in-lieu fees for the planting of new trees as specified within PMC section 18.84.855(A).

Conclusion

The project's land use and planning impacts would be within the scope of those identified for RASP implementation in the EIR. Therefore, the project would not result in additional significant environmental impacts.

MINERAL RESOURCES

Previously Identified Impacts in the RASP EIR

The EIR Initial Study concluded that the RASP would have no impact on mineral resources, and this topic was scoped out from further assessment in the EIR. As noted in the EIR, the RASP area does not include and is not near any known mineral resource sites, and the General Plan does not identify any mineral resources in the city.

Proposed Project

Based on the RASP EIR and the City's General Plan, there are no mineral resources on the project site. Therefore, there would be no impact.

Conclusion

The project's mineral resources impacts would be within the scope of those identified for RASP implementation in the EIR. Therefore, the project would not result in additional significant environmental impacts.

NOISE

Previously Identified Impacts in the RASP EIR

The RASP EIR identified the following noise impacts:

- Development under the RASP would expose existing sensitive receptors adjacent to the proposed uses to temporary increases in noise levels associated with construction. This would result in a potentially significant impact. The impact would be less than significant with the implementation of Mitigation Measure NO-1.1.
- Development under the RASP would cause groundborne vibration, but the construction activities would be limited to daytime hours between 8:00 a.m. and 5:00 p.m. in accordance with the Pittsburgh General Plan and Mitigation Measure NO-1.1. Thus, construction would not occur during recognized sleep hours. Impacts regarding the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels would be less than significant due to the limited hours of operation.
- The RASP includes residential land uses in areas where ambient noise levels currently exceed acceptable levels for new residential uses. This is a potentially significant impact. The impact would be less than significant with the implementation of Mitigation Measure NO-3.1.
- The RASP would not substantially increase ambient noise levels at existing sensitive receptors in the vicinity of the project area. This impact is considered less than significant.

Proposed Project

The project site is surrounded by commercial uses, residential uses, and vacant land. Pittsburgh High School is approximately 830 feet to the northwest of the site, and SR 4 is approximately 150 feet to the south. To ensure it would not have a significant noise impact from construction, the project would implement RASP EIR Mitigation Measures NO-1.1, requiring various construction BMPs to reduce construction noise. In accordance with the Pittsburgh General Plan and Mitigation Measure NO-1.1, construction activities causing groundborne vibration would only be allowed to occur between the daytime hours of 8:00 a.m. and 5:00 p.m. and would therefore be considered to have a less than significant impact. The project would not include residential uses; therefore, RASP EIR Mitigation Measure NO-3.1 is not applicable. The existing self-storage facility has exterior roll-up-style doors, whereas the proposed facility would have interior access units, with each unit behind two doors (the exterior door to the lobby, and the door between the lobby and the access hallway to the units). Therefore, the project would not be expected to substantially increase ambient noise.

Conclusion

The project's noise impacts would be within the scope of those identified for RASP implementation in the EIR. Therefore, the project would not result in additional significant environmental impacts.

POPULATION AND HOUSING

Previously Identified Impacts in the RASP EIR

The EIR Initial Study concluded that the RASP would have a less than significant impact on population and housing, and this topic was scoped out from further assessment in the EIR. The Initial Study determined that the RASP's growth inducement was appropriate and consistent with the City's transit-oriented development policies and that the RASP would not result in the displacement of people or housing.

Proposed Project

The project site is currently developed with a self-storage facility. The project would result in a larger self-storage facility but would not displace housing units or result in a residential population increase. The project does not include major infrastructure improvements or other similar components that have the potential to induce growth.

Conclusion

The project's population and housing impacts would be within the scope of those identified for RASP implementation in the EIR. Therefore, the project would not result in additional significant environmental impacts.

PUBLIC SERVICES AND RECREATION

Previously Identified Impacts in the RASP EIR

The EIR noted that the RASP would require an increased level of police, fire, school, library, and park services. However, the EIR concluded that the increased level of services required would not be large enough to trigger the need for construction of new facilities that could adversely affect the physical environment or affect human health and safety.

Proposed Project

The existing self-storage facility is already served by police, fire protection, and emergency response services. Although the project could slightly increase demand for such services, the increase would not be of a scale or character that would necessitate construction of new facilities that could adversely affect the physical environment. The project would not include residential units and would therefore not place additional demands on schools, libraries, or parks and recreational facilities.

Conclusion

The project's public services and recreation impacts would be within the scope of those identified for RASP implementation in the EIR. Therefore, the project would not result in additional significant environmental impacts.

TRANSPORTATION AND TRAFFIC

Previously Identified Impacts in the RASP EIR

Overall, the EIR found that only 2 of the 16 studied intersections would not satisfy the Traffic Service Objectives in the East County Action Plan for the RASP in the year 2015 and that in year 2030, SR 4 would not meet those objectives. The EIR included mitigation measures (i.e., intersection signalization) to reduce the identified impacts at the 2 intersections to a less than significant level (Mitigation Measures

TR-2.1 and TR-4.1). The EIR concluded that RASP implementation would have a less than significant impact on the transportation system in the city.

Proposed Project

Information in this section is based on the traffic considerations and consistency review for the project prepared by Michael Baker International (2018), which is included as **Appendix TRA**. The traffic considerations review was prepared to determine whether the project's traffic characteristics are consistent with those analyzed in the RASP EIR. Since the traffic generation for the project is directly related to the proposed land use, the review considered both land use and trip generation. The consistency review also assessed whether the proposed public storage use with a FAR of 1.75 would generate less traffic compared to development that could occur on the site under the existing PD zoning.

Land Use Consistency

As noted above, the project would require a zoning amendment to allow self-storage uses on the site. Per City of Pittsburg Ordinance No. 09-1319, the uses permitted in the existing PD zoning district that apply to the site follow the uses permitted in an M zoning district. Representative land uses currently allowed in M zoning districts were considered in the transportation analysis and are shown in **Table 3**, along with the assumed intensities. As shown in the table, the assumed FAR ranged from 0.20 for a congregate care facility to 1.0 for an office building.

Table 3: Land Uses Analyzed

Land Use	Assumed Intensity	Notes/Assumptions
<i>Proposed Land Use (requires zoning amendment)</i>		
Self-Storage	151,390 sf	FAR: 1.75
<i>Permitted Land Uses (under current zoning)</i>		
Mid-Rise Multifamily	50 DU	25 DU/acre
Congregate Care Facility	35 DU	20% coverage at 500 sf per DU
Private School (K–8)	100 students	National Center for Education Statistics; average private school size 2011–2012
Private School (K–12)	180 students	
Day Care Center	30,640 sf	FAR: 0.35
General Office	87,530 sf	FAR: 1.0
Medical-Dental Office	87,530 sf	FAR: 1.0
Supermarket	21,880 sf	FAR: 0.25
High-Turnover Sit-Down Restaurant	21,880 sf	FAR: 0.25

Source: Michael Baker International 2018

Notes: sf = square feet, DU = dwelling units, FAR = floor area ratio

Trip Generation Consistency

The RASP EIR does not include a specific trip generation estimate for the High School Village subarea since the traffic forecast for the RASP was calculated using the Contra Costa Transportation Authority (CCTA) Travel Demand Model. For the purposes of the project trip generation assessment, Michael Baker considered a range of possible development scenarios on the 2-acre site that are permitted under the existing PD zoning. The analysis uses the Institute of Transportation Engineers (ITE) standard trip generation rates for the representative land uses (see **Appendix TRA** for the rates used).

Table 4 includes a summary of the trip generation associated with each of the development scenarios considered for the site. Daily traffic generation for the development scenarios ranges from 71 daily trips for a congregate care facility to 3,046 trips for a medical-dental office building. Peak-hour traffic generation for the development alternatives ranged from 2 trips for a congregate care facility in the AM peak hour to 341 trips for a day care center in the PM peak hour.

Table 4: Trip Generation Comparison

Land Use	Intensity	Daily Trips	AM Peak-Hour Trips		PM Peak-Hour Trips	
			Total	In : Out	Total	In : Out
Self-Storage	151,390 sf	229	15	9 : 6	26	12 : 14
Mid-Rise Multifamily	50 DU	272	18	5 : 13	22	13 : 9
Congregate Care Facility	35 DU	71	2	1 : 1	6	3 : 3
Private School (K-8)	100 students	411	91	50 : 41	26	12 : 14
Private School (K-12)	180 students	446	144	88 : 56	31	13 : 18
Day Care Center	30,640 sf	1,459	337	179 : 158	341	160 : 181
General Office	8,753 sf	853	102	88 : 14	101	16 : 85
Medical-Dental Office	8,753 sf	3,046	243	190 : 53	303	85 : 218
Supermarket	21,880 sf	2,337	84	50 : 34	202	103 : 99
High-Turnover Sit-Down Restaurant	21,880 sf	2,455	218	120 : 98	214	133 : 81

Source: Michael Baker International 2018

Notes: sf = square feet, DU = dwelling units

The proposed self-storage use is forecast to generate 229 daily trips, with 15 AM peak-hour trips and 26 PM peak-hour trips. Although the proposed project has the highest FAR of the land uses considered in this analysis at 1.75, it is expected to generate the second-lowest number of trips following the congregate care facility, which is the lowest trip generator. The highest generator of daily trips is the medical-dental office building with a 1.0 FAR, and the highest generator of peak-hour trips is the day care facility with a 0.35 FAR. Therefore, since the project would generate fewer trips than numerous uses that are currently permitted on the site, it would not increase trips beyond what was analyzed in the

RASP EIR. While the currently permitted FAR on the project site is 1.0, development of a self-storage use with a floor area ratio of 1.75 would not have a significant impact on trip generation.

Project Trip Generation

Trip generation for the existing self-storage use and the proposed project is shown in **Table 5**, using ITE trip generation rates (see **Appendix TRA** for the rates used). As shown in the table, the existing self-storage site is estimated to generate 73 daily trips, with 5 AM peak-hour trips and 8 PM peak-hour trips. With these existing trips accounted for, the proposed self-storage facility is forecast to generate a net increase of 156 daily trips, with 10 AM peak-hour trips and 18 PM peak-hour trips.

Table 5: Project Site Trip Generation

Land Use	Intensity	Daily Trips	AM Peak-Hour Trips		PM Peak-Hour Trips	
			Total	In : Out	Total	In : Out
Existing Buildings	48,440 sf	73	5	3 : 2	8	4 : 4
Proposed Building	151,390 sf	229	15	9 : 6	26	12 : 14
Net New Trips		156	10	6 : 4	18	8 : 10

Source: Michael Baker International 2018

Traffic Operations Analysis

This section considers the effect of increased traffic on the surrounding roadway system with the addition of the project's net new trips, as shown in **Table 5**. The analysis uses future traffic volumes in 2030 from the RASP Traffic Impact Analysis (TIA) developed by Wilbur Smith Associates and compares future RASP conditions without the project to future RASP conditions with the project. The assessment includes peak-hour analysis at two intersections in close proximity to the project site that would be most affected by the increased traffic generated by the proposed project:

1. California Avenue/Harbor Street
2. California Avenue/SR 4 Westbound Ramps

Exhibit 2 in the consistency review shows the future 2030 RASP conditions including AM/PM peak-hour volumes and intersection lane geometry that were used in the TIA and assumed for the project's traffic study. Also shown in the exhibit are the projected traffic volumes in 2030 with the project's peak-hour volumes included.

The results of the traffic operations analysis using HCM 2010 methodologies (Synchro 9) are summarized in **Table 6**. The operations analysis for conditions in 2030 shows that both study area intersections would operate at acceptable levels of service (LOS) in the AM peak hour. The intersection of the SR 4 westbound ramps and California Avenue would operate at an acceptable LOS in the PM peak hour. Harbor Street and California Avenue would operate at an unacceptable level of service without and with the project. These results are consistent with the results shown in the RASP Traffic Impact Analysis, which states that an impact would occur if a "pre-existing unacceptable base case unsignalized intersection operation has an increase in the ratio of vehicles to occupancy of 0.02 or greater or an increase in delay of 5 seconds or greater." With the addition of project-related trips, the increase in delay would be negligible (less than 1.0 second added) and the intersections would continue to operate at the same levels of service as they would without the project and would not result in an impact.

Table 6: Future Conditions without and with the Project

Study Intersection	2030 RASP Conditions without Project		2030 RASP Conditions with Project		Change in Delay		Significant Impact?	
	AM Delay – LOS	PM Delay – LOS	AM Delay – LOS	PM Delay – LOS	AM	PM	AM	PM
1. California Ave/Harbor St	45.7 – D	97.4 – F	45.8 – D	97.9 – F	0.1	0.5	No	No
2. California Ave/SR-4 WB ramps	24.0 – C	41.6 – D	24.0 – C	41.9 – D	0.0	0.3	No	No

Source: Michael Baker International 2018

Notes: Deficient intersection operations indicated in **bold**. LOS = level of service. Delay reported as seconds of delay per vehicle.

Conclusion

The trip generation assessment considered a range of uses that could be developed on the project site under the existing zoning. The assessment concluded that the project would generate fewer trips than numerous uses that are currently permitted on the site and would not increase trips beyond what was analyzed in the RASP EIR. The incremental increase of project-related trips on the surrounding roadway system is not expected to adversely affect the traffic operations of the two studied intersections in the future 2030 condition with RASP and project implementation. According to the RASP Traffic Impact Analysis, an impact would occur if a pre-existing unacceptable unsignalized intersection operation has an increase in the ratio of vehicles to occupancy of 0.02 or greater or an increase in delay of 5 seconds or greater. With the addition of project-related trips, the increase in delay is negligible (less than 1.0 second added) and the intersections continue to operate at the same levels of service as they do without the project and would not result in an impact. Therefore, the project's transportation and traffic impacts would be within the scope of those identified for RASP implementation in the EIR. The project would not result in additional significant environmental impacts.

UTILITIES

Previously Identified Impacts in the RASP EIR

The EIR noted that RASP development would increase demands on the water supply and distribution system but that future water supply and distribution would be adequately met by the water supply available to and provided by the Contra Costa Water District and the City of Pittsburg. The EIR also determined that Delta Diablo Sanitation District facilities would adequately accommodate RASP-related growth upon implementation of a treatment plant expansion project. The RASP would not require an increase in the available disposal capacity at the Potrero Hill and Keller Canyon landfills. The EIR concluded that development associated with the RASP would not substantially increase the demand for or lead to inefficient use of local energy sources. Utilities impacts were determined to be less than significant.

Proposed Project

Compared to the existing self-storage facility, the project would result in an increase in demand for water, wastewater, solid waste, and energy services. However, the increase in demand would be minor and would not substantially affect the findings of the EIR that adequate utilities services are available to accommodate growth in the RASP area. A self-storage use would be expected to result in less demand for water, wastewater, solid waste, and energy services than a residential or commercial development. Therefore, the project would not result in substantial new demand for these services.

A Hydrant Flow Test Report was prepared for the City's Water Utilities Department to determine whether the existing 12-inch fire hydrant on California Avenue has adequate water pressure flows for emergency services. Test results calculated available hydrant flow of 3,258 gallons per minute (gpm) at 20 pounds per inch (psi). Based on these results, there is adequate flow and pressure available at this site to supply a fire sprinkler system for the new building without the need for a fire pump (RFT 2018).

Conclusion

The project's utility impacts would be within the scope of those identified for RASP implementation in the EIR. Therefore, the project would not result in additional significant environmental impacts.

Table 7: Relevant Project Impacts and RASP EIR Mitigation Measures

Section	Impact	Mitigation/Improvement Measure
Air Quality	AQ-1 Construction activities under the proposed project could cause emissions of dust or contaminants from equipment exhaust that could contribute to existing air quality violations or expose sensitive receptors to pollutant concentrations. This would be a temporary but potentially significant impact.	AQ-1.1. Implement dust control measures. To reduce particulate matter emissions during construction, the City shall ensure that all development proposed under the Railroad Avenue Specific Plan complies with the dust control strategies developed by BAAQMD. These dust control strategies shall include: • Cover all trucks hauling construction and demolition debris from the site; • Water all exposed or disturbed soil surfaces at least twice daily; • Use watering to control dust generation during demolition of structures or break-up of pavement; • Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved parking areas and staging areas; • Sweep daily (with water sweepers) all paved parking areas and staging areas during the earthwork phases of construction; • Provide daily clean-up of mud and dirt carried onto paved streets from the site; • Enclose, cover, water twice daily, or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.); • Limit traffic speeds on unpaved roads to 15 mph; • Install sandbags or other erosion control measures to prevent silt runoff to public roadways; and • Replant vegetation in disturbed areas as quickly as possible. AQ-1.2. Reduce emissions from heavy-duty diesel-powered equipment. The City shall ensure that all development proposed under the Railroad Avenue Specific Plan implements measures to reduce the emissions of pollutants generated by heavy-duty diesel-powered equipment during demolition and construction: • Keep all construction equipment in proper tune in accordance with manufacturer's specifications. • Use late model heavy-duty diesel-powered equipment at the Project Site to the extent that it is readily available in the San Francisco Bay Area. • Use diesel-powered equipment that has been retrofitted with after-treatment products (e.g., engine catalysts) to the extent that it is readily available in the San Francisco Bay Area. • Use low-emission diesel fuel for all heavy-duty diesel-powered equipment operating and refueling at the project site to the extent that it is readily available and cost effective in the San Francisco Bay

Section	Impact	Mitigation/Improvement Measure
		Area (this does not apply to diesel-powered trucks traveling to and from the site). - Utilize alternative fuel construction equipment (i.e., compressed natural gas, liquid petroleum gas, and unleaded gasoline) to the extent that the equipment is readily available and cost effective in the San Francisco Bay Area. - Limit truck and equipment idling time to five minutes or less. - Rely on the electricity infrastructure surrounding the construction sites rather than electrical generators powered by internal combustion engines to the extent feasible.
	AQ-6 Since operational emissions from the proposed project would be individually significant, operational emissions would also be cumulatively considerable.	AQ-6.1 Develop and implement a plan to reduce operational air emissions. Prior to approval of building entitlements and permits, the project developers shall be required to demonstrate to the City that stationary source emissions reduction measures have been included to reduce operational emissions resulting from development in the project area to the maximum extent practicable. A plan for reducing stationary sources shall be approved by City staff. The plan shall include measures such as, but not limited to, incorporating energy-saving appliances for heating and air conditioning units and energy efficient lighting.

Section	Impact	Mitigation/Improvement Measure
Biological Resources	D.1. While nesting activities were not observed during the surveys in the Specific Plan Area, existing trees could support nesting birds in the future. Construction activities associated with future projects could result in the disturbance to nesting birds. This would be considered a potentially significant impact.	BIO-1. Conduct a nesting bird survey within the Specific Plan Area. Project applicants shall be required to comply with the following activities prior to construction during the nesting season, March 1st to August 1st. Outside the specified time period, no mitigation would be required. (a) Between March 1st and August 1st, a qualified biologist shall conduct nest surveys 30 days prior to any demolition/construction activities that are within 500 feet of potential nest trees. A pre-construction survey report shall be submitted to CDFG [now the California Department of Fish and Wildlife (CDFW)] and the City of Pittsburg that includes, at a minimum: (1) a description of the methodology including dates of field visits, the names of survey personnel with resumes, and a list of references cited and persons contacted; and (2) a map showing the location(s) of any bird nests observed on the project site. This report shall be consistent with the requirements from the East Contra Costa County HCP. If no active nests of the MBTA, CDFG, or USFWS protected species are identified then no further mitigation is required. (b) Should active bird nests be located in the survey area, the applicant, in consultation with the City of Pittsburg and CDFG, shall delay construction in the vicinity of active nest sites during the breeding season (March 1st through August 1st) while the nest is occupied with adults and/or young. A qualified biologist shall monitor any occupied nest to determine when the nest is no longer used. If the construction cannot be delayed, avoidance shall include the establishment of a non-disturbance buffer zone around the nest site. The size of the buffer zone will be determined in consultation with the CDFG, but will be a minimum of 100 feet. The buffer zone shall be delineated by highly visible temporary construction fencing. (c) No intensive disturbance (e.g., heavy equipment operation associated with construction or use of cranes) or other project related activities that could cause nest abandonment or forced fledging, shall be initiated within the established buffer zone of an active nest between March 1st and August 1st. (d) If demolition/construction activities are unavoidable within the buffer zone, the project applicant shall retain a qualified biologist to monitor the nest site to determine if construction activities are disturbing the adult or young birds. If abandonment occurs the biologist shall consult with CDFG or USFWS for the appropriate salvage measures. This could include taking any nestlings to a local wildlife rehabilitation center. (e) Trees that support active nests which are to be removed shall only be removed during the non-breeding, non-nesting season.
Cultural Resources		
Cultural Resources	CR-2. Implementation of the Specific Plan could cause a substantial adverse change in the significance of an archaeological resource or disturb human remains, including those interred outside of formal cemeteries; however,	Mitigation measures to be based on General Plan policies General Plan Policy 9-P-39: Ensure the protection of known archeological resources in the City by acquiring a records review for any development proposed in areas of known resources. If such resources are found, limit urban development in the vicinity or account for the resources. General Plan Policy 9-P-40: In accordance with State law, ensure the preparation of a resource mitigation plan and monitoring program by

Section	Impact	Mitigation/Improvement Measure
	adherence to existing General Plan goals, policies, and mitigations would reduce this to a less than significant impact.	a qualified archeologist in the event that archeological resources are uncovered. General Plan Policy 9-P-41: If archaeological resources are found during ground-breaking for new urban development, halt construction immediately and conduct an archaeological investigation to collect all valuable remnants.
	E.3. It is possible that intact paleontological resources could be adversely affected by the earth-moving development of the Specific Plan Area. Impacts on paleontological resources are therefore considered potentially significant.	CR-1. Treatment of Unexpected Paleontological Resources. Should paleontological resources be identified at project construction sites during any phase of construction, the construction contractor/supervisor shall cease operation at the site of the discovery and immediately notify the City of Pittsburg Planning Department. The project applicant shall retain a qualified paleontologist to provide an evaluation of the find and to prescribe mitigation measures to reduce impacts to a less-than-significant level. In considering any suggested mitigation proposed by the consulting paleontologist, the City of Pittsburg Planning Department shall determine whether avoidance is necessary and feasible in light of factors such as the nature of the find, project design, costs, specific plan policies and land use assumptions, and other considerations. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery) shall be instituted. Work may proceed on other parts of the project site while mitigation for paleontological resources is carried out.
Noise		
Noise	NO-1 Development under the Railroad Avenue Specific Plan would expose existing sensitive receptors adjacent to the proposed uses to temporary increases in noise levels associated with construction. This would result in a potentially significant impact.	NO-1.1. Implement construction best management practices to reduce construction noise. The construction contractor(s) shall implement the following measures during the construction under the Railroad Avenue Specific Plan: • Restrict construction activities to the hours of 8:00 a.m. to 5:00 p.m. • Equipment and trucks used for project construction shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically attenuating shields or shrouds, wherever feasible). • Impact tools (e.g., jackhammers, pavement breakers, and rock drills) used for project construction shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used; this muffler can lower noise levels from the exhaust by up to 10 dBA. External jackets on the tools themselves shall be used where feasible, and this could achieve a reduction of 5 dBA. Quieter procedures shall be used, such as drills rather than impact equipment, whenever feasible. • Construction contractor shall use "quiet" gasoline-powered compressors or other electric-powered compressors, and use electric rather than gasoline- or diesel-powered forklifts for small lifting. • Stationary noise sources, such as temporary generators, shall be located as far from adjacent receptors as possible, and they shall be

Section	Impact	Mitigation/Improvement Measure
		muffled and enclosed within temporary sheds, incorporate insulation barriers, or other measures to the extent feasible. • Erect temporary plywood noise barriers around the construction site, to shield adjacent uses. • Prohibit trucks from idling along residential streets serving the construction site.

CONCLUSION

This Addendum was prepared in accordance with CEQA and the CEQA Guidelines (Sections 15168 and 15164). The City of Pittsburg adopted the Railroad Avenue Specific Plan and certified the associated EIR in 2009. The environmental analysis in this Addendum provides substantial evidence supporting the determination that the 525 California Avenue project does not meet the criteria for preparing a subsequent or supplemental EIR set forth in CEQA Guidelines Section 15162 and is consistent with the provisions of CEQA Guidelines Section 15164. The City considered various plans and technical studies, including a traffic considerations and consistency review, stormwater control plan, and comprehensive architectural and building plans. The City also incorporated numerous mitigation measures from the RASP EIR to which the project applicant would be required to adhere, as summarized in **Table 7**.

The project would change the permitted use and intensity of use on the site to facilitate development of a self-storage facility at a floor area ratio of 1.75. As analyzed in this Addendum, these changes would not result in any new significant impacts or increase the severity of any significant impacts identified in the RASP EIR. The circumstances under which the project would be undertaken have not substantially changed such that new or more severe impacts would occur. Therefore, no further environmental analysis is required.

REFERENCES

- DTSC (California Department of Toxic Substances Control). 2018. EnviroStor. Accessed May 18, 2018. <https://www.envirostor.dtsc.ca.gov/public/>.
- FEMA (Federal Emergency Management Agency). 2015. National Flood Hazard Layer FIRMette. Based on Map Flood Hazard Map 06013C0119G. Effective September 30, 2015.
- Michael Baker International. 2018. *Traffic Considerations and Consistency Review*.
- Pittsburg, City of. 2009. *Final Environmental Impact Report: Railroad Avenue Station Area Specific Plan*.
- . 2010. *Railroad Avenue Specific Plan*.
- RFT (Response Fire Consulting and Design). 2018. *Fire Flow Report, 525 California Avenue, Pittsburg, California*.
- Ruggeri Jensen Azar. 2018. *Stormwater Control Plan for Pittsburg Public Storage: 525 California Avenue*.
- SWRCB (State Water Resources Control Board). 2018. GeoTracker. Accessed May 18, 2018. <http://geotracker.waterboards.ca.gov/>.

APPENDICES

APPENDIX A: PROJECT PLANS

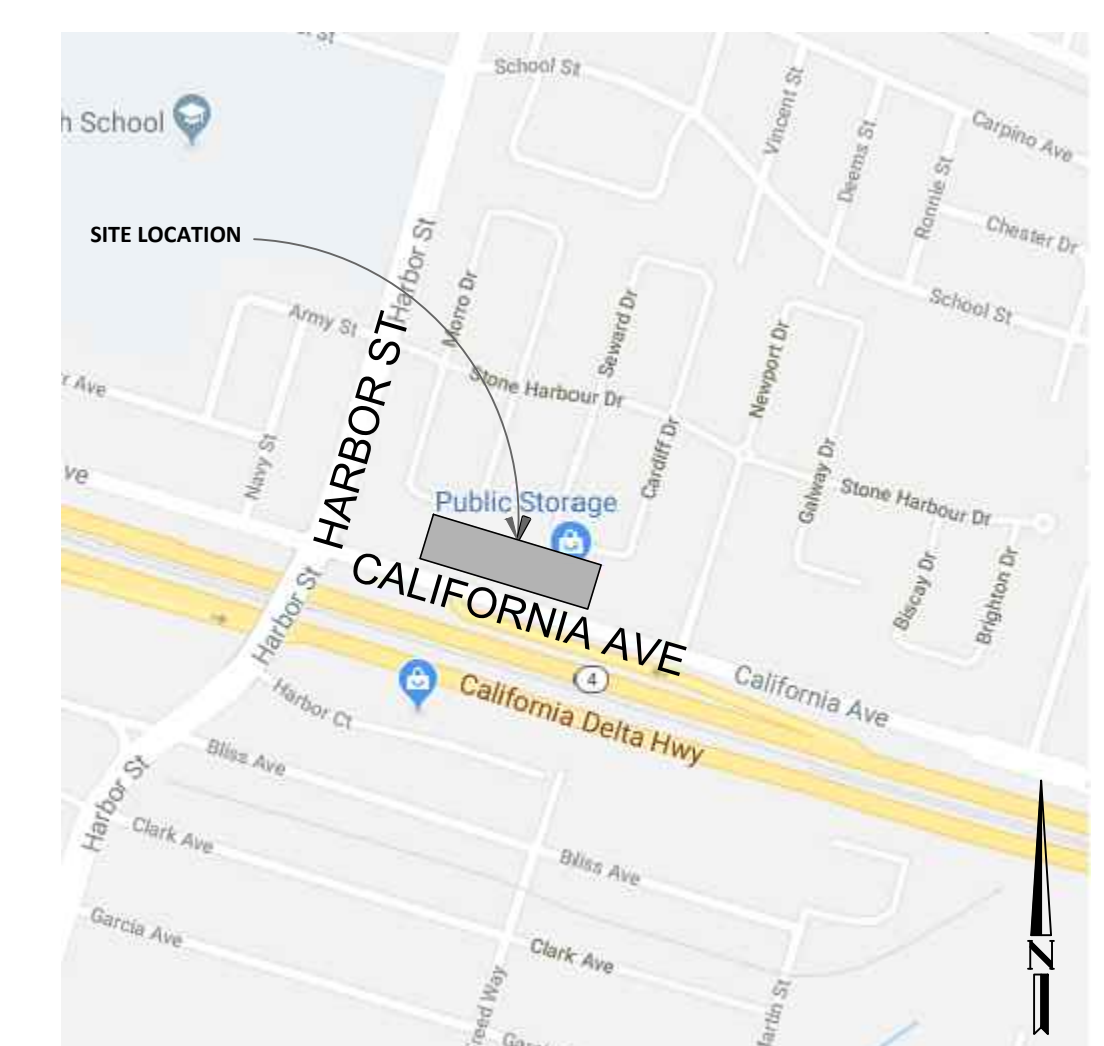
A REDEVELOPMENT FOR PUBLIC STORAGE



SHEET INDEX

1. COVER SHEET
 - 1.1 FIRE FLOW TESTS
 2. CONCEPTUAL SITE PLAN
 3. CONCEPTUAL FIRST FLOOR PLAN
 4. CONCEPTUAL SECOND FLOOR PLAN
 5. CONCEPTUAL THIRD FLOOR PLAN
 6. CONCEPTUAL ROOF PLAN
 7. CONCEPTUAL ELEVATIONS
 8. CONCEPTUAL VIEWS
 9. CONCEPTUAL VIEWS
 10. CONCEPTUAL LANDSCAPE PLAN
 11. EXISTING CONDITION PLAN
 12. PRELIMINARY GRADING & UTILITY PLAN
 13. PRELIMINARY STORMWATER MANAGEMENT PLAN
- SIGN PACKAGE (SHEETS 1-7)

VICINITY MAP



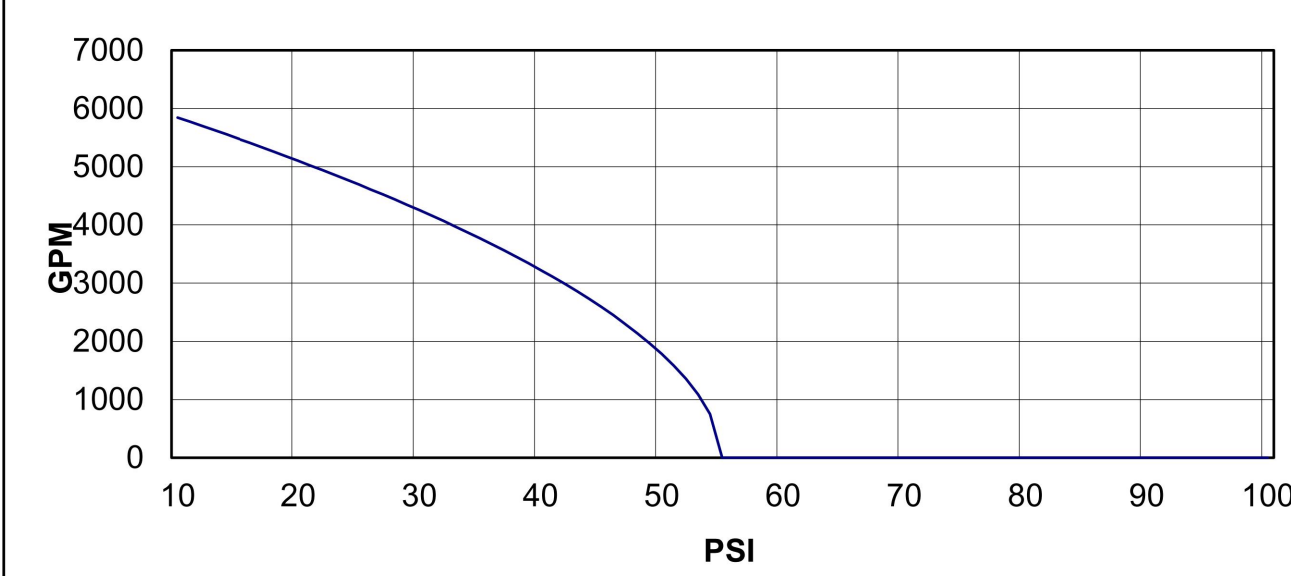
NOT TO SCALE



525 CALIFORNIA AVENUE | PITTSBURG, CA

COVER SHEET
05.18.18

SHEET 1
KSP
STUDIO
architecture + engineering
23 ORCHARD ROAD, SUITE 200
LAKE FOREST, CA 92630
T 949.380.3970 F 949.380.3771

Attachment 3A - Fire Flow Test Response Fire Protection Fire Flow Report					
Test Hydrant Information					
Location 525 California Avenue, Pittsburg CA		Date 3/26/2018	Time 9:45 am		
		Conducted by Pittsburg Water Utilities Department Contact name: Freddy Rivera			
Legend			Fire Flow @ 20psi Fire Flow @ 10psi		
Q ₁ Flow in GPM C _d Friction loss Coefficient D diameter of opening in inches P _p Pressure on Pitot in psi Q ₁ Fire flow in GPM at 20psi P _s Static Pressure in psi P _r Residual Pressure in psi			5,102 5,844		
			Static Pressure Residual Pressure		
			55 50		
Hyd #	Port #	D	C _d	P _p	Q ₁
1	1	4	0.75		0
	2	2.5	0.9	28	810
2	1	2.5	0.9		0
	2	2.5	0.9	40	974
3	1	2.5	0.9		0
	2	2.5	0.9		0
Total GPMs flowed in test 1784					
Total Fire Flow					
					
3/26/2018					

PH: LAURE

CITY OF PITTSBURG
WATER UTILITIES DEPARTMENT
357 E. 12th Street, Pittsburg, California 94565

FIRE FLOW TESTING

Date: 3/26/18 Time Started: 9:45

PROJECT INFORMATION:

Company: Respond Fire Pro.

Requestor: Laura Debell

GENERAL WATER SYSTEM INFORMATION:

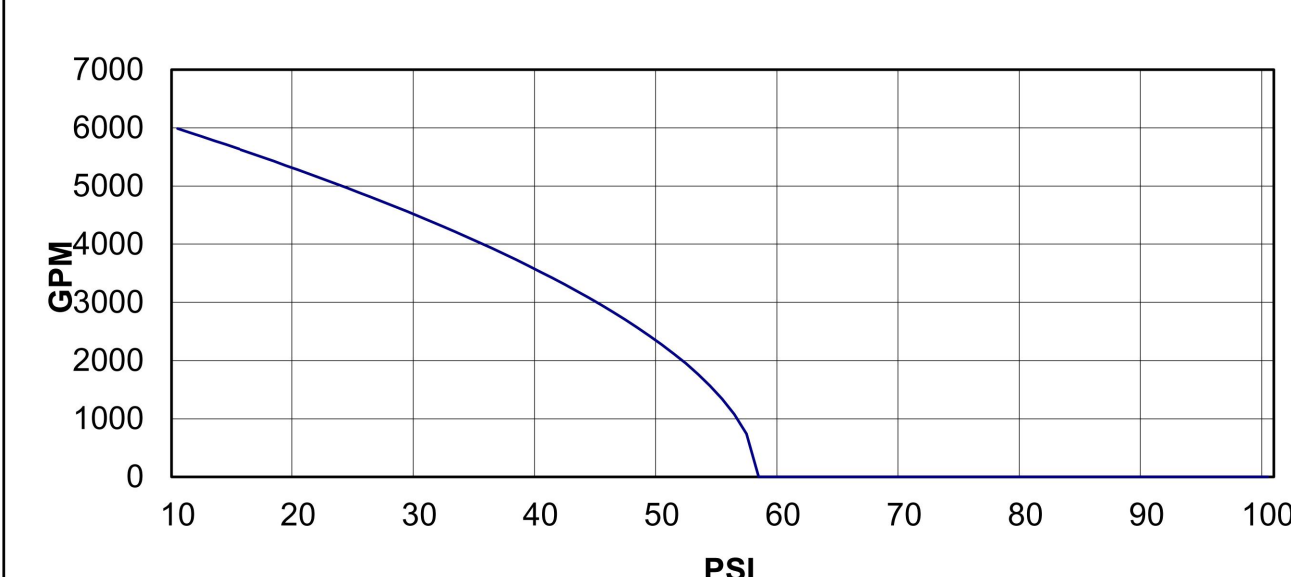
Location of Nearest Fire Hydrant: 525 California

Hydrant #: 16465 Size of Water Main Supplying Fire Flow: 12"

Check One: ☒ Looped System ☐ Dead End Water Main

Static psi: 55 psi Residual psi: 50 psi Flow gpm: 810-28/974-40

Hydrant Test Conducted by: Chad, John, Jason

Attachment 3B - Fire Flow Test Response Fire Protection Fire Flow Report					
Test Hydrant Information					
Location 1275 California Avenue, Pittsburg CA		Date 10/25/2017	Time 10:00 am		
		Conducted by Pittsburg Water Utilities Department			
Legend			Fire Flow @ 20psi Fire Flow @ 10psi		
Q ₁ Flow in GPM C _d Friction loss Coefficient D diameter of opening in inches P _p Pressure on Pitot in psi Q ₁ Fire flow in GPM at 20psi P _s Static Pressure in psi P _r Residual Pressure in psi			5,278 5,988		
			Static Pressure Residual Pressure		
			58 52		
Hyd #	Port #	D	C _d	P _p	Q ₁
1	1	4	0.75		0
	2	2.5	0.9	40	974
2	1	2.5	0.9		0
	2	2.5	0.9	40	974
3	1	2.5	0.9		0
	2	2.5	0.9		0
Total GPMs flowed in test 1948					
Total Fire Flow					
					
3/26/2018					

PH: LAURE

CITY OF PITTSBURG
WATER UTILITIES DEPARTMENT
357 E. 12th Street, Pittsburg, California 94565

FIRE FLOW TESTING

Date: 3/26/18 Time Started: 10:15

PROJECT INFORMATION:

Company:

Requestor: Laura Debell

GENERAL WATER SYSTEM INFORMATION:

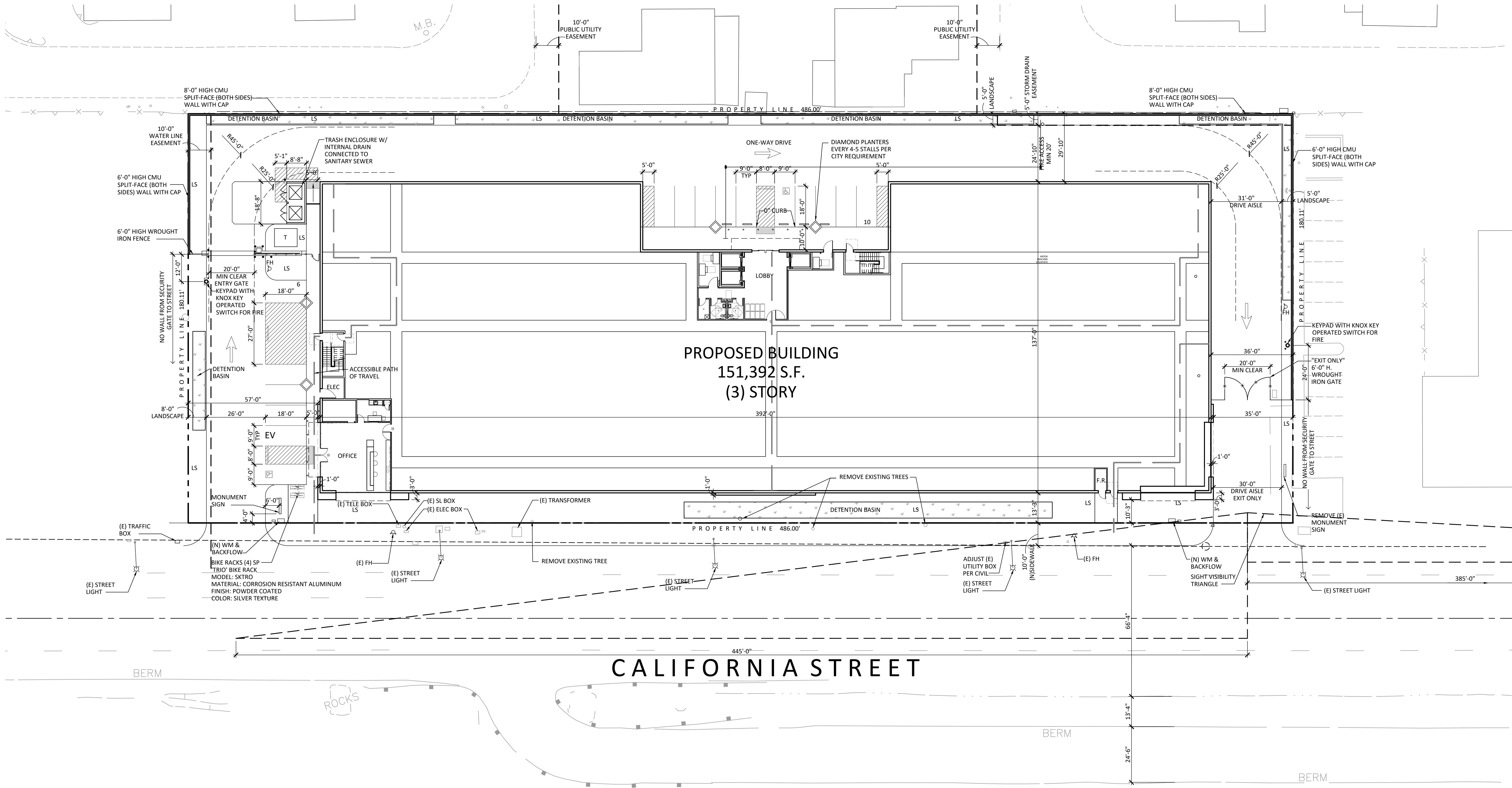
Location of Nearest Fire Hydrant: 1275 California

Hydrant #: 14645 Size of Water Main Supplying Fire Flow: 12"

Check One: ☒ Looped System ☐ Dead End Water Main

Static psi: 58 psi Residual psi: 52 psi Flow gpm: 974-40/974-40

Hydrant Test Conducted by: Chad, John, Jason



PROJECT INFORMATION		
PROJECT ADDRESS:	525 CALIFORNIA STREET, PITTSBURG, CA	
SITE A/P/N:	073-270-088-5	
SITE AREA:	87,534 S.F.	OR 2.01 ACRES
ZONE:	PD	PLANNED DEVELOPMENT/
	RASP	RAILROAD AVE. SPECIFIC PLAN
	TOD-M	TRANSIT-ORIENTED DEV. MEDIUM
	PD(C)	PLANNED DISTRICT W/ LTD. OVERLAY
PROPOSED ZONE:		
USE:		
FLOOR AREA RATIO ALLOWED:	1.00	
F.A.R. PROPOSED:	1.75	
LOT COVERAGE MAX:	NO REQUIREMENT	
LOT COVERAGE PROPOSED:	57.65%	
SETBACKS REQUIRED:		
FRONT:	0'-15'	
SIDE:	0'-0"	
REAR:	10'-0"	
SETBACKS PROVIDED:		
FRONT:	10'-3"	
SIDE (WEST):	57'-0"	
SIDE (EAST):	35'-0"	
REAR:	29'-10"	
HEIGHT MAXIMUM:	40'-0"	
HEIGHT PROPOSED:	40'-0"	
LANDSCAPE REQ'D:	MINIMUM 10% OF LOT = 8,753 S.F.	
LANDSCAPE PROVIDED:	9,880 S.F. OR 11.3%	

BUILDING AREA		
EXISTING BLDG(S) TO BE DEMO'D:	48,438 S.F.	
EXISTING BLDG A:	18,279 S.F.	
EXISTING BLDG B:	17,427 S.F.	
EXISTING BLDG C:	12,732 S.F.	
PROPOSED BUILDING:		
1ST FLOOR OFFICE:	1,301 S.F.	
1ST FLOOR STORAGE:	49,163 S.F.	
2ND FLOOR STORAGE:	50,464 S.F.	
3RD FLOOR STORAGE:	50,464 S.F.	
TOTAL:	151,392 S.F.	

PARKING ANALYSIS		
PROPOSED BLDG PARK'G REQ'D:		
MINIMUM # OF PARKING SPACES	NO MINIMUM REQUIRED	
MAXIMUM # OF PARK'G SPACES 1 SP/333 SF	151,392 S.F./333 S.F. = 455 SP MAXIMUM	
TOTAL PARKING REQ'D:	455 SP	
CAL GRN EV PRKG REQ'D:	1	
ADA PARKING REQ'D:	1	
PARKING PROVIDED:		
ADA VAN:	1 SP	
ADA CAR:	1 SP	
EV PRKG:	1 SP	
STANDARD:	13 SP	
TOTAL:	16 SP	
CAL GREEN BICYCLE PARKING REQ'D:	1 SP	
5% OF ADDED STALLS	1 SP	
TOTAL:	4 SP	
BICYCLE PARKING PROVIDED:	4 SP	

CITY OF PITTSBURG NOTES:

- ALL TRASH ENCLOSURES SHALL INCLUDE 6 FT. WALLS AND A ROOF DESIGNED WITH MATERIALS WHICH ARE COMPATIBLE IN COLOR, TEXTURE AND APPEARANCE WITH THE MAIN STRUCTURE. THE ENCLOSURE MUST HAVE OPAQUE GATES WHICH HAVE AN OPENING SUFFICIENT TO PERMIT REMOVAL AND REPLACEMENT OF STANDARD COMMERCIAL SIZE TRASH BINS (PMIC 18.56.050 & 18.80.035)
- ALL AIR CONDITIONING UNITS (IN PRIVATE AND COMMON AREAS), UTILITY BOXES, TRANSFORMERS, BACKFLOW PREVENTERS, METERS AND JUNCTION BOXES SHOULD BE UNDERGROUND WHENEVER POSSIBLE, OR SUBSTANTIALLY SCREENED FROM VIEW BY WAY OF A PERMANENT SCREEN OR APPROPRIATELY SIZED PLANT MATERIAL.
- A LIGHTING AND PHOTOMETRIC ANALYSIS MAY BE REQUIRED TO ENSURE LIGHT FROM THE PROJECT DOES NOT SPILL OVER INTO NEIGHBORING RESIDENCES
- COPPER PRODUCTS OR PRODUCTS WHICH CONTAIN COPPER MATERIALS SHALL NOT BE USED IN BUILDING FINISHES

BUILDING CODE ANALYSIS		
APPLICABLE BUILDING CODES:		
BUILDING CODE:	2016 CALIFORNIA BUILDING CODE	
MECHANICAL CODE:	2018 CALIFORNIA MECHANICAL CODE	
PLUMBING CODE:	2016 CALIFORNIA PLUMBING CODE	
ELECTRICAL CODE:	2016 CALIFORNIA ELECTRICAL CODE	
ENERGY CODE:	2016 CALIFORNIA ENERGY CODE	
FIRE CODE:	2014 CALIFORNIA FIRE CODE	
GREEN BUILDING CODE:	2016 GREEN BUILDING STANDARDS CODE	

BUILDING AREA QUALIFICATION EQUATIONS

AA = [AT + (NS x IF)] x SA (EQUATION S-3)

AA = ALLOWABLE AREA (S.F.)

AT = ALLOWABLE AREA FACTOR (TABLE S06.2)

NS = ALLOWABLE AREA FACTOR FOR NON-SPRINKLERED BLDG. (TABLE S06.2)

IF = AREA FACTOR INCREASE DUE TO FRONTAGE INCREASE (1%)

SA = 3 UNLESS PART OF GROUP A, E, H, I, L, or R

IF = [F/P - 0.25] W/30 (EQUATION S-5)

IF = AREA FACTOR INCREASE DUE TO FRONTAGE

F = BUILDING PERIMETER THAT FRONTS ON PUBLIC WAY

OR OPEN SPACE HAVING A MINIMUM DIST. 20'-0"

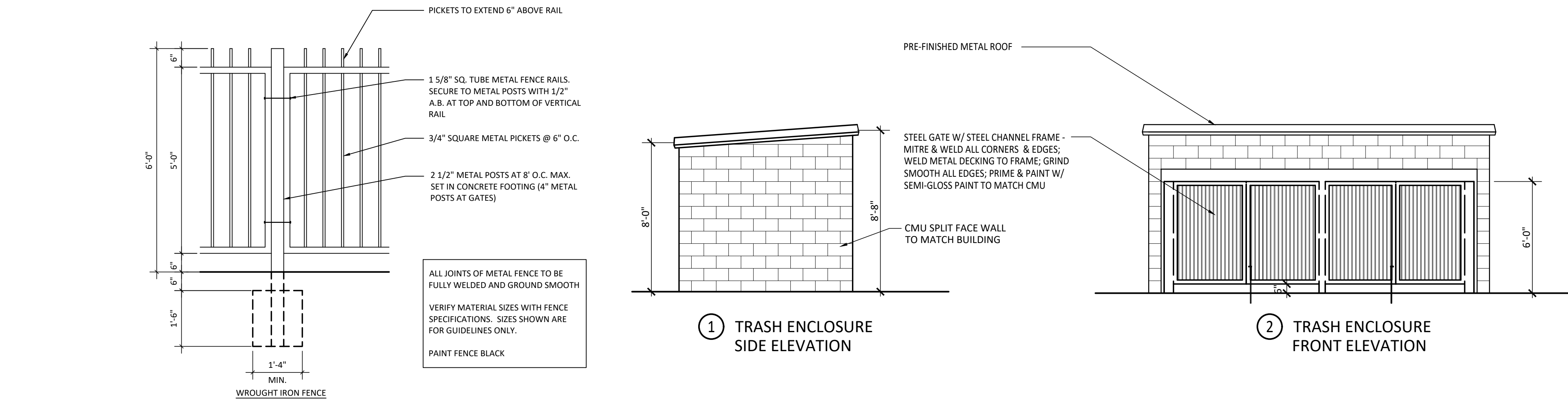
PROPOSED BUILDING		
BUILDING CLASSIFICATION:		
OCCUPANCY GROUP:	S-1 - STORAGE	
CONSTRUCTION TYPE:	III-B	
FIRE SPRINKLERS:	YES	
ROOFING CLASSIFICATION:	CLASS A	

ALLOWABLE HEIGHT		
ALLOWABLE HEIGHT =	75' FULLY SPRINKLERED (TABLE S04.3)	
PROPOSED BUILDING HEIGHT =	40'-0"	
ALLOWABLE # OF STORIES	3 STORIES ALLOWED (TABLE S04.4)	

BUILDING QUALIFICATION		
F =	137' x 137' + 392' = 666'	
P =	137' x 137' + 392' + 392' = 1,058'	
W =	30'	
IF =	(666' / 1,058' - .25) 30' / 30' = .38	
SA =	3	
AA =	[52,500 S.F. + (17,500 S.F. x .38)] x 3	
AA =	177,423 S.F.	
AA =	177,423 S.F. > 151,392 S.F.	

PROPOSED STORAGE UNITS		
TOTAL STORAGE AREA:	151,392 S.F.	
151,392 S.F. x 73% EFFICIENCY = 110,516.16		
110,516.16 / 100 S.F. AVG. UNIT = APPROXIMATELY 1,105 STORAGE UNITS		

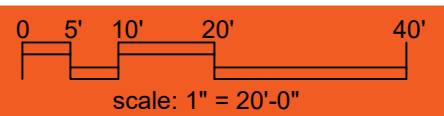
- FIRE DISTRICT NOTES**
- ACCESS ROADWAYS SHALL BE ALL-WEATHER (PAVED) SURFACES, OF NOT LESS THAN 20' UNOBSTRUCTED WIDTH AND NOT LESS THAN 13'-6" OF VERTICAL CLEARANCE, TO WITHIN 150' OF TRAVEL DISTANCE TO ALL PORTIONS OF THE EXTERIOR WALLS OF EVERY BUILDING. ACCESS SHALL HAVE A MIN. OUTSIDE TURN RADIUS OF 45' AND MUST BE CAPABLE OF SUPPORTING THE IMPOSED FIRE APPARATUS LOADING OF 37 TONS (S03.3) CFC.
 - ACCESS ROADS LESS THAN 28' UNOBSTRUCTED WIDTH SHALL HAVE SIGNS POSTED OR CURBS PAINTED RED WITH "NO PARKING - FIRE LANE". ACCESS ROADS 28' OR GREATER, BUT LESS THAN 36' UNOBSTRUCTED WIDTH SHALL HAVE "NO PARKING - FIRE LANE" SIGNS POSTED, ALLOWING FOR PARKING ON ONE SIDE ONLY OR CURBS PAINTED RED WITH "NO PARKING - FIRE LANE". PARKING IS PERMITTED ONLY ON THE SIDE OF THE ROAD THAT DOES NOT HAVE HYDRANTS (S03.3) CFC.
 - NOT USED
 - THE DEVELOPER SHALL SUBMIT A MIN. (2) COPIES OF SITE IMPROVEMENT PLANS INDICATING ALL EXISTING OR PROPOSED HYDRANT LOCATIONS & FIRE APPARATUS ACCESS FOR REVIEW AND APPROVAL PRIOR TO OBTAINING A BUILDING PERMIT (S01.3) CFC
 - EMERGENCY APPARATUS ACCESS ROADS AND HYDRANTS SHALL BE INSTALLED, IN SERVICE, AND INSPECTED BY THE FIRE DISTRICT PRIOR TO CONSTRUCTION OR COMBUSTIBLE STORAGE ON SITE (S01.4) 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 22/37 TONS.
 - ACCESS GATES FOR FIRE DISTRICT APPARATUS SHALL BE A MINIMUM OF 20'-FT WIDE. ACCESS GATES SHALL SLIDE HORIZONTALLY OR SWING INWARD AND SHALL BE LOCATED A MINIMUM OF 30'-FT FROM THE STREET. ELECTRICALLY OPERATED GATES SHALL BE EQUIPPED WITH A KNOX COMPANY KEY-OPERATED SWITCH ON BOTH ENTRY AND EXIT SIDE. MANUALLY OPERATED GATES SHALL BE EQUIPPED WITH A NONCASE HARDENED LOCK OR APPROVED FIRE DISTRICT LOCK. CONTACT THE FIRE DISTRICT FOR INFORMATION ON ORDERING THE KEY-OPERATED SWITCH (D103.5) CFC
 - THE DEVELOPER SHALL PROVIDE AN ADEQUATE AND RELIABLE WATER SUPPLY FOR FIRE PROTECTION WITH A MINIMUM FIRE FLOW OF 4000 GPM. REQUIRED FLOW SHALL BE DELIVERED FROM NOT MORE THAN 4 HYDRANTS FLOWING SIMULTANEOUSLY FOR A DURATION OF 240 MINUTES WHILE MAINTAINING 20-POUNDS RESIDUAL PRESSURE IN THE MAIN (S08.1), (B105) CFC.
 - THE DEVELOPER SHALL PROVIDE TRAFFIC SIGNAL PRE-EMPTION SYSTEMS (OPTICOM) ON ANY NEW OR MODIFIED TRAFFIC SIGNALS INSTALLED WITH THIS DEVELOPMENT (2135.1) CVC
 - PREMISES IDENTIFICATION SHALL BE PROVIDED. SUCH NUMBERS SHALL CONTRAST WITH THEIR BACKGROUND AND BE A MINIMUM OF FOUR INCHES HIGH WITH 3/4-INCH STROKE OR LARGER AS REQUIRED TO BE READILY VISIBLE FROM THE STREET (S05.1) CFC, (S01.2) CBC, FFS-008
 - THE DEVELOPER SHALL SUBMIT A MINIMUM OF (3) COMPLETE SETS OF PLANS & SPECIFICATIONS OF THE SUBJECT PROPERTY, INCLUDING ANY OF THE FOLLOWING REQUIRED BUILT-IN FIRE PROTECTION SYSTEMS, TO THE FIRE DISTRICT FOR REVIEW AND APPROVAL PRIOR TO CONSTRUCTION TO ENSURE COMPLIANCE WITH THE MINIMUM REQUIREMENTS RELATED TO FIRE AND LIFE SAFETY. PLAN REVIEW FEES WILL BE ASSESSED AT THAT TIME (B01.2) CFC, (108.4.1) CBC
 - A. PRIVATE UNDERGROUND FIRE SERVICE WATER MAINS
 - C. FIRE SPRINKLERS
 - D. FIRE ALARM



525 CALIFORNIA AVENUE | PITTSBURG, CA

CONCEPTUAL SITE PLAN

05.18.18



SHEET 2

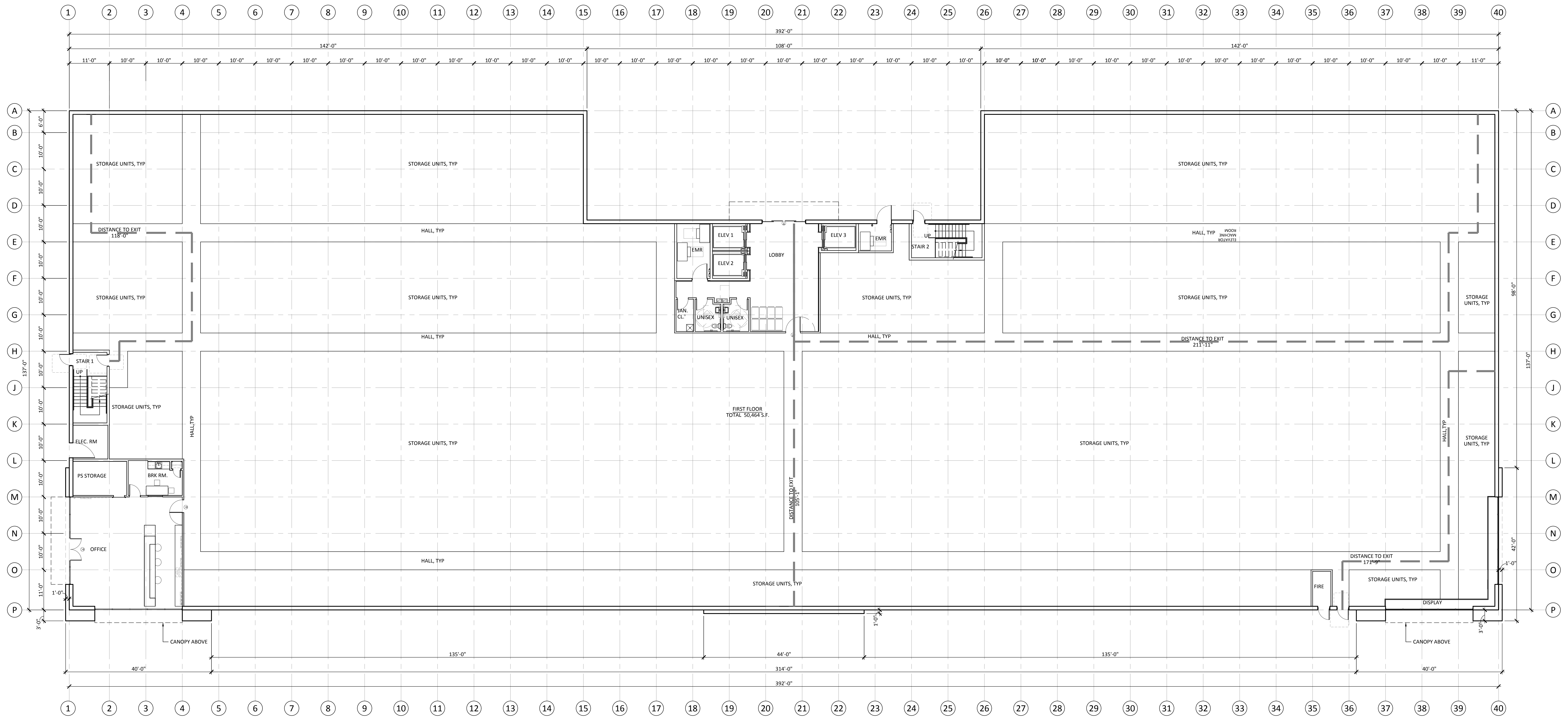
KSP

STUDIO

architecture + engineering

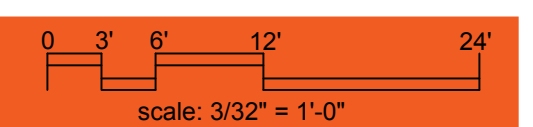
23 ORCHARD ROAD, SUITE 200
LAKE FOREST, CA 92630
T 949.380.3970 F 949.380.3771

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525 CALIFORNIA AVENUE | PITTSBURG, CA

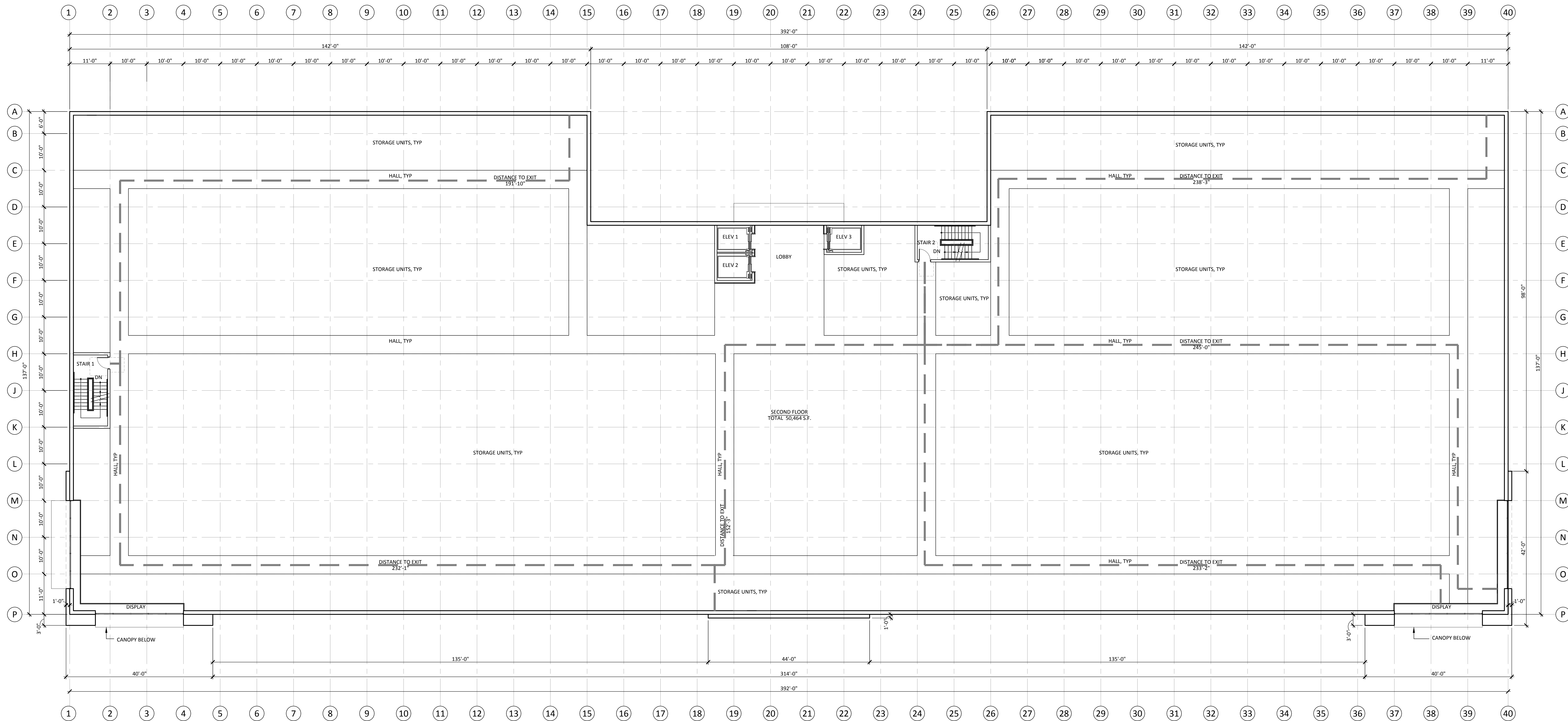
CONCEPTUAL FIRST FLOOR PLAN 05.18.18



KSP PROJECT NO. 20397



SHEET 3
KSP
STUDIO
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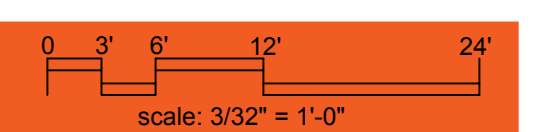


525 CALIFORNIA AVENUE | PITTSBURG, CA

CONCEPTUAL SECOND FLOOR PLAN 05.18.18



NORTH



KSP PROJECT NO. 20397

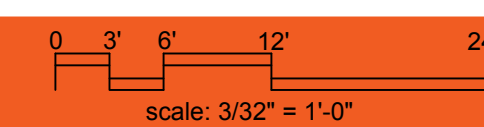
SHEET 4



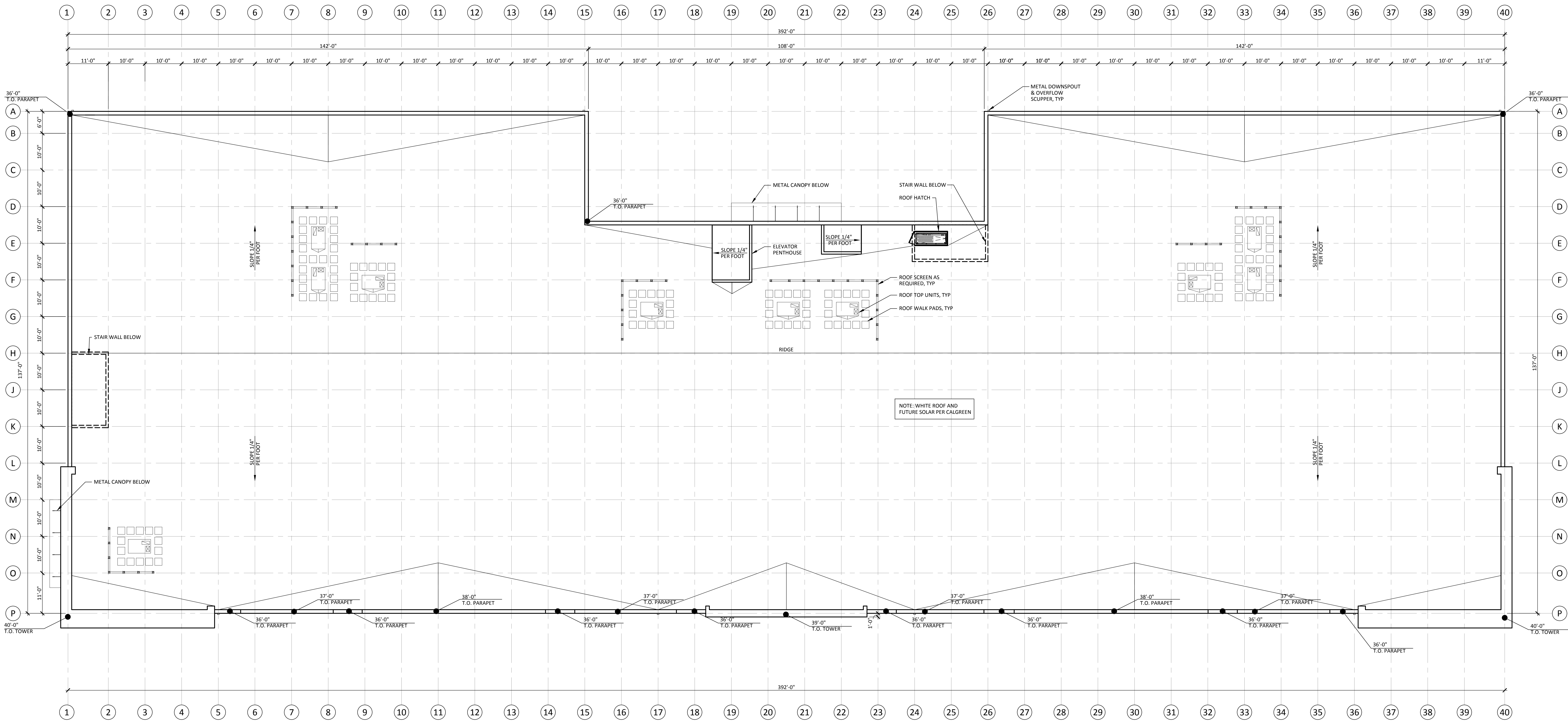
STUDIO
architecture + engineering
23 ORCHARD ROAD, SUITE 200
LAKE FOREST, CA 92630
T 949.380.3970 F 949.380.3771



CONCEPTUAL THIRD FLOOR PLAN
05.18.18



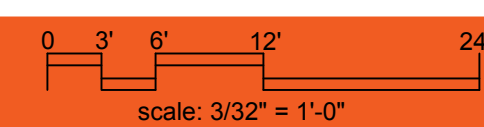
KSP PROJECT NO. 20397



525 CALIFORNIA AVENUE | PITTSBURG, CA

CONCEPTUAL ROOF PLAN

05.18.18

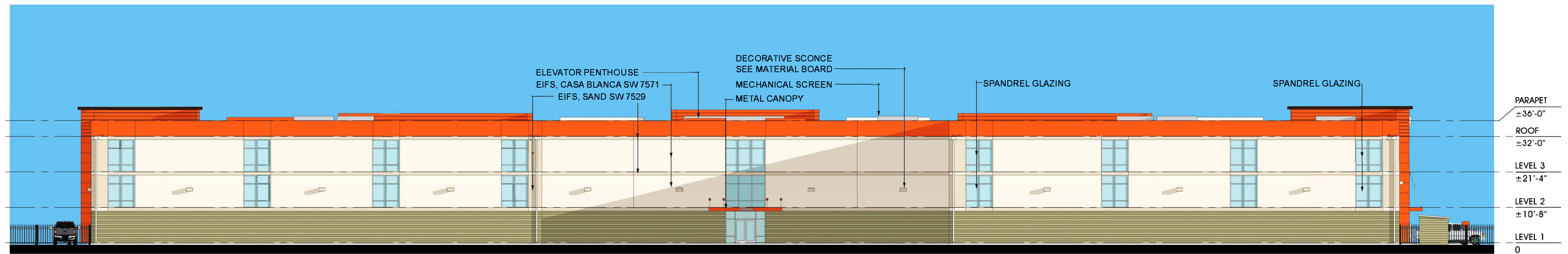


KSP PROJECT NO. 20397

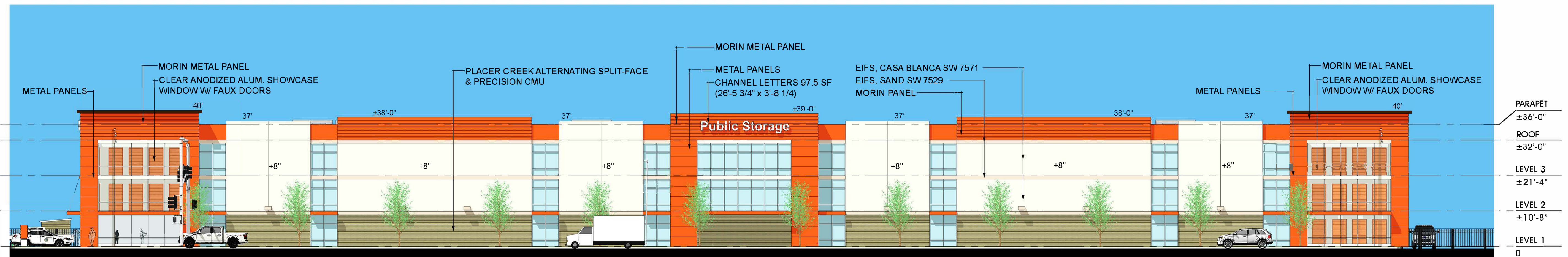
SHEET 6

KSP

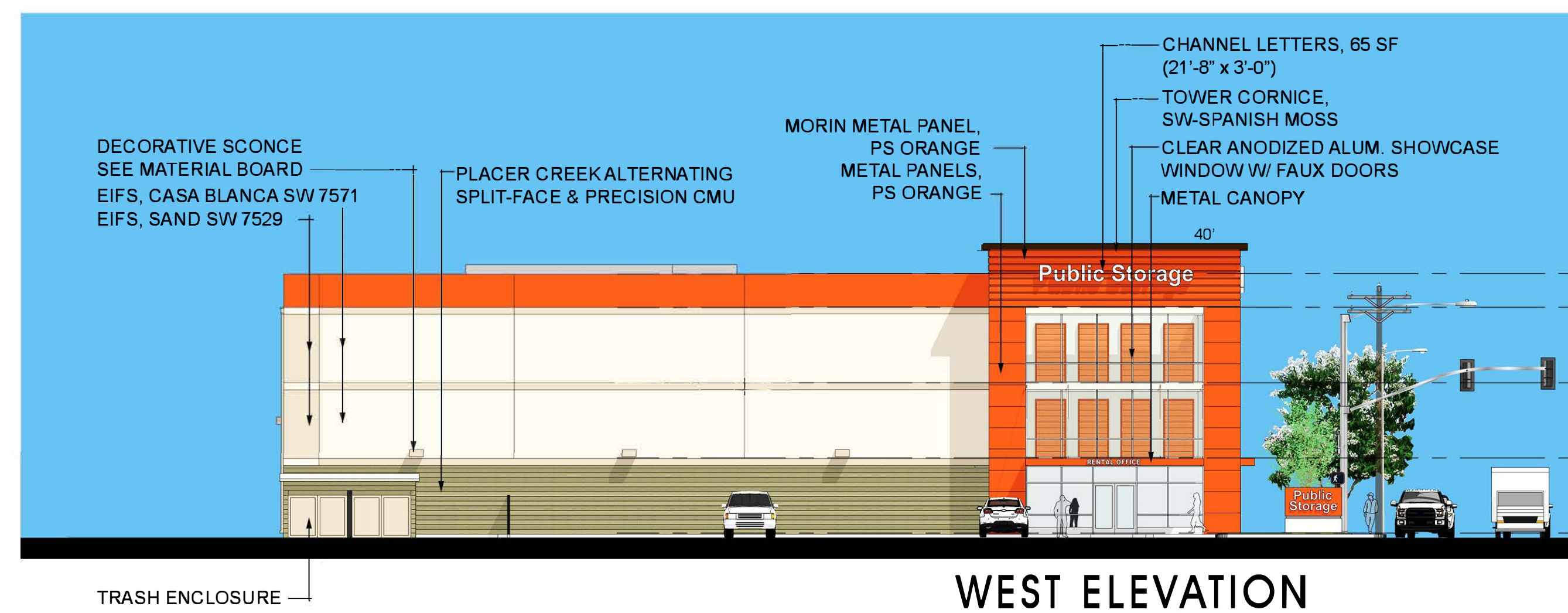
STUDIO
architecture + engineering
23 ORCHARD ROAD, SUITE 200
LAKE FOREST, CA 92630
T 949.380.3970 F 949.380.3771



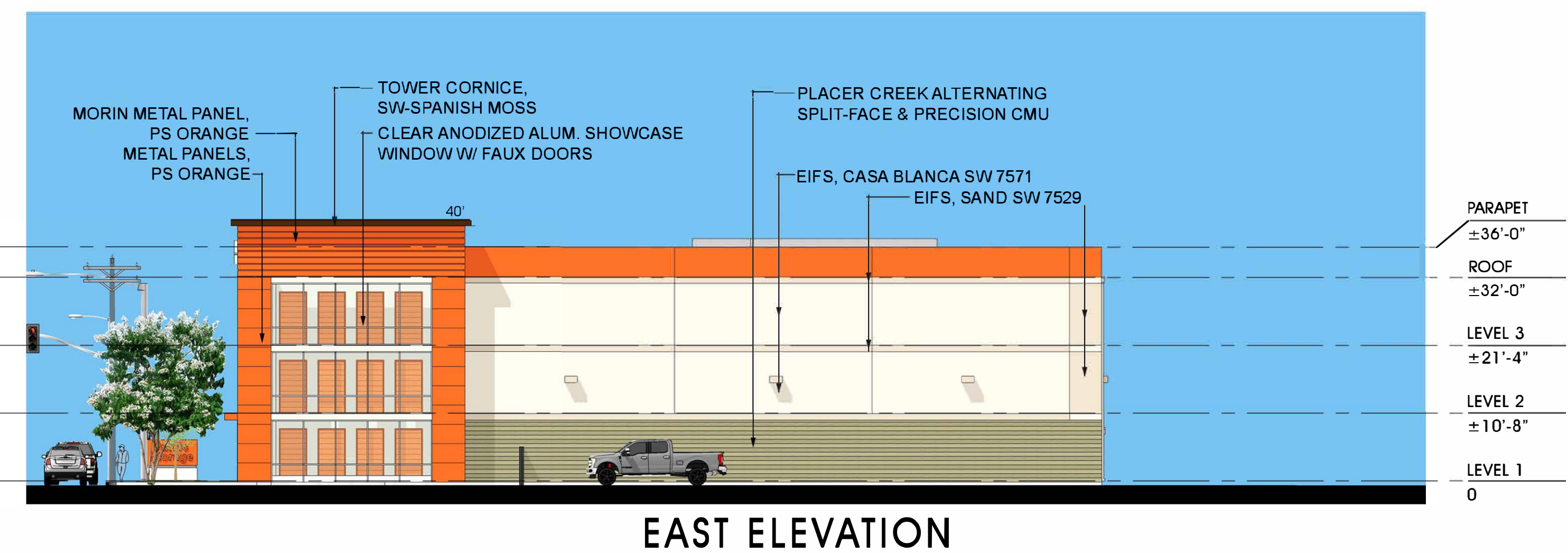
NORTH ELEVATION



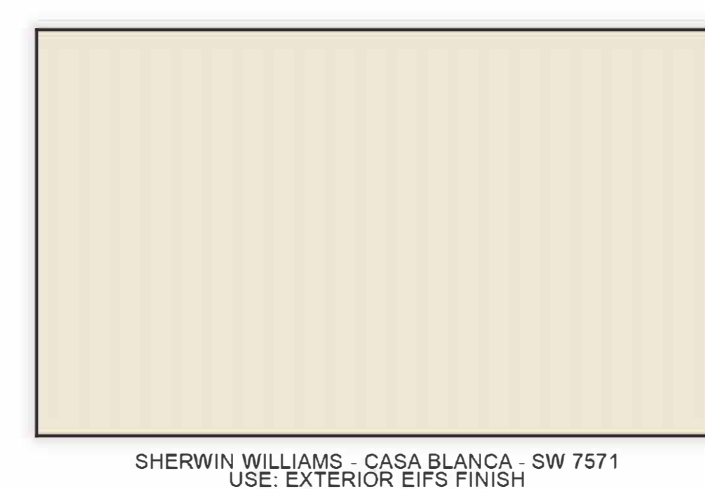
SOUTH ELEVATION



WEST ELEVATION



EAST ELEVATION



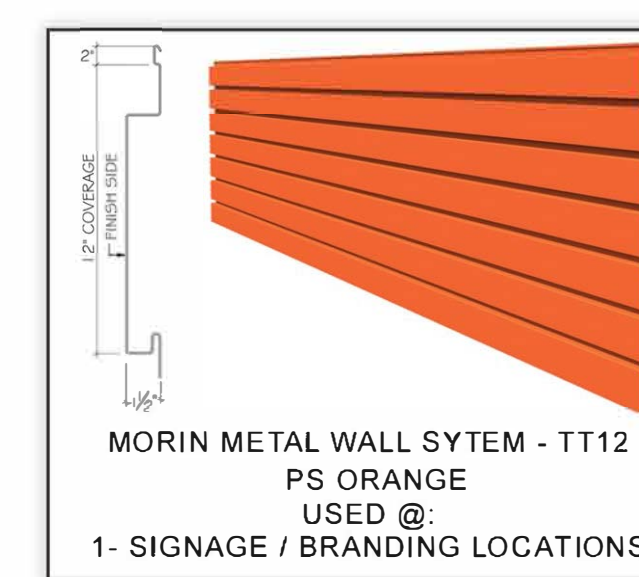
SHERWIN WILLIAMS, CASA BLANCA SW 7571
USE: EXTERIOR EIFS FINISH



SHERWIN WILLIAMS, SAND SW 7529
USE: EXTERIOR EIFS FINISH



CUSTOM COLOR, PS ORANGE, R: 226, G: 69, B: 25
USE: EXTERIOR EIFS FINISH



MORIN METAL WALL SYSTEM - TT12
PS ORANGE
USED @:
1- SIGNAGE / BRANDING LOCATIONS



ANGELUS BLOCK SPLIT FACE, PLACER CREEK
USE: PLACER CREEK SPLIT FACE CMU

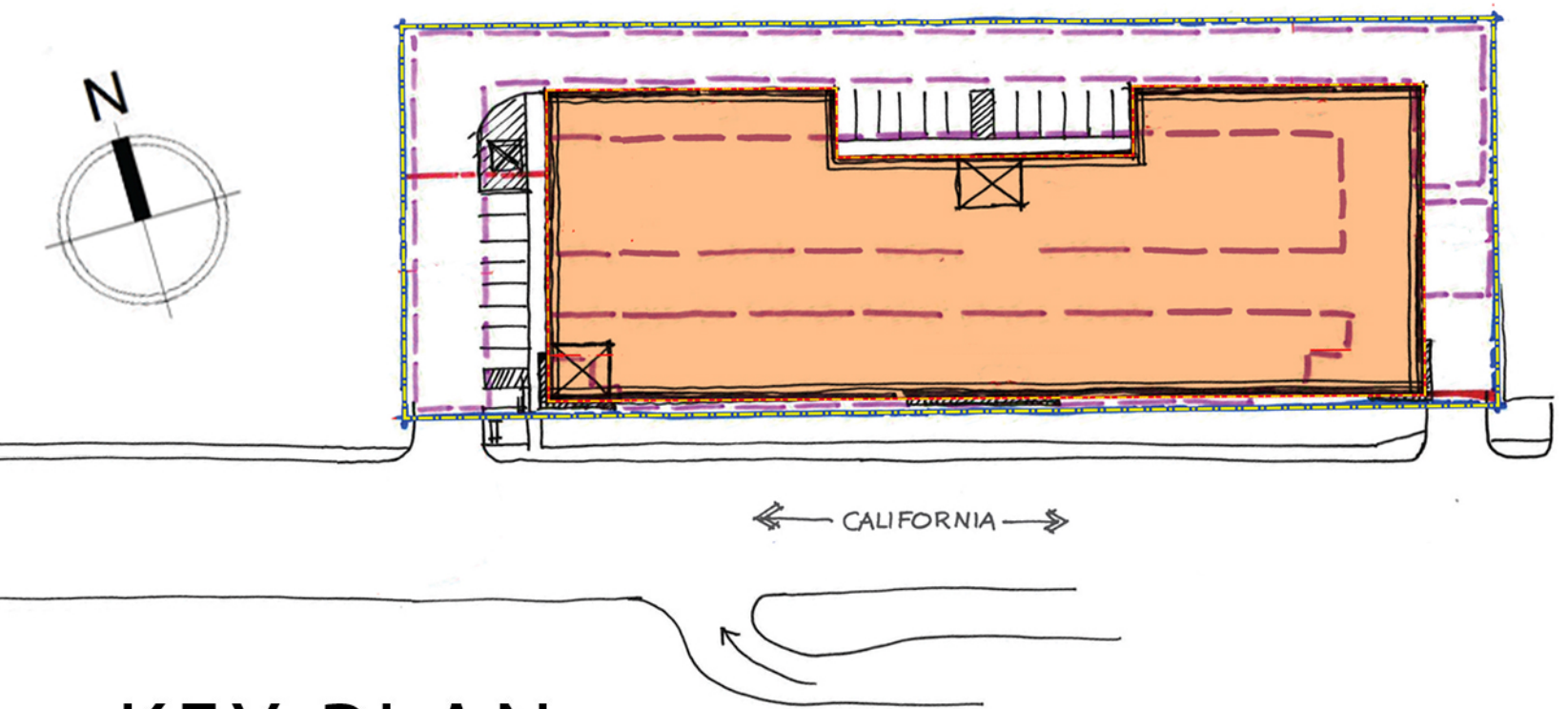
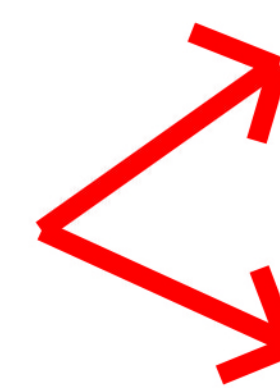


ANGELUS BLOCK
CMU BLOCK- PRECISION, PLACER CREEK



3D VIEW 1-CALIFORNIA STREET LOOKING EAST

3D VIEW 1



KEY PLAN



525 CALIFORNIA AVENUE | PITTSBURG, CA

CONCEPT 3D RENDERING

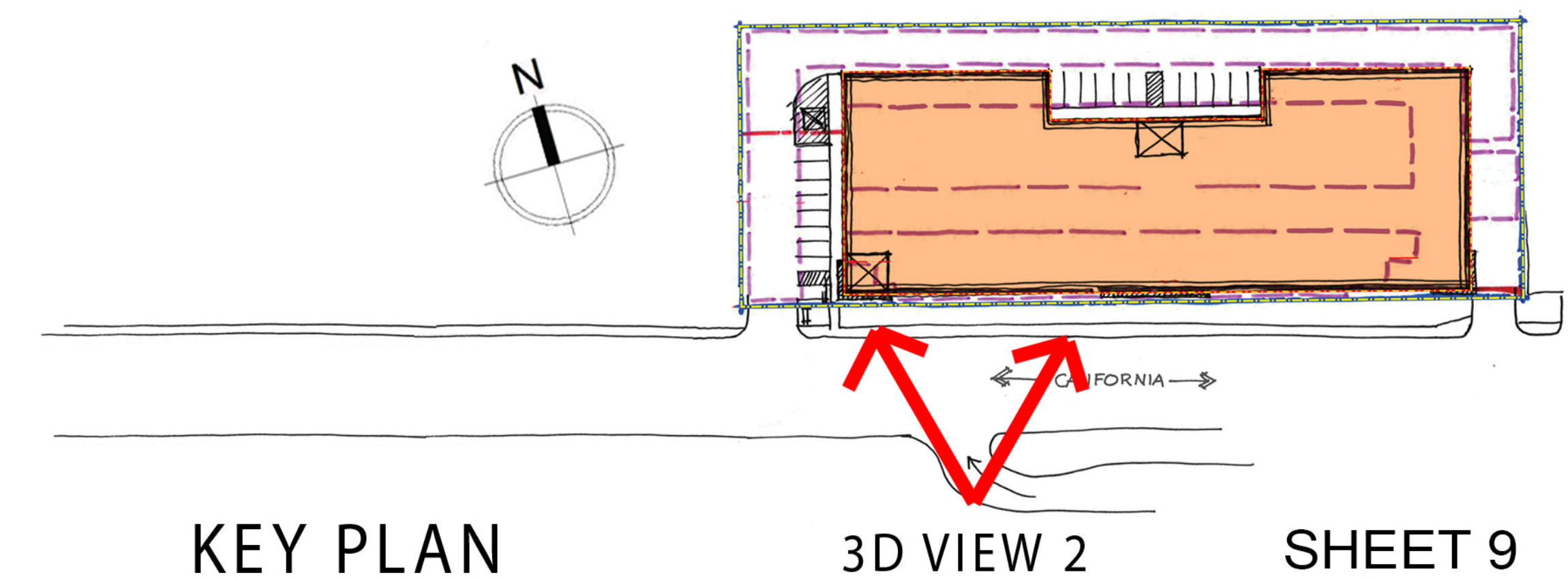
5.21.18

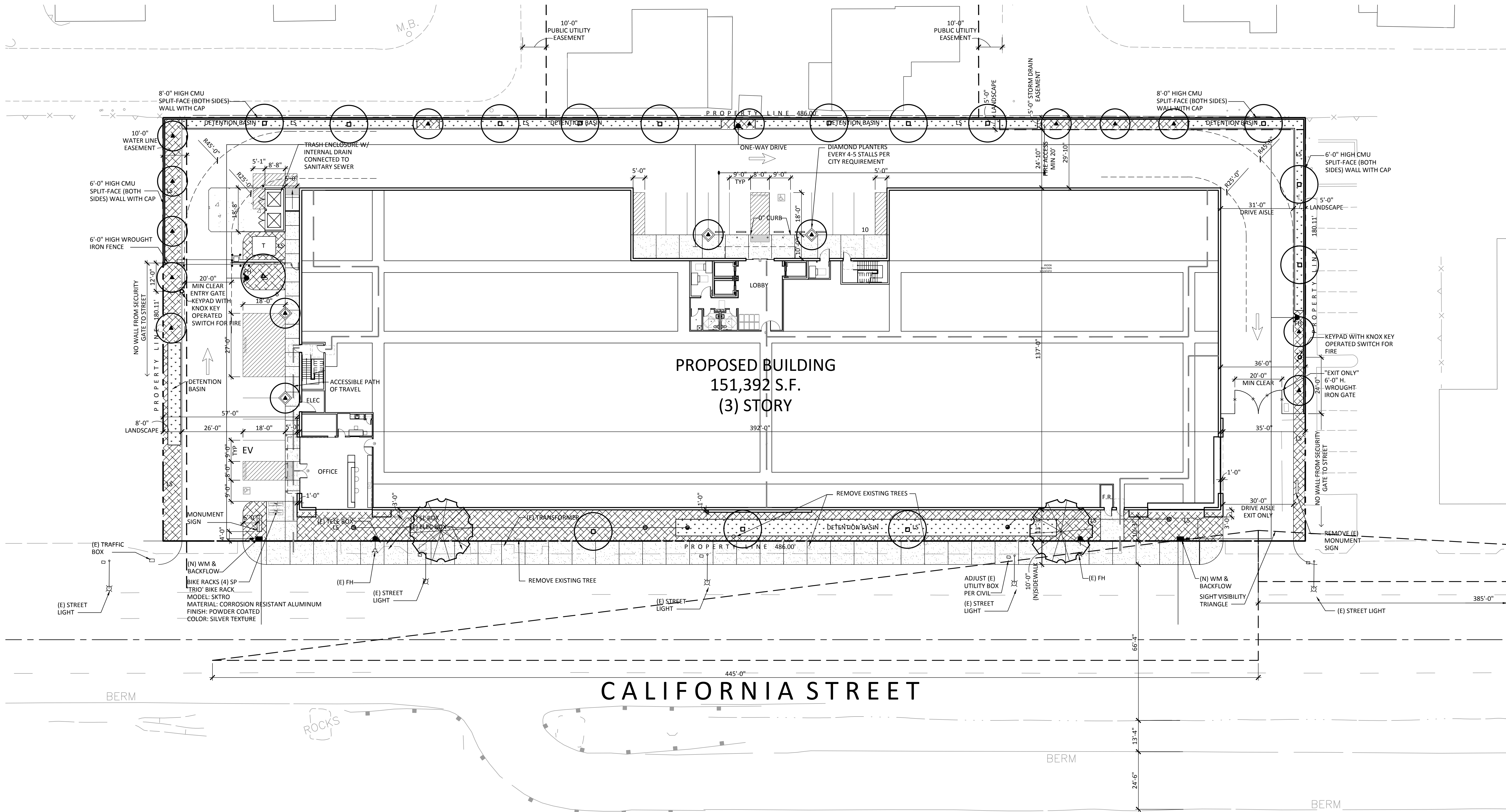
KSP PROJECT NO. 20392

SHEET 8
KSP
 STUDIO
 architecture + engineering
 23 ORCHARD ROAD, SUITE 200
 LAKE FOREST, CA 92630
 T 949.380.3970 F 949.380.3771



3D VIEW 2 - CALIFORNIA STREET LOOKING NORTH





PLANTING LEGENDS - PHASE 1

TREES					
SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	WUCOLS	REMARKS
	<i>Chitalpa tashkentensis</i> Chitalpa	24" Box	2	L	Standard
	<i>Laurus 'Saratoga'</i> Saratoga Bay Laurel	24" Box	14	L	Standard
	<i>Platanus acerifolia</i> 'Bloodgood' Bloodgood London Plane Tree	24" Box	1	L	Standard
	<i>Tristania conferta</i> Brisbane Box	15 Gal	16	M	Standard

SHRUBS - 2,500 s.f. APPROX. +/- 425 PLANTS @ 30" O.C.

SYMBOL	BOTANICAL/COMMON NAME	SIZE	SPACING	WUCOLS	REMARKS
	<i>Callistemon 'Little John'</i> Dwarf Bottle Brush	5 Gal	30" O.C.	L	
	<i>Hesperaloe parviflora</i> Red Yucca	5 Gal		L	
	<i>Lantana 'New Gold'</i> Yellow Lantana	1 Gal		L	
	<i>Ligustrum texanum</i> Texas Privet	5 Gal		M	
	<i>Raphiolepis l. 'Clara'</i> Texas Privet	5 Gal		M	

GROUNDCOVER - 3,643 S.F. APPROX. +/- 443 PLANTS @ 36" O.C.

SYMBOL	BOTANICAL/COMMON NAME	SIZE	SPACING	WUCOLS	REMARKS
	<i>Baccharis p. 'Twin Peaks'</i> Dwarf Coyote Bush	1 Gal	6" O.C.	L	
	<i>Carissa tuteile</i> Tuttie Natal Plum	1 Gal	30" O.C.	L	
	<i>Rosa 'Flower Carpet' -Red</i> Red Flower Carpet Rose	1 Gal	30" O.C.	L	
	<i>Rosmarinus o. 'Huntington Carpet'</i> Prostrate Rosemary	1 Gal	48" O.C.	L	
	<i>Senecio mandraliscae</i> Blue Fingers	4" Pots	12" O.C.	M	

BIO-RETENTION BASIN - 3,181 S.F. APPROX. +/- 1,426 PLANTS @ 18" O.C.

SYMBOL	BOTANICAL/COMMON NAME	SIZE	SPACING/QTY	WUCOLS	REMARKS
	<i>Calamagrostis acutiflora</i> 'Karl Foerster' Feather Reed Grass	1 Gal	18" O.C.	L	
	<i>Carex divulsa</i> Berkeley Sedge	1 Gal		L	
	<i>Juncus patens</i> 'Elks Blue' Elks Blue Rush	1 Gal		L	

GENERAL NOTES:

- All Trees within 5' of hardscape to have a 12" deep linear root barrier.
- All planter areas to receive a 3" layer of shredded organic mulch.
- All backflows and above ground equipment to be placed at least 5' from hardscape on flat area. All equipment to be screened from view with plant material.
- Tall shrubs are to be provided at screen walls for protection from graffiti.
- Soil compaction to be no grater than 85% on landscape areas.
- All finish grades to be 1 1/2" below finish surface paving.
- Agronomical soil testing report to be included in landscape plans.
- Landscape irrigation equipment to be drip low-flow type that satisfies the Water Efficient Landscape Ordinance.
- The project shall follow applicable guidelines outlined in PMC sections 18.84.300-370 "Landscape Ordinance".

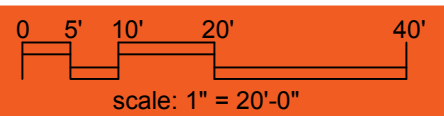


525 CALIFORNIA AVENUE | PITTSBURG, CA

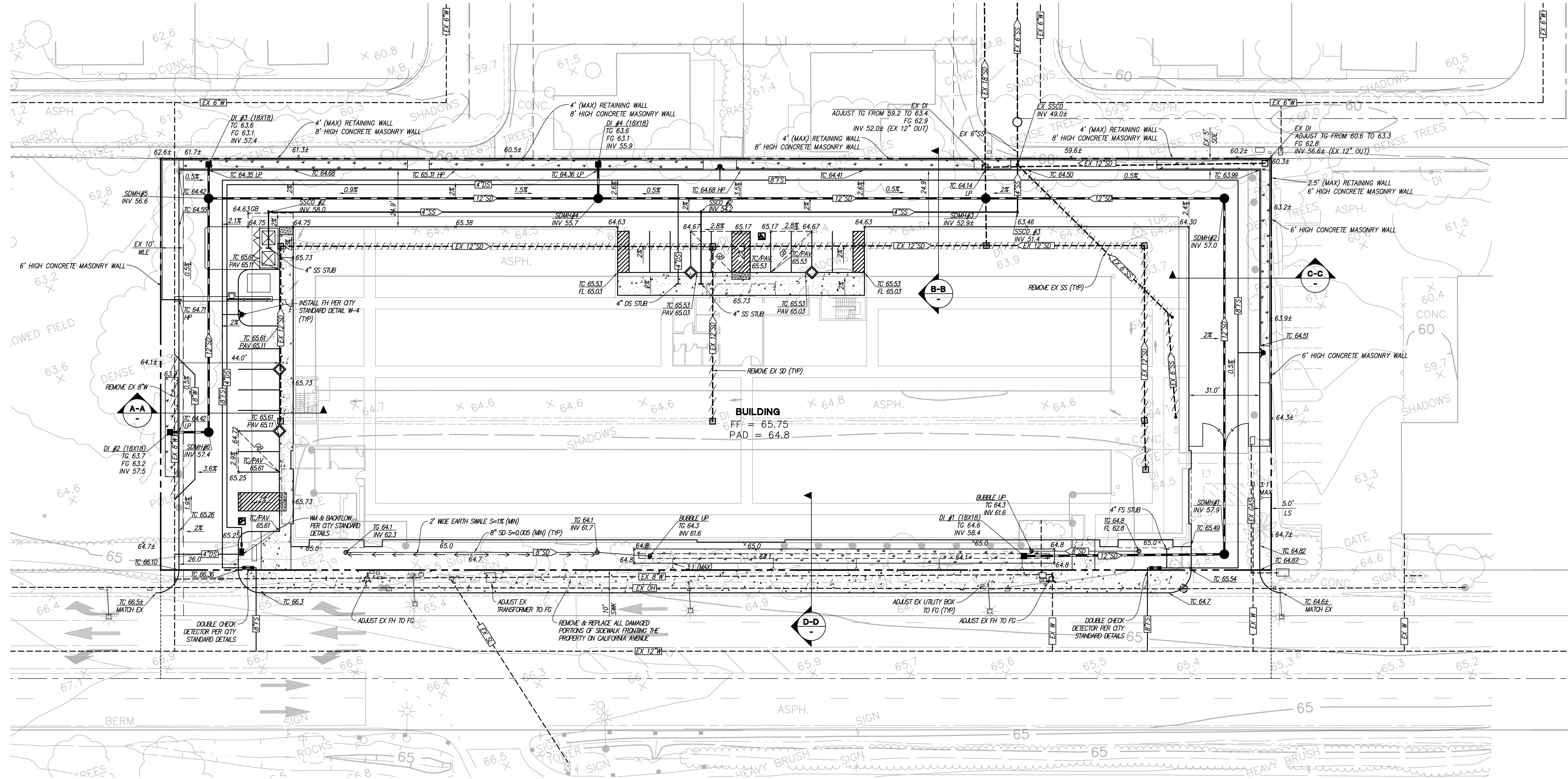
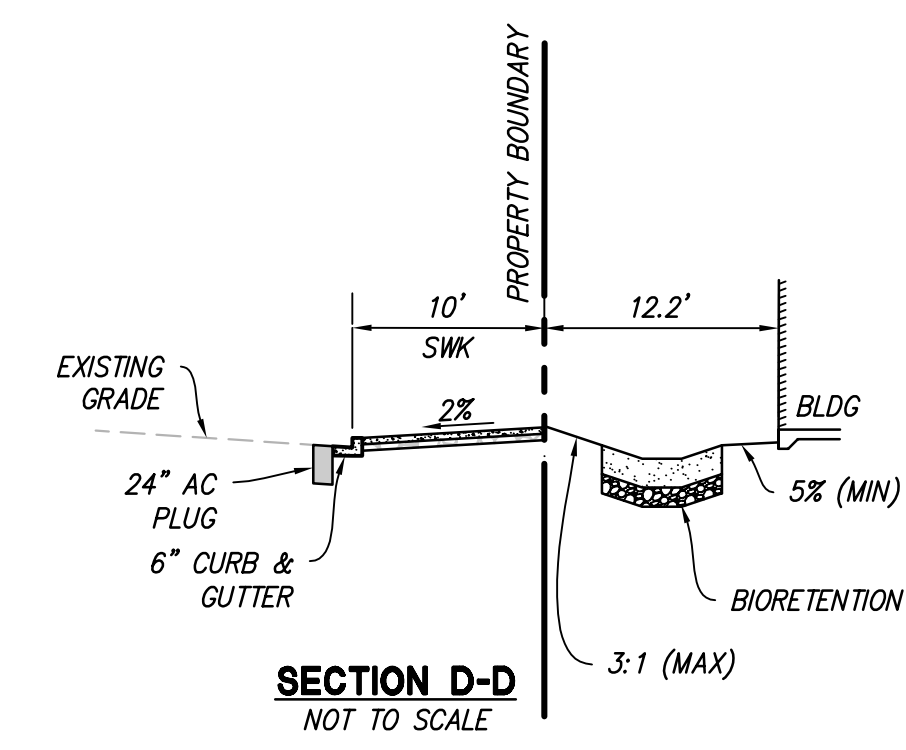
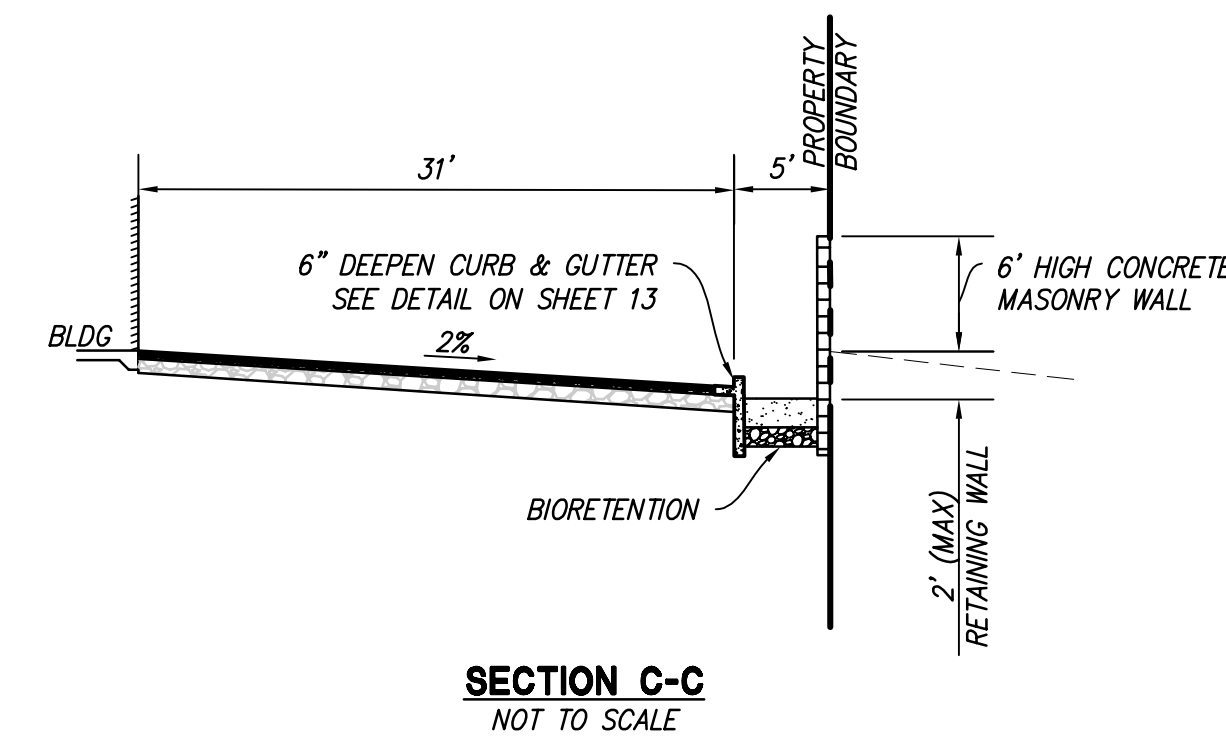
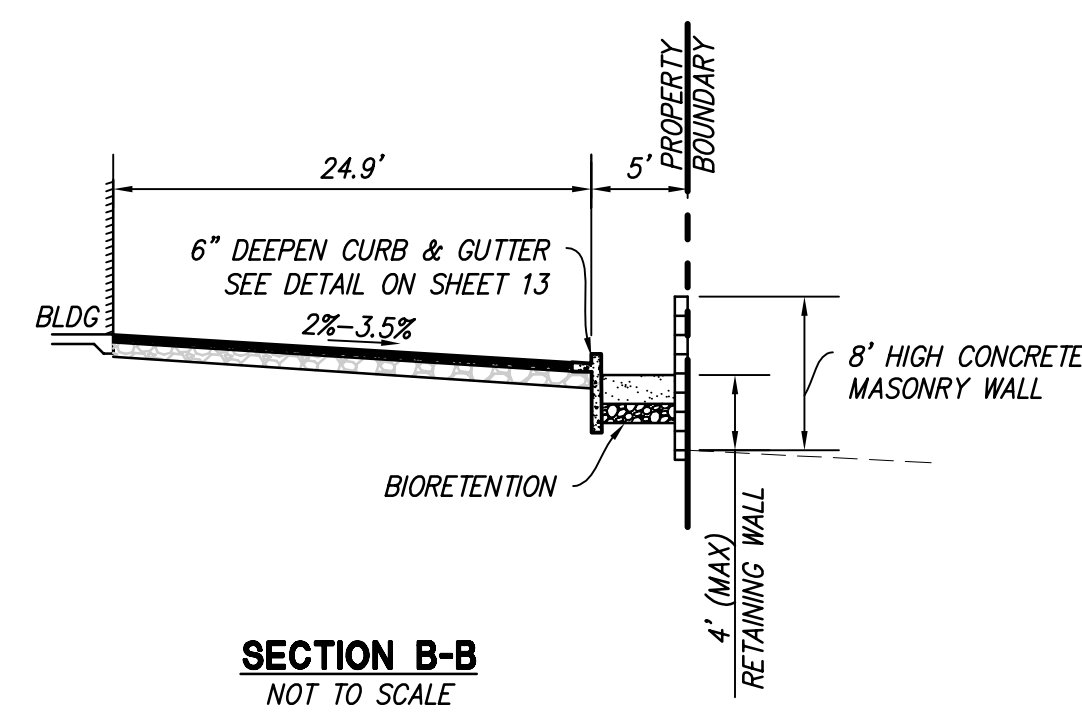
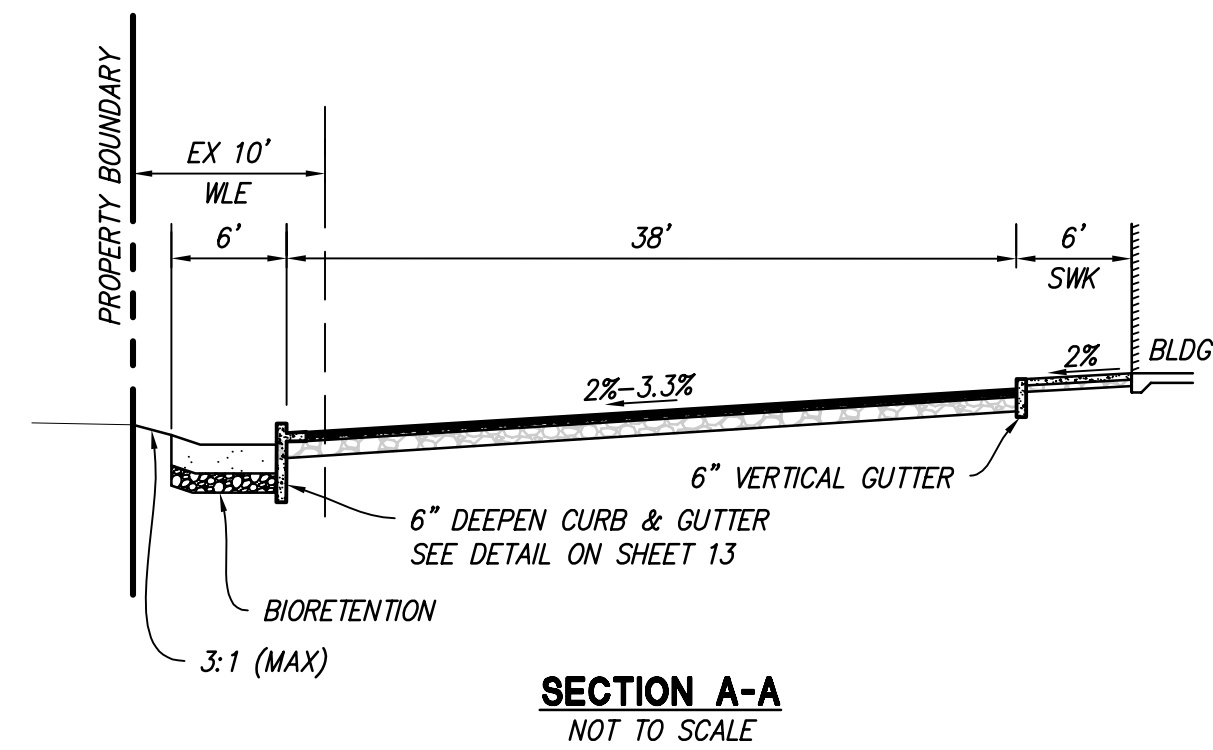
CONCEPTUAL LANDSCAPE PLAN
05.18.18



SHEET 10



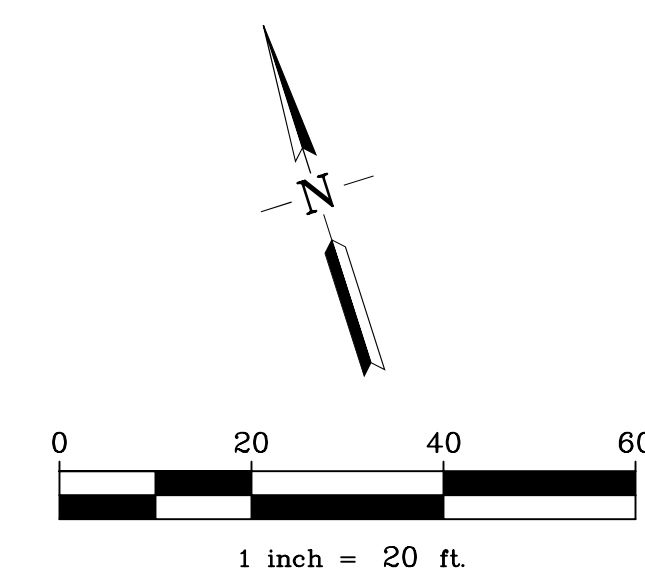
KSP PROJECT NO. 20397



ESTIMATED EARTHWORK QUANTITIES		
ITEMS	CUT (C.Y)	FILL (C.Y)
DEMOLITION (SEE NOTE 3)	(900)	0
BUILDING	0	390
SWK/PAVEMENT/LANDSCAPE	0	300
FOUNDATION & PLUMBING SPOILS	220	0
TRENCH SPOILS	480	0
C-3 SPOILS	360	0
OVER-EXCAVATION	6,400	6,400
SHRINKAGE (ASSUME 5%)	-	350
TOTAL	7,440	7,440

- ALL QUANTITIES SHOWN ON THIS PLAN ARE APPROXIMATE, CALCULATED OUT AND FILL ARE TO "ROUGH GRADE" AND EXISTING GROUND. THE ACTUAL AMOUNT OF EARTH MOVED IS VARIABLE DEPENDENT ON COMPACTION, CONSOLIDATION, STRIPPING REQUIREMENTS, AND THE CONTRACTOR'S METHOD OF OPERATION.
- THE CONTRACTOR SHALL VERIFY ALL EARTHWORK QUANTITIES BEFORE START OF WORK. THE CONTRACTOR SHALL CONTACT THE CIVIL ENGINEER WITH ANY DISCREPANCIES.
- DEMOLITION MATERIAL (FOOTINGS AND FLOOR SLABS) TO BE OFFHAULED BY THE CONTRACTOR.

- NOTES:
- CONTRACTOR SHALL REMOVE AND REPLACE ALL DAMAGED PORTIONS OF SIDEWALK FRONTING THE PROPERTY ON CALIFORNIA AVENUE.



Public Storage.

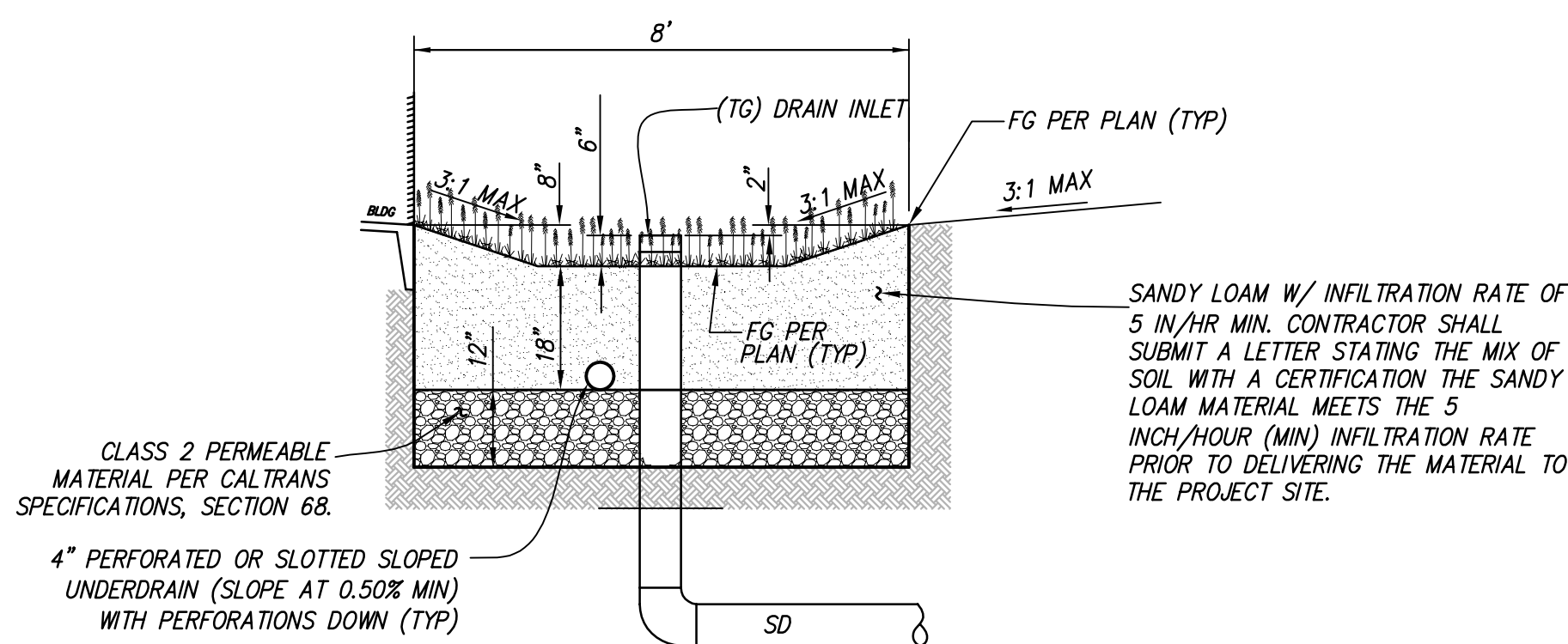
525 CALIFORNIA AVENUE | PITTSBURG, CA

PRELIMINARY GRADING AND UTILITY PLAN

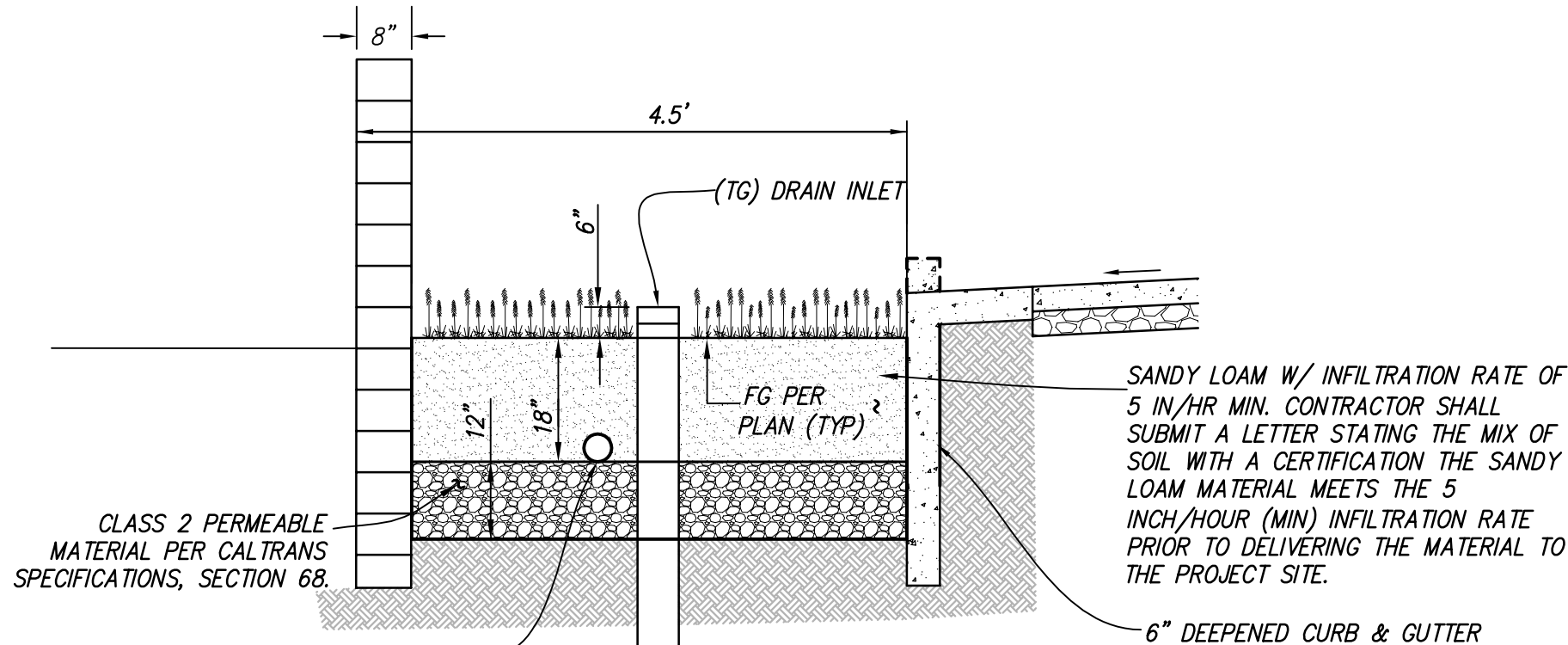
RJA SHEET 12
RUGGERI-JENSEN-AZAR
 ENGINEERS • PLANNERS • SURVEYORS
 4690 CHABOT DRIVE, SUITE 200 • PLEASANTON, CA 94588
 PHONE: (925) 227-9100 • FAX: (925) 227-9300

DATE: MAY 16, 2018

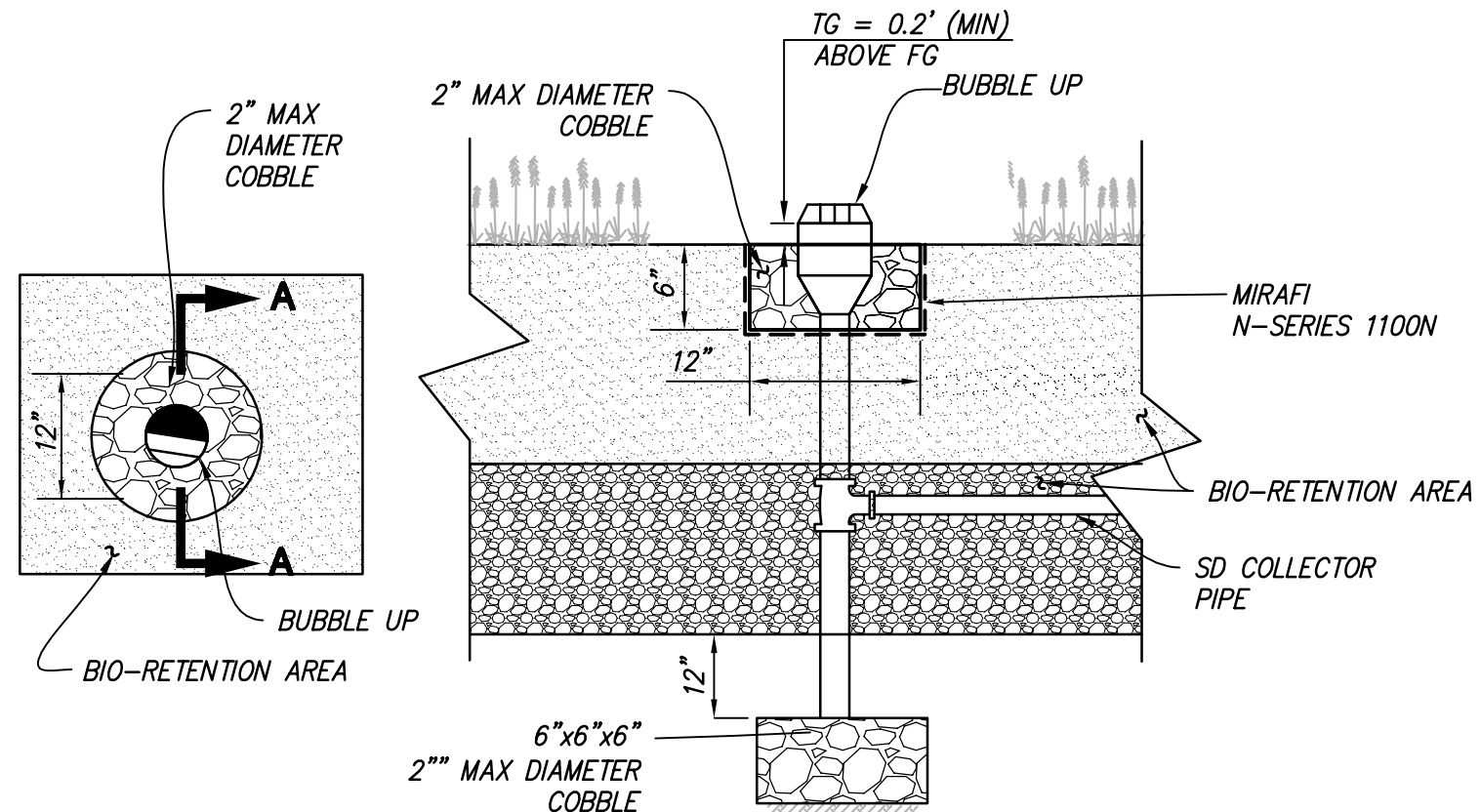
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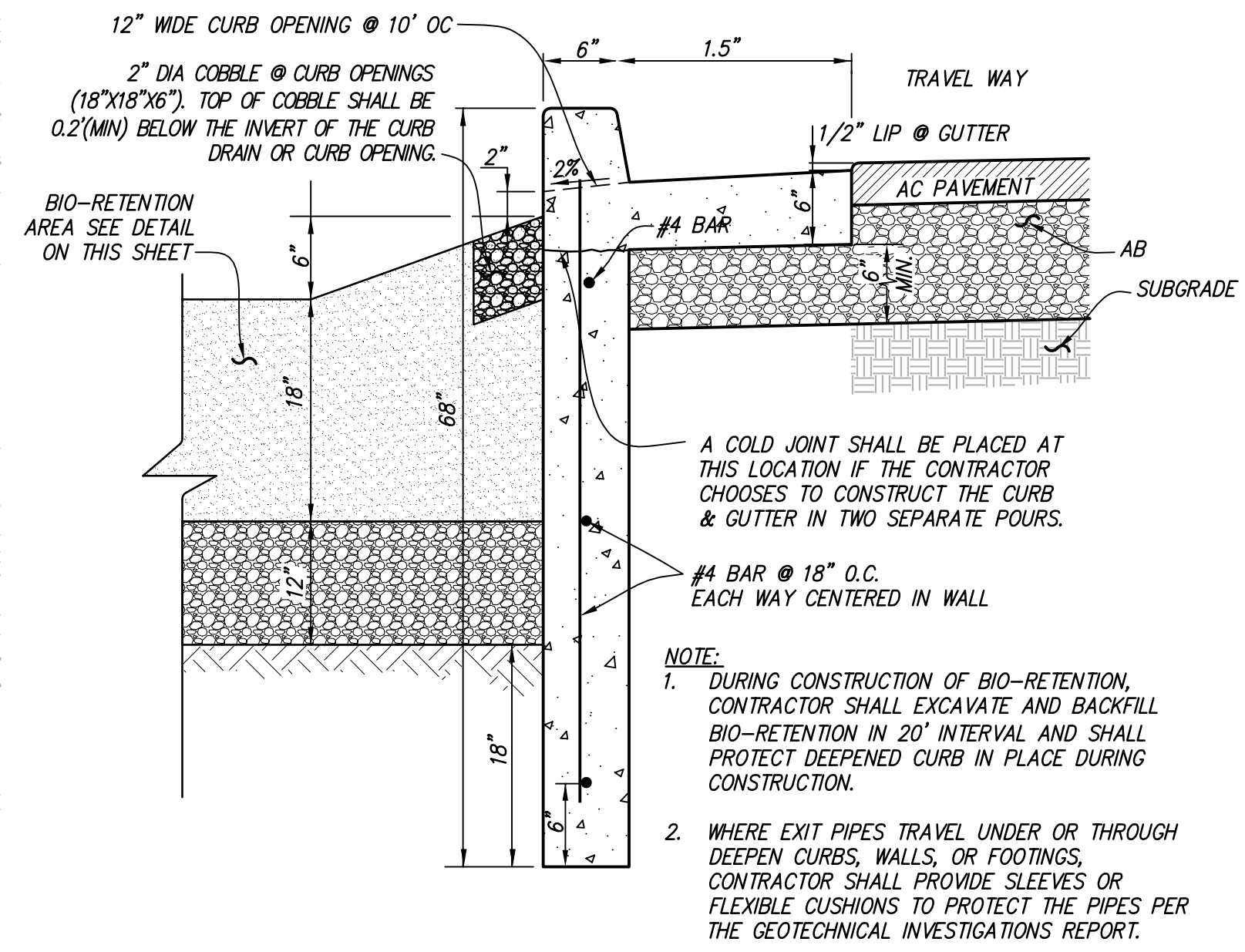
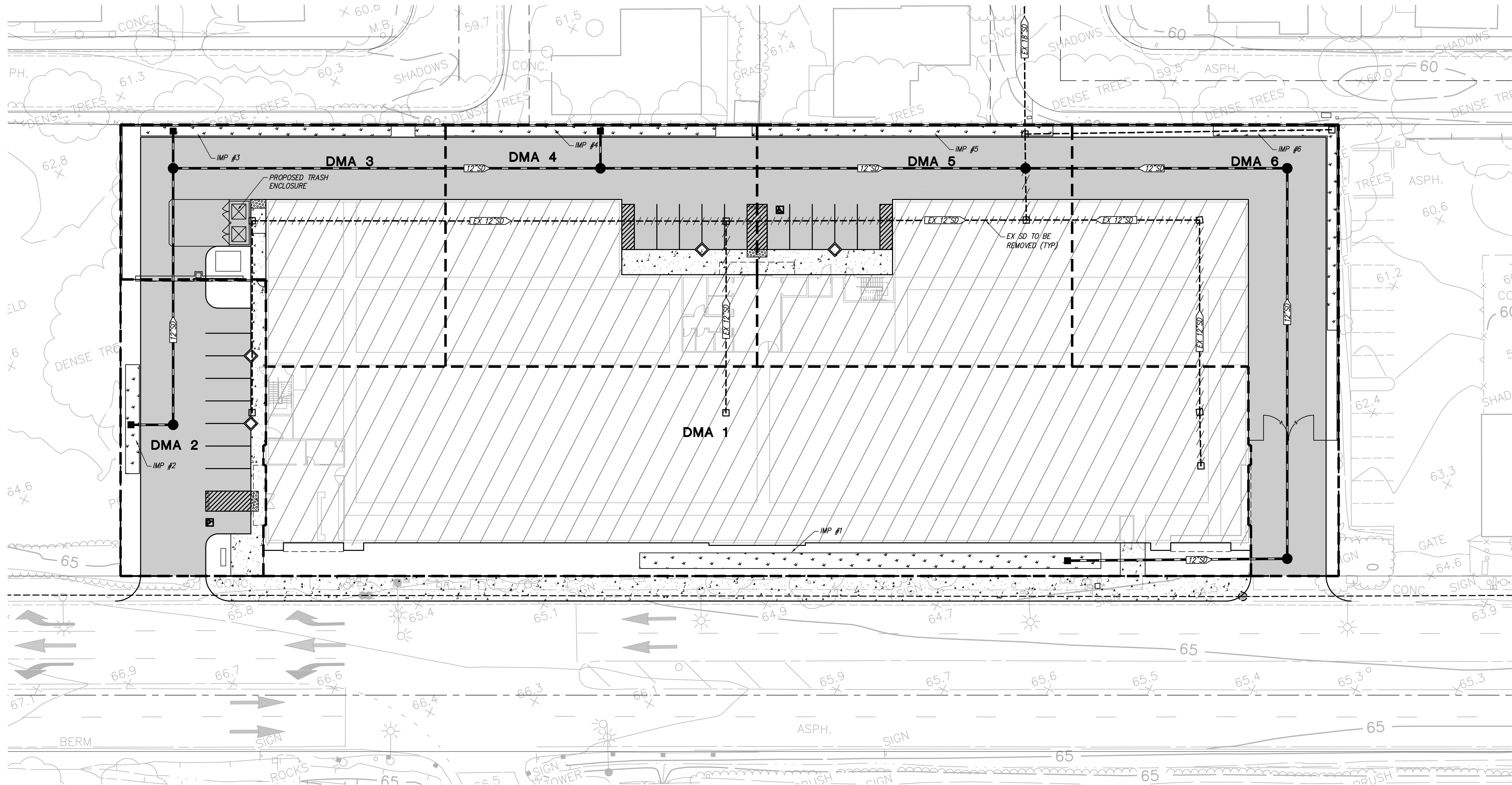
**BIO-RETENTION DETAIL
ADJACENT TO BULSING**
NOT TO SCALE



**BIO-RETENTION DETAIL
ADJACENT TO STREET**
NOT TO SCALE



**SECTION A-A
BUBBLE UP DETAIL**
NOT TO SCALE



**DEEPEEN CURB ADJACENT
TO BIO-RETENTION**
NOT TO SCALE

LEGEND

	AC PAVEMENT
	ROOF AREA
	SIDEWALK
	EX UTILITY TO BE REMOVED

PRELIMINARY STORMWATER TREATMENT CALCULATIONS							
DMA	DMA TREATMENT	IMPERVIOUS AREA (SF)	PERVIOUS AREA (SF)	TOTAL AREA (SF)	EFFECTIVE IMPERVIOUS AREA (SF)	BIO-RETENTION AREA REQUIRED (SF)	BIO-RETENTION AREA PROVIDED (SF)
1	BIO-RETENTION	28,260	4,830	33,090	28,743	1,150	1,150
2	BIO-RETENTION	5,890	950	6,840	5,085	239	239
3	BIO-RETENTION	9,310	1,090	10,400	9,419	377	383
4	BIO-RETENTION	11,410	580	11,990	11,468	459	460
5	BIO-RETENTION	11,420	570	11,990	11,477	459	460
6	BIO-RETENTION	11,990	1,360	13,350	12,126	485	486

THE CALCULATIONS ARE BASED ON THE LATEST CONTRA COSTA COUNTY C.3 STORMWATER HANDBOOK, MAY 2017.

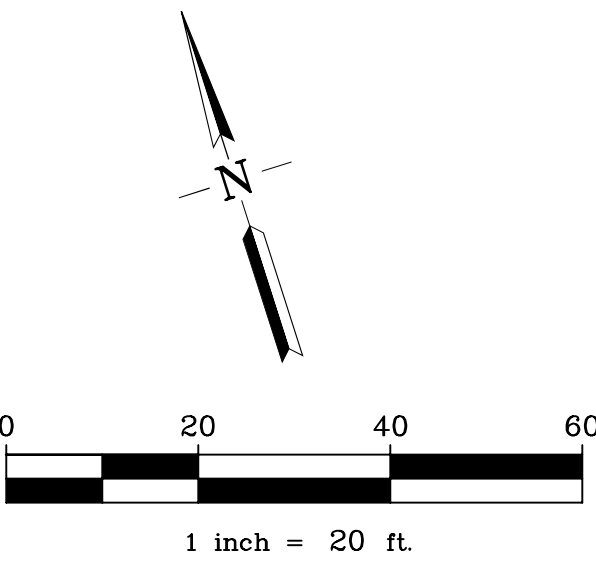
a. 0.2 INCHES/HOUR RAINFALL INTENSITY ON 100% IMPERVIOUS AREA.

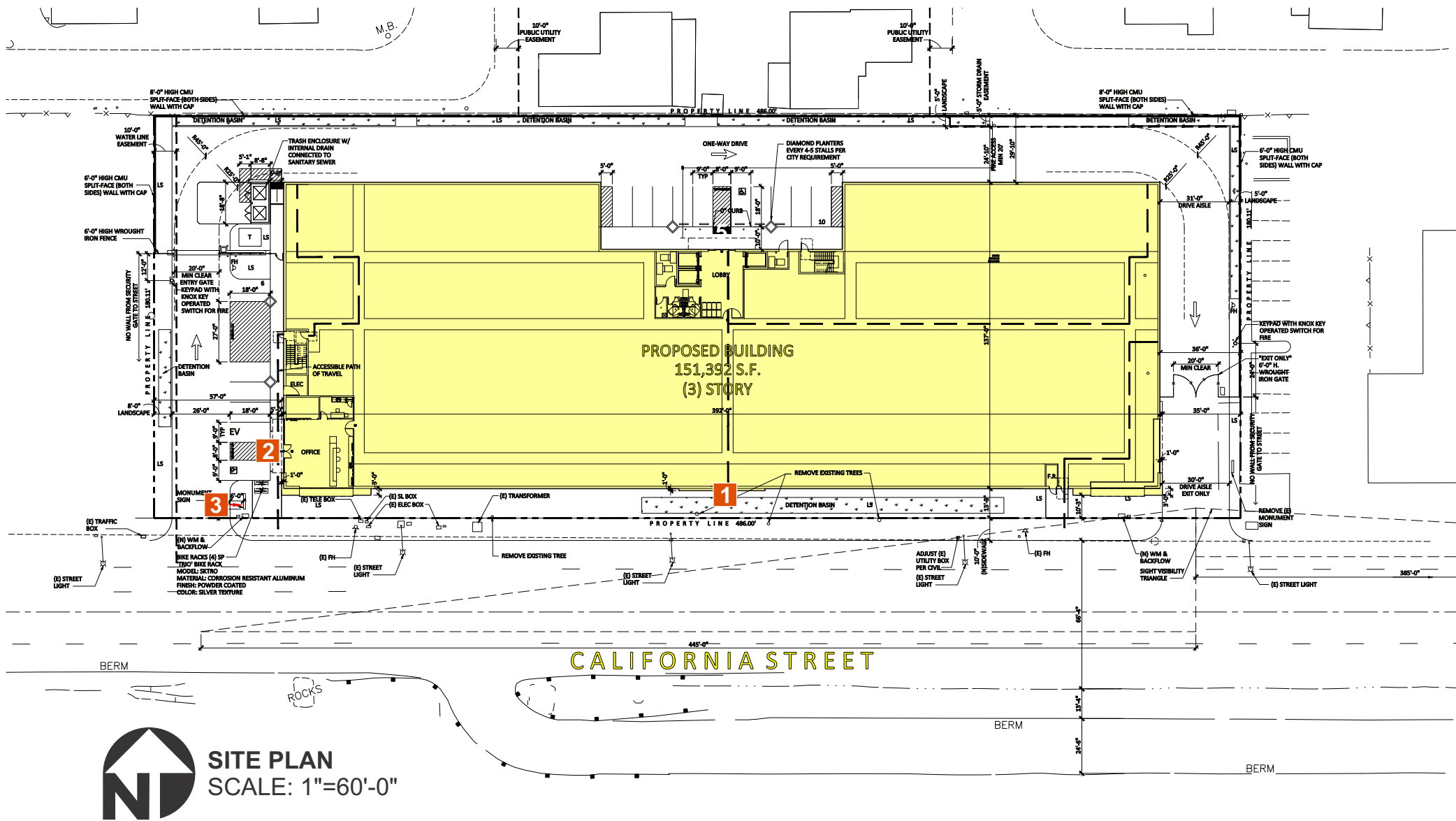
b. SOIL FOR TREATMENT MEDIUM WITH A 5 INCHES/HOUR INFILTRATION RATE.

c. A TREATMENT MEDIUM OF 0.04 SIZING FACTOR FOR BIORETENTION AREAS.

1. SIZING FACTOR OF 0.04 NOTED ABOVE IS CALCULATED BASED ON THE FOLLOWING CRITERIA:

a. SIZING FACTOR=(0.2 IN/HR)/(5 IN/HR)=0.04

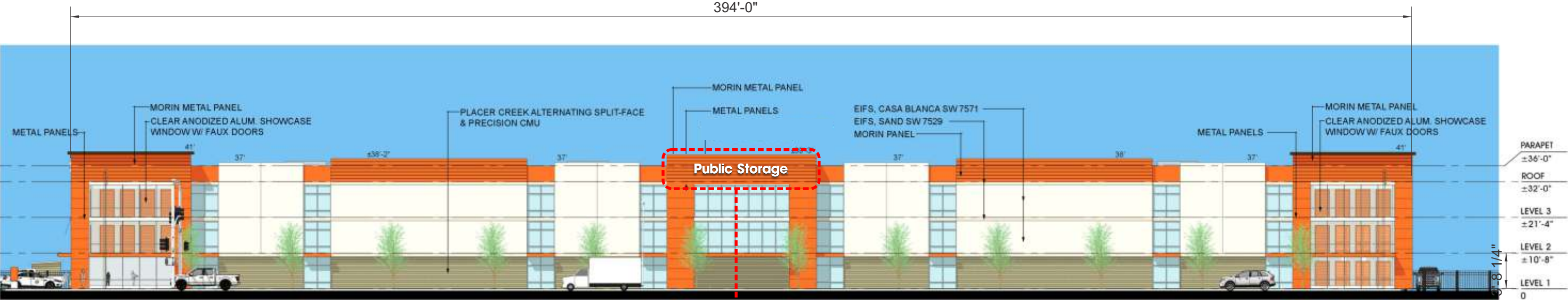




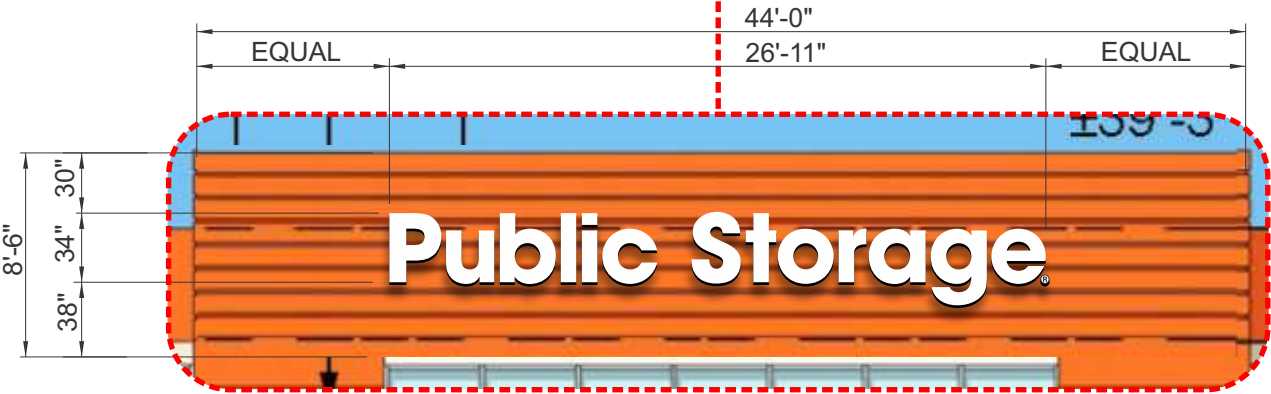
- 1 CHANNEL LETTERS - LED ILLUM.**
AREA: 80.6 SF ('6' SIDED BOX)
- 2 CHANNEL LETTERS - LED ILLUM.**
AREA: 54.6 SF ('6' SIDED BOX)
- 3 CUSTOM MONUMENT SIGN**
24.5 SF

WALL SIGNS					
SIGN #	LOCATION	CODE ALLOWANCE	PROPOSED SQ FT	SIGN TYPE	COMMENTS
1	FACING CALIFORNIA ST. SOUTH ELEVATION	190 SF ALLOWED / SOUTH ELEV.	80.6 SF	ILLUM'D CHAN. LTRS	'1' SIGN THIS ELEV. FACING MAIN ROAD
2	TOP ENTRY TOWER - WEST ELEV. AT ENTRANCE	68 SF ALLOWED / WEST ELEV.	54.6	ILLUM'D CHAN. LTRS	TOTAL SQ FT SIGNAGE THIS ELEV. = 64

GROUND SIGNS					
SIGN #	LOCATION	CODE ALLOWANCE	PROPOSED SQ FT	SIGN TYPE	COMMENTS
3	RENTAL OFFICE ENTRANCE	'1' ALLOWED AT '25' SF MAX. 8 FT IN HEIGHT MAX.	24.5 SF	D/F MONUMENT	'1' FREESTANDING SIGN ALLOWED - EXISTING MONUMENT TO BE REMOVED



SOUTH ELEVATION
SCALE: 1"=30'-0"



1 **PLACEMENT DETAIL**
SCALE: 1/8"=1'-0"

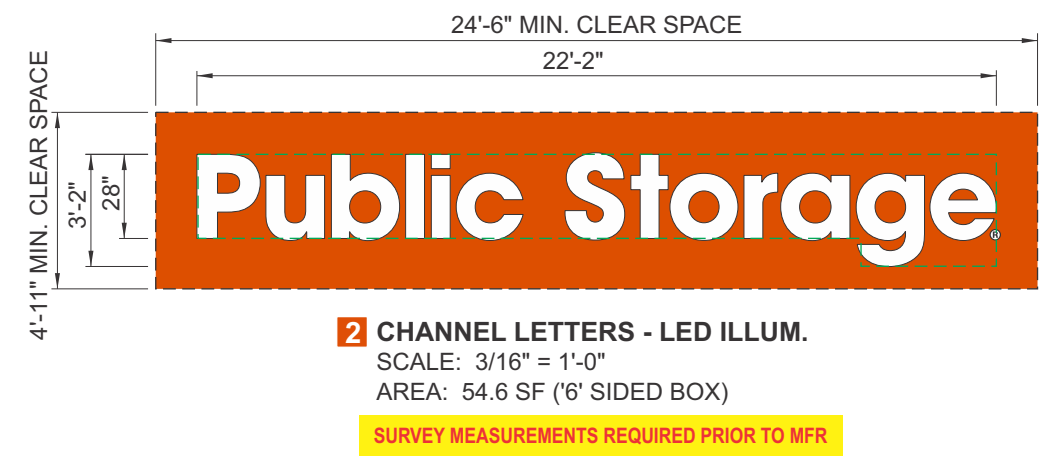
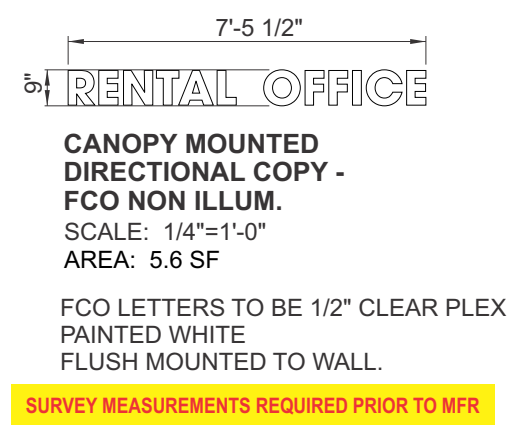
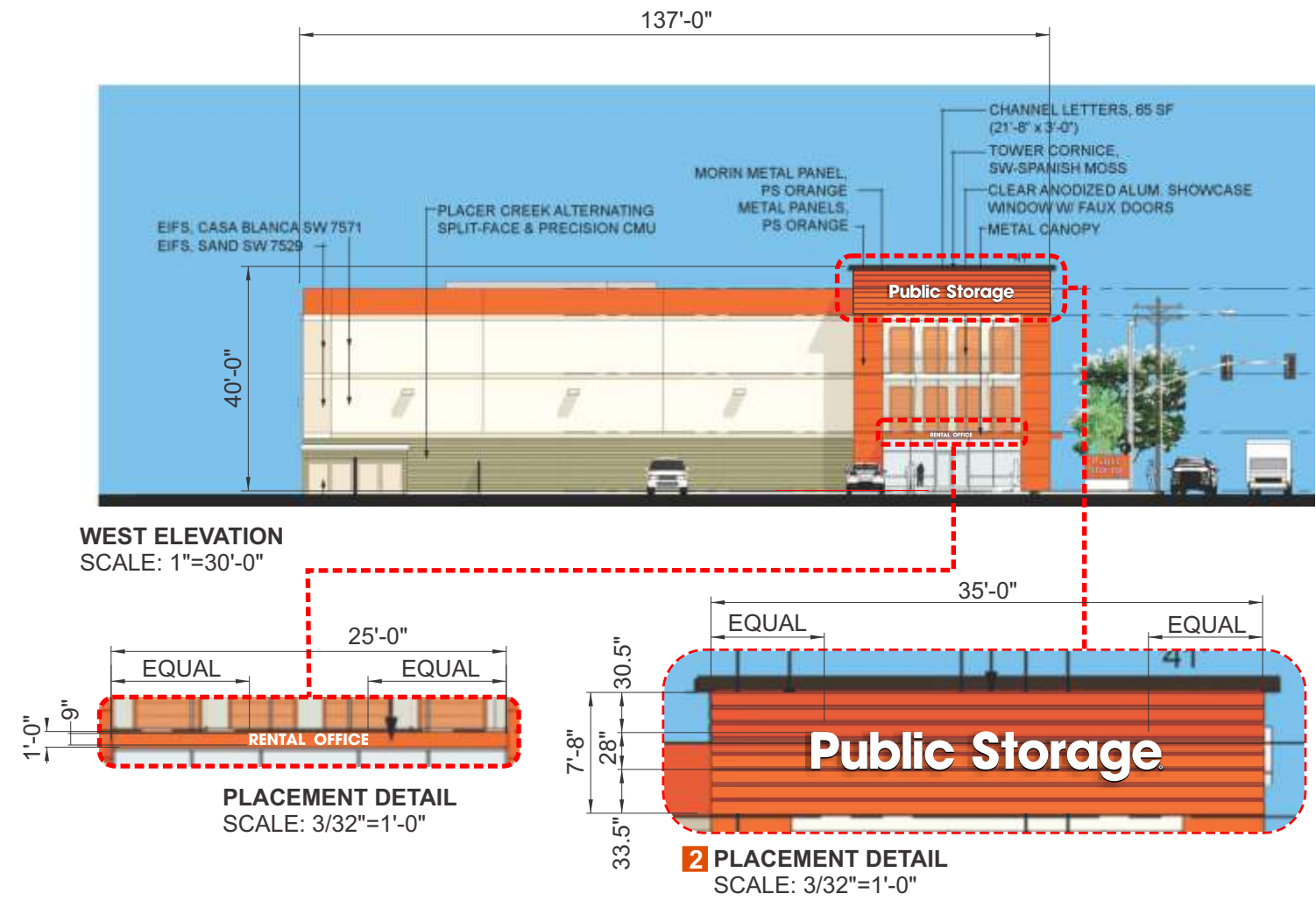


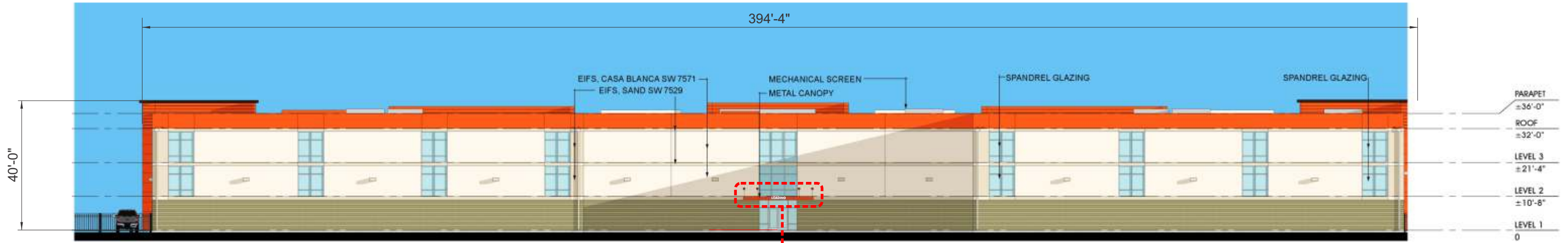
1 **CHANNEL LETTERS - LED ILLUM.**
SCALE: 3/16" = 1'-0"
AREA: 80.6 SF ('6' SIDED BOX)

SURVEY MEASUREMENTS REQUIRED PRIOR TO MFR

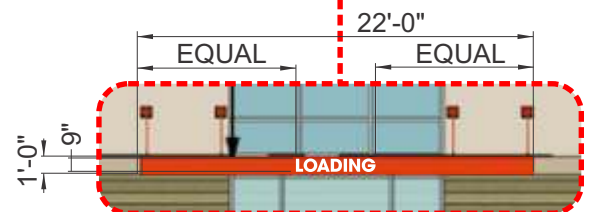
It is the intent and purpose of this color rendering to provide a basic color representation of your sign finish and color. However, digital media and printed colors will vary from actual paint finish and color. Existing painted surfaces will have a perceptible difference in shade and sheen from your sign finish. Providing a sample of the paint you wish to match or a Matthews paint color formula will minimize the differences.

16265 Star Road Nampa, ID 83687 toll free: 800.592.8058 tele: 208.345.4020 fax: 208.336.9886 www.imagenational.com





NORTH ELEVATION
SCALE: 1"=30'-0"



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



**CANOPY MOUNTED
DIRECTIONAL COPY -
FCO NON ILLUM.**
SCALE: 3/8"=1'-0"
AREA: 3.3 SF

FCO LETTERS TO BE 1/2" CLEAR PLEX
PAINTED WHITE
FLUSH MOUNTED TO WALL.

SURVEY MEASUREMENTS REQUIRED PRIOR TO MFR

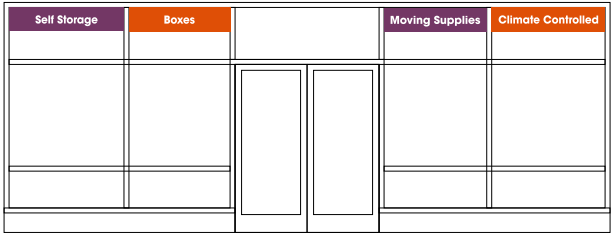
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16265 Star Road Nampa, ID 83687 toll free: 800.592.8058 tele: 208.345.4020 fax: 208.336.9886 www.imagenational.com

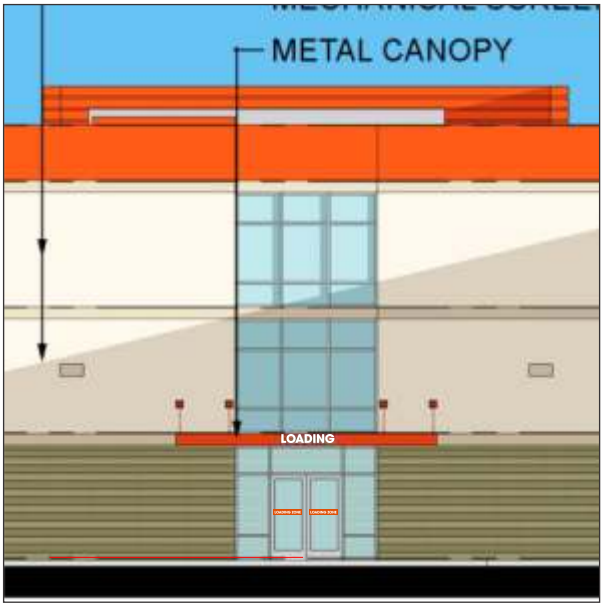
 image national signs ...bringing your image to light!	PROJECT TITLE: Public Storage	LOCATION: Site 23214 525 California Ave Pittsburg, CA 94565	REQUESTED BY: Jenny Goossens DRAWN BY: SJVL COMPUTER FILE INCLUDING DATE: PBS-23214 PittsburgCA-R2-051718	 UNDERWRITERS LABORATORIES ELECTRIC SIGN NAMPA PLANT - UL #433195-001 U.S. & PR. - All signs conform to UL-48/2161 (labeled accordingly) & must comply with UL-411 install procedures. Canada - all signs must be CAS compliant. This sign(s) is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and/or applicable local codes. This includes proper grounding and bonding of the sign.	page # 4 of 7
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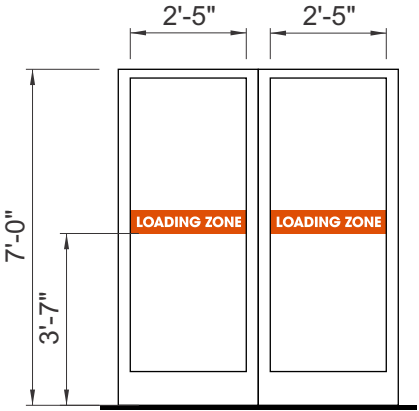
WEST ELEVATION @ RENTAL OFFICE
SCALE: 1/16"=1'-0"



VINYL PLACEMENT DETAIL
SCALE: 1/8"=1'-0"

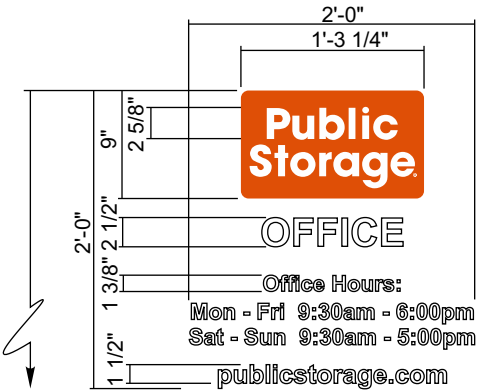


NORTH ELEVATION @ LOADING
SCALE: 1/16"=1'-0"



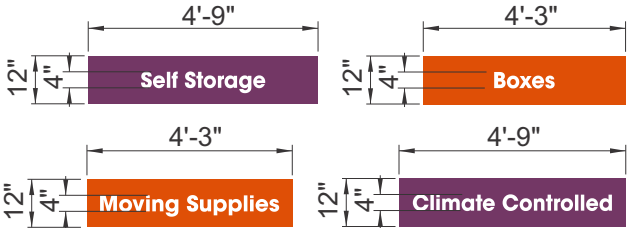
VINYL PLACEMENT DETAIL
SCALE: 1/4"=1'-0"

GLASS WIDTH T.B.D. BEFORE MANUFACTURE



1ST SURFACE VINYL FOR DOOR GLASS
SCALE: 3/4" = 1'-0"

GLASS WIDTH T.B.D. BEFORE MANUFACTURE



1ST SURFACE VINYL FOR WINDOW GLASS
SCALE: 1/4" = 1'-0"

GLASS WIDTH T.B.D. BEFORE MANUFACTURE

GLASS VINYL SCHEDULE	
COLOR	
	3M VINYL 3632-3126 ORANGE
	3M VINYL VQ-7679 PURPLE
	3M VINYL OPAQUE WHITE 7725-10



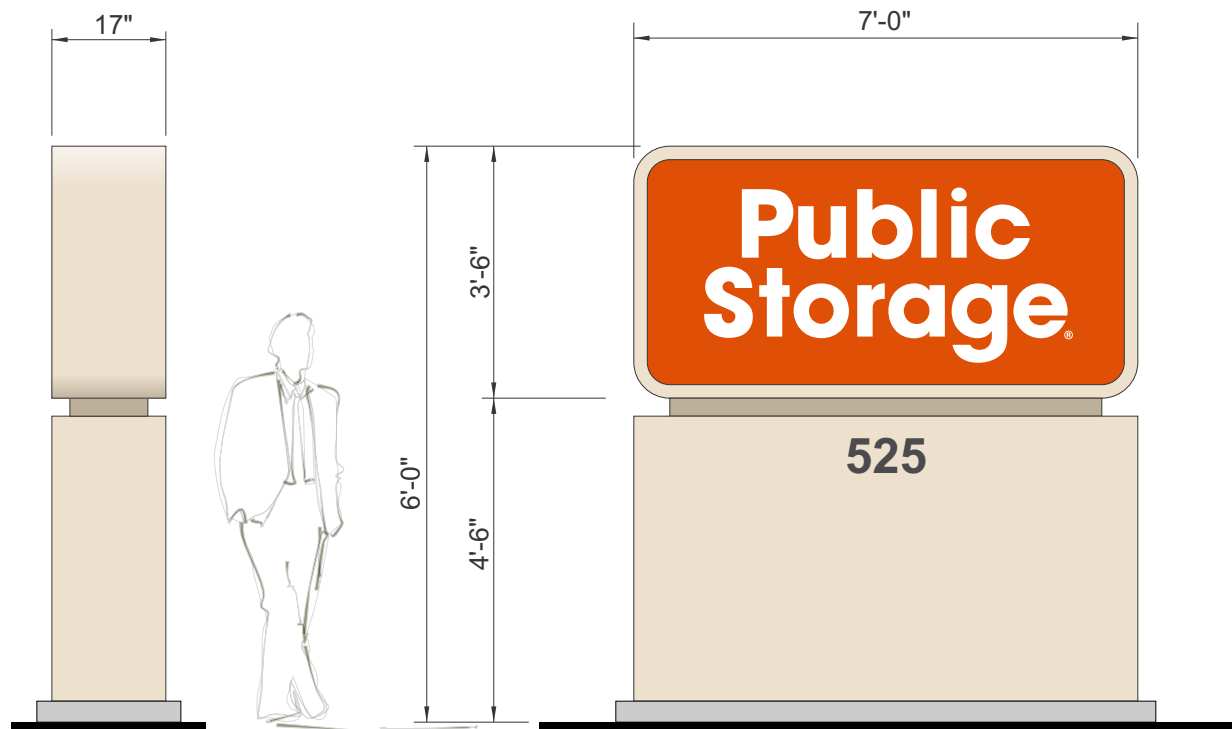
1ST SURFACE VINYL FOR DOOR GLASS - '2' REQ'D
SCALE: 3/4" = 1'-0"

GLASS WIDTH T.B.D. BEFORE MANUFACTURE

GLASS VINYL SCHEDULE	
COLOR	
	3M VINYL 3632-3126 ORANGE
	3M VINYL OPAQUE WHITE 7725-10

It is the intent and purpose of this color rendering to provide a basic color representation of your sign finish and color. However, digital media and printed colors will vary from actual paint finish and color. Existing painted surfaces will have a perceptible difference in shade and sheen from your sign finish. Providing a sample of the paint you wish to match or a Matthews paint color formula will minimize the differences.

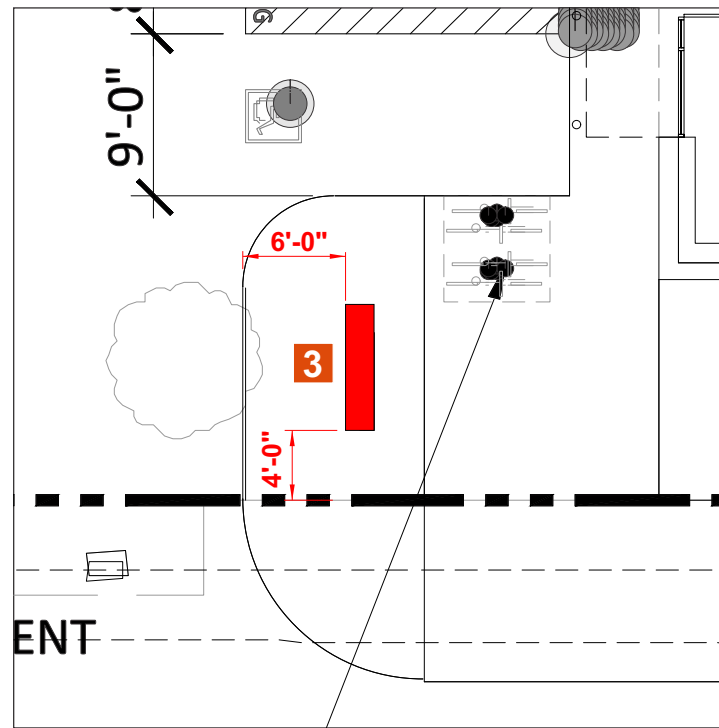
16265 Star Road Nampa, ID 83687 toll free: 800.592.8058 tele: 208.345.4020 fax: 208.336.9886 www.imagenational.com



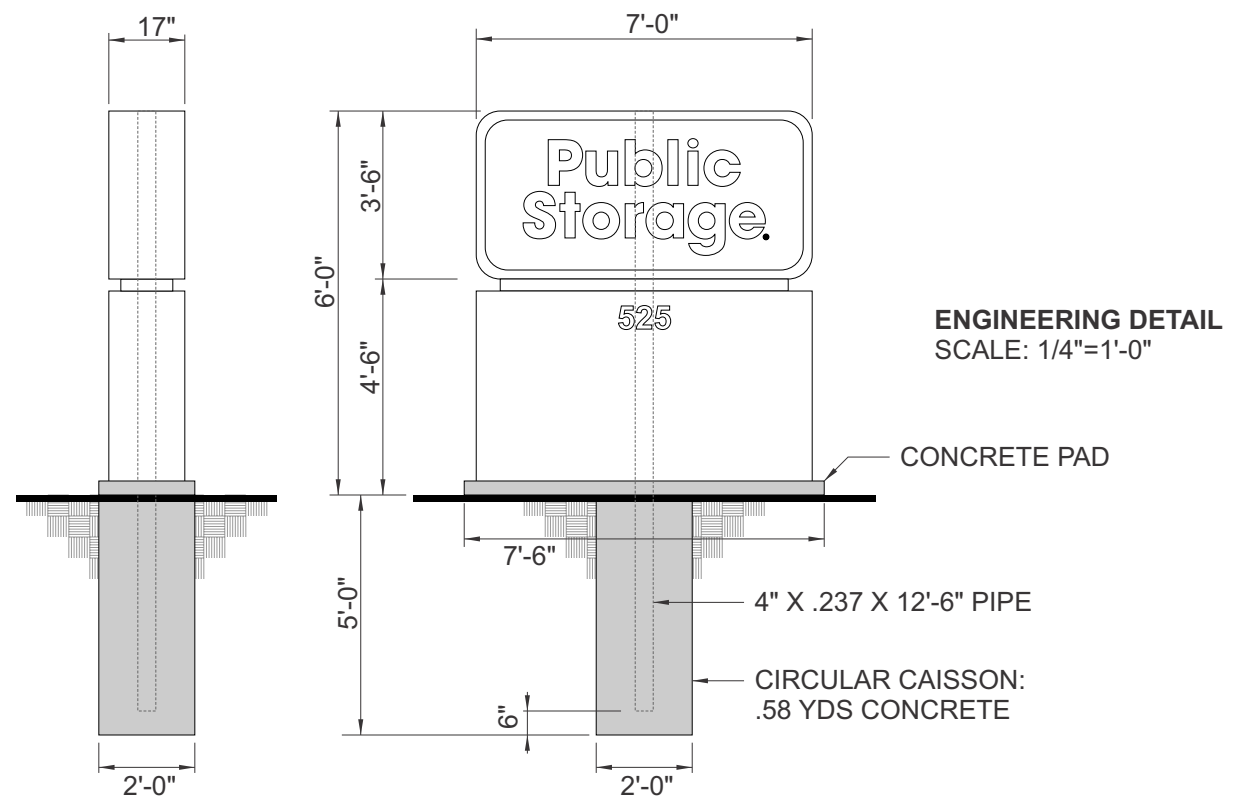
3 CUSTOM MONUMENT SIGN
SCALE: 3/8"=1'-0"
24.5 SF

- FACE SUBSTRATE: WHITE POLYCARBONATE
- GRAPHICS: 1ST SURFACE VINYL
- ILLUMINATION: WHITE LED
- ELECTRICAL: 120 VAC - '1' 20 AMP CIRCUIT

NOTE ON ALL PROPOSAL/PERMIT DRAWINGS: "ANY deviations to install location are NOT to be resolved onsite without the express consent of Image National and / or Public Storage Construction Manager (name to be provided by Image National). Onsite Superintendents and General Contractors may assist, but final approval only from Image National or PS CM."



**PARTIAL
SITE PLAN @ ENTRY**
SCALE: 3/32"=1'-0"



NOTE: VERIFY STEEL / FOOTING CALCULATIONS W/ ENGINEERING PRIOR TO SUBMITTING TO MANUFACTURING

It is the intent and purpose of this color rendering to provide a basic color representation of your sign finish and color. However, digital media and printed colors will vary from actual paint finish and color. Existing painted surfaces will have a perceptible difference in shade and sheen from your sign finish. Providing a sample of the paint you wish to match or a Matthews paint color formula will minimize the differences.

16265 Star Road Nampa, ID 83687 toll free: 800.592.8058 tele: 208.345.4020 fax: 208.336.9886 www.imagenational.com

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in

PROJECT TITLE:

Public Storage

LOCATION:

Site 23214
525 California Ave
Pittsburg, CA 94565

REQUESTED BY:

Jenny Goossens

DRAWN BY:

SJVL

COMPUTER FILE

PBS-23214 PittsburgCA-R2-051718



**NAMPA PLANT -
UL #433195-001**

U.S. & PR. - All signs conform to UL-48/2161 (labeled accordingly) & must comply with UL-411 install procedures. Canada - all signs must be CAS compliant. This sign(s) is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and/or applicable local codes. This includes proper grounding and bonding of the sign.

page #

6 of 7

TYPICAL SECTION DETAIL
NOT TO SCALE

I N S T A L L

- A.** 1/4" Rivet Nut Inserts in Back of Letter for Non-Corrosive Securement Using Appropriate Mounting Hardware
- B.** Blocking as Required per Location
- C.** Disconnect Switch at Transformer Can
- D.** 1/4" Drain Holes as Required
- E.** 20 amp 120 V. Circuits Required
(Supplied by Others Than Image National)
- F.** Mfg. Plastic Pass-Thru

1 CHANNEL LETTERS - LED ILLUM.
SCALE: 3/16" = 1'-0"

2 CHANNEL LETTERS - LED ILLUM.
SCALE: 3/16" = 1'-0"

ALL EXPOSED WIRING BEHIND PARAPETS TO BE SEALED USING LIQUID TIGHT CONDUIT.
ALL EXPOSED WIRING TO UTILIZE RACEWAYS IF VISIBLE TO THE PUBLIC OR INSIDE STORAGE UNITS (INTERIOR).

REGISTER MARK DETAIL
NOT TO SCALE

(2) SMALL MIRACLE PADS W/ (2) 3/16" X 2" ALUM. STUDS

#2447 WHITE ACRYLIC CIRCLE

#22 BLACK VINYL OVERLAY

1 LETTER FACE: MATERIAL: 3/16" 7328 WHITE ACRYLIC	2 RETURNS: MATERIAL: 5" .040 ALUMINUM COLOR: BLACK	3 ILLUMINATION: MATERIAL: GE L.E.D. ILLUMINATION COLOR: WHITE
4 TRIM CAP: MATERIAL: 1" JEWELITE COLOR: BLACK	5 BACKS: MATERIAL: PRE-PAINTED.063 ALUM. COLOR: WHITE	6 ELECTRICAL: REMOTE. T.B.D. AMPS @ 120 V.
REGISTER MARK: MATERIAL: 2447 WHITE ACRYLIC COLOR: #22 BLACK VINYL OVERLAY		

APPENDIX HYD: STORMWATER PLAN

STORMWATER CONTROL PLAN
for
Pittsburg Public Storage
525 California Avenue

May 14, 2018

prepared by:

Ruggeri Jensen Azar
4690 Chabot Drive
Pleasanton, CA 94588

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Attachments

IMP Sizing Calculator Output
IMP Construction Checklist
Preliminary Stormwater Management Plan Exhibit

This Stormwater Control Plan was prepared using the template dated February 15, 2012.

I. PROJECT DATA

Table 1. Project Data

Project Name/Number	Pittsburg Public Storage
Application Submittal Date	January 10, 2017
Project Location	525 California Ave, Pittsburg, CA
Name of Developer	Public Storage
Project Phase No.	NA
Project Type and Description	3-Story Storage Building
Project Watershed	Request from municipal staff
Total Project Site Area (acres)	2.0 acres
Total Area of Land Disturbed (acres)	2.0 acres
Total New Impervious Surface Area (sq. ft.)	2,420 SF
Total Replaced Impervious Surface Area	75,860 SF
Total Pre-Project Impervious Surface Area	75,860 SF
Total Post-Project Impervious Surface Area	78,720 SF
50% Rule[*]	Doesn't Apply
Project Density	FAR = 1.0
Applicable Special Project Categories [Complete even if all treatment is LID]	NA
Percent LID and non LID treatment	Bio-retention Treatment
HMP Compliance [†]	Doesn't Apply

II. SETTING

II.A. Project Location and Description

Pittsburg Public Storage project is a planned development off of California Avenues in Pittsburg, Contra Costa County, California. The project site is fronting California Avenue between Newport drive and Harbor Street. The proposed project is a 3-story storage building, with parking amenities.

II.B. Existing Site Features and Conditions

The existing site consists of mostly impervious area with some landscaping features bordering the site. Existing overland release drains to the north towards the adjacent residential area.

II.C. Opportunities and Constraints for Stormwater Control

Low impact development (LID) will include bio-retention treatment for stormwater runoff.

III. LOW IMPACT DEVELOPMENT DESIGN STRATEGIES

III.A. Optimization of Site Layout

III.A.1. Limitation of development envelope

The development is fronting California Avenue and bounded by residential housing to the north with an existing sound wall separating the commercial and residential area, an existing parking lot to a commercial facility to the east, and landscaping to the west. The site is laid out to minimize the impact on the existing features around it to remain.

III.A.2. Preservation of natural drainage features

All existing inlets and storm drain downstream will be preserved and adjusted to finished grade where applicable. Upstream inlets will be removed to accommodate the new layout; however, the drainage pattern will remain the same and the runoff will be discharged into the same location as before.

III.A.3. Minimization of imperviousness

The existing development area is mostly impervious area with slight landscaping adjacent to the buildings and at the property frontage. With the proposed building, there will be landscaping bordering the west, north, and south sides of the development area.

III.A.4. Use of drainage as a design element

Runoff drains away from the building and sheet flows from the pavement to the treatment areas on the north, and western sides. The treatment area south of the building will take runoff from the building. All the runoff will be discharged into the existing storm drain system to the north east.

IV. DOCUMENTATION OF DRAINAGE DESIGN

IV.A. Descriptions of each Drainage Management Area

IV.A.1. Table of Drainage Management Areas

DMA Name	Area (SF)	Surface Type/Description	DMA type/Drains to
DMA 1	28,260	Roof	Drains to IMP #1
	4,830	Landscape	
DMA 2	5,890	Concrete/Pavement	Drains to IMP #2
	950	Landscape	
DMA 3	9,310	Roof/ Concrete/Pavement	Drains to IMP #3
	1,090	Landscape	
DMA 4	11,410	Roof/ Concrete/Pavement	Drains to IMP #4
	580	Landscape	
DMA 5	11,420	Roof/ Concrete/Pavement	Drains to IMP #5
	570	Landscape	
DMA 6	11,990	Roof/ Concrete/Pavement	Drains to IMP #6
	1,360	Landscape	

IV.A.2. Drainage Management Area Descriptions

DMA 1, totaling 33,090 square feet, incorporates the building roof and the proposed landscaping at the south side of the building. The runoff from the roof is routed to the bio-retention area (IMP #1) through downspout collector pipes. Runoff from the proposed landscaping will be directed into IMP 1 using earth swales.

DMA 2-6, totaling 54,570 square feet, incorporates parts of the roof, the walkways adjacent to the building, the access road, and the proposed landscaping bordering the north, east, and west sides of the project site. Runoff drains away from the building and sheet flows from the pavement to the treatment areas (IMP's #2-6) on the north, and western sides. Curb openings are utilized to get the runoff into the treatment areas.

IV.B. Integrated Management Practices

Site runoff will be routed to 6 Bio-Retention facilities bordering the site. Each facility will be designed and constructed in accordance to the criteria in the Stormwater C.3 Guidebook, 7th Edition. See Preliminary Stormwater Management Plan Exhibit attachment for IMP details and section V.C. of this report for design features and methods.

IV.B.1. Information Summary for IMP Design

Total Project Area (Square Feet)	87,660
Mean Annual Precipitation	13 in
IMPs Designed For:	Treatment Only

Bio-retention #1 (IMP #1) – Will be located behind the proposed building to the south and is adjacent to landscaping and a 10' sidewalk fronting California Avenue. A 6" retaining curb behind the sidewalk shall be installed to prevent pedestrians from accidentally walking into the basin.

Bio-retention #2 (IMP #2) – Will be located at the western border of the site and is adjacent to 6" curb & gutter and surrounded by landscaping on all other adjacent sides. The curb & gutter will be deepened and incorporate curb openings to direct the runoff from the pavement and sidewalk to this treatment facility.

Bio-retention #3 (IMP #3) – Will be located at the northwestern corner of the site of the site and is adjacent to 6" curb & gutter and a CMU wall. The curb & gutter will be deepened and incorporate curb openings (same as IMP2), to direct the runoff from the pavement, sidewalk, and downspout roof runoff to this treatment facility.

Bio-retention #4 & 5 (IMP #4 & IMP #5) – Will both be located northern border of the site and incorporate the same elements as IMP3 (i.e. same adjacent features and same runoff capture).

Bio-retention #6 (IMP #6) – Will both be located northeastern corner of the site and incorporate the same elements as IMP3 (i.e. same adjacent features and same runoff capture). This facility will incorporate an existing inlet as its overflow structure.

IV.C. Tabulation and Sizing Calculations

See IMP Sizing Calculator Output attachment

V. SOURCE MEASURE CONTROLS

V.A. Site activities and potential sources of pollutants

On-site activities that can potentially produce stormwater pollutants are as follows:

- Driveways and Parking
- Refuse Area (Trash Enclosure)
- Landscaping

V.B. Source Control Table

Table V.B. Source Control Table

<i>Potential source of runoff pollutants</i>	<i>Permanent source control BMPs</i>	<i>Operational source control BMPs</i>
Bio-Retention Overflow Inlets	Mark all inlets with the words “No Dumping! Flows to Bay” or similar	Maintain and repaint or replace inlet markings Provide stormwater pollution prevention information to site owners and operators.
Landscape Maintenance	Design landscaping to minimize irrigation and runoff, and to minimize the use of fertilizers and pesticides that can contribute to stormwater pollution	Maintain Landscaping using minimum or no pesticides. Provide IMP information to owners and operators
Refuse Area	Refuse area will be roofed and equipped with a floor drain that shall be plumbed to the sanitary sewer system Signs will be posted on or near dumpsters with the words “Do not dump hazardous materials here” or similar.	Inspect receptacles regularly and repair or replace leaky receptacles. Keep receptacles covered Inspect and pick up litter Daily and clean up spills immediately

V.C. Features, Materials, and Methods of Construction of Source Control BMPs

- Where bio-retention is adjacent to curbs, the curb will be deepened.
- Bio-retention areas shall be installed level
- 18 inches of approved soil mix per the Regional Water Quality Control Board with an infiltration rate of 5 inches/hour.

- 12 inches of class 2 permeable material per Caltrans specification 68.
- 4 inch PVC perforated underdrain placed at the top of the Class 2 permeable material with perforations facing downward.
- Designed ponding depth is 6 inches
- Design incorporates 2 inches of freeboard
- All drainage is designed to be gravity flow (no pumping required)
- Bio-retention areas will be installed after site grading is complete and exposed soils have been stabilized to reduce sediment clogging the sandy loam and class 2 permeable materials.
- On-site stormwater treatment measures have been designed in accordance with the Contra Costa Clean Water Program's Stormwater C.3 Guidebook (2017 Edition).

VI. STORMWATER FACILITY MAINTENANCE

VI.A. Ownership and Responsibility for Maintenance in Perpetuity

Applicant agrees to enter into a maintenance agreement and/or annex into a fee mechanism per local requirements and agrees to accept responsibility for operation and maintenance of facilities until that responsibility is formally transferred.

VI.B. Summary of Maintenance Requirements for Each Stormwater Facility

The bio-retention facilities will remove pollutants primarily by filtering runoff slowly through an active layer of soil. Routine maintenance is needed to ensure that flow is unobstructed, that erosion is prevented, and that soils are held together by plant roots and are biologically active.

VII. CONSTRUCTION PLAN C.3 CHECKLIST

Table VII. Construction Plan C.3 Checklist

<i>Stormwater Control Plan Page #</i>	<i>BMP Description</i>	<i>See Plan Sheet #s</i>
3, 4, Exhibit	IMP's #1-6 designed as specified	
2,3 Exhibit	Site drainage: roof, concrete, pavement, & landscape is routed away from the building and towards to each respective IMP.	
4	Overflow inlets within IMP's #1-6 to be marked with "No Dumping! Flows to Bay" or similar	
4	Refuse Area (Trash Enclosure) to have floor drain to Sanitary Sewer System	
4	Landscaping to be designed as specified	

VIII. CERTIFICATIONS

The selection, sizing, and preliminary design of stormwater treatment and other control measures in this plan meet the requirements of Regional Water Quality Control Board Order R2-2009-0074 and Order R2-2011-0083.



By

Dominic R. Carucci

Print Name



Project Name: Public Storage
Project Type: Treatment Only
APN: 073-270-088
Drainage Area: 87,660
Mean Annual Precipitation: 13.0

IV. Areas Draining to IMPs

IMP Name: IMP1

IMP Type: Bioretention Facility

Soil Group: IMP1

DMA Name	Area (sq ft)	Post Project Surface Type	DMA Runoff Factor	DMA Area x Runoff Factor	IMP Sizing			
DMA1	28,260	Conventional Roof	1.00	28,260	IMP Sizing Factor	Rain Adjustment Factor	Minimum Area or Volume	Proposed Area or Volume
DMA1	4,830	Landscape	0.10	483				
Total				28,743				
Area					0.040	1.000	1,150	1,150

IMP Name: IMP2

IMP Type: Bioretention Facility

Soil Group: IMP2

DMA Name	Area (sq ft)	Post Project Surface Type	DMA Runoff Factor	DMA Area x Runoff Factor	IMP Sizing			
DMA2	5,890	Concrete or Asphalt	1.00	5,890	IMP Sizing Factor	Rain Adjustment Factor	Minimum Area or Volume	Proposed Area or Volume
DMA2	950	Landscape	0.10	95				
Total				5,985				
Area					0.040	1.000	239	239

IMP Name: IMP3

IMP Type: Bioretention Facility

Soil Group: IMP3

DMA Name	Area (sq ft)	Post Project Surface Type	DMA Runoff Factor	DMA Area x Runoff Factor	IMP Sizing			
DMA3	9,310	Concrete or Asphalt	1.00	9,310	IMP Sizing Factor	Rain Adjustment Factor	Minimum Area or Volume	Proposed Area or Volume
DMA3	1,090	Landscape	0.10	109				
Total				9,419				
Area					0.040	1.000	377	383

IMP Name: IMP4

IMP Type: Bioretention Facility

Soil Group: IMP4

DMA Name	Area (sq ft)	Post Project Surface Type	DMA Runoff Factor	DMA Area x Runoff Factor	IMP Sizing			
DMA4	11,410	Concrete or Asphalt	1.00	11,410	IMP Sizing Factor	Rain Adjustment Factor	Minimum Area or Volume	Proposed Area or Volume
DMA4	580	Landscape	0.10	58				
Total				11,468				
				Area	0.040	1.000	459	460

IMP Name: IMP5

IMP Type: Bioretention Facility

Soil Group: IMP5

DMA Name	Area (sq ft)	Post Project Surface Type	DMA Runoff Factor	DMA Area x Runoff Factor	IMP Sizing			
DMA5	11,420	Concrete or Asphalt	1.00	11,420	IMP Sizing Factor	Rain Adjustment Factor	Minimum Area or Volume	Proposed Area or Volume
DMA5	570	Landscape	0.10	57				
Total				11,477				
				Area	0.040	1.000	459	460

IMP Name: IMP6

IMP Type: Bioretention Facility

Soil Group: IMP6

DMA Name	Area (sq ft)	Post Project Surface Type	DMA Runoff Factor	DMA Area x Runoff Factor	IMP Sizing			
DMA6	11,990	Conventional Roof	1.00	11,990	IMP Sizing Factor	Rain Adjustment Factor	Minimum Area or Volume	Proposed Area or Volume
DMA6	1,360	Landscape	0.10	136				
Total				12,126				
				Area	0.040	1.000	485	486

Report generated on 3/21/2018 12:00:00 AM by the Contra Costa Clean Water Program IMP Sizing Tool software (version 1.3.1.0).

IMP CONSTRUCTION CHECKLIST

LAYOUT (to be confirmed prior to beginning excavation)

- ☐ Square footage of the facility meets or exceeds minimum shown in Stormwater Control Plan
- ☐ Site grading and grade breaks are consistent with the boundaries of the tributary Drainage Management Area(s) (DMAs) shown in the Stormwater Control Plan
- ☐ Inlet elevation of the facility is low enough to receive drainage from the entire tributary DMA
- ☐ Locations and elevations of overland flow or piping, including roof leaders, from impervious areas to the facility have been laid out and any conflicts resolved
- ☐ Rim elevation of the facility is laid out to be level all the way around, or elevations are consistent with a detailed cross-section showing location and height of interior dams
- ☐ Locations for vaults, utility boxes, and light standards have been identified so that they will not conflict with the facility
- ☐ Facility is protected as needed from construction-phase runoff and sediment

EXCAVATION (to be confirmed prior to backfilling or pipe installation)

- ☐ Excavation conducted with materials and techniques to minimize compaction of soils within the facility area
- ☐ Excavation is to accurate area and depth
- ☐ Slopes or side walls protect from sloughing of native soils into the facility
- ☐ Moisture barrier, if specified, has been added to protect adjacent pavement or structures.
- ☐ Native soils at bottom of excavation are ripped or loosened to promote infiltration

OVERFLOW OR SURFACE CONNECTION TO STORM DRAINAGE

(to be confirmed prior to backfilling with any materials)

- ☐ Overflow is at specified elevation (typically no lower than two inches below facility rim)
- ☐ No knockouts or side inlets are in overflow riser
- ☐ Overflow location selected to minimize surface flow velocity (near, but offset from, inlet recommended)
- ☐ Grating excludes mulch and litter (beehive or atrium-style grates with 1/4" openings recommended)
- ☐ Overflow is connected to storm drain via appropriately sized piping

UNDERGROUND CONNECTION TO STORM DRAIN/OUTLET ORIFICE

(to be confirmed prior to backfilling IMP with any materials)

- ☐ Perforated pipe underdrain (PVC SDR 35 or approved equivalent) is installed with holes facing down
- ☐ Perforated pipe is connected to storm drain (treatment only) or orifice (treatment-and-flow-control)
- ☐ Underdrain pipe is at elevation shown in plans. In facilities allowing infiltration, preferred elevation is above native soil but low enough to be covered by at least 2 inches of Class 2 perm; in sealed planter boxes or bioretention facilities with liners, preferred elevation is as near bottom as possible
- ☐ Cleanouts are in accessible locations and connected via sweeps
- ☐ Structures (arches or large diameter pipes) for additional surface storage are installed as shown in plans and specifications and have the specified volume

(continued)

IMP CONSTRUCTION CHECKLIST (CONTINUED)

DRAIN ROCK/SUBDRAIN (to be confirmed prior to installation of soil mix)

- ☐ Rock is installed as specified. Class 2 permeable, Caltrans specification 68-1.025 recommended, or 4"-6" pea gravel is installed at the top of the crushed rock layer
- ☐ Rock is smoothed to a consistent top elevation. Depth and top elevation are as shown in plans
- ☐ Slopes or side walls protect from sloughing of native soils into the facility
- ☐ No filter fabric is placed between the subdrain and soil mix layers

SOIL MIX

- ☐ Soil mix is as specified. Quality of mix is confirmed by delivery ticket or on-site testing as appropriate to the size and complexity of the facility
- ☐ Mix installed in lifts not exceeding 12"
- ☐ Mix is not compacted during installation but may be thoroughly wetted to encourage consolidation
- ☐ Mix is smoothed to a consistent top elevation. Depth of mix (18" min.) and top elevation are as shown in plans, accounting for depth of mulch to follow and required reservoir depth

IRRIGATION

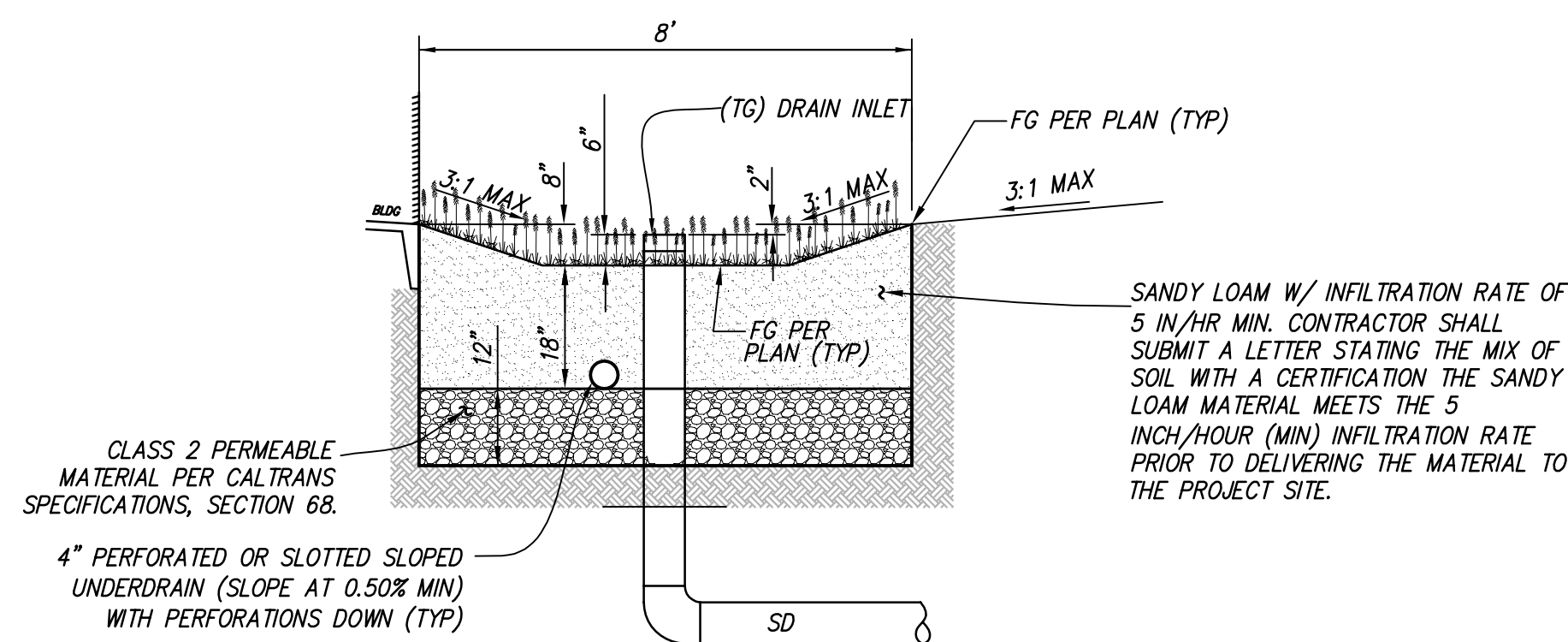
- ☐ Irrigation system is installed so it can be controlled separately from other landscaped areas. Smart irrigation controllers and drip emitters are recommended
- ☐ Spray heads, if any, are positioned to avoid direct spray into outlet structures

PLANTING

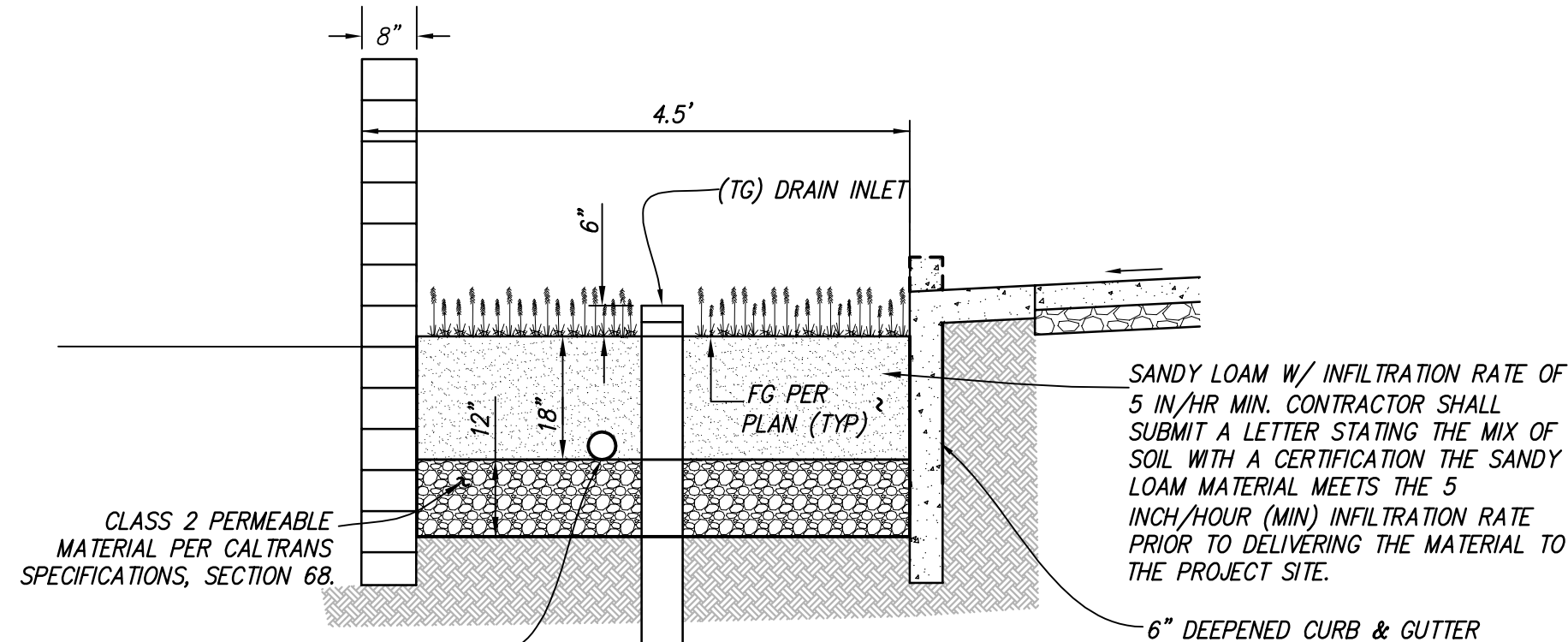
- ☐ Plants are installed consistent with approved planting plan
- ☐ Any trees and large shrubs are staked securely
- ☐ No fertilizer is added; compost tea may be used
- ☐ No native soil or clayey material are imported into the facility with plantings
- ☐ 1"-2" mulch may be applied following planting; mulch selected to avoid floating
- ☐ Final elevation of soil mix maintained following planting
- ☐ Curb openings are free of obstructions

FINAL ENGINEERING INSPECTION

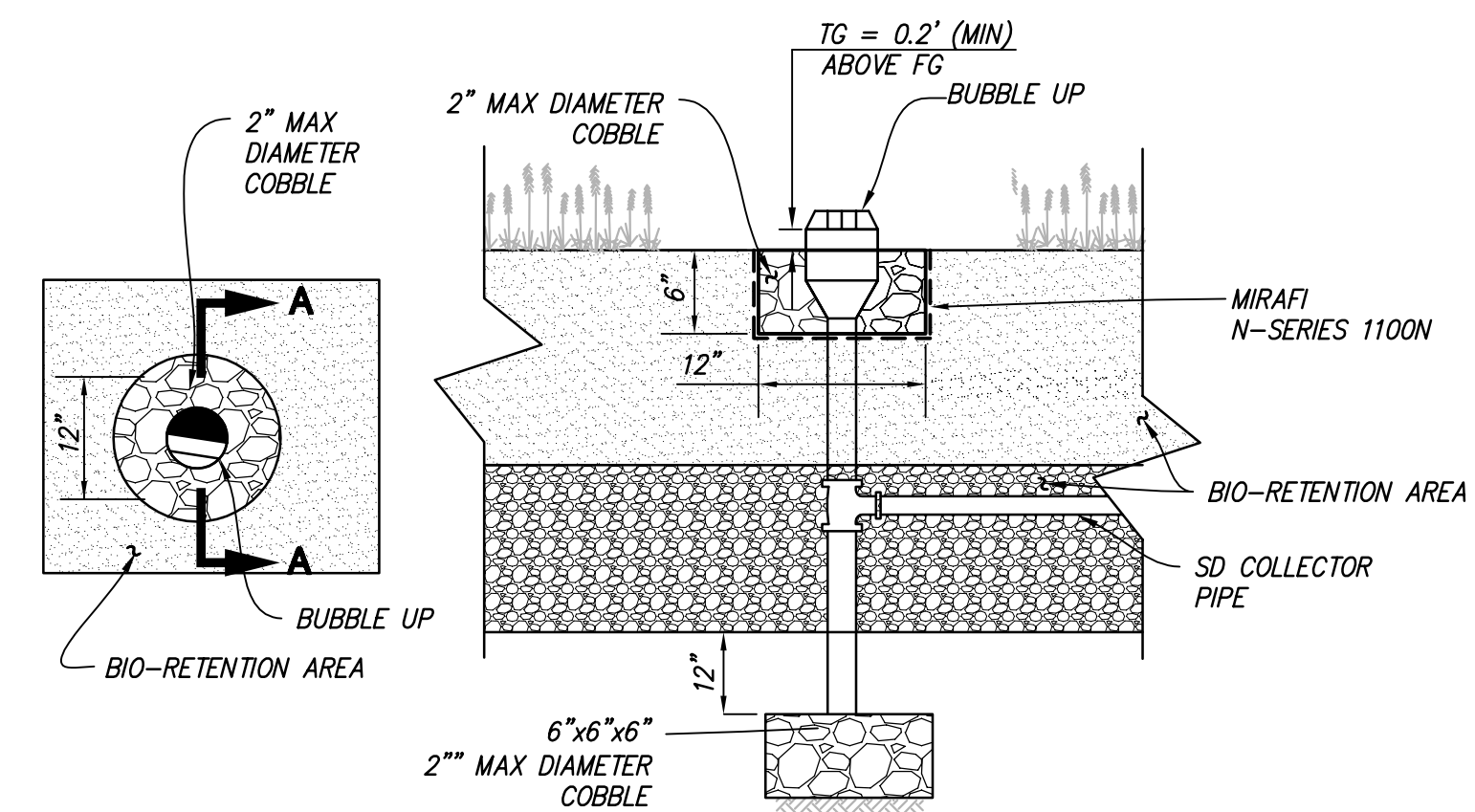
- ☐ Drainage Management Area(s) are free of construction sediment and landscaped areas are stabilized
- ☐ Inlets are installed to provide smooth entry of runoff from adjoining pavement, have sufficient reveal (drop from the adjoining pavement to the top of the mulch or soil mix, and are not blocked)
- ☐ Inflows from roof leaders and pipes are connected and operable
- ☐ Temporary flow diversions are removed
- ☐ Rock or other energy dissipation at piped or surface inlets is adequate
- ☐ Overflow outlets are configured to allow the facility to flood and fill to near rim before overflow
- ☐ Plantings are healthy and becoming established
- ☐ Irrigation is operable
- ☐ Facility drains rapidly; no surface ponding is evident
- ☐ Any accumulated construction debris, trash, or sediment is removed from facility



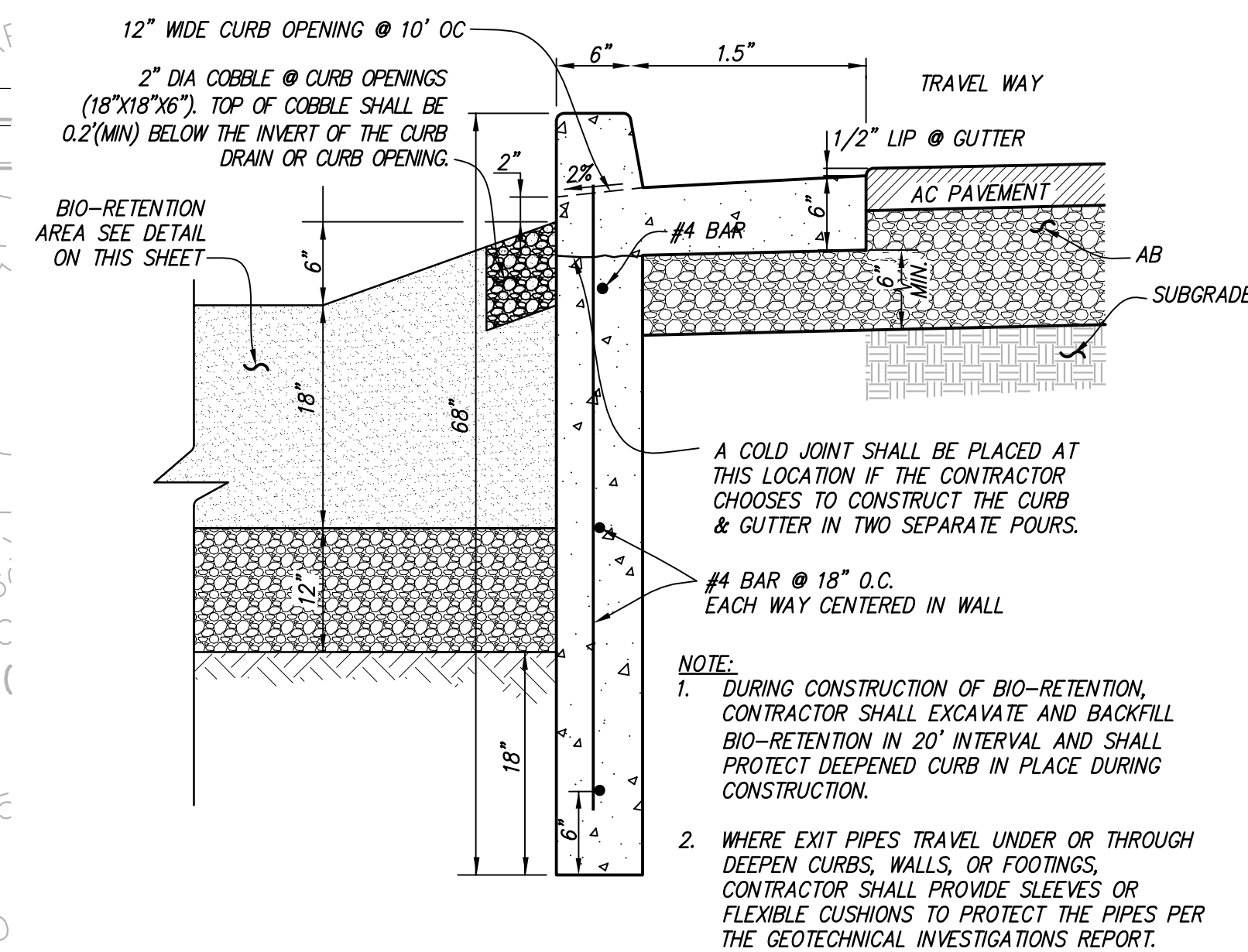
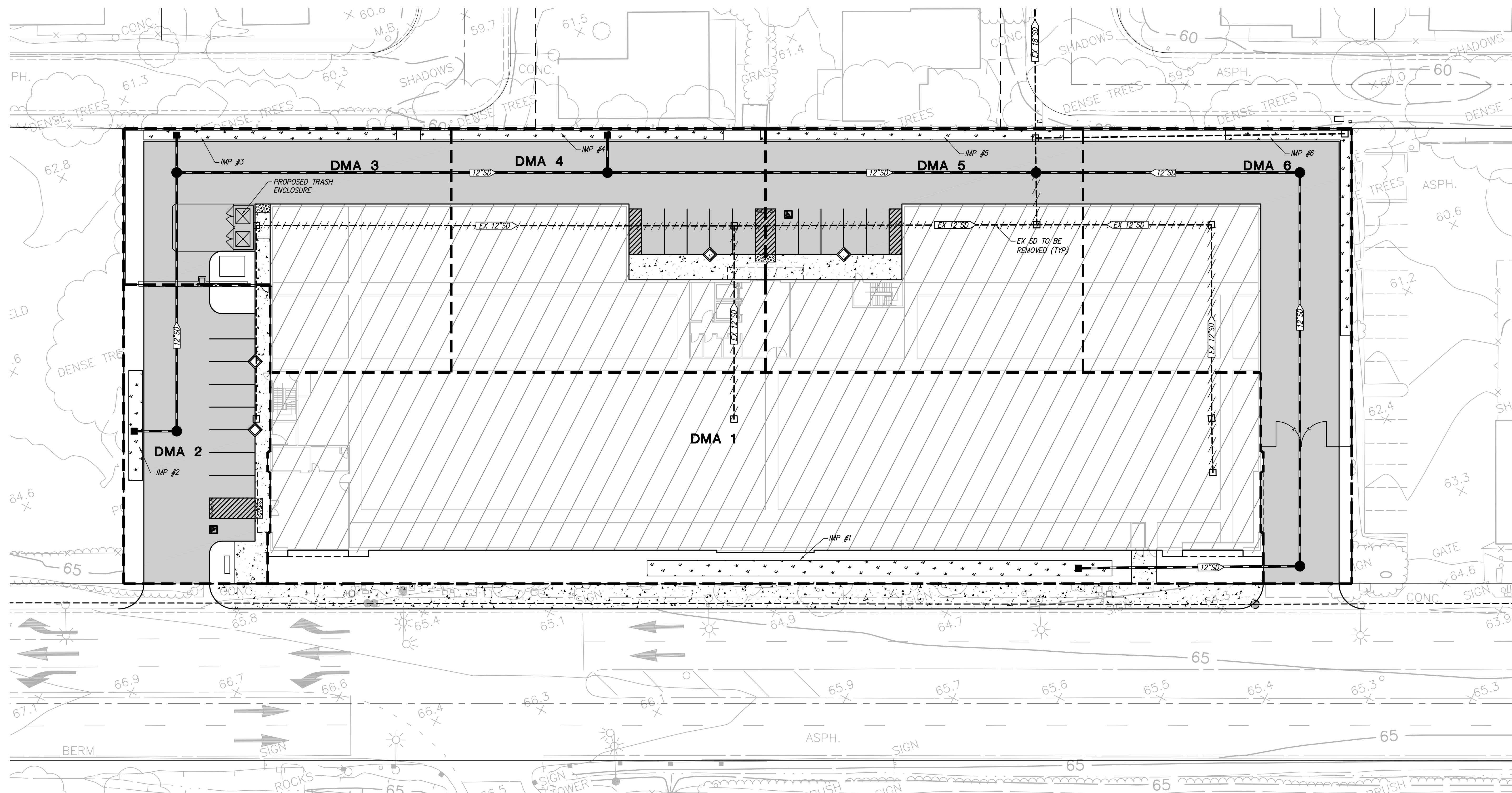
**BIO-RETENTION DETAIL
ADJACENT TO BUILDING**
NOT TO SCALE



**BIO-RETENTION DETAIL
ADJACENT TO STREET**
NOT TO SCALE



**SECTION A-A
BUBBLE UP DETAIL**
NOT TO SCALE

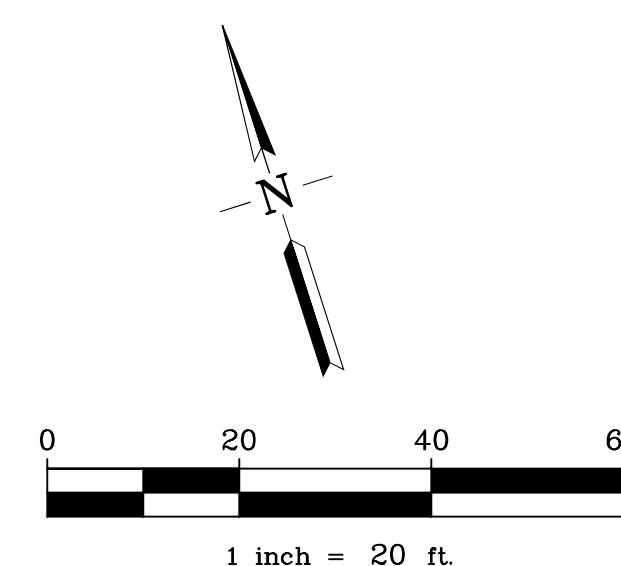


**DEEPEEN CURB ADJACENT
TO BIO-RETENTION**
NOT TO SCALE

LEGEND	
	AC PAVEMENT
	ROOF AREA
	SIDEWALK
	EX UTILITY TO BE REMOVED

PRELIMINARY STORMWATER TREATMENT CALCULATIONS							
DMA	DMA TREATMENT	IMPERVIOUS AREA (SF)	PERVIOUS AREA (SF)	TOTAL AREA (SF)	EFFECTIVE IMPERVIOUS AREA (SF)	BIO-RETENTION AREA REQUIRED (SF)	BIO-RETENTION AREA PROVIDED (SF)
1	BIO-RETENTION	28,260	4,830	33,090	28,743	1,150	1,150
2	BIO-RETENTION	5,890	950	6,840	5,085	239	239
3	BIO-RETENTION	9,310	1,090	10,400	9,419	377	383
4	BIO-RETENTION	11,410	580	11,990	11,468	459	460
5	BIO-RETENTION	11,420	570	11,990	11,477	459	460
6	BIO-RETENTION	11,990	1,360	13,350	12,126	485	486

THE CALCULATIONS ARE BASED ON THE LATEST CONTRA COSTA COUNTY C.3 STORMWATER HANDBOOK, MAY 2017.
a. 0.2 INCHES/HOUR RAINFALL INTENSITY ON 100% IMPERVIOUS AREA.
b. SOIL FOR TREATMENT MEDIUM WITH A 5 INCHES/HOUR INFILTRATION RATE.
c. A TREATMENT MEDIUM OF 0.04 SIZING FACTOR FOR BIORETENTION AREAS.
1. SIZING FACTOR OF 0.04 NOTED ABOVE IS CALCULATED BASED ON THE FOLLOWING CRITERIA:
a. SIZING FACTOR=(0.2 IN/HR)/(5 IN/HR)=0.04



APPENDIX TRA: TRAFFIC CONSISTENCY REVIEW

September 26, 2018

Jordan Davis, Senior Planner
City of Pittsburg, Planning Division
65 Civic Avenue,
Pittsburg, CA 94565

**Subject: 525 CALIFORNIA AVENUE STORAGE PROJECT TRAFFIC CONSIDERATIONS AND
CONSISTENCY REVIEW**

Introduction

Michael Baker International has completed the traffic considerations and consistency review for the proposed 525 California Avenue Storage Project located in the City of Pittsburg.

The primary purpose of performing this traffic considerations review is to determine if the proposed project traffic characteristics are consistent with those analyzed in the Railroad Avenue Specific Plan (RASP) Environmental Impact Report (EIR). Since the traffic generation for the project is directly related to the proposed project land use, both land use and trip generation have been considered in the consistency review. In addition, the goal of this consistency review is to show that the proposed self-storage land use with a floor area ratio (FAR) of 1.75 generates less traffic compared to other land uses with lower FAR that could be developed on the site under the existing zoning designation.

Land Use Consistency

The existing site is occupied by an approximate 48,444 square-foot self-storage warehouse with an estimated FAR of 0.55. This site is zoned as Planned Development (PD) and had a land use designation of Transit Oriented Development-Medium (TOD-M) within the RASP High School Village Subarea. According to the RASP, the maximum permitted commercial development floor area ratio is 1.0 FAR. 'Warehouse and Storage, Limited' (i.e. self-storage) is not included in the list of allowed uses under the existing zoning designation.

The 525 California Avenue Storage Project depicted in **Exhibit 1** proposes a three story, 151,392 square foot self-storage warehouse to be built on approximately 2 acres (87,500 SF lot). This is equal to a 1.75 FAR and is estimated to accommodate approximately 1,105 storage units with an average unit size of 100 SF. The proposed zoning is PD(O), or Planned District with Limited Overlay. The zoning amendment would allow self-storage uses on the project site and increase the permitted FAR from 1.0 to 1.75.

Other representative land uses allowed within the existing zoning and General Plan designations for the project site that have been considered in this analysis are shown in **Table 1** along with the assumed intensities. As shown, the assumed FAR ranged from 0.20 for a congregate care facility to 1.0 for an office building.

Table 1
Land Use Alternatives

Land Use	Assumed Intensity	Assumptions
Self-Storage	151.39 KSF	Proposed
Mid-Rise Multifamily	50 DU	25 DU per acre
Congregate Care Facility	35 DU	20% coverage at 500 square feet per DU
Private School (K-8)	100 Students	National Center for Education Statistics; Average Private School Size 2011-12
Private School (K-12)	180 Students	
Day Care Center	30.64 KSF	FAR = 0.35
General Office	87.53 KSF	FAR = 1.0
Medical-Dental Office Building	87.53 KSF	FAR = 1.0
Supermarket	21.88 KSF	FAR = 0.25
High-Turnover Sit-Down Restaurant	21.88 KSF	FAR = 0.25

Notes:

KSF = 1,000 square feet; DU = dwelling unit; FAR = floor area ratio

Trip Generation Consistency

The documentation for the High School Village subarea within the RASP does not include an estimate of trip generation since the traffic forecast for the RASP was obtained through the application of the CCTA Travel Demand Model. For the purposes of this trip generation assessment, Michael Baker has considered a range of possible development alternatives that could be implemented on the 2.01-acre site under the current zoning.

Table 2 summarizes the Institute of Transportation Engineers (ITE) standard trip generation rates for the representative land uses considered in this analysis.

Table 3 includes a summary of the trip generation associated with each of the development alternatives considered for the 2.01-acre site. Daily traffic generation for the development alternatives range from 71 daily trips for a congregate care facility to 3,046 trips for a medical office building. Peak hour traffic generation for the development alternatives ranged from 2 trips for a congregate care facility in the AM peak hour to 341 trips for a day care center in the PM peak hour.

Table 2
ITE Trip Generation Rates

Land Use	ITE Code ¹	Daily Trip Rate	AM Peak Hour Rate		PM Peak Hour Rate	
			Total	In : Out	Total	In : Out
Self-Storage	151	1.51 / KSF	0.10 KSF	60% : 40%	0.17 KSF	47% : 53%
Mid-Rise Multifamily	221	5.44 / DU	0.36 DU	26% : 74%	0.44 DU	61% : 39%
Congregate Care Facility	253	2.02 / DU	0.07 DU	60% : 40%	0.18 DU	53% : 47%
Private School (K-8)	534	4.11 / Student	0.91 Student	55% : 45%	0.26 Student	46% : 54%
Private School (K-12)	536	2.48 / Student	0.80 Student	61% : 39%	0.17 Student	43% : 57%
Day Care Center	565	47.62 / KSF	11.00 KSF	53% : 47%	11.1 KSF	47% : 53%
General Office	710	9.74 / KSF	1.16 KSF	86% : 14%	1.15 KSF	16% : 84%
Medical-Dental Office Building	720	34.8 / KSF	2.78 KSF	78% : 22%	3.46 KSF	28% : 72%
Supermarket	850	106.78 / KSF	3.82 KSF	60% : 40%	9.24 KSF	51% : 49%
High-Turnover Sit-Down Restaurant	932	112.18 / KSF	9.94 KSF	55% : 45%	9.77 KSF	62% : 38%

¹ Source: ITE Trip Generation Manual, 10th Edition. Rates shown are average rates for each land use.

Table 3
Development Alternative Options Trip Generation

Land Use	Intensity	Daily Trips	AM Peak Hour Trips		PM Peak Hour Trips	
			Total	In : Out	Total	In : Out
Self-Storage	151.39 KSF	229	15	9 : 6	26	12 : 14
Mid-Rise Multifamily	50 DU	272	18	5 : 13	22	13 : 9
Congregate Care Facility	35 DU	71	2	1 : 1	6	3 : 3
Private School (K-8)	100 Students ¹	411	91	50 : 41	26	12 : 14
Private School (K-12)	180 Students ¹	446	144	88 : 56	31	13 : 18
Day Care Center	30.64 KSF	1,459	337	179 : 158	341	160 : 181
General Office	87.53 KSF	853	102	88 : 14	101	16 : 85
Medical-Dental Office Building	87.53 KSF	3,046	243	190 : 53	303	85 : 218
Supermarket	21.88 KSF	2,337	84	50 : 34	202	103 : 99
High-Turnover Sit-Down Restaurant	21.88 KSF	2,455	218	120 : 98	214	133 : 81

Notes:

¹ Source National Center for Education Statistics Average by Region- Average Private School Size 2011-12

KSF = 1,000 square feet; DU = dwelling unit

The proposed self-storage use is forecast to generate 229 daily trips with 15 AM peak hour trips and 26 PM peak hour trips. Although the proposed project has the highest FAR of the land uses considered in this analysis at 1.75, it is expected to generate the next lowest number of trips following the congregate care facility which is the lowest generator. The highest generator of daily trips is the medical office building with a 1.0 FAR and the highest generator of peak hour trips is the day care facility with a 0.35 FAR. Therefore, since the project would generate fewer trips than numerous uses that are currently permitted on the site, it would not increase trips beyond what was

analyzed in the RASP EIR. While the currently permitted FAR on the project site is 1.0, development of a self-storage use with 1.75 FAR would not have a significant impact on trip generation.

As shown in **Table 4**, the existing self-storage site is estimated to generate 73 daily trips with 5 AM peak hour trips and 8 PM peak hour trips. With these existing trips accounted for, the proposed self-storage is forecast to generate a net increase of 156 daily trips with 10 AM peak hour trips and 18 PM peak hour trips.

Table 4
Net New Trip Generation

Self-Storage	Intensity	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
			Total	In	Out	Total	In	Out
Existing Buildings	48.44 KSF	73	5	3	2	8	4	4
Proposed Building	151.39 KSF	229	15	9	6	26	12	14
Net New Trips (Proposed-Existing)		156	10	6	4	18	8	10

Notes:

KSF = 1,000 square feet

Traffic Operations Analysis

As part of this consistency review, Michael Baker has considered the effect of increased traffic on the surrounding roadway system with the addition of net new trips related to the proposed project as shown in **Table 4**. This includes peak hour analysis at two intersections in close proximity to the project site that would be most affected by the increased traffic generated by the proposed project:

1. California Avenue / Harbor Street
2. California Avenue / SR-4 Westbound Ramps

Future Year 2030 conditions traffic volumes were taken from the Railroad Avenue Specific Plan Traffic Impact Analysis developed by Wilbur Smith Associates in 2009 (2030 Project Build Conditions Figure 4-4). **Exhibit 2** shows the Future Year 2030 RASP Build Conditions including AM/PM peak hour volumes and intersection lane geometry that were used in the TIA and assumed in this focused traffic study. Also shown in **Exhibit 2** is the Future Year 2030 Project Build With Project peak hour volumes which includes the addition of trips generated by the proposed project.

The proposed project will take access via the existing driveways on California Avenue. Vehicles will enter at the west driveway and circulate (one-way) around the building and exit via the east driveway. Both driveways will be gated.

The results of the traffic operations analysis using HCM 2010 methodologies (Synchro 9) are summarized in **Table 5**. The operations analysis for Year 2030 conditions show that both study intersections operate at acceptable levels of service LOS in the AM peak hour. The intersection of the SR-4 WB Ramps and California Avenue operate at an acceptable level of service in the PM peak hour. Harbor Street and California Avenue is forecast to operate at an unacceptable level of service without and with the project. These results are consistent with the results shown in the RASP TIA (WSA 2009).

With the addition of project related trips, the increase in delay is negligible (less than 1.0 second added) and the intersections continue to operate at the same levels of service that they did without the project.

Table 5
Future Year 2030 RASP Build Without and With Project Conditions

Study Intersection	Year 2030 RASP Build Conditions		Year 2030 RASP Build With Project Conditions		Change in Delay (sec.)		Significant Impact?	
	AM	PM	AM	PM	AM	PM	AM	PM
	Delay ¹ - LOS	Delay ¹ - LOS	Delay ¹ - LOS	Delay ¹ - LOS				
1 - Harbor Street / California Avenue	45.7 - D	97.4 - F	45.8 - D	97.9 - F	0.1	0.5	No	No
2 - SR-4 WB Ramps / California Avenue	24.0 - C	41.6 - D	24.0 - C	41.9 - D	0.0	0.3	No	No

Note: Deficient intersection operation indicated in **bold**.

¹ Seconds of delay per vehicle.

LOS = level of service.

Detailed HCM worksheets are found in **Attachment A**.

Conclusion

The results of this traffic review show that the proposed self-storage project is entirely consistent with the land uses allowed within the Railroad Avenue Specific Plan High School Village Subarea. As shown in **Table 4**, the proposed project is expected to add net additional 10 trips in the AM peak hour and 18 trips in the PM peak hour after accounting for the existing use vehicle trip generation. The trip generation assessment considered a range of uses that could be developed on the project site under the existing zoning. The assessment concluded that the project would generate fewer trips than numerous uses that are currently permitted on the site, and would not increase trips beyond what was analyzed in the RASP EIR.

Also, the incremental increase of project related trips on the surrounding roadway system is not expected to adversely affect the traffic operations of the two studied intersections in the Future Year 2030 RASP Build Conditions. With the addition of project related trips, the increase in delay is negligible and the intersections continue to operate at the same levels of service that they did without the project.

Therefore, it can be concluded that the traffic characteristics related to the proposed project are entirely consistent with those anticipated in the Railroad Avenue Specific Plan (RASP).

If you have any questions pertaining to the analysis results summarized in this memo, please call me at (760) 603-6244.

Sincerely,



Robert Davis,
Senior Associate
Transportation Services

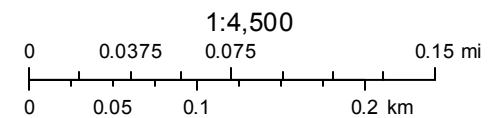
ATTACHMENT A

SYNCHRO WORKSHEETS

Project Location



11/19/2018, 7:52:53 AM



Esri, HERE, Garmin, © OpenStreetMap contributors, and the GIS user community

Existing Conditions



Figure 1: Birdseye view of project site looking northwest.



Figure 2: Existing storage and office/apartment building, facing north



Figure 3: Project Site facing northeast

Attachment 5
Applicable General Plan Goals and Policies
Public Storage Redevelopment (525 California), AP-18-1315 (RZ, DR, TRP)

General Plan Goal or Policy	Preliminary Analysis
Land Use Element – Citywide	
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 a previously developed site, within the City’s Municipal boundary.
2-G-2: Promote large-scale office/business development, and reserve sites for Business Commercial uses in designated locations accessible from regional transportation systems.	Consistent. The proposed use would be a large-scale development located near State Route 4.
2-G-6: Maintain programs and provide incentives for use of vacant infill land and reuse and revitalization of underutilized sites.	Consistent. While the proposed project would not utilize any specific programs to facilitate the redevelopment, the proposed project would reuse an existing, underutilized site.
2-G-7: Promote flexibility and diversity in land use arrangements, including mixed-use development in appropriate areas.	Potentially Consistent upon Rezoning. The proposed rezoning would allow for flexibility and diversity in the allowable land use and development standards applicable to the site.
2-P-5: Undertake planned development as a means to achieve high community design standards, not to circumvent development intensity standards.	Consistent. The proposed limited overlay would modify the existing PD District to facilitate an enhanced design for the proposed site.
2-P-7: During development review, consider project compatibility with existing surrounding land uses. Ensure that sensitive uses—such as residences, schools, and parks—are not subject to hazardous or unhealthy conditions.	Consistent. The proposed use would continue to be self-storage and would not subject any sensitive uses to hazardous or unhealthy conditions.
2-P-13: Ensure that buffers—including landscaping, berms, parking areas, and storage facilities—are used to separate potentially incompatible <i>activities</i> .	Consistent. The existing storage facility provides a buffer between the Stone Harbour Subdivision and the traffic on California Avenue and State Route 4. The taller, better insulated building proposed would further reduce noise impacts to the neighboring community.
Land Use Element – East Central Subarea	
2-G-16: Maintain the existing, predominantly residential land use pattern within a grid street network.	Consistent. While not a residential development, the proposed rezoning would not modify and residential land uses or otherwise decrease the amount of land available for residential uses in the East Central Subarea.

General Plan Goal or Policy	Preliminary Analysis
Growth Management Element	
3-G-3: Provide a range of development intensities, with the highest intensities in Downtown and in areas approximate to transit and services, and lower intensities in hillsides and at the City's southern edge.	Consistent. The proposed project would include a potential increase in development intensity by increasing the allowable FAR, but is located within the RASP Area, less than a half-mile from the Pittsburg Center BART Station, and has a RASP Land Use Designation of 'Transit-Oriented Development, Medium Density.'
3-G-4: Maintain programs and provide incentives for use of vacant infill land and reuse and revitalization of underutilized sites. (Land Use Goal 2-G-6)	Consistent. While the proposed project would not utilize any specific programs to facilitate the redevelopment, the proposed project would reuse an existing, underutilized site.
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.	Conditionally Consistent. The proposed project would be required to pay all applicable development impact fees as well as annex into all applicable CFDs.
3-G-6: Support efforts to establish a regional approach to transportation and land use planning.	Consistent. The RASP calls for higher-density development in and around the Pittsburg Center BART Station. Much of the new development proposed is multi-family or small lot development, leaving residents little room for storage of personal items. The proposed use would help address this need by providing high-quality storage options for residents in the area.
3-G-8: Achieve traffic levels of service for roadway intersections that are based on the roadways' classification and location shown in Figure 7-2. (Transportation Goal 7-G-1)	Consistent. An addendum to the RASP EIR was prepared for the project and determined that the proposed project would not create a substantial impact on traffic and circulation beyond what was analyzed in the RASP EIR.
3-G-9: Encourage the provision of new and improved pedestrian, bicycle and transit facilities to serve all users of new development projects.	Consistent. The proposed project includes widening sidewalks along the project frontage to 10 feet and the installation of bicycle racks.
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 proposed project would include the redevelopment of an existing site where water, sewer, and stormwater facilities existing, and which can be adequately served by Police and Fire.
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. An addendum to the RASP EIR was prepared for the project and determined that the proposed project would not create a substantial impact on traffic and circulation beyond what was analyzed in the RASP EIR.

General Plan Goal or Policy	Preliminary Analysis
3-P-5: As part of development review, require preparation of a traffic impact study for all development projects expected to generate more than 100 net new peak hour vehicle trips. Ensure that traffic impact studies are prepared by professional transportation consultants selected and hired by the City but require that project proponents pay all fees associated with development of such studies.	Consistent. Staff has determined that the proposed use would not generate more than 100 net new peak hour vehicle trips. Additionally, an addendum to the RASP EIR was prepared for the project and determined that the proposed project would not create a substantial impact on traffic and circulation beyond what was analyzed in the RASP EIR.
3-P-9: Ensure that traffic studies prepared for development projects include an analysis of the impacts of project-related traffic and roadway improvements on pedestrians, bicyclists and transit users.	
3-P-12: Adopt and update development mitigation programs that collect fees to mitigate transportation impacts to both local and regional transportation facilities.	Conditionally Consistent. This program has been adopted by the City and will be implemented as a condition of approval on this project, as applicable.
3-P-13: Review and update the City’s transportation impact fee schedule, requiring developers to pay the costs necessary to mitigate impacts of their development projects on the local and regional transportation system.	
3-P-16: Preserve options for future transit use when designing improvements for roadways. Ensure that developers provide bus turnouts and/or shelters, where appropriate, as part of projects. (Transportation Policy 7-P-29)	Consistent. The proposed project includes widening sidewalks along the project frontage to 10 feet.
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)	
Urban Design Element	
4-G-15: Ensure the provision of public transit and pedestrian amenities within the City’s mixed-use areas.	Consistent. The proposed project includes widening sidewalks along the project frontage to 10 feet.
4-P-3: As part of the development review process, limit building heights and massing where views of the hills from adjacent properties and public spaces could be preserved.	Consistent. The proposed project would meet all requisite development standards related to height, setbacks, and lot coverage.
4-P-5: Design and install entry features at the entrances to the City, implemented through the City’s Capital Improvement Program. Use landscaping, signs, lighting, and other visual features to announce the gateway along regional roadways.	Potentially Consistent. Staff is working with the developer to fund a new entry sign at the project site, opposite of the westbound Railroad Avenue/Harbor Street Off Ramp.

General Plan Goal or Policy	Preliminary Analysis
4-P-34: Provide incentives (available through Enterprise Zone programs and local programs) for demolition and/or reuse of blighted commercial properties near the Civic Center.	Consistent. While the proposed project would not utilize any specific programs to facilitate the redevelopment, the proposed project would reuse an existing, underutilized site.
4-P-44: Work with BART to develop a pedestrian-oriented mixed-use district in the proposed railroad Avenue BART Station Area. See Section 4.4: Mixed-Use Districts, for further discussion of the proposed Railroad Avenue BART Station Area.	Consistent. The RASP has been adopted and promotes transit-oriented development around the Pittsburg Center BART Station. The RASP calls for higher-density development in and around the Pittsburg Center BART Station. Much of the new development proposed is multi-family or small lot development, leaving residents little room for storage of personal items. The proposed use would help address this need by providing high-quality storage options for residents in the area.
4-P-70: Upon finalization of plans to extend BART to Railroad Avenue, develop a mixed use, transit-oriented center surrounding the proposed station. Focus redevelopment on higher-end business/office uses, with support retail, restaurant, and residential activities.	
4-P-71: Upon finalization of plans to extend BART to Railroad Avenue, work with BART to develop a Railroad Avenue BART Station Area Specific Plan that addresses: • Mixed-use structures; • Building design that focuses on street-orientation; • Extensive landscaping and street trees; • Pedestrian furniture (for example, benches and trashcans); • Street lighting; and • Signage.	
4-P-73: Ensure that all new business commercial employers provide safe and convenient pedestrian and bicycle connections to adjacent neighborhoods, the proposed BART Station, Delta De Anza Trail, Railroad Avenue Linear Park, and employment and activity centers.	Consistent. The proposed project includes widening sidewalks along the project frontage to 10 feet.
Transportation Element	
7-G-1: Achieve service level standards for roadway intersections that are based on the roadway's classification and location shown in Figure 7-2.	Consistent. Staff has determined that the proposed use would not generate more than 100 net new peak hour vehicle trips. Additionally, an addendum to the RASP EIR was prepared for the project and determined that the proposed project would not create a substantial impact on traffic and circulation beyond what was analyzed in the RASP EIR.
7-G-5: Provide adequate capacity on arterial roadways to meet LOS standards and to avoid traffic diversion to local roadways or the freeway.	
7-G-6: Locate high traffic-generating uses so that they have direct access or immediate secondary access to arterial roadways.	Consistent. While the proposed use has been determined to not be a high-traffic generator, it is located in an area with direct access to an arterial roadway.
7-G-14: Develop urban design and streetscape standards and guidelines to improve pedestrian environments and accessibility in new development projects and in Downtown.	Consistent. The City has adopted design standards which are specified in the RASP. The project is consistent with all applicable standards.

General Plan Goal or Policy	Preliminary Analysis
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. Review the Traffic Impact Mitigation Fee schedule annually and update every five years at a minimum.	Conditionally Consistent. This program has been adopted by the City and will be implemented as a condition of approval on this project, as applicable.
7-P-4: Require that all traffic studies be conducted by professional transportation consultants selected by the Planning and Building and Engineering Departments, with the City acting as the lead agency. Ensure that all costs associated with the traffic study are paid by the applicant.	Consistent. Staff has determined that the proposed use would not generate more than 100 net new peak hour vehicle trips. Additionally, an addendum to the RASP EIR was prepared for the project and determined that the proposed project would not create a substantial impact on traffic and circulation beyond what was analyzed in the RASP EIR. The Addendum was prepared by a professional transportation consultant.
7-P-28: Encourage the extension of BART to Railroad Avenue within the median of State Route 4. Cooperate with BART and regional agencies to develop station area plans and transit-oriented development patterns.	Consistent. The RASP has been adopted and promotes transit-oriented development around the Pittsburg Center BART Station. The RASP calls for higher-density development in and around the Pittsburg Center BART Station. Much of the new development proposed is multi-family or small lot development, leaving residents little room for storage of personal items. The proposed use would help address this need by providing high-quality storage options for residents in the area.
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 includes widening sidewalks along the project frontage to 10 feet and the installation of bicycle racks.
7-P-39: Ensure that residential and commercial developments provide pedestrian pathways between lots for direct routes to commercial centers, schools, and transit facilities.	
7-P-40: Ensure provision of sufficiently wide sidewalks and pedestrian paths in all new residential development.	
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.	
Resource Conservation Element	
9-G-8: Ensure that soil and groundwater pollution is addressed during redevelopment and reuse projects.	Conditionally Consistent. Staff is recommending a condition be added to require the developer submit additional engineering studies as deemed necessary by the City Engineer

General Plan Goal or Policy	Preliminary Analysis
9-P-1: Ensure that development does not substantially affect special status species, as required by State and federal agencies and listed in Table 9-1. Conduct assessments of biological resources as required by CEQA prior to approval of development within habitat areas of identified special status species, as depicted in Figure 9-1.	Conditionally Consistent. The proposed project would be required to comply with all applicable mitigation measures identified within the RASP EIR, including conducting biological surveys as necessary prior to ground disturbing activities.
9-P-21: As part of project review and CEQA documentation, require an assessment of downstream drainage (creeks and channels) and City storm-water facilities impacted by potential project runoff.	Consistent. As part of project review, staff has reviewed the applicant’s plans for stormwater control.
9-P-29: Cooperate with the Bay Area Air Quality Management District to achieve emissions reductions for ozone and its precursor, PM-10.	Conditionally Consistent. The proposed project would be required to comply with all applicable mitigation measures identified within the RASP EIR, including implementation of best management practices (BMPs) for dust control during construction.
9-P-30: Cooperate with Bay Area Air Quality Management District to ensure compliance with dust abatement measures during construction.	
9-P-40: In accordance with State law, ensure the preparation of a resource mitigation plan and monitoring program by a qualified archeologist in the event that archeological resources are uncovered.	Conditionally Consistent. The proposed project would be required to comply with all applicable mitigation measures identified within the RASP EIR, including measures for identifying archeologically significant resources and halting activities as necessary.
9-P-41: If archeological resources are found during ground-breaking for new urban development, halt construction immediately and conduct an archeological investigation to collect all valuable remnants	
Health and Safety Element	
10-G-1: Minimize risk to life and property from geologic and seismic hazards.	Conditionally Consistent. The proposed project would be mandated to meet all the requirements of the City’s Engineering and Building Divisions.
10-G-2: Establish procedures and standards for geotechnical review of projects located in areas of steep slopes, unstable soils, or other geologic or seismic risks.	
10-G-3: Minimize the potential for soil erosion by wind and storm water runoff.	
10-G-4: Mitigate potential seismic hazards, including land sliding and liquefaction, during the design and construction of new development.	
10-G-7: Locate development outside of flood-prone areas unless mitigation of flood risk is assured.	
10-G-8: Ensure that new development mitigates impacts to the City’s storm drainage capacity from storm water runoff in excess of runoff occurring from the property in its undeveloped state.	

General Plan Goal or Policy	Preliminary Analysis
10-P-5: Ensure that Bay Area Air Quality Management District requirements are implemented around construction sites to reduce wind velocity and soil transport at the sites.	Conditionally Consistent. The proposed project would be required to comply with all applicable mitigation measures identified within the RASP EIR, including implementation of best management practices (BMPs) for dust control during construction.
10-P-6: Encourage the use of water-sprinkling trucks at large construction sites to keep the exposed soil moist during construction.	
10-P-16: Ensure compliance with the current Uniform Building Code during development review. Explore programs that would build incentives to retrofit unreinforced masonry buildings.	Conditionally Consistent. The proposed project would be mandated to meet all requirements of the California Building Code.
Public Facilities Element	
11-G-1: Available water supply and distribution capacity should grow proportionally with development patterns and water usage trends. Update City's Water Master Plan to implement General Plan growth projections.	Conditionally Consistent. The proposed project would occupy a previously developed site where water and sewer facilities are in existence. The developer would be required to pay any additional connections fees required by the Contra Costa Water District and Delta Diablo.
11-G-2: Continue to implement water conservation policies to ensure adequate supplies of water in the future.	Consistent. The proposed landscaping would be drought tolerant in order to reduce water needs.
11-G-6: Continue reduction and recycling efforts within the City to divert increasingly larger portions of the waste stream from local landfills.	Consistent. The proposed project would include a new trash enclosure which would be sided to house separate refuse and recycling facilities.
11-G-7: Manage solid waste so that State diversion goals are met.	
11-P-7: Ensure that new residential, commercial, and industrial development equitably shares costs associated with providing water services to areas of urban expansion within the Planning Area.	Conditionally Consistent. The proposed project would occupy a previously developed site where water and sewer facilities are in existence. The developer would be required to pay any additional connections fees required by the Contra Costa Water District and Delta Diablo.
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.	
11-P-19: Support the implementation of program tasks within the Source Reduction and Recycling Element.	Consistent. The proposed project would include a new trash enclosure which would be sided to house separate refuse and recycling facilities.
11-P-23: Encourage builders to incorporate interior and exterior storage areas for recyclables into new or remodeled residential, commercial, and industrial structures.	
11-P-29: Ensure adequate road widths in new development for fire response trucks, per the subdivision regulations.	Consistent. The proposed project would provide adequate access for Fire personnel and equipment.

General Plan Goal or Policy		Preliminary Analysis
11-P-33: As a condition of approval, ensure that all new and redevelopment projects underground utility lines on and adjacent to the site.		Conditionally Consistent. Staff is working with the developer to negotiate a plan for undergrounding above-ground power lines adjacent to the project site.
Noise Element		
12-G-1: Protect public health and welfare by eliminating or minimizing the effects of existing noise problems, and by preventing increased noise levels in the future.		Consistent. The existing storage facility provides a buffer between the Stone Harbour Subdivision and the traffic on California Avenue and State Route 4. The taller, better insulated building proposed would further reduce noise impacts to the neighboring community.
12-G-2: Encourage criteria such as building design and orientation, wider setbacks, and intense landscaping in lieu of sound walls to mitigate traffic noise along all major corridors, except along State Route 4.		

Attachment 6
Applicable Railroad Avenue Specific Plan Goals and Policies
Public Storage Redevelopment (525 California), AP-18-1315 (RZ, DR, TRP)

Goal/Policy	Preliminary Analysis
Land Use	
Goal 3-G-1: Maximize the benefit of the proposed eBART Station and other transit options and increase ridership by creating a high density, mixed-use community around the potential station site and by integrating the area with the surrounding neighborhoods.	Consistent. The RASP calls for higher-density development in and around the Pittsburg Center BART Station. Much of the new development proposed is multi-family or small lot development, leaving residents little room for storage of personal items. The proposed use would help address this need by providing high-quality storage options for residents in the area.
Goal 3-G-2: Preserve the character of existing residential neighborhoods and enhance their connections to each other and the transit hub area.	Consistent. While not a residential development, the proposed rezoning would not modify any residential land uses or otherwise decrease the amount of land available for residential uses in the East Central Subarea. Additionally, the proposed project includes widening sidewalks along the project frontage to 10 feet and the installation of bicycle racks.
Policy 3-P-1: Create a vibrant, mixed use, transit-oriented development district nearest the proposed eBART Station.	Consistent. The RASP calls for higher-density development in and around the Pittsburg Center BART Station. Much of the new development proposed is multi-family or small lot development, leaving residents little room for storage of personal items. The proposed use would help address this need by providing high-quality storage options for residents in the area.
Policy 3-P-2: Foster an engaging and active street environment.	Consistent. The proposed project would provide faux fenestration along the street frontage, mimicking an office or retail building, that would give the illusion of “eyes on the street” and, along with the widened sidewalk, create a more comfortable pedestrian experience.
Policy 3-P-4: Provide services and amenities that meet the needs of transit riders, local residents, employees, students and visitors such as childcare, education and job skills services, community centers, healthcare services, and neighborhood serving retail in close proximity to the eBART Station.	Consistent. The RASP calls for higher-density development in and around the Pittsburg Center BART Station. Much of the new development proposed is multi-family or small lot development, leaving residents little room for storage of personal items. The proposed use would help address this need

Policy 3-P-5: Provide land uses that accommodate both City-wide and locally-oriented retail opportunities for different consumers to patronize within the Specific Plan Area.	by providing high-quality storage options for residents in the area.
Policy 3-P-12: Allow minor deviations from the designated land uses provided that the intent of the predominant land use designation is maintained. Where uncertainty exists regarding the interpretation of a provision of this document to a specific site, the Zoning Administrator shall determine the intent of the provision.	Consistent. The applicant has requested, as part of the rezone, that “Warehousing and Storage, Limited,” be added as a permitted use in order to eliminate the site’s legal on-conforming status.
Design and Development	
Goal 4-G-1: Provide a safe and inviting pedestrian environment to draw people to and from the eBART Station.	Consistent. The proposed project would provide faux fenestration along the street frontage, mimicking an office or retail building, that would give the illusion of “eyes on the street” and, along with the widened sidewalk, create a more comfortable pedestrian experience.
Goal 4-G-2: Celebrate the station area as a major gateway to the City.	Consistent/Conditionally Consistent. The proposed project would redevelop and enhance the aesthetic value of an existing mini-storage facility located at the predominant entry point for westbound State Route 4 traffic. Additionally, a proposed condition of approval would require the developer fund the construction of a monument sign welcoming and providing directional signage to automobiles using the Railroad Avenue/Harbor Street offramp.
Goal 4-G-3: Promote high quality development that is socially and environmentally sustainable.	Consistent. The proposed project would redevelop and enhance the aesthetic value of an existing mini-storage facility located at the predominant entry point for westbound State Route 4 traffic and would be required to meet applicable green building code requirements.

Policy 4-P-1: Require high quality, pedestrian-friendly design and a high level of transparency along street fronts and pathways to activate the street environment, promote social interaction and support crime prevention.	Consistent. The proposed project would provide faux fenestration along the street frontage, mimicking an office or retail building, that would give the illusion of “eyes on the street” and, along with the widened sidewalk, create a more comfortable pedestrian experience.
Policy 4-P-3: Provide high quality wayfinding signage throughout the Specific Plan Area.	Conditionally Consistent. A proposed condition of approval would require the developer fund the construction of a monument sign welcoming and providing directional signage to automobiles using the Railroad Avenue/Harbor Street offramp.
Policy 4-P-7: Require all new development located near a roadway that produces noise levels greater than 65 dbA to have an acoustical analysis prepared by a qualified acoustical engineer to ensure all feasible site planning and architectural design measures are incorporated to reduce interior noise levels to a maximum of 45 dbA (Mitigation Measure NO-3.1).	Consistent. The existing self-storage facility has exterior roll-up–style doors, whereas the proposed facility would have interior access units, with each unit behind two doors (the exterior door to the lobby, and the door between the lobby and the access hallway to the units). Therefore, the project would not be expected to substantially increase ambient noise.
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 Consistent. A proposed condition of approval would require the developer fund the construction of a monument sign welcoming and providing directional signage to automobiles using the Railroad Avenue/Harbor Street offramp.
Policy SP5-P-1.2: Require new development to provide land or funding to help create a strong network of parks, plazas and pathways.	
Policy SP5-P-3.1: Install street furniture that improves the transit rider’s experience, including bus shelters, seats, and informational signage.	
Transportation and Circulation	
Goal 6-G-1: Make the Specific Plan Area a walkable center at the crossroads of the Pittsburg community.	Consistent. The proposed project would provide faux fenestration along the street frontage, mimicking an office or retail

Policy 6-P-1: Encourage walking, bicycling and other non-motorized modes of transportation by providing clearly defined, generous, safe and enjoyable routes for pedestrians and cyclists.	building, that would give the illusion of “eyes on the street” and, along with the widened sidewalk, create a more comfortable pedestrian experience.
Policy 6-P-2: Create a program of wayfinding signage for common destinations throughout the City and Specific Plan Area.	Conditionally Consistent. A proposed condition of approval would require the developer fund the construction of a monument sign welcoming and providing directional signage to automobiles using the Railroad Avenue/Harbor Street offramp.
Policy 6-P-3: Provide wide sidewalks (a minimum of six-feet wide in residential areas and ten feet in commercial areas) to enhance the pedestrian experience.	Consistent. The proposed project would include widening the sidewalks adjacent to the project site to 10 feet.
Policy 6-P-5: Minimize the perception of walking distances between key destinations by mixing uses and providing streetscape amenities.	Consistent. The proposed project would provide faux fenestration along the street frontage, mimicking an office or retail building, that would give the illusion of “eyes on the street” and, along with the widened sidewalk, create a more comfortable pedestrian experience.
Policy 6-P-7: Design the public realm and rights-of-way for universal design and Americans with Disabilities Act (ADA) compliance to meet or exceed guidelines set by the Division of the State Architect.	Conditionally Consistent. The proposed project would be required to meet all ADA and accessible design improvements required by the City of Pittsburg Municipal Code and California Building Code.
Policy 6-P-8: Include accessible design improvements, such as appropriately placed curb cuts, audible pedestrian-crossing signals, maximum pathway grades, generous walkway width and areas for rest.	
Policy 6-P-9: Incorporate traffic calming techniques such as wide sidewalks, narrow streets, bulb outs, on-street parking, and other strategies throughout the Transit Village, Civic Center and High School Village sub-areas.	Consistent. The proposed project would include widening the sidewalks adjacent to the project site to 10 feet.
Utilities and Infrastructure	

Goal 7-G-2: Encourage new development within the Specific Plan Area to incorporate energy efficient and sustainable building principles.	Consistent/Conditionally Consistent. The proposed project would be required to meet applicable green building code requirements. Additionally, the project would provide over 30 new trees to help shade the parking area and reduce the heat island effect. The proposed faux fenestration would not actually allow light or heat into, or to escape, the majority of the building, helping reduce HVAC costs.
Policy 7-P-2: Promote building design that improves energy efficiency by incorporating natural cooling and passive solar heating where possible. This may include extended eaves, window overhangs, awnings and tree placement for natural cooling and building and window orientation to take advantage of passive solar heating.	
Policy 7-P-5: Encourage developers to utilize low-impact development (LID). LID addresses stormwater treatment through small, cost-effective landscape features located at the site level. These landscape features, known as Integrated Management Practices (IMPs), are the building blocks of LID. IMPs include planter strips, rooftop gardens, planter boxes, and pervious concrete pavers.	Consistent. The proposed project would utilize numerous on-site bioretention areas to control stormwater onsite and help implement LIDs within the City.
Policy 7-P-7: New projects shall incorporate water conservation measures including but not limited to low flow showers and toilets, low flow and gray water irrigation systems and the use of drought tolerant landscaping.	Consistent. The proposed project would not include a large number of bathrooms, kitchens, or other in-building water uses where large amounts of water would be consumed. However, the proposed new landscaping would be drought-tolerant, reducing the overall water need for the site.
Policy 7-P-8: Ensure that all commercial and residential development includes trash enclosures that can accommodate receptacles for garbage, recycling and green and food waste collection when it is available from Pittsburgh Disposal on a city-wide basis.	Consistent. The proposed project would include the construction of a new masonry trash enclosure sized to handle recycling and solid waste. The new enclosure would be designed to match the new main building, and would be located near the main

Policy 7-P-9: Trash enclosures shall be constructed of masonry material with self-enclosing doors, a roof and a second access in accordance with Title 18 of the PMC. All enclosures shall be constructed of high-quality materials, and the design and color shall be coordinated with the proposed development. Where feasible, consider designing the main structure to house the trash/recycling enclosure rather than designing the trash enclosure as a separate, stand along building	structure, rather than near a rear or side yard.
Policy 7-P-11: Ensure that all new and redevelopment projects underground utility lines on and adjacent to the site.	Conditionally Consistent. A proposed condition of approval would require the applicant underground a portion of the utility lines adjacent to the project frontage.

Attachment 7
Applicable RASP Land development Standards
Public Storage Redevelopment (525 California), AP-18-1315 (RZ, DR, TRP)

Development Regulations: <i>TOD-M Land Use</i>	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.	37 ft.
Max Building Height	40 ft.	40 ft.
Minimum Number of Stories	2	3
Maximum Floor Area Ratio	1.75*	1.75
Min. Ground Floor Commercial Ceiling Height	10 ft.*	10 ft.
Front Yard Setback**	0-15 ft.	13.3 ft.
Side Yard Setback	N/A	N/A
Rear Yard Setback	15 ft.	29.83 ft.
Min. Site Landscaping	10%	11.3%
Parking Lot Trees (requirement: 1 tree for every 4 parking spaces)	4 trees	5 trees***
Commercial Parking (1 space / 333 S.F. of floor space maximum)	455 (max)	16
Residential Parking	1 (min.) to 1.5 (max.)	N/A
Bicycle Parking (requirement: 1 space for every 2,500 s.f. of floor area)	60 spaces	4 spaces****
Parking areas screened from ROW	Yes	Yes

* These development standards reflect requested amendments.

** Staff has determined a setback is warranted to allow for wayfinding signage to be placed adjacent to the right of way.

*** Number of trees directly adjacent to parking lot area(s).

**** Staff has determined that due to the low volume of traffic, only four public bicycle parking spaces are warranted. Additionally, each unit may function as a bicycle storage facility.

Attachment 8
RASP Architecture and Design Guidelines
Public Storage Redevelopment (525 California), AP-18-1315 (RZ, DR, TRP)

Design Criteria	Meets Criteria?
TOD-M: 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. (<i>Landscaping Requirements, pg.86</i>)	Not applicable. The proposed project does not include any residential or commercial areas where a sense of ownership is warranted.
TOD-M: Use stamped and/or colored concrete or other decorative material to provide clearly-delineated pedestrian-friendly pathways throughout surface parking lots. (<i>Landscaping Requirements, pg.86</i>)	Not applicable. All parking areas are adjacent to the proposed structure, and thus pedestrians will not be required to cross a drive aisle to access the building.
TOD-M: 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. (<i>Landscaping Requirements, pg.86</i>)	Consistent. Parking lot trees are located within landscaped planters placed throughout the parking lot.
TOD-M: Incorporate permeable surfaces and pavers for parking lots, driveways and alleys where feasible. (<i>Landscaping Requirements, pg.86</i>)	Not feasible. The proposed project provides very few parking areas, which may be accessed often by trucks or other vehicles that would damage permeable pavers.
4.5.1: Maximize the number of units and building entries fronting the street.	Consistent. While the use would have only one entry facing the street, the proposed building has been designed to give the appearance of multiple street-adjacent entryways.
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.	
	Consistent. Staff has worked with the developer to provide the maximum amount of transparency possible along the ground floor. In lieu of additional ground floor transparency, staff has requested the developer add additional transparency to second and third floors at building corners and center to help mimic an office building and articulate entry points.

4.5.4: Emphasize the primary entry of buildings (e.g. Entrance lobby) with special architectural elements.	Consistent. The main entry (as well as other areas meant to mimic an entryway) are highlighted with metal panels and additional glazing to articulate entry points.
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 units.
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.	Consistent. The developer has proposed using a variety of materials, including stucco, two types of masonry, and glass fenestration to help break up large expanses of blank walls visible from the right-of-way.
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.	
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 proposed building would be three stories tall.
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.	Consistent. Staff has worked with the developer to provide the maximum amount of transparency possible along the ground floor. In lieu of additional ground floor transparency, staff has requested the developer add additional transparency to second and third floors at building corners and center to help mimic an office building and articulate entry points. Materials have been carried along all four building facades.

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.	Consistent. The applicant has proposed installing bicycle racks similar to those installed at the Multimodal Transfer Facility near the main office entry.
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 units.
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 proposed project is not in an area 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.	Consistent. The proposed project would include the construction of a new masonry trash enclosure sized to handle recycling and solid waste.
4.5.15: Locate all utilities, utility boxes or equipment underground or on the roof and screened from view.	Conditionally Consistent. The proposed project includes roof-mounted equipment that would be screened by a parapet and roof screens as needed. Additionally, a proposed condition of approval would require the developer underground a portion of the overhead power lines adjacent to the project frontage.
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 parking garages.
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.	Not applicable. The proposed project is not located within the Transit Village or Civic Center subareas.

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 parking garages.
4.5.19: Utilize ecologically conscious designs that include natural light, shade, and energy efficient materials.	Consistent/Conditionally Consistent. The proposed project would be required to meet applicable green building code requirements. Additionally, the project would provide over 30 new trees to help shade the parking area and reduce the heat island effect. The proposed faux fenestration would not actually allow light or heat into, or to escape, the majority of the building, helping reduce HVAC costs.
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.	
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 residential or live/work units.
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 units.
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.	Consistent. All fences would comply with the height standards for commercial and residential uses (where applicable) set forth in Chapter 18.84.
4.5.25: All accessory structures and accessory dwelling units must comply with applicable standards set forth in Title 18 of the PMC.	Consistent. All accessory structures would comply with the applicable standards set forth in Title 18 of the PMC.
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.	Not applicable. The proposed project does not propose any greenways, trails, and paths for pedestrians and bicyclists.

Attachment 9
Design Review and Development Guidelines
Public Storage Redevelopment (525 California), AP-18-1315 (RZ, DR, TRP)

Design Review Guideline	Meets Guideline?
<i>Commercial/Industrial</i>	
Parking areas should be screened from view from any public right-of-way (beaming or hedge-type plant material). Parking areas should be broken up (landscape islands, projections, etc.) to eliminate vast areas of parking especially along street frontages.	Consistent. The main parking area would be screened from view from the right-of-way along California Avenue by the proposed structure. The secondary parking area would be along the side of the building, slightly visible from California Avenue, though largely screened by the proposed building.
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 site design, unless waived by the City Planner or Planning Commission.	Conditionally. The proposed project would likely require the removal of multiple existing trees; however, the project also proposes to plant over 30 new trees, including 17 large, mature trees with a minimum 24-inch box.
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.	Conditionally Consistent. The proposed project includes roof-mounted equipment that would be screened by a parapet and roof screens as needed. Additionally, a proposed condition of approval would require the developer underground a portion of the overhead power lines adjacent to the project frontage.
Projects with many buildings (greater than three) should have a variety of building sizes and masses.	Not applicable. The proposed project would include only one building.
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.	Consistent. The proposed structure contains elements which would serve to break up long, horizontal roof lines.

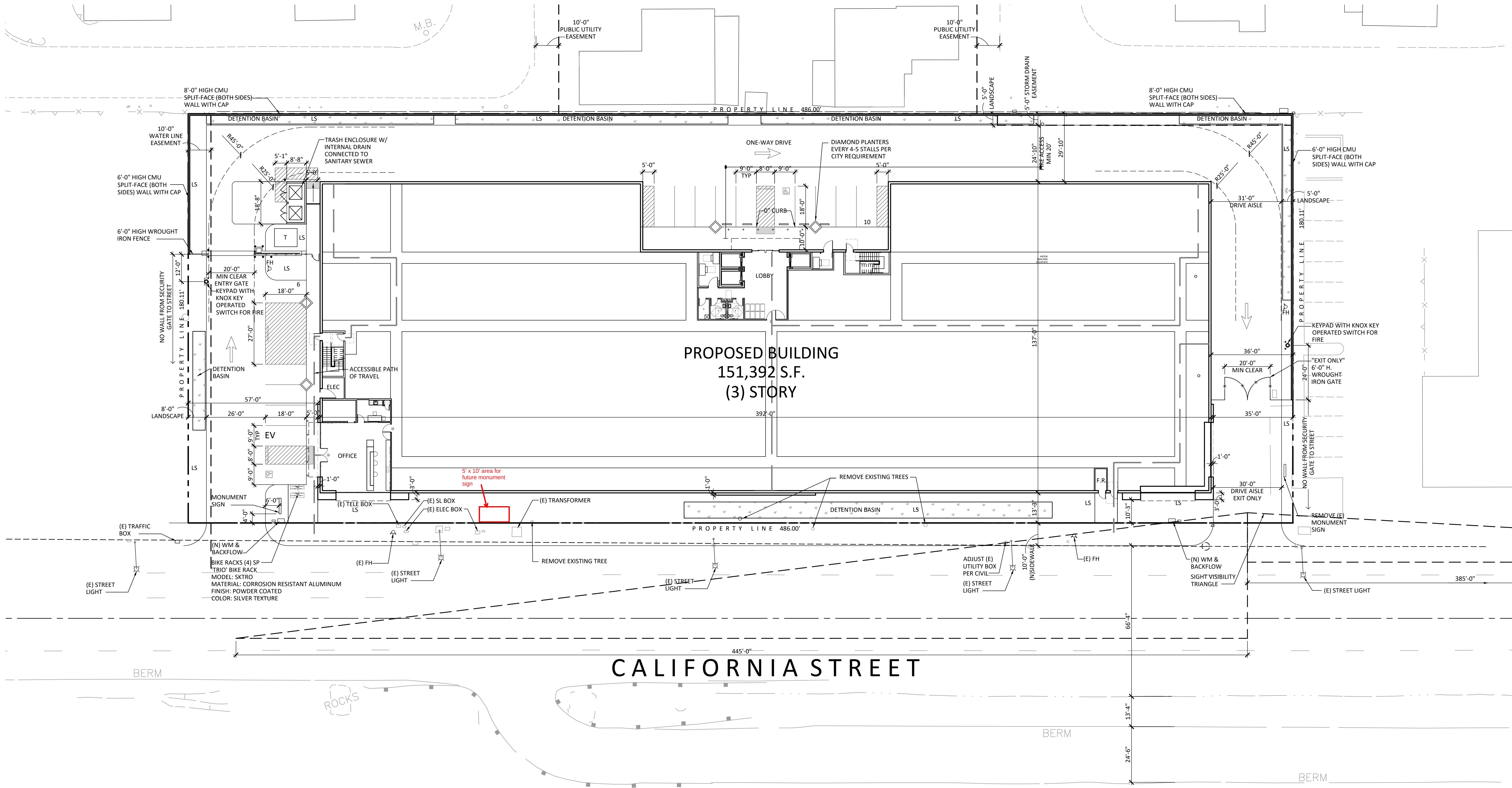
Building entries should be designed as a focal point. They should be designed to set the theme or be the primary feature of the building or commercial center.	Consistent. Staff has worked with the developer to provide the maximum amount of transparency possible along the ground floor. In lieu of additional ground floor transparency, staff has requested the developer add additional transparency to second and third floors at building corners and center to help mimic an office building and articulate entry points. Materials have been carried along all four building facades.
Building elevations (example: rear of shopping centers) visible from public right-of- ways should be addressed in design review and treated appropriately.	
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.	Not applicable. The proposed project is not located within an existing shopping center.
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.	Consistent. The proposed project includes roof-mounted equipment that would be screened by a parapet and roof screens as needed.
All Structures, including, but not limited to, “tilt-up” type structures, should have structural reliefs and articulated entries (Encourage the creation of shadow lines).	Consistent. Staff has worked with the developer to provide the maximum amount of transparency possible along the ground floor. In lieu of additional ground floor transparency, staff has requested the developer add additional transparency to second and third floors at building corners and center to help mimic an office building and articulate entry points.
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.	Consistent. 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.	Consistent. 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.	Consistent. The proposed project is architecturally-compatible with office buildings and general development in the area.
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).	Consistent. Staff has worked with the developer to provide the maximum amount of transparency possible along the ground floor.
Trash enclosures should include area for collection of recyclables.	Consistent. The proposed project would include the construction of a new masonry trash enclosure sized to handle recycling and solid waste.
Green Building Design Guideline	Meets Guideline?
<i>Section D: Commercial / Industrial</i>	
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.	

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.	
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 location and use 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	Consistent. 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 16 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).	Consistent. The proposed project provides very few parking areas, which may be accessed often by trucks or other vehicles that would damage permeable pavers. All water runoff would be directed to vegetated swales.

Within parking lots, electric vehicle charging units should be made available to employees and patrons with electric vehicles. The parking spaces with charging units should be clearly marked with signs designating them for assigned employees or electric vehicle use only.	Not feasible. Staff has determined that due to the nature of the use, drivers of electric cars are unlikely to park at the facility for a period of time necessary to charge an electric car.
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.	Consistent. The proposed project would provide faux fenestration along the street frontage, mimicking an office or retail building, that would give the illusion of "eyes on the street" and, along with the widened sidewalk, create a more comfortable pedestrian experience. Staff has worked with the developer to provide the maximum amount of transparency possible along the ground floor. In lieu of additional ground floor transparency, staff has requested the developer add additional transparency to second and third floors at building corners and center to help mimic an office building and articulate entry points.
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 by surrounding structures. They should be located in an accessible and visible space to discourage misuse.	Consistent. The proposed project would include an additional four bicycle parking spaces.



PROJECT INFORMATION		
PROJECT ADDRESS:	525 CALIFORNIA STREET, PITTSBURG, CA	
SITE A/P:	073-270-088-5	
SITE AREA:	87,534 S.F.	OR 2.01 ACRES
ZONE:	PD	PLANNED DEVELOPMENT/
	RASP	RAILROAD AVE. SPECIFIC PLAN
	TOD-M	TRANSIT-ORIENTED DEV. MEDIUM
	PD(C)	PLANNED DISTRICT W/ LTD. OVERLAY
PROPOSED ZONE:		
USE:		
FLOOR AREA RATIO ALLOWED:	1.00	
F.A.R. PROPOSED:	1.75	
LOT COVERAGE MAX:	NO REQUIREMENT	
LOT COVERAGE PROPOSED:	57.65%	

SETBACKS REQUIRED:		
FRONT:	0'-15"	
SIDE:	0'-0"	
REAR:	10'-0"	
SETBACKS PROVIDED:		
FRONT:	10'-3"	
SIDE (WEST):	57'-0"	
SIDE (EAST):	35'-0"	
REAR:	29'-10"	
HEIGHT MAXIMUM:	40'-0"	
HEIGHT PROPOSED:	40'-0"	

LANDSCAPE REQ'D:	MINIMUM 10% OF LOT = 8,753 S.F.
LANDSCAPE PROVIDED:	9,880 S.F. OR 11.3%

BUILDING AREA	
EXISTING BLDG(S) TO BE DEMO'D:	48,438 S.F.
EXISTING BLDG A:	18,279 S.F.
EXISTING BLDG B:	17,427 S.F.
EXISTING BLDG C:	12,732 S.F.

PROPOSED BUILDING:		
1ST FLOOR OFFICE:	1,301 S.F.	
1ST FLOOR STORAGE:	49,163 S.F.	
2ND FLOOR STORAGE:	50,464 S.F.	
3RD FLOOR STORAGE:	50,464 S.F.	
TOTAL:	151,392 S.F.	

PARKING ANALYSIS	
PROPOSED BLDG PARK'G REQ'D:	NO MINIMUM REQUIRED
MINIMUM # OF PARKING SPACES:	151,392 S.F./333 S.F. = 455 SP MAXIMUM
MAXIMUM # OF PARK'G SPACES 1 SP/333 SF:	455 SP
TOTAL PARKING REQ'D:	

CAL GRN EV PRKG REQ'D:	1
ADA PARKING REQ'D:	1

PARKING PROVIDED:		
ADA VAN:	1 SP	
ADA CAR:	1 SP	
EV PRKG:	1 SP	
STANDARD:	13 SP	
TOTAL:	16 SP	

CAL GREEN BICYCLE PARKING REQ'D:	1 SP
5% OF ADDED STALLS:	1 SP
TOTAL:	4 SP
BICYCLE PARKING PROVIDED:	4 SP

CITY OF PITTSBURG NOTES:

- ALL TRASH ENCLOSURES SHALL INCLUDE 6 FT. WALLS AND A ROOF DESIGNED WITH MATERIALS WHICH ARE COMPATIBLE IN COLOR, TEXTURE AND APPEARANCE WITH THE MAIN STRUCTURE. THE ENCLOSURE MUST HAVE OPAQUE GATES WHICH HAVE AN OPENING SUFFICIENT TO PERMIT REMOVAL AND REPLACEMENT OF STANDARD COMMERCIAL SIZE TRASH BINS (PM 18.56.050 & 18.80.035)
- ALL AIR CONDITIONING UNITS (IN PRIVATE AND COMMON AREAS), UTILITY BOXES, TRANSFORMERS, BACKFLOW PREVENTERS, METERS AND JUNCTION BOXES SHOULD BE UNDERGROUND WHENEVER POSSIBLE, OR SUBSTANTIALLY SCREENED FROM VIEW BY WAY OF A PERMANENT SCREEN OR APPROPRIATELY SIZED PLANT MATERIAL.
- A LIGHTING AND PHOTOMETRIC ANALYSIS MAY BE REQUIRED TO ENSURE LIGHT FROM THE PROJECT DOES NOT SPILL OVER INTO NEIGHBORING RESIDENCES
- COPPER PRODUCTS OR PRODUCTS WHICH CONTAIN COPPER MATERIALS SHALL NOT BE USED IN BUILDING FINISHES

BUILDING CODE ANALYSIS

APPLICABLE BUILDING CODES	
BUILDING CODE:	2016 CALIFORNIA BUILDING CODE
MECHANICAL CODE:	2018 CALIFORNIA MECHANICAL CODE
PLUMBING CODE:	2016 CALIFORNIA PLUMBING CODE
ELECTRICAL CODE:	2016 CALIFORNIA ELECTRICAL CODE
ENERGY CODE:	2016 CALIFORNIA ENERGY CODE
FIRE CODE:	2014 CALIFORNIA FIRE CODE
GREEN BUILDING CODE:	2016 GREEN BUILDING STANDARDS CODE

BUILDING AREA QUALIFICATION EQUATIONS

AA = [AT + (NS x IF)] x SA (EQUATION S-3)

AA = ALLOWABLE AREA (S.F.)

AT = ALLOWABLE AREA FACTOR (TABLE S06.2)

NS = ALLOWABLE AREA FACTOR FOR NON-SPRINKLERED BLDG. (TABLE S06.2)

IF = AREA FACTOR INCREASE DUE TO FRONTAGE INCREASE (1%)

SA = 3 UNLESS PART OF GROUP A, E, H, I, L, or R

IF = [F/P - 0.25] W/30 (EQUATION S-5)

IF = AREA FACTOR INCREASE DUE TO FRONTAGE

F = BUILDING PERIMETER THAT FRONTS ON PUBLIC WAY

OR OPEN SPACE HAVING A MINIMUM DIST. 20'-0"

PROPOSED BUILDING	
BUILDING CLASSIFICATION:	S-1 - STORAGE
OCCUPANCY GROUP:	III-B
CONSTRUCTION TYPE:	YES
FIRE SPRINKLERS:	YES
ROOFING CLASSIFICATION:	CLASS A

ALLOWABLE HEIGHT:	
ALLOWABLE HEIGHT =	75' FULLY SPRINKLERED (TABLE S04.3)
PROPOSED BUILDING HEIGHT =	40'-0"
ALLOWABLE # OF STORIES:	3 STORIES ALLOWED (TABLE S04.4)

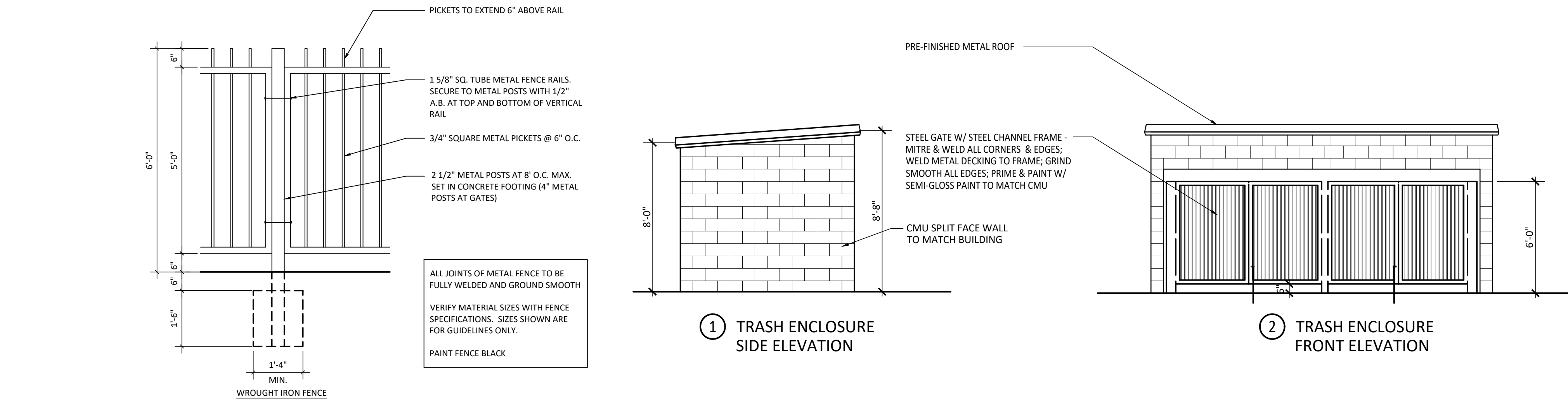
BUILDING QUALIFICATION:	
F =	137' x 137' + 392' = 666'
P =	137' x 137' + 392' + 392' = 1,058'
W =	30'
IF =	(666' / 1,058' - .25) 30' / 30' x .38
SA =	3
AA =	[52,500 S.F. + (17,500 S.F. x .38)] x 3
AA =	177,423 S.F.
AA =	177,423 S.F. > 151,392 S.F.

PROPOSED STORAGE UNITS

TOTAL STORAGE AREA:	151,392 S.F.
151,392 S.F. x 73% EFFICIENCY = 110,516.16	
110,516.16 / 100 S.F. AVG. UNIT = APPROXIMATELY 1,105 STORAGE UNITS	

FIRE DISTRICT NOTES

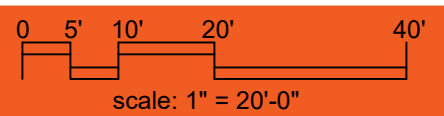
- ACCESS ROADWAYS SHALL BE ALL-WEATHER (PAVED) SURFACES, OF NOT LESS THAN 20' UNOBSTRUCTED WIDTH AND NOT LESS THAN 13'-6" OF VERTICAL CLEARANCE, TO WITHIN 150' OF TRAVEL DISTANCE TO ALL PORTIONS OF THE EXTERIOR WALLS OF EVERY BUILDING. ACCESS SHALL HAVE A MIN. OUTSIDE TURN RADIUS OF 45' AND MUST BE CAPABLE OF SUPPORTING THE IMPOSED FIRE APPARATUS LOADING OF 37 TONS (50.3) CFC.
- ACCESS ROADS LESS THAN 28' UNOBSTRUCTED WIDTH SHALL HAVE SIGNS POSTED OR CURBS PAINTED RED WITH "NO PARKING - FIRE LANE". ACCESS ROADS 28' OR GREATER, BUT LESS THAN 36' UNOBSTRUCTED WIDTH SHALL HAVE "NO PARKING - FIRE LANE" SIGNS POSTED, ALLOWING FOR PARKING ON ONE SIDE ONLY OR CURBS PAINTED RED WITH "NO PARKING - FIRE LANE". PARKING IS PERMITTED ONLY ON THE SIDE OF THE ROAD THAT DOES NOT HAVE HYDRANTS (503.3) CFC.
- NOT USED
- THE DEVELOPER SHALL SUBMIT A MIN. (2) COPIES OF SITE IMPROVEMENT PLANS INDICATING ALL EXISTING OR PROPOSED HYDRANT LOCATIONS & FIRE APPARATUS ACCESS FOR REVIEW AND APPROVAL PRIOR TO OBTAINING A BUILDING PERMIT (501.3) CFC
- EMERGENCY APPARATUS ACCESS ROADS 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 22/37 TONS.
- ACCESS GATES FOR FIRE DISTRICT APPARATUS SHALL BE A MINIMUM OF 20'-FT WIDE. ACCESS GATES SHALL SLIDE HORIZONTALLY OR SWING INWARD AND SHALL BE LOCATED A MINIMUM OF 30'-FT FROM THE STREET. ELECTRICALLY OPERATED GATES SHALL BE EQUIPPED WITH A KNOX COMPANY KEY-OPERATED SWITCH ON BOTH ENTRY AND EXIT SIDE. MANUALLY OPERATED GATES SHALL BE EQUIPPED WITH A NONCASE HARDENED LOCK OR APPROVED FIRE DISTRICT LOCK. CONTACT THE FIRE DISTRICT FOR INFORMATION ON ORDERING THE KEY-OPERATED SWITCH ID103.51 CFC
- THE DEVELOPER SHALL PROVIDE AN ADEQUATE AND RELIABLE WATER SUPPLY FOR FIRE PROTECTION WITH A MINIMUM FIRE FLOW OF 4000 GPM. REQUIRED FLOW SHALL BE DELIVERED FROM NOT MORE THAN 4 HYDRANTS FLOWING SIMULTANEOUSLY FOR A DURATION OF 240 MINUTES WHILE MAINTAINING 20-POUNDS RESIDUAL PRESSURE IN THE MAIN (508.1), (B105) CFC.
- THE DEVELOPER SHALL PROVIDE TRAFFIC SIGNAL PRE-EMPTION SYSTEMS (OPTICOM) ON ANY NEW OR MODIFIED TRAFFIC SIGNALS INSTALLED WITH THIS DEVELOPMENT (2135.1) CVC
- PREMISES IDENTIFICATION SHALL BE PROVIDED. SUCH NUMBERS SHALL CONTRAST WITH THEIR BACKGROUND AND BE A MINIMUM OF FOUR INCHES HIGH WITH 3/4-INCH STROKE OR LARGER AS REQUIRED TO BE READILY VISIBLE FROM THE STREET (505.1) CFC, (501.2) CBC, FFS-008
- THE DEVELOPER SHALL SUBMIT A MINIMUM OF (3) COMPLETE SETS OF PLANS & SPECIFICATIONS OF THE SUBJECT PROPERTY, INCLUDING ANY OF THE FOLLOWING REQUIRED BUILT-IN FIRE PROTECTION SYSTEMS, TO THE FIRE DISTRICT FOR REVIEW AND APPROVAL PRIOR TO CONSTRUCTION TO ENSURE COMPLIANCE WITH THE MINIMUM REQUIREMENTS RELATED TO FIRE AND LIFE SAFETY. PLAN REVIEW FEES WILL BE ASSESSED AT THAT TIME (B01.2) CFC, (108.4.1) CBC
 - A. PRIVATE UNDERGROUND FIRE SERVICE WATER MAINS
 - C. FIRE SPRINKLERS
 - D. FIRE ALARM



525 CALIFORNIA AVENUE | PITTSBURG, CA

CONCEPTUAL SITE PLAN

05.18.18



SHEET 2

KSP

STUDIO

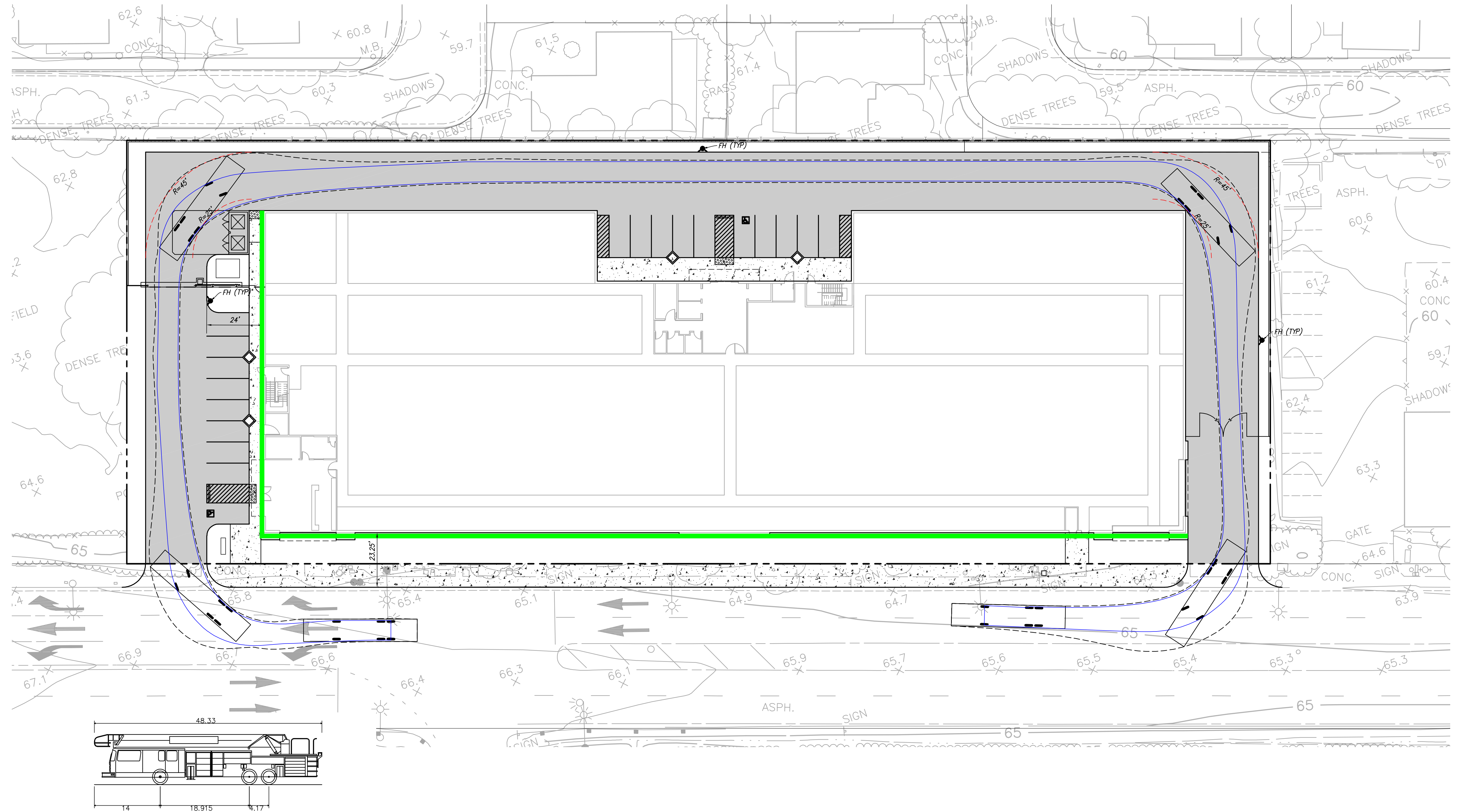
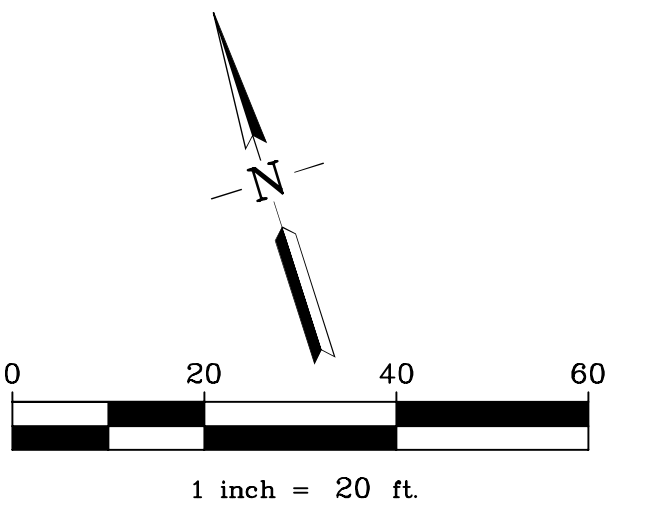
architecture + engineering

23 ORCHARD ROAD, SUITE 200
LAKE FOREST, CA 92630
T 949.380.3970 F 949.380.3771

KSP PROJECT NO. 20397

LEGEND

- AC PAVEMENT
- SIDEWALK
- ROOF ACCESS
(BLDGs GREATER THAN 30' HIGH)
- FIRE LANE
- FIRE TRUCK OVERHANG PATH
- FIRE TRUCK TIRE PATH

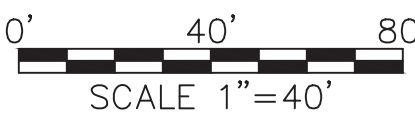


Fire Truck	
Overall Length	48.330ft
Overall Width	9.500ft
Overall Body Height	10.697ft
Min Body Ground Clearance	1.127ft
Track Width	8.330ft
Lock-to-lock time	7.00s
Max Steering Angle (Virtual)	30.80°

PRELIMINARY FIRE ACCESS PLAN **PUBLIC STORAGE - 525 CALIFORNIA AVENUE** CITY OF PITTSBURG, CONTRA COSTA COUNTY, CALIFORNIA

RJA
RUGGERI-JENSEN-AZAR
ENGINEERS • PLANNERS • SURVEYORS
4690 CHABOT DRIVE, SUITE 200 PLEASANTON, CA 94588
PHONE: (925) 227-9100 FAX: (925) 227-9300





LEGEND

-  Tree Survey Area (includes trees on adjacent properties)
-  Property Line
-  Tree (not protected)
-  Protected Tree
-  Canopy Drip Line (approximate)
-  Protected Tree to Be Removed

Table A. Trees in the Pittsburg Public Storage Tree Survey Area

ID	Common Name Species Name	Circumference (inches)	Dripline Radius (feet)	Disposition (to be determined)	Protected Status*	Native?
1	Peruvian pepper-tree <i>Schinus molle</i>	226	30	TBD	Protected	No
2	Blackwood acacia <i>Acacia melanoxylon</i>	38	20	TBD	Not-protected	No
3	Blackwood acacia <i>Acacia melanoxylon</i>	57	20	TBD	Not-protected	No
4	Blackwood acacia <i>Acacia melanoxylon</i>	28	15	TBD	Not-protected	No
5	Blackwood acacia <i>Acacia melanoxylon</i>	28	15	TBD	Not-protected	No
6	Blackwood acacia <i>Acacia melanoxylon</i>	57	20	TBD	Protected	No
7	Blackwood acacia <i>Acacia melanoxylon</i>	57	20	TBD	Protected	No
8	Blackwood acacia <i>Acacia melanoxylon</i>	44	20	TBD	Not-protected	No
9	Blackwood acacia <i>Acacia melanoxylon</i>	38	20	TBD	Not-protected	No
10	Blackwood acacia <i>Acacia melanoxylon</i>	38	20	TBD	Not-protected	No
11	Blackwood acacia <i>Acacia melanoxylon</i>	38	20	TBD	Not-protected	No
12	Blackwood acacia <i>Acacia melanoxylon</i>	44	20	TBD	Not-protected	No
13	Blackwood acacia <i>Acacia melanoxylon</i>	44	20	TBD	Not-protected	No
14	Blackwood acacia <i>Acacia melanoxylon</i>	38	20	TBD	Not-protected	No
15	Blackwood acacia <i>Acacia melanoxylon</i>	44	20	TBD	Not-protected	No
16	Blackwood acacia <i>Acacia melanoxylon</i>	57	20	TBD	Protected	No
17	Blackwood acacia <i>Acacia melanoxylon</i>	9	8	TBD	Not-protected	No
18	Blackwood acacia <i>Acacia melanoxylon</i>	16	10	TBD	Not-protected	No
19	Blackwood acacia <i>Acacia melanoxylon</i>	28	10	TBD	Not-protected	No
20	Blackwood acacia <i>Acacia melanoxylon</i>	72	15	TBD	Not-protected	No
21	Fan Palm <i>Washingtonia sp.</i>	60	10	TBD	Protected	No
22	Coast redwood <i>Sequoia sempervirens</i>	47	20	TBD	Not-protected	No
23	Coast redwood <i>Sequoia sempervirens</i>	41	20	TBD	Not-protected	No
24	Coast redwood <i>Sequoia sempervirens</i>	44	20	TBD	Not-protected	No
25	Blackwood acacia <i>Acacia melanoxylon</i>	19	5	TBD	Not-protected	No
26	Blackwood acacia <i>Acacia melanoxylon</i>	13	5	TBD	Not-protected	No
27	Blackwood acacia <i>Acacia melanoxylon</i>	13	5	TBD	Not-protected	No
28	Blackwood acacia <i>Acacia melanoxylon</i>	44	15	TBD	Not-protected	No
29	Blackwood acacia <i>Acacia melanoxylon</i>	75	15	TBD	Protected	No
30	Privet <i>Ligustrum sp.</i>	44	10	TBD	Not-protected	No
31	Blackwood acacia <i>Acacia melanoxylon</i>	31	10	TBD	Not-protected	No
32	Blackwood acacia <i>Acacia melanoxylon</i>	22	10	TBD	Not-protected	No
33	Blackwood acacia <i>Acacia melanoxylon</i>	16	10	TBD	Not-protected	No
34	Blackwood acacia <i>Acacia melanoxylon</i>	16	10	TBD	Not-protected	No
35	Blackwood acacia <i>Acacia melanoxylon</i>	22	10	TBD	Not-protected	No

* City of Pittsburg Municipal Code Chapter 18.84 defines a protected tree as any of the following:

1. A California native tree, as identified in the Calflora online database of wild California plants, that measures at least 50 inches in circumference (15.6 inches diameter) at four and one-half feet above grade, regardless of location or health; or
2. A tree of a species other than a California native that measures at least 50 inches in circumference at four and one-half feet above grade and is either on an undeveloped property, located on public property or within the right-of-way, or located on private property and is found to provide benefits to the subject property as well as neighboring properties, subject to determination by the city planner; or
3. A tree required to be planted, relocated, or preserved as a condition of approval of a tree removal permit or other discretionary permit, and/or as environmental mitigation for a discretionary permit.

FIGURE 1

Public Storage Pittsburg
Tree Map



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: May 14, 2019
TIME: 7:00 p.m.
PLACE: City Council Chamber at City Hall
65 Civic Avenue, Pittsburg, California

Concerning the following matter:

Public Storage Redevelopment (525 California Avenue), AP-18-1315 (RZ, DR, TRP).

This is a public hearing on a request by Public Storage, Inc., for a recommendation to City Council for approval of: 1) a zoning amendment to establish a PD-O (Planned Development with a Limited Overlay) District to increase the allowable floor-area-ratio from 1.0 to 1.75, reduce the required first floor height of commercial structures from 15 feet to 10 feet, and allow self-storage facilities as a permitted use; 2) design review to demolish the existing self-storage facility, and replace it with a new, three-story, climate-controlled building totaling approximately 151,392 square feet; and 3) a tree removal permit to remove four protected trees. The project site is located at 525 California Avenue, and is within the High School Village Subarea of the Railroad Avenue Specific Plan (RASP) PD (Planned Development, Ordinance No. 09-1319) District, and has a RASP land use designation of TOD-M (Transit Oriented Development – Medium Density). Assessor's Parcel No. 073-270-088.

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

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.

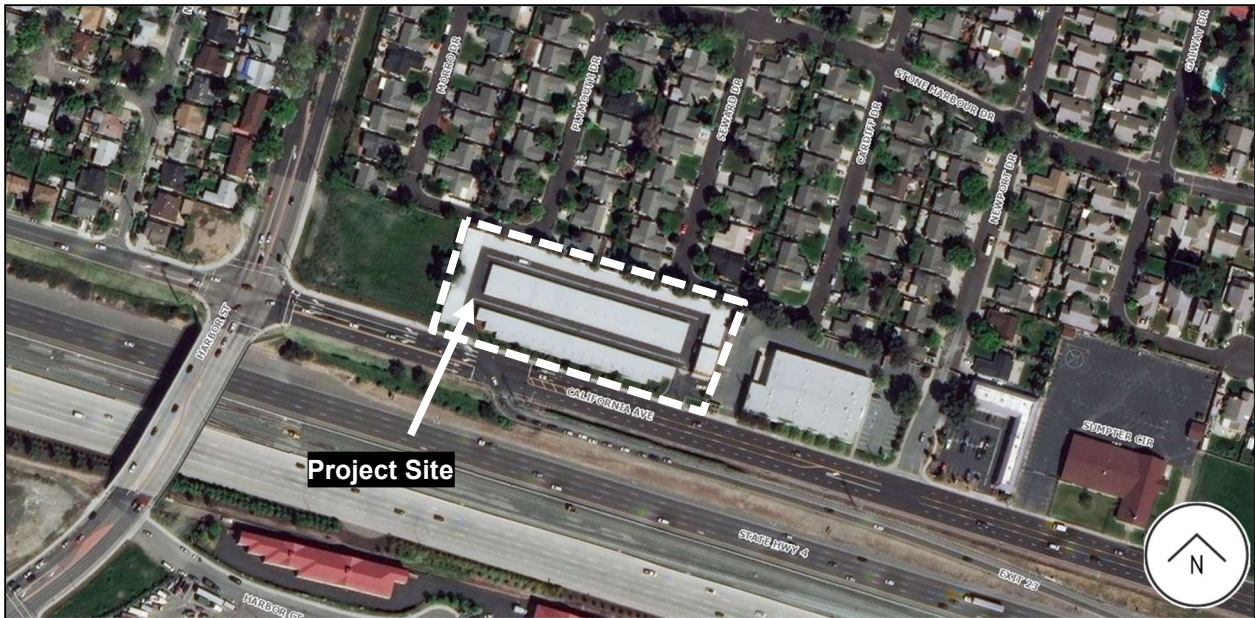
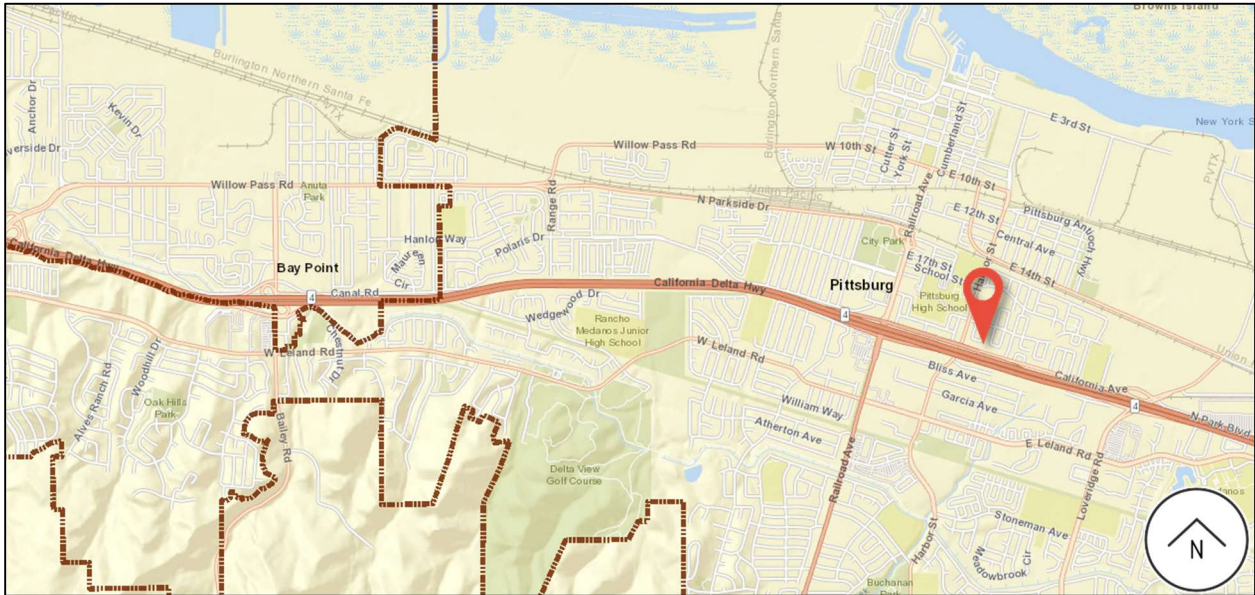
What can I do if I have comments on the project?

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, SECRETARY
PITTSBURG PLANNING COMMISSION

Project Title: Public Storage Redevelopment, AP-18-1315 (RZ, DR, TRP).
Location: 525 California Avenue, APN: 073-270-088



City of Pittsburg

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

NOTICE OF PUBLIC HEARING

**CITY OF PITTSBURG
PLANNING COMMISSION
STAFF REPORT
May 14, 2019**

ITEM: Alves Ranch Project, AP-18-1348 (GP, RZ, VTM, DR, DA)

ORIGINATED BY: Mandy Leung, on behalf of William Lyon Homes, Inc., 2603 Camino Ramon, Ste. 450, San Ramon, CA 94583

SUBJECT: This is a public hearing on a request by William Lyon Homes, Inc., for a recommendation to City Council for approval of: 1) a General Plan map amendment to change the 57.81-acre site's land use designation to 'Medium Density Residential' (approx. 46 acres) and 'Community Commercial' (approx. 12 acres); 2) a zoning map amendment to rezone the site to PD (Planned Development) District and CC (Community Commercial) District; 3) an amended vesting tentative map to facilitate the construction of 346 single family dwelling units (along with 10 accessory dwelling units), the 12-acre commercial site, and ancillary features; 4) design review of landscape and architectural plans for the residential portion; and 5) a development agreement. The project site is located along the north side of West Leland Road, south of State Route 4, at the intersection of Alves Ranch Road. Assessor's Parcel Nos. 093-460-001; 093-460-002; and 093-460-005.

RECOMMENDATION:

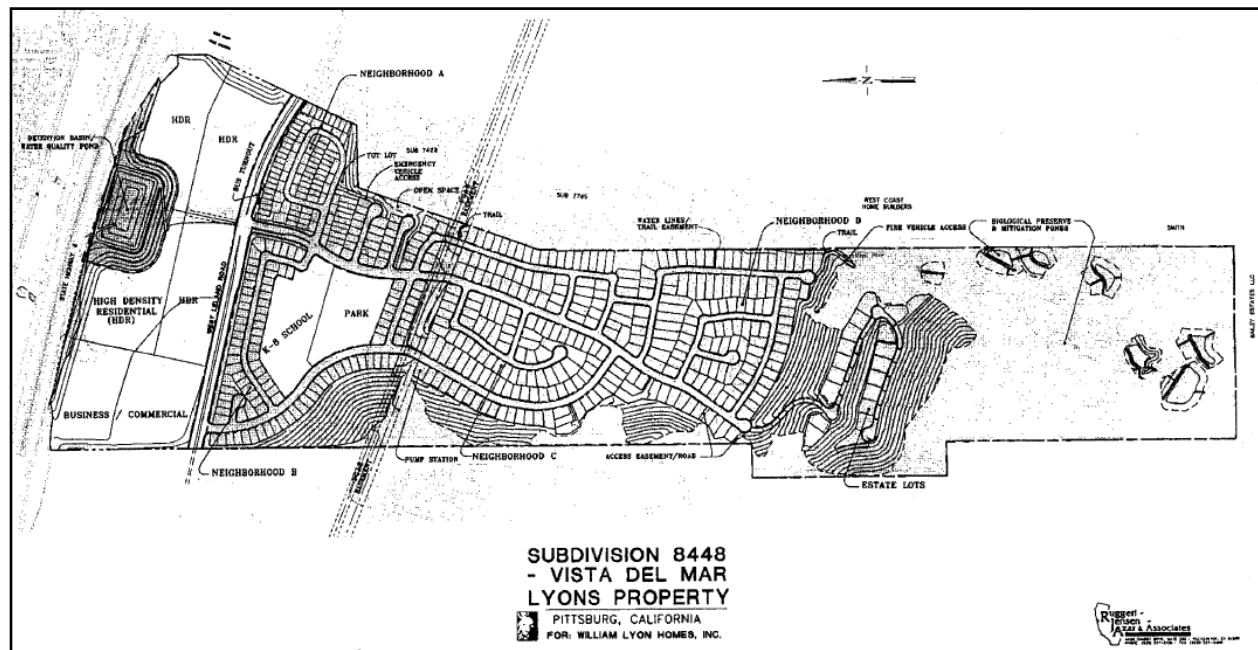
Staff recommends that the Commission adopt Resolution No. 10121, recommending City Council approval of: 1) a general plan amendment; 2) a zoning map amendment; 3) a vesting tentative map; 4) design review; and 5) a development agreement amendment for the Alves Ranch Project, Planning Application No. 18-1348, subject to conditions.

BACKGROUND:

In 2004, William Lyon Homes, Inc. and Alves Ranch, LLC, submitted a plan to develop approximately 293-acres as a residential and commercial subdivision, known as the Vista Del Mar development. The 2004 Vista Del Mar project anticipated approximately 1,100 housing units (spanning the north and south sides of West Leland Road), approximately 257,500 square feet of commercial floor space, an approximately 11.33-acre school/park site, approximately 117.68 acres of permanent hillside open space, associated landscaped buffers, public and private roadways, a detention basin, a water tank site, and a water pump station site (see Figure 1 below).

Planning Commission Staff Report
Alves Ranch Project, AP-18-1348 (GP, RZ, VTM, DR, DA)

Figure 1. 2004 Vista Del Mar Development Plan



On December 6, 2004, the City Council adopted an Ordinance (No. 04-1230) rezoning the portion of the project located north of West Leland Road (see Figure 2. Alves Ranch Site) to CO-P (Commercial Office with a Master Plan Overlay) and RH-P (High Density Residential with a Master Plan Overlay) Districts; however, no specific master plan/development plan was adopted at that time. On the same night, the Council also approved a Development Agreement ("DA," Ordinance No. 04-1231) for the project site allowing development for up to 540 medium and high-density residential units, and no more than 20 acres of business commercial development.

In August 2008, a development plan for the Alves Ranch site was proposed. On January 20, 2009, the City Council approved a master plan for the site (Ordinance No. 08-1312), which allowed up to 560 housing units, a 0.6-acre recreational facility, and 221,500 square feet of commercial floor area on approximately 14 acres.

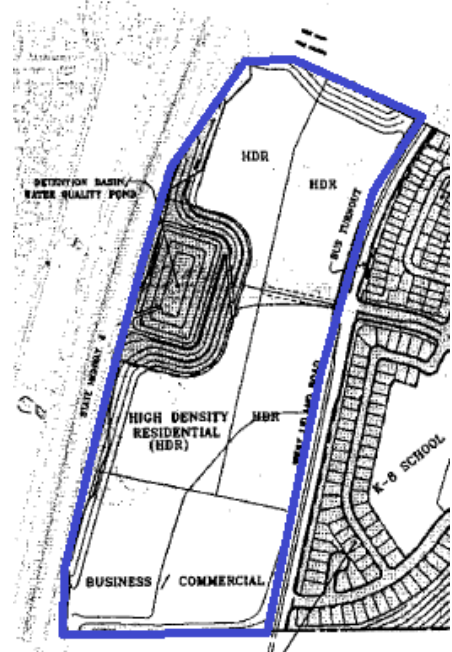


Figure 2. Alves Ranch Site

Since adoption of the Alves Ranch Master Plan, the project proposal for the site has been further refined based on current market conditions, as well as the desire of residents for additional retail commercial opportunities within the area of the City west of Bailey Road. On November 7, 2017, the proposed project was discussed by the Land Use Subcommittee. The Subcommittee was generally supportive of the modifications

proposed, including an amendment to the previous affordable housing requirement specified within the DA in exchange for reduced density, retail commercial acreage instead of office commercial, and prioritization of development of the commercial portion of the project.

On June 18, 2018, the applicant filed a formal application with the Planning Division requesting approval for rezoning of the site, a new vesting tentative map, and modified design review.

On August 21, 2018, the Planning Commission held a public hearing to consider the project (which did not include a general plan map amendment or development agreement amendment at the time) and voted 3-1 to recommend approval of the proposed project. On September 4, 2018, prior to a public hearing before the City Council, the applicant requested the project be continued, in order to allow the developer to refine and bolster the environmental documentation.

Following that meeting, the applicant modified their planning application to include a general plan amendment to ensure the general plan land use designations matched the proposed zoning, and a minor amendment to the existing DA was drafted to require provision of a retail commercial area with an approximately 40,000 square foot grocery store. The proposed DA amendment would also require the developer “stub out” utilities for the commercial portion of the project and pay a penalty should the commercial portion of the property not be developed within five years.

PROJECT DESCRIPTION:

Existing Conditions: The proposed project covers approximately 57.81 acres and is located north of West Leland Road, south of State Route (SR) 4, and approximately one-half mile west of the Pittsburg/Bay Point BART Station. The site proposed for development has been previously graded, so it is relatively flat, with the exception of a dirt mound that exists along the eastern project boundary and straddles the property line between the Alves Ranch site and the West Coast Home Builders owned property to the east, and a large detention basin located along the northern property boundary. The project site is also located at a higher elevation than the adjacent SR 4, so there are large graded slopes along the northern project boundary line that slope down to the adjacent freeway. The elevation difference from the freeway and the areas proposed for residential development is approximately 35 to 40 feet. The rest of the project site is currently vacant and undeveloped and there is no infrastructure (water, sewer, etc.) built on the site yet, with the exception of the intersection signal improvements at West Leland Road and Alves Ranch Road. This intersection will serve as the main entrance to the new development.

Surrounding Land Uses: See Attachment 9, “Project Location Map and Existing Conditions,” for an overview of surrounding uses.

Proposed Project: The applicant proposes to construct 346 single-family residential units. The residential portion of the project is broken up into three sub-neighborhoods:

Neighborhood A (comprised of sections A-1 and A-2), which includes 136 single-family attached units (“duets”); Neighborhood C, which includes 110 alley-loaded detached units; and Neighborhood D (comprised of sections D-1 and D-2) which includes 100 small lot, traditional single family detached homes. Ten of the homes within Neighborhood D would also include attached accessory dwelling units, which would be income-restricted.

General Plan Land Use Map Amendment

Multiple approvals are requested for this project; the first is for a General Plan Land Use Map amendment which would change the land use designation of the site from ‘Business Commercial’ and ‘High-Density Residential’ to ‘Community Commercial’ and ‘Medium Density Residential.’

Zoning Map Amendment

In order to maintain consistency with the proposed General Plan Land Use Map amendment, the second approval would entail a zoning map amendment that would eliminate the existing master plan and rezone the site from CO-P (Office Commercial with a Master Plan Overlay) and RH-P (High Density Residential with a Master Plan Overlay) Districts to CC (Community Commercial) and PD (Planned Development) Districts. The PD District would allow for flexible, small lot development within the residential areas, while the CC District would facilitate the future development of a commercial shopping center. As shown in the PD Plan (Attachment 4), the proposed development regulations and lot sizes for the residential portion of the project, as well as for the recreation area, streets, alleyways, and other features, would be the same as those shown within the vesting tentative map and project plans.

Vesting Tentative Map

The third approval is for an amended vesting tentative map (Attachment 7) that would subdivide the 57.81-acre site into 346 residential lots ranging in size from approximately 1,686 to 4,645 square feet (yielding a residential density of approximately 14 dwelling unit per acre); a 12-acre commercial parcel; a 0.8-acre recreation area; a 9.11-acre stormwater detention area to be dedicated to the Southwest Geological Hazard Abatement District (GHAD); and various smaller open spaces, streets, and alleyways. Access to the residential portions of the development would be provided at two separate access points, one leading directly into Neighborhood D, and another between the commercial parcel and residential Neighborhood C.

All homes within Neighborhood A would be served by private, 20-foot wide driveways which would allow for automobile access to each unit's garage. Access to each Neighborhood A unit's front door would be via a pedestrian pathway between each four- or eight-unit bunch. Homes within Neighborhood C would be served by private streets or alleyways which would provide garage access. Similar to Neighborhood A, the front of each home would be accessed via a private paseo. Units in Neighborhood C would each have a private yard approximately 9-feet wide, which would be placed between

houses. Lots 75-76, as well as 177-186 would be oriented so that the front façade faces West Leland Road, helping to create an active streetscape that encourages non-automobile travel.

Neighborhood D would have a more traditional layout, with each home maintaining a rear yard and two side yards. Seventy-six of the proposed units in Neighborhood D would be accessed via private driveways, similar to recent development approved within the City, such as the Waterstone and Liberty Subdivisions; the remaining 24 units would be accessed via private streets. Parking would be prohibited along alleys/motor-courts; however, approximately 163 marked, on-street spaces would be available for guest parking.

Six-foot sidewalks would be installed along all streets and within paseos as necessary to provide a safe pedestrian pathway to all homes. In addition, the developer has proposed a Class I bike/pedestrian facility along the frontage of Neighborhoods C and D. This facility would include an eight-foot wide pathway, as well as two-foot wide shoulders on either side, allowing for a comfortable pedestrian or biking experience.

Design Review

The fourth approval is for design review of architectural and landscape plans (see Attachment 6). The architectural plans contain numerous house models, including two plans and three architectural styles for Neighborhood A, and three different plans and distinct architectural styles for Neighborhood C and D. In addition, the applicant has proposed over a dozen different color schemes and a plotting plan which shows no two adjacent homes would be alike.

Each unit within the subdivision would be two-story. The house model designs are characterized by a mixture of hipped and gable-end roofs with composite tile roofing material, stucco siding and simulated stone veneer or horizontal lap siding, and windows with wrought iron railings. The proposed house models range from 1,375 to 1,934 square feet in total living area. Homes in Neighborhoods A and C would include three bedrooms and two and one-half baths, while homes in Neighborhood D would include up to five bedrooms and two and one-half baths. Ten of the homes in Neighborhood D would be designed with a 452 square foot, two-story, one bedroom/one bathroom accessory dwelling unit (ADU) to meet the City's affordable housing requirements. These ADUs would maintain a separate entrance from the main home.

The landscape plans include fencing, planting, and irrigation details. Along West Leland Road, the proposed landscape improvements include wide landscaped areas with the aforementioned 12-foot wide Class I pathway and upwards of 80 street trees. Although the vesting tentative map and landscape plans show otherwise, the applicant has agreed to construct decorative masonry walls along all side and rear residential yards adjacent to West Leland Road. The applicant also proposes a recreation area complete with bocce courts, a basketball half-court, an asphalt track, and benches, picnic tables, and a generous amount of open turf space, along with decorative plantings.

Development Agreement Amendment

The fifth and final approval would entail adoption of the fourth amendment to the Vista Del Mar DA. This amendment would make minor changes to two existing portions of the 'Recitals' section of the DA, and would also amend the Developer's affordable housing obligation by specifying the developer, as part of the project, shall provide a minimum of ten (10) affordable accessory dwelling units ("ADUs"). Location of all required ADUs shall be finalized prior to the City's approval of the first final subdivision map for the Alves Ranch Property. Each ADU shall be at least four hundred (400) square feet in size and contain a fully functional kitchen (including cabinets with countertop, one (1) refrigerator, one (1) four burner range with oven, one (1) sink with garbage disposal and electrical receptacles for small appliances), as well as at least two hundred (200) cubic feet of private storage space and a separate closet for the bedroom area.

CODE COMPLIANCE:

General Plan: The project site is located within the 'Southwest Hills' subarea of the General Plan. Currently, the approximate western half of the site is designated 'Business Commercial', while the approximate eastern half is designated 'High Density Residential.' As part of the proposed project, the developer is seeking a General Plan Land Use Map amendment which would designate approximately 12 acres of the site as 'Community Commercial', and the remaining portions 'Medium Density Residential.'

The 'Community Commercial' land use designation is intended to provide sites for retail shopping areas (primarily in shopping centers) containing a wide variety of businesses, including retail stores, eating and drinking establishments, commercial recreation, service stations, automobile sales and repair services, financial, business and personal services, motels, educational and social services. The 'Medium Density Residential' land use designation is intended for housing at densities from 7 to 14 units per gross acre, and dwelling types may include one- or two-story garden apartments, townhouses, and attached or detached single-family residences.

The residential portion of the proposed master plan includes a total of 346 residential units, as well as 10 ADUs, on approximately 25.2 acres, yielding an overall gross project density of 14 dwelling units per acre. The project density would be within the allowable density range identified by the General Plan for the 'Medium Density Residential' designation. The uses proposed are consistent with the accompanying General Plan land use designation and the provisions of the Vista Del Mar Development Agreement.

In addition, General Plan policy 2-P-88 is directly applicable to the project site, and it generally states that development shall be allowed on the site east of the proposed West Leland Road/San Marco Boulevard intersection (Alves Ranch) with a maximum of 560 medium- and high-density residential units and a maximum of 20 acres of 'Business Commercial' land between West Leland Road and SR 4. The current project proposal is consistent with policy 2-P-88 and the overall intent of the General Plan in that there

would be approximately 12 net acres of commercial development and 356 residential units proposed, which is within the maximum allowable development program.

Finally, the project is also consistent with General Plan Policy 2-P-11, as it has been determined that adequate sites are available elsewhere to meet the City's office and business development objectives, as additional land near the Pittsburg Center BART Station has been designated for these types of uses, and the City's focus for office and business development has shifted to this area. The land currently designated as 'Business Commercial' has stood undeveloped for nearly 20 years, with almost no interest in its development as an office park or similar type of use and point to the availability for these opportunities elsewhere.

Zoning: In similar fashion to the land use designations mentioned above, the western third of the site is zoned CO-P (Office Commercial with a Master Plan Overlay) District, while the eastern two-thirds is zoned and RH-P (High Density Residential with a Master Plan Overlay) District. These zoning districts were established as part of the 2009 Alves Ranch Master Plan, which was never developed. The requested zoning map amendment would eliminate the master plan component and change the zoning designation for the project site as follows: 1) the 12-acre commercial portion generally located near the center of the site would be rezoned to CC District; and 2) the remaining portions of the site would be rezoned to PD District.

Pursuant to PMC section 18.62.010(D), PD Districts can be utilized in order to provide for flexibility, consistent with the general plan, from the rigid land use and development regulations found in base districts in order to take advantage of unique land use or site characteristics. The proposed PD District is consistent with the PMC section, in that it includes reduced setback and lot size requirements, and increased lot coverage allowances, in order to construct a unique development pattern on a relatively-large infill site with a variety of housing types which have successfully been implemented in other areas of the City, as well as a retail commercial area. The development pattern was not contemplated by the existing base districts and would likely not be possible using the City's established standard residential development regulations. Pursuant to PMC Section 18.48.030, the Planning Commission shall include written findings to support any recommendation it makes to the City Council to amend the Zoning Ordinance.

In contrast to the previous master plan, which identified more general design and development regulations for the majority of the residential areas, the proposed PD Plan provides a more detailed development program, and the developer proposes to entitle and construct all units in succession.

Design Guidelines: The proposed project is subject to the City's Development Review Design Guidelines (DRDG), adopted by the Planning Commission through Resolution No. 9864. As shown in Attachment 11, the project is substantially consistent with the City's DRDGs.

Findings: Required Finding – General Plan Map Amendment: The California Government Code and PMC identify the Commission as the advisory body to the City

Council on amendments to the general plan. In order to recommend City Council adoption of a general plan amendment, the Commission must determine, in accordance with Government Code section 65358, that the amendment would be in the public interest.

Required Findings – Zoning Map Amendment: PMC section 18.16.020 identifies the Commission as the advisory body to the City Council on proposed zoning changes, and requires that the Commission determine, prior to making its recommendation, that:

- A. the change proposed is consistent with the objectives, policies, general land uses and programs specified in the General Plan and applicable specific plan;
- B. a community need is demonstrated for the change proposed; and
- C. its adoption would be in conformity with public convenience, general welfare and good zoning practice.

Required Findings – Tentative Map: PMC section 17.12.010 identifies the Commission as the advisory body to the City Council on proposed tentative maps when consolidated with one or more applications for other approvals which are subject to final approval by the City Council. In order to recommend City Council approval of a vesting tentative map, the Commission must determine, in accordance with PMC section 17.20.060(c), that:

- A. the proposed map is consistent with the general plan and any applicable specific plan, or other applicable provision of PMC;
- B. the site is physically suitable for the type of development;
- C. the site is physically suitable for the proposed density of development;
- D. the design of the subdivision or the proposed improvements would not cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat;
- E. the design of the subdivision or the type of improvements would not cause serious public health problems; and
- F. the design of the subdivision or the type of improvements would not conflict with easements, acquired by the public at large, for access through or use of property within the proposed subdivision.

Required Findings – Design Review: In order to recommend design review approval to the City Council (pursuant to the direction of PMC 18.36.230), the Commission must determine, in accordance with PMC section 18.36.220.B, that:

- A. the structure conforms with good taste, good design and in general

- contributes to the character and image of the City as a place of beauty, spaciousness, balance, taste, fitness, broad vistas, and high quality;
- B. the structure would 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.

Required Findings – Development Agreement: Pursuant to City Council Resolution No. 96-8371, the Commission must make a recommendation on a development agreement prior to City Council consideration. The City Council may adopt the ordinance approving a development agreement if it finds that:

- A. the development agreement is consistent with the General Plan and any applicable specific plan; and
- B. the development agreement would promote the public health, safety, and general welfare.

Environmental: While the Planning Commission is not being asked to take action on the environmental document at this time, the following is provided as background information on the environmental documentation previously completed and currently being prepared. Staff recommends the Planning Commission consult the Draft SEIR while reviewing the project.

On October 18, 2004, the City Council adopted Resolution No. 04-10168 certifying that the Final Environmental Impact Report (FEIR) for the Vista Del Mar project (SCH # 2004012097) was prepared in accordance with the California Environmental Quality Act (CEQA) and the State CEQA Guidelines. On November 29, 2004, after having reviewed and considered the environmental documentation prepared for the Vista Del Mar project, the City Council adopted Resolution No. 04-10191 approving CEQA findings, adopting a Statement of Overriding Considerations, and a Mitigation and Monitoring and Reporting Program (MMRP) for the Vista Del Mar project.

The original 2004 EIR addressed the environmental implications of a proposed comprehensive mixed-use development project occupying an approximately 293-acre site (2004 EIR project site) located south of State Highway 4 between the Oak Hills and San Marco subdivisions (both north and south of West Leland Road) in the City's Southwest Hills planning subarea. The development project addressed in the 2004 EIR

consisted of a residential and commercial subdivision including a maximum of 1,100 housing units (537 single-family lots and courtyard houses south of West Leland Road, and 563 multi-family units north of West Leland Road), approximately 257,500 square feet of commercial floor space (also north of West Leland Road), an 11.3-acre school/park site, approximately 117.7 acres of permanent hillside open space, and associated landscaped buffers, public and private roadways (including an extension of West Leland Road through the site), detention basin site, water tank site, and water pump station site.

CEQA includes a presumption against requiring any further environmental review once an EIR has been prepared and certified for a project. Section 21166 of the Public Resources Code provides that “no subsequent or supplemental environmental impact report shall be required by the lead agency or any responsible agency” unless one of three circumstances apply: 1) Substantial changes to the approved project will require major revisions to the certified EIR; 2) substantial changes occur with respect to the circumstances under which the approved project is being undertaken will require major revisions to the certified EIR, or 3) new information, that was not known and could not have been known at the time the EIR for the approved project was certified becomes available.

The factors used to evaluate whether a subsequent or a supplemental EIR should be prepared are set forth in CEQA Guidelines 15162 and 15163 and relate to whether “substantial changes” to the EIR are required. As identified in CEQA Guidelines Section 15162, substantial changes to the EIR are those that are required: 1) due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; 2) where mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or 3) where mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Section 15163 of the CEQA Guidelines provides that the City may choose to prepare a supplement to an EIR rather than a subsequent EIR if any of the conditions described in Section 15162 would require the preparation of a subsequent EIR, but only minor additions or changes would be necessary to make the previous EIR adequately apply to the project in the changed situation. Section 15163 further explains that:

1. The supplement to the EIR need contain only the information necessary to make the previous EIR adequate for the project as revised.
2. A supplement to an EIR shall be given the same kind of notice and public review as is given to a draft EIR under Section 15087.

3. A supplement to an EIR may be circulated by itself without recirculating the previous draft or final EIR.
4. When the agency decides whether to approve the project, the decision-making body shall consider the previous EIR as revised by the supplemental EIR. A finding under Section 15091 shall be made for each significant effect shown in the previous EIR as revised.

Based on the Initial Study prepared for the 2018 Project, the City determined that a supplemental EIR (SEIR) was appropriate. The Draft SEIR supplements the analysis presented in the 2004 EIR in accordance with applicable laws and regulations, including a description of the proposed modifications of the 2018 Project, as well as addressing any changed circumstances, and an evaluation of the potential to generate significant impacts not disclosed in the 2004 EIR. It contains sufficient information necessary to make the 2004 EIR adequate for the 2018 Project as revised.

An Initial Study was prepared to determine the issues that would require further study in the Draft SEIR and identify individual topical areas that were determined not to be significant and not warranting further review. The Initial Study found that the following topical areas may contain potentially significant environmental issues that were further analyzed in the Draft SEIR. These sections are as follows: Air Quality; Biological Resources; Greenhouse Gas Emissions; Noise; and Transportation.

Following the public review period, which is set to end on May 10, 2019, staff will prepare a final SEIR, which will be provided to the City Council for consideration of adoption prior to approval of the proposed project.

Public Notice: On or prior to May 4, 2019, in accordance with Government Code sections 65090 and 65091, and PMC section 18.14.020.A, B, C and D, a "Notice of Public Hearing," for the May 14, 2019, public hearing on this item was published in the East County Times; was posted at City Hall; 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 whose services might be affected by this project, and to individuals who had previously filed written request for such notice. The notice was also posted on www.nextdoor.com (Nextdoor) and was sent directly to all subscribed residents in the surrounding Nextdoor neighborhoods including: 1) Toscana; 2) Vista Del Mar; 3) Oak Hills South; 4) San Marco; and 5) San Marco Villas.

ANALYSIS:

Staff believes that the Commission can make the required findings to recommend City Council approval of the proposed project. In particular, staff believes the proposed project would promote a diversity of housing types and densities near the Pittsburg/Bay Point BART station. The development would also enhance the visual quality of the area by developing a long-standing vacant site. In addition, the proposed development would

potentially kick-start a new, large retail commercial development in the area, which residents west of Bailey Road have been requesting for several years.

The proposed rezoning would be consistent with the objectives, goals, and policies in the General Plan in that, among other reasons provided as part of the resolution, the project would: a) provide a variety of types of single-family residential units in an area accessible to transit and services; b) expand Pittsburg's housing diversity by providing higher-density single-family development on smaller lots; c) promote the development and intensification of the area near the Pittsburg/Bay Point BART Station as a neighborhood retail center by increasing the demand for retail and other amenities, while providing utility stub-outs to streamline future commercial development; d) encourage walking as a regular means of transportation due to the site's proximity to various amenities; e) provide a recreation area that is centrally located and within reasonable walking distance of all homes in the subdivision; f) provide sound walls along the northern site perimeter; and g) provide ten single-family homes with ADUs that would allow extended families to live near each other, increase the affordable and rental housing stock, and provide income assistance to homeowners.

The proposed project would 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 house models would feature an attractive architectural design characterized by a mixture of hipped and gable-end roofs with high-quality, composite tile roofing material; stucco siding with horizontal trim, and simulated stone veneer and/or horizontal lap siding; and windows with decorative wrought iron railings. The proposed project would also provide an attractive outdoor environment for residents. A variety of colorful, drought-tolerant landscaping would be provided, and a decorative, masonry sound wall with wall caps would be installed. Residential front yards would feature drought-tolerant plants and blooming street trees that would provide seasonal color throughout the subdivision.

Lastly, the proposed project would substantially conform to the applicable DRDGs for single-family development, particularly if conditions are added requiring the developer to: a) provide split face block walls with pilasters at intervals of 25 feet or less along West Leland Road; b) provide screening for utility boxes, transformers, backflow preventers, meters, and junction boxes; c) provide, as part of the options package for homebuyers, solar panels or an option offering pre-wiring for solar panels; d) proposed landscaping be required to meet the standards set forth in PMC Section 18.84.310; and e) provide cool roofs for reduction of heat island effect or installation of solar panels, consistent with DRDG sections 1.c, 2.b through 2.d, 2h, and 6.A.1 through 6.A.2, 6.A.4, and 6.A.6.

ACTION REQUIRED: Move to adopt Resolution No. 10121, recommending City Council approval of a general plan amendment, zoning map amendment, vesting tentative map, design review, and development agreement for the Alves Ranch Project, Planning Application No. 18-1348, subject to conditions.

ATTACHMENTS:

1. Proposed Resolution No. 10121
2. Exhibit A to Proposed Resolution – General Plan Land Use Map Amendment
3. Exhibit B to Proposed Resolution – Zoning Map Amendment
4. Exhibit C to Proposed Resolution – PD Plan
5. Exhibit D to Proposed Resolution – Fourth Amendment to Development Agreement
6. Project Plans
7. Vesting Tentative Map 9325
8. Preliminary Trash Pickup Plan
9. Project Location Map and Existing Conditions
10. Applicable General Plan Goals and Policies
11. Development Review Design Guidelines
12. Public Hearing Notice
13. Public Comments Received via email

****The 2004 EIR, 2018 Draft SEIR and Technical Appendices can be downloaded at www.ci.pittsburg.ca.us/alvesranch***

Prepared by: Jordan Davis, Project Planner

Attachment 1

BEFORE THE PLANNING COMMISSION OF THE CITY OF PITTSBURG

In the Matter of:

Resolution Recommending City Council	)	Resolution No. 10121
Approval of a General Plan Map	)	
Amendment, Rezoning, Vesting Tentative	)	
Subdivision Map, Development	)	
Agreement, and Design Review for a 346-	)	
Unit Single-Family Residential	)	
Subdivision, Along the North Side of West	)	
Leland Road, for the "Alves Ranch	)	
Development, AP-18-1348 (GP, RZ, VTM,	)	
DR, DA)."	)	

The Planning Commission DOES RESOLVE as follows:

Section 1. Background

- A. On June 18, 2018, Mandy Leung of William Lyon Homes, Inc., filed Planning Application No. AP-18-1348, requesting approval of: 1) a zoning map amendment rezoning the site from a combination of RH-P (High Density Residential with a Master Plan Overlay) and CO-P (Office Commercial with a Master Plan Overlay) Districts to PD (Planned Development) and CC (Community Commercial) Districts; 2) a new vesting tentative map subdividing the 57.81-acre site to allow for the construction of a 346-unit, single family development as well as a 12-acre commercial site; and 3) design review of architectural and landscape plans. The project site is located along the north side of West Leland Road, south of State Route 4. Assessor's Parcel Nos. 097-700-001; 097-700-002; and 097-700-005.
- B. The proposed project is governed by the applicable goals and policies of the Pittsburgh General Plan, the Pittsburgh Municipal Code (PMC), and the City's Design Review and Development Guidelines adopted by Planning Commission through Resolution No. 9864.
- C. In 2004, William Lyon Homes, Inc. and Alves Ranch, LLC, submitted a plan to develop approximately 293-acres as a residential and commercial subdivision, known as the Vista Del Mar development. The 2004 Vista Del Mar project anticipated approximately 1,100 housing units (spanning the north and south sides of West Leland Road), approximately 257,500 square feet of commercial floor space, an approximately 11.33-acre school/park site, approximately 117.68 acres of permanent hillside open space, associated landscaped buffers, public and private roadways, a detention basin, a water tank site, and a water pump station site (see Figure 1 below).

- D. On October 18, 2004, the City Council adopted Resolution No. 04-10168 certifying that the Final Environmental Impact Report (2004 FEIR) for the Vista Del Mar project (SCH # 2004012097) was prepared in accordance with the California Environmental Quality Act (CEQA) and the State CEQA Guidelines.
- E. On November 29, 2004, after having reviewed and considered the environmental documentation prepared for the Vista Del Mar project, the City Council adopted Resolution No. 04-10191, approving CEQA findings, adopting a Statement of Overriding Considerations, and a Mitigation and Monitoring and Reporting Program (MMRP) for the Vista Del Mar project.
- F. On December 6, 2004, the City Council adopted Ordinance No. 04-1230, rezoning the portion of the project located north of West Leland Road (Alves Ranch site) to CO-P (Commercial Office with a Master Plan Overlay) and RH-P (High Density Residential with a Master Plan Overlay) Districts; however, no specific master plan/development plan was adopted at that time. On the same night, the Council also approved a Development Agreement (Ordinance No. 04-1231) for the full Vista Del Mar project allowing development for up to 540 medium and high-density residential units, and no more than 20 acres of business commercial development.
- G. In August 2008, a master plan for development of the Alves Ranch site was proposed by the property owner. On January 20, 2009, the City Council adopted Ordinance No. 08-1312, approving the Alves Ranch Master Plan and an EIR addendum, which allowed for up to 560 housing units, a 0.6-acre recreational facility, and 221,500 square feet of commercial floor area on approximately 14 acres.
- H. Since adoption of the Alves Ranch Master Plan, the project proposal for the site has been further refined based on current market conditions, as well as the desire of residents for additional retail commercial opportunities within the area of the City west of Bailey Road.
- I. On November 7, 2017, the proposed project was discussed by the Land Use Subcommittee. The Subcommittee was generally supportive of the modifications proposed, including an amendment to the previous affordable housing requirement specified within the development agreement in exchange for reduced density, retail commercial acreage instead of office commercial, and prioritization of development of the commercial portion of the project.
- J. On August 21, 2018, the Planning Commission held a public hearing to consider the project (which did not include a general plan map amendment or development agreement amendment at the time) and voted 3-1 to recommend approval of the proposed project.

- K. On September 4, 2018, prior to a public hearing before the City Council, the applicant requested the project be continued, in order to allow the developer to refine and bolster the environmental documentation.
- L. Following that meeting, the applicant modified their planning application to include a general plan amendment to ensure the general plan land use designations matched the proposed zoning, and a minor amendment to the existing DA was drafted to require provision of a retail commercial area with an approximately 40,000 square foot grocery store. The proposed DA amendment would also require the developer “stub out” utilities for the commercial portion of the project and pay a penalty should the commercial portion of the property not be developed within five years.
- M. Pursuant to PMC section 17.16.100, an applicant may request that two or more applications for separate discretionary approvals, including zoning amendments under Title 18 of this Code, requested or required in conjunction with a project be consolidated.
- N. Under Government Code section 65358, the legislative body of a local government agency may amend its general plan, in whole or in part, if it finds that the amendment would be in the public interest. No more than four general plan amendments to each required element may be adopted within one calendar year. For the 2019 calendar year, the City Council has not adopted any amendments to the General Plan Land Use Element to date.
- O. The California Government Code and PMC identify the Planning Commission as the advisory body to the City Council on amendments to the general plan. Government Code section 65353(a) requires that the Commission conduct at least one public hearing prior to making its recommendation on a proposed general plan amendment.
- P. PMC section 18.16.020 identifies the Planning Commission as the advisory body to the City Council on proposed zoning changes, and requires that the Commission determine, prior to making its recommendation, that:
 - 1. the change proposed is consistent with the objectives, policies, general land uses and programs specified in the General Plan and applicable specific plan;
 - 2. a community need is demonstrated for the change proposed; and
 - 3. its adoption will be in conformity with public convenience, general welfare and good zoning practice.
- Q. Pursuant to City Council Resolution No. 96-8371, the Planning Commission must make a recommendation on a development agreement prior to City Council

consideration. The City Council may adopt the ordinance approving a development agreement if it finds that:

1. the development agreement is consistent with the General Plan and any applicable specific plan; and
2. the development agreement will promote the public health, safety, and general welfare.

R. PMC section 17.12.010 identifies the Planning Commission as the advisory body to the City Council on proposed tentative maps when consolidated with one or more applications for other approvals which are subject to final approval by the City Council. In order to recommend City Council approval of a vesting tentative map, the Commission must determine, in accordance with PMC section 17.20.060(c), that:

1. the proposed map is consistent with the general plan and any applicable specific plan, or other applicable provision of PMC;
2. the site is physically suitable for the type of development;
3. the site is physically suitable for the proposed density of development;
4. the design of the subdivision or the proposed improvements will not cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat;
5. the design of the subdivision or the type of improvements will not cause serious public health problems; and
6. the design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of property within the proposed subdivision.

S. Pursuant to PMC section 18.36.230, the Planning Commission shall discuss the application for design review approval and integrate it with the land use approval process applicable to the project. In order to recommend design review approval (pursuant to the direction of PMC 18.36.230), the Commission must determine, in accordance with PMC section 18.36.220.B, that:

1. 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;
2. the structure will be protected against exterior and interior noise, vibrations and other factors that may tend to make the environment less desirable;

3. 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;
 4. the structure is in harmony with proposed developments on land in the general area; and
 5. the application conforms with the criteria set forth in any applicable City adopted design guidelines.
- T. The proposed project is subject to the California Environmental Quality Act (CEQA), and the State CEQA Guidelines (Public Resources Code section 21080). Pursuant to the provisions of the State CEQA Guidelines, and specifically, Guidelines Section 15163 the City may choose to prepare a supplement to an EIR rather than a subsequent EIR if any of the conditions described in Section 15162 would require the preparation of a subsequent EIR, but only minor additions or changes would be necessary to make the previous EIR adequately apply to the project in the changed situation. Section 15163 further explains that:
1. The supplement to the EIR need contain only the information necessary to make the previous EIR adequate for the project as revised.
 2. A supplement to an EIR shall be given the same kind of notice and public review as is given to a draft EIR under Section 15087.
 3. A supplement to an EIR may be circulated by itself without recirculating the previous draft or final EIR.
 4. When the agency decides whether to approve the project, the decision-making body shall consider the previous EIR as revised by the supplemental EIR. A finding under Section 15091 shall be made for each significant effect shown in the previous EIR as revised.
- U. On or prior to May 4, 2019, in accordance with Government Code sections 65090 and 65091, and PMC section 18.14.020.A, B, C and D, a "Notice of Public Hearing," for the May 14, 2019, public hearing on this item was published in the East County Times; was posted at City Hall; 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 whose services might be affected by this project, and to individuals who had previously filed written request for such notice. The notice was also posted on www.nextdoor.com (Nextdoor) and was sent directly to all subscribed residents in the surrounding Nextdoor neighborhoods including: 1) Toscana; 2) Vista Del Mar; 3) Oak Hills South; 4)

San Marco; and 5) San Marco Villas.

- V. On May 14, 2019, the Planning Commission held a public hearing on Planning Application No. AP-18-1315 (GP, RZ, VTM, DR, DA), at which time oral and/or written testimony was considered.

Section 2. Findings

- A. Based on the Planning Commission staff report entitled, “Alves Ranch Project, AP-18-1315 (GP, RZ, VTM, DR, DA),” dated May 14, 2019, 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 public hearing, the Planning Commission finds that:
1. All recitals above are true and correct and are incorporated herein by reference.
 2. Based on the Initial Study prepared for the 2018 Project, the City determined that a supplemental EIR (SEIR) was appropriate. The Draft SEIR supplements the analysis presented in the 2004 EIR in accordance with applicable laws and regulations, including a description of the proposed modifications of the 2018 Project, as well as addressing any changed circumstances, and an evaluation of the potential to generate significant impacts not disclosed in the 2004 EIR. As part of this recommendation, the Planning Commission has independently reviewed and considered the information contained therein.

General Plan:

3. The proposed amendments to the General Plan are in the public interest, in that the proposed land use change will facilitate quality residential development, promote the use of a long-standing vacant site, help facilitate commercial development west of Bailey Road, help the City maintain a compact urban form, and promote a diversity of housing types and densities near the Pittsburg/Bay Point BART Station. The development will also enhance the visual quality of the area and increase the number of residents within the area that naturally monitor the streetscape and one another, enhancing community safety.

Rezoning:

4. The proposed rezoning is consistent with the objectives, policies, general land uses, and programs specified in the General Plan, in that:
 - a. The project will be developed on an infill site, thereby helping the

City maintain a compact urban form (Goal 2-G-1).

- b. The project will provide higher-density single-family residential units in an area near public transit (Goal 2-G-4). The project site is within a half-mile distance of the Pittsburg/Bay Point BART Station and directly adjacent to two bus stops located near the intersection of Alves Ranch Road and West Leland Road.
- c. The project will expand Pittsburg's housing diversity by providing higher-density single-family development on smaller lots ranging from approximately 1,686 to 4,645 square feet, with a variety of traditional detached units, alley-loaded detached units, and attached "duet-style" units (Goal 2-G-5 and Housing Goal G-1).
- d. The project will utilize a Planned Development (PD) zoning, in part, to achieve a high-quality design outcome (Policy 2-P-5).
- e. The project will provide an 34,848-square-foot recreation area, complete with a bocce court, basketball court, BBQs, and seating areas as a community amenity within the planned development (Policy 2-P-6). A condition of approval will require the developer also install a covered seating area and waste receptacles.
- f. The project will pay its share of the costs for the construction of facilities needed to serve the development (Policy 3-P-1, 3-P-13, and 7-P-2). It will comply with conditions of approval requiring payment of the Facilities Reserve Charge, Local Traffic Mitigation Fee (LTMF), and Regional Transportation Development Impact Mitigation Fee (RTDIM) in accordance with the PMC.
- g. The project will be built in an area where public facilities and infrastructure are already available (Policy 3-P-1).
- h. The existing transportation system has adequate capacity to accommodate the proposed development (Policy 3-P-2). Residents of the proposed development will have multiple transportation options available to them as the site is located near BART, Tri-Delta Transit, and bicycle lanes.
- i. A traffic impact study was prepared as part of the project. An updated Trip Generation Analysis and revised Site Access and Circulation Assessment was prepared as part of the proposed project to ensure the proposed project is consistent with the previously prepared traffic impact study (Policy 3-P-5).
- j. The project will provide safe and contiguous routes for pedestrians

and bicyclists (Policy 3-P-17, 7-P-34, and 7-P-40). While a Class II bicycle facility exists along the project frontage, as part of the proposed project, the developer has proposed a combination of a Class I bicycle facility and temporary path along the southern boundary of the project site, connecting to existing sidewalks on either side. In addition, a condition of approval will require the developer provide a separate Class I trail at a point along the eastern boundary of the site, which will potentially connect to a future Class I trail across the vacant parcel to the east.

- k. The project will encourage walking as a regular means of transportation due to the site's proximity to various amenities (Goal 7-G-15). The project site is within a half-mile distance of BART, existing commercial opportunities along Bailey Road and San Marco Boulevard, Ray Giacomelli Park, and a future Mt. Diablo Unified School District school site. In addition, the project will designate an approximately 12-acre commercial parcel, which, when developed, will allow for additional commercial opportunities within walking distance of the proposed development, but also existing developments in the area, further encouraging walking as a means of transportation in the area.
- l. The project will provide an approximately 0.8-acre recreation area that is centrally located and within reasonable walking distance of all homes in the subdivision (Policy 8-P-2).
- m. The project will equitably share the costs associated with providing water and wastewater services to the subdivision through payment of the Pittsburg Facilities Reserve Charge (Policy 11-P-7 and 11-P-18).
- n. The project will provide sound walls adjacent to all homes along the northern perimeter of the site to help ensure interior noise levels do not exceed 45 dB CNEL (Policy 12-P-6).
- o. The project site being rezoned is vacant, underutilized, and deemed appropriate for residential use given its proximity to parks, transit, and commercial amenities (Housing Element Policy P-1.1 B).
- p. The project will provide market-rate housing and increase demand for economic activity in nearby shopping centers (Housing Policy P-1.2).
- q. The project will provide at least ten single-family homes with accessory dwelling units that will allow extended families to live

near each other, increase the affordable and rental housing stock, and provide income assistance to homeowners (Housing Policy P-1.5).

- r. The project will help attain the City's Regional Housing Needs Allocation for moderate and above-moderate income households (Policy P-1.6).
 - s. The project will comply with conditions of approval requiring construction of quality home designs to ensure future residents will enjoy an attractive living environment (Housing Goal G-5 and Policy P-5.1).
5. There is a community need for the proposed zoning change, in that the amendment will facilitate occupancy of a long-standing vacant site in accordance with the City's housing goals calling for development of a variety of housing types, densities, and prices to balance the City's housing stock and to meet Pittsburgh's regional fair share housing needs for people of all income levels. Providing 346 small-lot, market-rate and above residential units along with multiple accessory units which are determined to be affordable by design at the site will provide diverse housing options for residents and create an opportunity for more residents to utilize the Pittsburgh/Bay Point BART Station and other public transit opportunities.
6. The proposed zoning amendment will be in conformity with public convenience, general welfare, and good zoning practice, in that the amendment will facilitate development of a long-standing vacant site, which could help to eradicate existing problems that come with vacant sites, such as illegal dumping and loitering. Additionally, the proposed project will add additional residents to the area who may frequent the established and potential commercial uses envisioned in the area. In addition, the site's proximity to both the Pittsburgh/Bay Point BART Station and two existing bus routes presents an opportunity for more residents to utilize public transit opportunities.

Subdivision:

7. The proposed vesting tentative subdivision map is consistent with the proposed General Plan land use designations of Community Commercial and Medium Density Residential.
8. The project site is physically suitable for the type of development proposed in that the site is relatively flat, vacant, and surrounded by existing infrastructure, minimizing the amount of work and investment needed to extend utilities and services to the site.

9. The project site is physically suitable for the proposed density of development, in that the site is flat, vacant, and surrounded by existing, established development. Further, the site is located within one-half mile of the Pittsburg/Bay Point BART Station and adjacent to two existing bus routes, making it an appropriate location for a medium-density residential development, as defined by the City's General Plan.
10. The design of the proposed subdivision and accompanying improvements will not cause substantial environmental damage or substantially and unavoidably injure fish or wildlife or their habitat, in that the project will comply with the applicable mitigation measures identified in the 2004 Vista Del Mar EIR (SCH # 2004012097) and the Draft Supplemental EIR.
11. The design of the subdivision and type of improvements proposed will not cause serious public health problems. Site improvements have been, or shall be required to be, designed to meet City standards, as detailed in the conditions of approval. The residential project does not involve heavy manufacturing or other industrial uses that might generate high levels of pollution emissions, and the site is not located in close proximity to any stationary source polluters. Additionally, a mitigation measure requiring the developer implement an alternative form of ventilation for all proposed residential units within 200 feet of the centerline of West Leland Road, and within 400 feet of the centerline of SR-4, has been made a condition of approval have been added to address potential mobile source polluters.
12. The design of the subdivision and type of improvements will not conflict with easements, acquired by the public at large, for access through or use of the property within the proposed subdivision, in that there are no existing public access easements on the site. The proposed map does include a new public street that will connect the development to existing public roadways, and the new street will be of sufficient width to accommodate automobile and emergency vehicle access into and around the site.

Design Review:

13. The proposed project 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, in that the proposed house models feature an attractive architectural design characterized by a mixture of hipped and gable-end roofs with high-quality, composite shingle roofing material; stucco siding with horizontal trim, corbels, and simulated stone veneer; and articulated front porch entryways. The proposed project will also provide an attractive outdoor environment for residents. The developer will install a variety of

colorful, drought-tolerant landscaping within common areas and outside of homes, and a condition of approval will require a decorative, masonry sound wall with wall caps designed to mimic the existing sound wall along the south side of West Leland Road, adjacent to the Vista Del Mar project. Residential front yards will feature drought-tolerant plants and blooming street trees that will provide seasonal color throughout the subdivision.

14. The proposed project will be protected against exterior and interior noise, vibrations and other factors which may tend to make the environment less desirable, in that the project will be built to standard building codes that dictate maximum noise levels for the interiors of residential units. The developer will also be required to install a sound wall along the northern or southern property lines of residential lots nearest West Leland Road or State Route 4, as applicable.
15. The exterior design of the proposed project is not of inferior quality as to cause the nature of the neighborhood to materially depreciate in appearance and value. Rather, the proposed project will enhance the neighborhood's appearance and value, in that it will result in a highly attractive environment utilizing a variety of compatible house and front yard landscape designs. The Alves Ranch Project will add value to the community by attracting additional residential and commercial investment in the area.
16. The proposed project is in harmony with proposed developments on land in the general area, in that the home designs are intended to complement the existing Vista Del Mar project to the south.
17. The proposed project will substantially conform to the applicable Development Review Design Guidelines (DRDG, Planning Commission Resolution No. 9864) for single-family development if conditions are added requiring the developer to: a) provide split face block walls with pilasters at intervals of 25 feet or less along West Leland Road; b) provide screening for utility boxes, transformers, backflow preventers, meters, and junction boxes; c) provide, as part of the options package for homebuyers, solar panels or an option offering pre-wiring for solar panels; d) proposed landscaping be required to meet the standards set forth in PMC Section 18.84.310; and e) provide cool roofs for reduction of heat island effect or installation of solar panels, consistent with DRDG sections 1.c, 2.b through 2.d, 2h, and 6.A.1 through 6.A.2, 6.A.4, and 6.A.6.

Development Agreement:

18. The proposed development agreement amendment is consistent with the General Plan, specifically Housing Element Policy P-1.5, in that it will require the construction of ten accessory dwelling units which will allow

extended families to live near each other, increase the City's affordable housing stock, and provide opportunities for homeowners to generate additional income, and General Plan policies 8-P-1, 8-P-2, 8-P-11, in that it requires payment of fees to help the City meet its park and recreation facility standards.

19. The proposed development agreement will promote the public health, safety, and general welfare in that it requires the developer to pay a requisite fees in place at the time the original Development Agreement was executed.
- B. The Staff Report entitled, ""Alves Ranch Project, AP-18.1315 (GP, RZ, VTM, DR, DA)," dated May 14, 2019, is referenced hereto as additional support for findings.

Section 3. Decision

Based on the findings and the authority set forth above, the Planning Commission hereby recommends that the City Council adopt an ordinance and resolution to:

- A. Amend General Plan Figure 2-2 (Land Use Diagram) to change the land use designation of the properties described in section 1.A above, from a combination of 'Business Commercial' and 'High Density Residential' to 'Community Commercial' and 'Medium Density Residential' as substantially presented in Exhibit A of this resolution, as well as modify other Land Use Element tables and charts as necessary to reflect the change in land use acreages and maintain internal consistency with the General Plan document;
- B. Amend the Zoning Map, as referenced in Pittsburg Municipal Code, Title 18 (Zoning Ordinance) section 18.04.020, to change the zoning of the properties described in section 1.A above, from a combination of 'CO-P' and 'RH-P' Districts to 'CC' and 'PD' District as substantially presented in Exhibit B of this resolution;
- C. Adopt a PD Plan with specific land use and development regulations, as substantially presented in Exhibit C of this resolution.
- D. Approve a development agreement amendment as substantially presented in Exhibit D of this resolution;
- E. Approve Vesting Tentative Map 9325 subdividing the properties described in section 1.A above into 346 lots for single-family homes, a 12-acre commercial parcel, as well as other incidental parcels, subject to the conditions as substantially presented below; and
- F. Approve design review of the accompanying architectural and landscape plans, subject to the conditions as substantially presented below.

General Conditions:

1. The project shall be constructed in substantial conformity with the Vesting Tentative Map and Project Plans, date stamped July 23, 2018, except as hereinafter may be modified. Any major changes to the project plans shall be subject to review and approval by the Planning Commission at the City Planner's discretion.
2. Final plot plans shall be consistent with the approved PD Plan and in substantial conformity with the approved project plans. Minor plot plan rearrangements may be made subject to review and approval by the Planning Division. Final plot plans shall not result in two side by side lots having the same plan, elevations, and color adjacent to each other. Developer plans reflect that there are:
 1. Three plan types, three elevation styles for each plan and 12 color schemes for Neighborhood C;
 2. Three plan types, three elevation styles for each plan and 12 color schemes for Neighborhood D1 & D2; and
 3. Two plan types, three elevation styles for each plan and 12 color schemes for Neighborhood A1 & A2.
3. Prior to issuance of a building permit, the developer shall record the 2018 Amendment to the Development Agreement, which has been placed in an escrow account.
4. To the extent that the terms of any development agreement approved by the City Council are in conflict with the conditions of this Vesting Tentative Map approval, the provisions of the Development Agreement shall prevail.
5. Developer shall provide all new home buyers in the Alves Ranch development with a prepaid transit card (e.g. Clipper Card) preloaded with at least twenty dollars (\$20.00) (one card per home), as well as a welcome packet containing information on BART commuter tax benefits and 511 Contra Costa County Ride Matching Assistance, carpool/vanpool incentives. In the event these programs are discontinued at any point, developer shall work with the City to identify other resources and incentives and provide information to home buyers.

2004 EIR Mitigation Measures: *The developer shall comply with all applicable Mitigation Measures (MM) identified within the Environmental Impact Report (EIR) certified by the City Council on October 18, 2004, including but not limited to the following:*

6. Mitigation 5-1: To minimize the degree of project-specific adverse impact on the visual character and quality of the project site, the project shall include an overall layout and grading plan, and associated set of design standards and controls for grading, creekway and landform protection, individual site and architectural

design (including individual custom lot architectural design), common and private landscaping, public and private roadways, and light and glare (including outdoor lighting), which to the satisfaction of the Pittsburg Planning Commission, as determined through the City's design review process, will sufficiently minimize the degree of adverse impact on the general visual character of the project site. Based upon related land use and urban design goals and policies set forth in the City of Pittsburg General Plan and General Plan EIR, these project design refinements should include some combination of the following:

- Incorporate natural creeks and open space amenities into the design of project residential neighborhoods (in keeping with GP goals and policies 2-P-26, 2-P-89, 4-G-4, 4-P-9).
- Plant trees and other vegetation along West Leland Road and other project collector and arterial roadways in order to maintain the sense of "rural" open space at the City's southern boundary (in keeping with GP policy 4-P-6).
- Use irregular planting on graded slopes to achieve a natural appearance (in keeping with GP policy 4-P-27).
- Incorporate a selected combination of the above design refinements into the final design and title provisions for the project that, to the satisfaction of the Planning Commission as determined through the City's normal design review and approval process, will sufficiently reduce the adverse visual impacts of the project.

7. Mitigation 5-2: In addition to those listed under Mitigation 5-1, at later phases of the project (when detailed, design level applications are submitted for areas north of West Leland Road), incorporate the following design refinements into the project to the satisfaction of the Planning Commission:

- Ensure that proposed residential development in the project-designated High-Density Residential area is oriented with the lowest building heights adjacent to Highway 4, and set back from the edge of Highway 4 sufficiently to mitigate visual impacts (in keeping with GP goal 2-P-87).
- As part of the subsequent development review process, limit building heights and massing in the designated Business Commercial area and/or maintain visual separations within the area, sufficient to preserve through views of the hills from Highway 4 and the Bay Point community north of Highway 4 (in keeping with GP policy 4-P-3).
- Emphasize beautification of the Highway 4 corridor in project landscape plans through a sensitive combination of highway edge landscaping and significant view corridor preservation (in keeping with GP Goal 4-G-12).
- Ensure that adequate landscaping is placed along the outer edge (northern side) of the SR 4 sound wall (2008 Addendum).

8. Mitigation 8-1: As required by State SB 221, prior to City approval of a final map for the proposed project, the City of Pittsburg Community Development

Department shall undertake a subsequent water supply analysis, which shall describe the citywide water supply situation at that future time (including valid water rights, infrastructure financing, permits, and approvals), including the status of (i.e., City progress on) current City studies and plans for expanding its reclaimed water program and conservation efforts and finding opportunities for future short-term water purchases. As required by SB 221, no final map shall be approved for the project until the City concludes, based on a written verification prepared in compliance with SB 221 and on the availability of other water supplies, as demonstrated by substantial evidence in the record, that sufficient water will be available to serve the proposed project needs, in addition to existing and planned future uses, during normal, single dry, and multiple dry years within a 20-year projection.

The project applicant shall also be required to comply with all applicable current and future City of Pittsburgh water demand performance standards, including standards included in the City of Pittsburgh Urban Water Management Plan, the City's reclaimed water project, and the City's water conservation program.

9. Mitigation 8-3: As a condition of Tentative Subdivision Map approval, the applicant shall: (1) comply with applicable per-unit conveyance system fees levied by DDS&D, and (2) demonstrate to the satisfaction of the DDS&D and the City Engineer that DDS&D sewage treatment capacity will be adequate to serve the development. This requirement shall be met through preparation of a sewage treatment adequacy evaluation in coordination with and to the satisfaction of the City Engineer. No project development requiring sewage treatment service beyond the 1,218-ERU total anticipated by the DDS&D shall be allowed until adequate sewage treatment capacity is demonstrated as required by this mitigation measure.
10. Mitigation 8-4: Implement Mitigation 8-3 above.
11. Mitigation 9-1: Provide an onsite storm water detention facility and maintenance program sufficient to permanently reduce peak rates of runoff into the east highway culvert, in accordance with adopted design and maintenance criteria (see details below), and subject to the approval of Caltrans, the CCCFCWCD, and the City Engineer. The project east highway culvert detention basin and all discharge structures shall be dedicated to a maintenance assessment district, in which future project property owners would be responsible for the facility's long-term maintenance.
12. Mitigation 9-2: The developer would be responsible for design and construction of all improvements within the appropriate any modifications required to also increase the volume of onsite detention storage), as may be identified by CCCFCWCD, based on their review of the hydrology report.

The applicant shall also pay all applicable drainage fees, as determined by the

CCCFCWCD (see details below). The project's Area 48B drainage fees would be used to fund construction of the proposed downstream drainage improvements. If the fees are not sufficient to cover the cost of these improvements, all additional costs would be paid by the applicant under the terms of a development agreement with the CCCFCWCD. This agreement would provide for repayment of these extra costs as additional fees are collected on future development projects, under the terms of the Flood Control District's reimbursement policy.

13. Mitigation 8-5: Implement mitigation measures identified in chapter 7, Traffic and Circulation, of this EIR to reduce the impacts on project-related traffic on West Leland Road and other local roads. In addition, require Police Department review and approval of project-proposed emergency access provisions prior to Tentative Subdivision Map approval. Implementation of these measures would reduce project impacts on emergency response and evacuation to a less-than-significant level.
14. Mitigation 8-6: As a condition of Tentative Subdivision Map approval, require (a) CCCFPD review and approval of the proposed Tentative Subdivision Map, (b) demonstration by the applicant that the project complies with all applicable City and CCCFPD road design and emergency access standards, and (c) installation of necessary access roads for each project phase, as determined by the CCCFPD, prior to building construction. Implementation of these measures would reduce this impact to a less-than-significant level.
15. Mitigation 8-8: To the satisfaction of the City, require the project applicant to comply with the park dedication requirements of chapter 17.32 of the City's Municipal Code.
16. Mitigation 9-1: Provide an onsite storm water detention facility and maintenance program sufficient to permanently reduce peak rates of runoff into the east highway culvert, in accordance with adopted design and maintenance criteria (see details below), and subject to the approval of Caltrans, the CCCFCWCD, and the City Engineer. The project east highway culvert detention basin and all discharge structures shall be dedicated to a maintenance assessment district, in which future project property owners would be responsible for the facility's long-term maintenance.
17. Mitigation 9-2: The developer would then be responsible for design and construction of all improvements within the appropriate sections of Drainage Area 48B, Lines B and B 1 (as well as for any modifications required to also increase the volume of onsite detention storage), as may be identified by CCCFCWCD, based on their review of the hydrology report.

The applicant shall also pay all applicable drainage fees, as determined by the CCCFCWCD (see details below). The project's Area 48B drainage fees would

be used to fund construction of the proposed downstream drainage improvements. If the fees are not sufficient to cover the cost of these improvements, all additional costs would be paid by the applicant under the terms of a development agreement with the CCCFCWCD. This agreement would provide for repayment of these extra costs as additional fees are collected on future development projects, under the terms of the Flood Control District's reimbursement policy.

18. Mitigation 9-3: In accordance with National Pollution Discharge Elimination System (NPDES) regulations, prepare a Storm Water Pollution Prevention Plan (SWPPP) consistent with State and RWQCB design standards, for implementation throughout project construction to control erosion on the project site, subject to the approval of the City Engineer.
19. Mitigation 9-4: To help reduce the long-term accumulation of non-point source pollutants from the project within downstream surface waters, incorporate long-term source control and pre-discharge treatment measures into the Storm Water Pollution Prevention Plan (SWPPP) described in Mitigation 9-3 above, in accordance with Municipal Regional Stormwater Permit Order No. R2-2015-0049 NPDES No. CAS612008, subject to the approval by the City Engineering Division.
20. Mitigation 10-1: The project geotechnical engineer shall prepare a final design-level project geotechnical study subject to review and approval by an independent engineering geologist retained by the City at applicant expense. The review shall evaluate if the study and all of its conclusions are consistent with generally accepted geotechnical engineering practice and in agreement with the approved site development plan. Relevant provisions of the geotechnical study shall be incorporated into project grading and site preparation plans. All earthwork and site preparation shall be performed under the direct supervision of a State-certified geotechnical engineer or these measures to the satisfaction of the independent engineering geologist and the City Engineer would reduce this potential impact to a less-than-significant level.
21. Mitigation 10-4: The City and its independent engineering geologist shall closely evaluate all project proposals for the construction of slopes in particular cut slopes steeper than three-to-one, to prevent future slope failures that could damage existing homes/project improvements or require slope repairs at the expense of the West Pittsburg GHAD. If the stability of these proposed slopes can be independently confirmed, implement the construction measures recommended in the project geotechnical study. If the slopes stability cannot be confirmed redesign the slopes to achieve a flatter more sustainable gradient. Implementation of this measure to the satisfaction of the City-retained independent engineering geologist and City Engineer would reduce this potential impact to a less-than-significant level.

22. Mitigation 10-6: Specification for site development shall include mandatory phasing for construction of site improvements as recommended by the project geotechnical engineer if settlement monitoring indicates that long-term settlement within individual fill areas could eventually exceed allowable amounts and damage or otherwise limit the usefulness of buildings or other improvements. Implementation of this measure to the satisfaction of the City retained engineering geologist and City Engineer would reduce this potential impact to a less than significant level.
23. Mitigation 10-7: In addition to the observation of all cut and fill slope construction the project geotechnical engineer shall inspect and certify that any expansive soils underlying individual building pads and all roadway subgrades have been either removed or amended in accordance with City-approved construction specifications. If expansive soils are not fully remediated on each lot and in the area of all public and private improvements at the time of site development the project geotechnical engineer shall make site-specific recommendations for grading, drainage, installation of foundation design, the addition of soil amendments and or the use of imported non-expansive fill materials as may be required to fully mitigate the effects of weak or expansive soils and prevent future damage to project improvements. Following review and approval by the City-retained independent engineering geologist and City Engineer (see Mitigation 10-1) these recommendations shall be incorporated into a report to be included with each building permit application and with the plans for all public and common-area improvements.
24. Mitigation 10-8: Specification for site development shall include a protocol for verifying that adequate protection has been provided for all foundations and underground utilities that could be damaged by corrosive soils. The project civil engineer shall be responsible for implementation of this protocol with final approval by the City Engineer. Implementation of this measure would reduce this potential impact to a less-than-significant level.
25. Mitigation 10-9: Prepare an erosion control plan subject to City approval and implement the plan during construction. The plan shall provide for long-term stabilization of all exposed soils upon the completion of project development. Implementation of this measure would reduce this potential impact to a less than significant level.
26. Mitigation 10-10: Educational materials that discourage overwatering in landscaped areas shall be furnished to all future lot owners at the time of purchase and periodically thereafter (perhaps by inclusion with water or tax bills), as part of an effort to control groundwater seepage.
27. Mitigation 10-12: Require project annexation to the West Pittsburgh Geologic Hazard Abatement District (GHAD) in order to adequately address the special circumstances and long-term geotechnical maintenance needs associated with development in areas of potential geologic instability. The existence of and the

responsibilities attached to project inclusion in the GHAD shall be clearly disclosed to all purchasers of property within the project site. In addition, all risks and liabilities associated with the ownership of project land in the vicinity of potentially unstable slopes shall be fully explained to potential buyers at the time of purchase. Implementation of these measures to the satisfaction of the City-retained engineering geologist and City Engineer would this potential impact to a less than significant level.

28. Mitigation 12-1: Require that a qualified archaeologist be retained at applicant expense to monitor project-related onsite excavation. In the event that subsurface cultural resources are uncovered during approved ground-disturbing activities, work in the immediate vicinity shall be halted immediately and the retained archaeologist shall evaluate the finds and make a determination in regard to the cultural value of the discovery and warranted mitigation measures. Such preliminary field inspection may demonstrate the need for some form of additional subsurface testing (e.g., excavation by auger, shovel, or backhoe unit). The discovery or disturbance of any significant cultural resources should be reported to the California Historical Resources Information System (CHRIS). The discovery of any Native American cultural resources shall also be reported to the Native American Heritage Commission. If a significant archaeological resource is identified through this field inspection process, the City and project proponent shall seek to avoid damaging effects to the resource. Preservation is the preferred manner of mitigating impacts to an archaeological site. When in-place mitigation is determined by the City to be infeasible, a mitigation program, including measures set forth in sections 15064.4 and 15126.4 of the CEQA Guidelines, shall be implemented. Specifically, a data recovery plan, which makes provisions for adequate recovery of the scientifically consequential information about the site, shall be prepared prior to any additional excavation being undertaken. The plan shall be submitted to the California Historical Resources Regional Information Center (i.e., the NWIC at Sonoma State University). If Native American artifacts are indicated, the plan shall also be submitted to the Native American Heritage Commission (NHAC). Identified cultural resources should be recorded on State Department of Parks and Recreation form DPR 422 (archaeological sites). The data recovery plan should be finalized as necessary to incorporate any mitigation additions or revisions recommended by these two groups and/or required by the City. If human remains are found, special rules set forth in State Health and Safety Code section 7050.5 and CEQA Guidelines section 15126.4(b) shall apply. The identified mitigations shall be undertaken to City satisfaction, if necessary, prior to resumption of grading activities.

A data recovery plan and data recovery shall not be required if the City determines that testing or studies already completed have adequately recovered the necessary data, provided that the data are available for review at the California Historical Resource Regional Information Center [CEQA Guidelines section 15126.4(b)].

2019 SEIR Mitigation Measures: The developer shall comply with all applicable Mitigation Measures (MM) identified within the Supplemental Environmental Impact Report (SEIR) certified by the City Council on _____, including but not limited to those specified below. In the event there is a conflict between the final Mitigation Monitoring and Reporting Program (MMRP), and the mitigation measure shown below, the more preventive requirements shall apply.

29. MM AIR-1: *Implement BAAQMD Best Management Practices During Construction.* The following text is a refinement of MM 15-1 from the 2004 Final EIR. The text is updated to reflect current BAAQMD best practices. The following Best Management Practices (BMPs), as recommended by BAAQMD, shall be included in the project design and implemented during construction:

- All active construction areas shall be watered at least three times per day.
- All exposed non-paved surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and access roads) shall be watered at least three times per day and/or non-toxic soil stabilizers shall be applied to exposed non-paved surfaces.
- All haul trucks transporting soil, sand, or other loose material off-site shall be covered and/or shall maintain at least 2 feet of freeboard.
- All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
- All vehicle speeds on unpaved roads shall be limited to 15 miles per hour.
- All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
- Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of CCR). Clear signage regarding idling restrictions shall be provided for construction workers at all access points.
- All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
- The prime construction contractor shall post a publicly visible sign with the telephone number and person to contact regarding dust complaints. The City of Pittsburg and the construction contractor shall take corrective action within 48 hours. BAAQMD's phone number shall also be visible to ensure compliance with applicable regulations.

30. MM AIR-2: *Use Construction Equipment That Meets Tier 3 Off-road Emission Standards.* During construction activities, all off-road equipment with engines greater than 50 horsepower shall meet either EPA or ARB Tier 3 Final off-road

emission standards. The construction contractor shall maintain records concerning its efforts to comply with this requirement, including equipment lists. Off-road equipment descriptions and information may include but are not limited to equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, and engine serial number.

31. MM BIO-1a: *Burrowing Owl*. No more than 30 days prior to the first ground-disturbing activities, the project applicant shall retain a qualified biologist to conduct a preconstruction survey on the project site. The survey shall establish the presence or absence of western burrowing owl and/or burrows, and evaluate any use by owls in accordance with applicable CDFW survey guidelines.

On the portion of the project site where the ground disturbing activity is proposed, the biologist shall survey the proposed disturbance footprint and a 500-foot radius from the perimeter of the proposed footprint to identify whether any burrows and/or owls are present. Adjacent areas on the project site that are not being proposed for ground disturbance need not be surveyed. The survey shall take place near the sunrise or sunset in accordance with applicable CDFW guidelines. All burrows or burrowing owls (if any) shall be identified and mapped. During the breeding season (February 1–August 31), surveys shall document whether burrowing owls (if any) are nesting on or directly adjacent to disturbance areas. During the non-breeding season (September 1–January 31), surveys shall document whether burrowing owls (if any) are using habitat on or directly adjacent to any disturbance area. Survey results shall be valid only for the season during which the survey is conducted.

If burrowing owls are not discovered during the above-described preconstruction surveys, or if burrows are identified but are inactive, further mitigation is not required.

If burrowing owls are observed during the pre-construction surveys, the project applicant shall perform the following measures to limit the impact on the burrowing owls:

- Avoidance shall include establishment of a 160-foot non-disturbance buffer zone. Construction may occur during the breeding season if a qualified biologist monitors the nest and determines that the birds have not begun egg-laying and incubation, or that the juveniles from the occupied burrows have fledged. During the non-breeding season (September 1- January 31), the project proponent shall avoid the owls and the burrows they are using, if possible. Avoidance shall include the establishment of a 160-foot non-disturbance buffer zone.
- If it is not possible to avoid occupied burrows, passive relocation shall be implemented. Owls shall be excluded from burrows in the immediate impact zone and within a 160-foot buffer zone by installing one-way doors

in burrow entrances. These doors shall be in place for 48 hours prior to excavation. The project area shall be monitored daily for 1 week to confirm that the owl has abandoned the burrow. Whenever possible, burrows should be excavated using hand tools and refilled to prevent re-occupation. Plastic tubing or a similar structure shall be inserted in the tunnels during excavation to maintain an escape route for any owls inside the burrow.

32. MM BIO-1b: *Swainson's Hawk*. Prior to any ground disturbance that occurs during the nesting season for Swainson's hawk (March 15 to September 15), a qualified biologist shall conduct a preconstruction survey no more than 30 days prior to construction to establish whether there are any Swainson's hawk nests within 1,000 feet of the project site, and if so, whether they are occupied. If potentially occupied nests within 1,000 feet are located adjacent to but not on the project site, then their occupancy shall be determined by observation from public roads or other publicly accessible observation areas of Swainson's hawk activity (e.g., foraging) near the project site. If Swainson's Hawks are not discovered during the above-described preconstruction surveys, or if a nest is identified but is inactive, further mitigation is not required.

33. If nests are located and determined to be occupied, minimization measures and construction monitoring are required as follows:

In order to mitigate for the loss of Swainson's hawk foraging habitat to a less than significant level, the Project applicant shall acquire conservation easements or other instruments to preserve suitable foraging habitat for Swainson's hawk, as determined by the California Department of Fish and Game. The location of mitigation parcels as well as the conservation instruments protecting them shall be acceptable to the City and to the California Department of Fish and Game. The amount of land preserved shall be governed by a 1:1 mitigation ratio for each acre developed at the Project site. In deciding whether to approve the land proposed for preservation by the Project applicant, the City shall consider the benefits of preserving lands in proximity to other protected lands. The preservation of land shall be done prior to any site disturbance, such as clearing or grubbing, or the issuance of any permits for grading, building, or other site improvements, whichever occurs first. In addition, the City shall impose the following minimum conservation easement content standards:

- The land to be preserved shall be deemed suitable Swainson's hawk foraging habitat by the California Department of Fish and Wildlife.
- All owners of the mitigation land shall execute the document encumbering the land.
- The document shall be recordable and contain an accurate legal description of the mitigation land.
- The document shall prohibit any activity which substantially impairs or diminishes the land's capacity as suitable Swainson's hawk foraging

- habitat.
- If the land's suitability as foraging habitat is related to existing agricultural uses on the land, the document shall protect any existing water rights necessary to maintain such agricultural uses on the land covered by the document, and retain such water rights for ongoing use on the mitigation land.
- The applicant shall pay to the City a mitigation monitoring fee to cover the costs of administering, monitoring and enforcing the document in an amount determined by the receiving entity, not to exceed 10% of the easement price paid by the applicant, or a different amount approved by the City Council, not to exceed 15% of the easement price paid by the applicant.
- Interests in mitigation land shall be held in trust by an entity acceptable to the City and/or the City in perpetuity. The entity shall not sell, lease, or convey any interest in mitigation land which it shall acquire without the prior written approval of the City.
- The City shall be named a beneficiary under any document conveying the interest in the mitigation land to an entity acceptable to the City.
- If any qualifying entity owning an interest in mitigation land ceases to exist, the duty to hold, administer, monitor and enforce the interest shall be transferred to another entity acceptable to the City or to the City.

Before committing to the preservation of any particular land pursuant to this measure, the Project proponent shall obtain the City's approval of the land proposed for preservation. This mitigation measure may be fulfilled in combination with a mitigation measure imposed on the project requiring the preservation of agricultural land as long as the agricultural land is determined by the Department of Fish and Wildlife to be suitable Swainson's hawk habitat.

34. MM BIO-1c: *Migratory and Nesting Birds*. Prior to the start of construction, the implementation of the following avoidance and minimization measures would avoid or minimize potential effects to migratory birds and habitat in and adjacent to the project site. These measures shall be required to be implemented for construction work that occurs during the nesting season (February 15 through August 31). No mitigation measures shall be required during the non-nesting season (September 1 through February 14)

- If construction or tree removal is proposed during the nesting season for migratory birds (February 15 through August 31), a qualified biologist shall conduct pre-construction surveys for ground nesting birds and migratory species, such as the northern harrier, within the construction area, including a 300-foot survey buffer, no more than 3 days prior to the start of ground disturbing activities in the construction area.
- If an active nest of any of the above-identified migratory birds is located during pre-construction surveys, then the project applicant shall adhere to notification requirements to USFWS and/or CDFW (as appropriate)

regarding the status of the nest as may be required under applicable laws and regulations. Furthermore, construction activities shall be restricted as necessary within any identified buffer area (as determined by the qualified biologist) to avoid disturbance of the nest until it is abandoned or a qualified biologist deems disturbance potential to be minimal. Restrictions may include establishment of exclusion zones (no ingress of personnel or equipment at a minimum radius of 300 feet around an active raptor nest and 50-foot radius around an active migratory bird nest) or alteration of the construction schedule.

- A qualified biologist shall: determine the size of the appropriate buffer and delineate the identified buffer using nest buffer signs, ESA fencing, pin flags, and or flagging tape. The buffer zone shall be maintained around the active nest site(s) until the young have fledged and are foraging independently, at which time no further mitigation shall be required.

35. MM GHG-1: *Implement Measures to Reduce GHG Emissions.* Prior to the issuance of the first certificate of occupancy for the relevant portion of the 2018 Project (i.e., residential or commercial), or building final as appropriate, the residential or commercial applicant (as relevant) shall provide documentation to the City of Pittsburg that the following measures have been achieved:

Residential Measures:

- Provide 100 percent renewable energy through either one or a combination of (1) Installation of solar photovoltaic systems consistent with the 2019 Building Energy Efficiency Standards and/or (2) Purchase 100 percent renewable energy for electricity consumption on the project site. For the purchase of renewable energy, prior to the issuance of the first certificate of occupancy for the residential portion of the 2018 Project, the Project applicant shall record Conditions, Covenants and Restrictions (CCRs) that require each homeowner to enroll into and maintain enrollment on an ongoing basis in the Marin Clean Energy's "Deep Green" or "Local Sol" program, or similar program offered at the time of project occupancy, to purchase 100 percent renewable energy for electricity consumption on the project site.
- Provide electrical outlets on the outside of the homes or outlets within the garages to encourage the use of electrical landscaping equipment.
- Install on-demand electric or solar water heaters.
- Use water efficient landscapes and native/drought-tolerant vegetation.
- Install smart meters and programmable thermostats.

Commercial Measures:

- Install on-site charging units for electric vehicles consistent with parking requirements in California Green Building Standards Code Section 5.106.5.2.

- Dedicate on-site parking for shared vehicles.
- Install on demand electric water heating instead of natural gas water heating for some or all of the project's hot water needs, to the extent such technology is then readily available and commercially practicable.
- Provide adequate, safe, convenient, and secure on-site bicycle parking and storage in the commercial portion of the project.

36. MM NOI-1: To reduce potential traffic noise impacts, the following multipart mitigation measure shall be implemented for the 2018 Project:

- a) The 2018 Project shall construct a soundwall (or equivalent) to protect residential units bordering West Leland Road. The soundwall (or equivalent) shall be a minimum 8-foot high above the finished grade of the residential units. Notwithstanding the foregoing, the 2018 Project applicant may propose an equivalent measure so long as the 2018 Project applicant can demonstrate, via an updated acoustical analysis prepared by a qualified noise consultant and approved by the City Engineer, that the applicable performance standards will be achieved with implication of this equivalent measure. The soundwall (or equivalent) shall effectively block the line of sight to West Leland Road for proposed outdoor active use areas (i.e., backyards or side yards) of all residential units within 100 feet of the edge of the southern project property line. The soundwall (or equivalent) shall be of solid construction, with no vertical or horizontal gaps, and shall have a minimum surface weight of 4 pounds per square foot. The acceptability of the proposed combination of soundwall (or equivalent) mitigation shall be confirmed by the City Engineer, as part of the final plans and permitting process, to ensure compliance with the applicable performance standards.
- b) The 2018 Project shall implement an alternative form of ventilation for all proposed residential units within 200 feet of the centerline of West Leland Road, and within 400 feet of the centerline of SR-4. This alternative form of ventilation would give an occupant the option of controlling noise by keeping the windows shut in order to reduce potential traffic noise impacts to a less than significant level. A standard central air conditioning system or a central heating system equipped with a 'summer switch,' which allows the fan to circulate air without furnace operation requiring mechanical ventilation, will provide a habitable interior environment and meet the airflow provisions under building code requirements.
- c) The 2018 Project shall construct a soundwall (or equivalent) to protect residential units bordering SR-4. The soundwall (or equivalent) shall be a minimum 10-foot high above the finished grade of the residential units. Notwithstanding the foregoing, the 2018 Project applicant may propose an equivalent measure so long as the 2018 Project applicant can demonstrate, via an updated acoustical analysis prepared by a

professional acoustical consultant and approved by the City Engineer, that the applicable performance standards will be achieved with implication of this equivalent measure. The soundwall (or equivalent) shall effectively block the line of sight to SR-4 for all first floor units and proposed outdoor active use areas (i.e., backyards) of all residential units within 400 feet of the centerline of SR-4. The soundwall shall be of solid construction, with no vertical or horizontal gaps, and shall have a minimum surface weight of 4 pounds per square foot. The acceptability of the proposed mitigation shall be confirmed by the City Engineer, as part of the final plans and permitting process, to ensure compliance with the applicable performance standards.

- d) The 2018 Project shall provide upgraded wall and window assemblies for all second story residential units in Neighborhoods A-1 and A-2 that would have a direct line of sight to SR-4 and the BART rail line. The combined wall and window assembly shall have a minimum Standard Transmission Class (STC) rating of 32-STC. This will provide sufficient noise reduction, with an adequate margin of safety, to ensure the 45 dBA Ldn interior noise level standard is maintained ($74 \text{ dBA} - 32 \text{ dBA} = 42 \text{ dBA}$). Prior to issuance of building permits, the applicant shall have a professional acoustic consultant review the final design plans to confirm with the City Engineer that the design would provide the required STC rating.

37. MM NOI-2: To reduce potential impacts related to construction noise, the Project shall restrict construction-related activities to normal business hours of 8:00 a.m. to 5:00 p.m. Monday through Friday. The Project shall also implement the following construction period noise abatement measures and best practices:

- The construction contractor shall ensure that all internal combustion engine-driven equipment is equipped with mufflers that are in good condition and appropriate for the equipment.
- The construction contractor shall select quiet construction equipment, particularly air compressors, whenever feasible
- The construction contractor shall locate stationary noise-generating equipment as far as feasible from sensitive receptors when sensitive receptors adjoin or are near a construction project area. In addition, the project contractor shall place such stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site, whenever feasible.
- The construction contractor shall prohibit unnecessary idling of internal combustion engines.
- The construction contractor shall, to the maximum extent practical, locate on-site equipment staging areas so as to maximize the distance between construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction.
- Designate a “noise disturbance coordinator” who would be responsible for

responding to any local complaints about construction noise. The disturbance coordinator would determine the cause of the noise complaint (e.g. starting too early, bad muffler, etc.) and institute reasonable measures, consistent with this Improvement Measure, warranted to correct the problem. Conspicuously post a telephone number for the disturbance coordinator at the construction site.

- Route all construction traffic to and from the project site via designated truck routes where practical. Prohibit construction-related heavy truck traffic in residential areas where feasible.
 - The construction contractor shall limit noise producing construction activity to the daytime hours between 8:00 a.m. and 5:00 p.m.
38. MM TRANS-1a: Prior to issuance of building permits, the 2018 Project applicant shall pay applicable Local Traffic Mitigation Fee to the City of Pittsburg, which could be used to construct intersection improvements that would result in acceptable operations, which could include widening the northbound San Marco Boulevard north of West Leland Road to allow the westbound right movement to operate as a free tuning movement.
39. MM TRANS-3a: Prior to issuance of building permits, the 2018 Project applicant shall pay to the City of Pittsburg its pro rata fair share of the cost to restripe the northbound approach of the West Leland Road at Oak Hills Drive intersection to provide separate left and right-turn lanes. Provided, however, that should BART development not occur, this improvement would not be necessary, and the 2018 Project applicant would not be required to pay the fees identified in this Mitigation Measure TRANS-3a. Development considered in the Pittsburg/Bay Point BART Specific Plan included 1,168 dwelling units and 146,362 square feet of nonresidential uses in conjunction with site access and circulation improvements and parking.
40. MM TRANS-3b: Prior to issuance of building permits, the 2018 Project applicant shall pay to the City of Pittsburg its pro rata fair share of the cost to construct a second eastbound left-turn lane. However, there is insufficient right-of-way available to construct this improvement. As it is uncertain if improvements could be constructed and identified improvements would not result in acceptable LOS E operations, this impact would remain significant and unavoidable. The project applicant previously paid transportation impact fees for improvements at this intersection associated with development of the entitled project.
41. MM TRANS-3c: Prior to issuance of building permits, the 2018 Project applicant shall pay to the City of Concord its pro rata fair share of the costs to improve the intersection of Bailey Road/Myrtle Drive if and to the extent the City of Concord has, at the time of building permit issuance, lawfully established an impact fee to fund the foregoing improvements. The improvements shall consist of signalization of this intersection in conjunction with the construction of a southbound left-turn lane. Provided, however, this mitigation measure shall not

apply if there is not a legal mechanism by which for the 2018 Applicant to provide fees to the City of Concord or if the City of Concord does not support the improvements, as reflected by the City of Concord's lawful establishment of an impact fee to fund said improvements.

42. MM TRANS-3d: Prior to issuance of building permits, the 2018 Project applicant shall pay to the City of Concord its pro rata fair share of the costs to improve the intersection of Bailey Road/Concord Boulevard if and to the extent the City of Concord has, at the time of building permit issuance, lawfully established an impact fee to fund the foregoing improvements. The improvements shall consist of installation of southbound right-turn overlap phase and retiming the traffic signal to allow such a movement. Provided, however, this mitigation measure shall not apply if there is not a legal mechanism by which for the applicant to provide fees to the City of Concord or if the City of Concord does not support the improvements, as reflected by the City of Concord's lawful establishment of an impact fee to fund said improvements.
43. MM TRANS-4: Prior to issuance of building permits, the 2018 Project applicant shall pay all adopted applicable regional transportation related impact fees in accordance with the latest fee schedule, including the ECCRFFA.
44. MM TRANS-5a: Prior to issuance of the first building permit, the applicant shall demonstrate that the Alves Ranch Road extension into the project site is designed to Collector Street standards, and all other streets are designed to Local Street standards.
45. MM TRANS-5b: Prior to the issuance of the first grading permit, the applicant shall demonstrate (as shown on the final improvement plans) provide a refuse collection plan to that each home has a clear refuse collection staging area that considers the need for some on-street parking to be provided on refuse collection days.
46. MM TRANS-7a: Prior to issuance of building permits for the potential future commercial uses, the commercial project applicant shall prepare and submit plans to the City of Pittsburg demonstrating that a community kiosk is provided in a centrally located public space. The kiosk shall provide information about alternative modes of transportation including bicycling, walking, transit, and carpool programs or facilities.
47. MM TRANS-7b: Prior to issuance of building permits for the potential future commercial uses, the commercial project applicant shall prepare and submit plans to the City of Pittsburg demonstrating that bicycle racks and lockers or secure room bicycle parking is provided based on the requirements outlined in Section 18.78.045 of the Pittsburg Municipal Code. Approximately 20 percent of the required bicycle parking shall be long-term parking for employee use.

48. MM TRANS-7c: Prior to issuance of building permits for the 2018 Project, the residential project applicant shall demonstrate (as shown on final improvement plans) that it will either install signage and barricades prohibiting pedestrian crossing movements of West Leland Road at the new project roadway/Tomales Bay Drive on both the east and west legs of the intersection, or install a high visibility crosswalk with a pedestrian actuated flashing beacons or pedestrian hybrid signal across the west leg of the intersection and prohibit pedestrian crossings of the east leg through signage and barricades.

Site Access and Circulation Assessment Recommendations:

49. Prior to approval of the final map, the developer shall submit a final refuse pickup plan to be reviewed by the City and refuse collection company, which shall include, at a minimum:
1. a map showing the general location where all trash bins shall be placed on pickup days, in substantial conformance with the draft refuse plan maps dated June 1, 2018;
 2. a copy of a disclosure to all residents detailing the trash pickup plan and homeowner responsibilities;
 3. a copy of language to be recorded within the Conditions, Covenants and Restrictions (CCRs) detailing the refuse plan requirements and homeowner responsibilities;
 4. a signage plan identifying trash receptacle placement areas at curbs; and
 5. any other materials deemed necessary by the City Engineer.
50. The developer shall install signage and barricades prohibiting pedestrian crossing movements on West Leland Road at the intersection of the new project roadway and Tomales Bay Drive on both the east and west legs of the intersection. The final design and location of the signage and barricades shall be subject to review and approval by the City Engineer.
51. The developer shall provide information on all available public transit opportunities to prospective and new residents to encourage transit use to and from the site.
52. The developer shall include within the CC&Rs language requiring garages be reserved for vehicle storage.

Design Review:

53. The proposed dog park on Lot K shall be modified to allow for a 12-foot wide Class I trail starting from the eastern terminus of Street B to the eastern edge of the project area. The easement shall be improved to provide a 12-foot wide Class I trail.

54. The proposed Class I trail on either side of Lot H shall be continued across Lot H with a temporary 8-foot wide asphalt concrete pedestrian path to allow for a connection between Neighborhoods “C” and “D.” A permanent trail connection may be conditioned upon the future commercial development.

55. Decorative crosswalks shall be installed at the following locations:

1. Across Street A, immediately north of West Leland Road;
2. Across Street A, immediately south of Street B
3. Across Street B, to the west and east of Street A; and
4. Across Street E, immediately north of West Leland Road.

Crosswalks described above shall be maintained by the City. Final design and locations of the decorative sidewalk shall be subject to approval by the City Planner and City Engineer.

56. Developer shall install of solar photovoltaic panels on each home in conjunction with other Title 24 energy components to meet current code.

57. Developer shall install prewiring for electric vehicle (EV) charging within each residential unit’s garage.

58. The developer shall provide estimated water use calculations with the Final Landscape Plans to ensure compliance with the City’s water efficient landscape ordinance (PMC 18.84.310).

59. Prior to occupancy of the residential units, the developer shall complete installation of landscaping and automatic irrigation systems in street landscape areas and all front, side and rear yards that are to be maintained by the project Home Owners Association (HOA), in accordance with Article VII (Landscaping, Irrigation and Hydroseeding) of PMC Chapter 18.84, or other applicable water efficient landscape ordinance, subject to approval by the Community Development Department. The developer shall provide the irrigation system controller map, programming table, and annual maintenance schedules to the HOA. If required landscaping is not completed prior to final inspection and occupancy, the developer shall post a bond to assure that the work is completed and turned over to the HOA to the satisfaction of the City.

60. The developer shall include in the project Conditions, Covenants, and Restrictions (CC&Rs) and homebuyer disclosures information about integrated pest management and the principles of water-efficient landscapes, including but not limited to those principles that are described in PMC chapter 18.84, article VII.

61. Prior to issuance of a building permit, the developer shall provide a photometric

plan to identify the appropriate street light spacing. In general, the lighting requirements used shall be as described in the Illuminating Engineering Society of North America (IESNA) standards. With the exception of Streets "A" and "B," the developer may opt to utilize lighting mounted to exterior house walls to provide street/alley and pathway lighting upon approval by the City Engineer. All light fixtures intended to provide lighting for streets/alleys and pathways shall be placed on a timer and shall automatically turn on at dusk and stay on until sunrise. The final design and location of the lighting fixtures shall be subject to approval by the Planning and Engineering Divisions.

62. The developer shall enter into an affordable housing agreement, subject to City Council approval, prior to the approval of a final map. The agreement shall comply with all applicable sections of the Vista Del Mar Development Agreement, previously adopted by the City Council through Ordinance No. 04-1231 and/or as amended in subsequent Development Agreements.
63. The developer shall provide a seating area between the basketball and bocce courts. The seating area shall include a charcoal bbq and shall be covered by a pergola or other cover. The developer shall also install trash and recycling bins. The final design and locations are subject to review and approval by the Planning Division prior to installation.
64. The mid-block bulb-out projecting into Street A shall be removed.
65. The developer shall install a landscape visual barrier along the east side of Lot C. Though intended to be a visual barrier, plantings shall still allow for visual permeability to the adjacent areas and shall allow light and air to travel freely between. As this is not intended to be a physical barrier, the density of the planting shall not impede a person's movement through the subject area. Landscape material shall include plants with a mature height of a minimum of six feet. The final design and location of the landscaping shall be subject to approval by the Planning Division.
66. Lot C shall reserve for a future walkway connection to the commercial site, to be determined with the commercial site development application, to provide for a pedestrian connection between Neighborhood D1 & D2 and the commercial site.
67. All side yard fencing along property lines adjacent to Streets E, F, G, and H within Neighborhood D shall not extend beyond 5 feet from the side of the building.
68. Roof vents shall be painted the same color as roofing material to which they are adjacent. Downspouts, side vents, attached utility boxes, and hose bibs shall be painted the same color or colors as the surface or surfaces to which they are adjacent.

69. All garage doors within residential neighborhoods shall be equipped with automatic openers.
70. For residential units exposed to exterior decibel levels of 60 dB or higher, as shown on the noise contour map in Appendix E of the Draft SEIR, all exposed windows shall be acoustically strengthened to reduce interior noise levels to a maximum of 45 decibels.
71. In addition to the areas shown on the proposed vesting tentative map and project plans, and as required in accordance with MM 14-1, the developer shall install a masonry wall or wood fencing in the following locations:
1. Six-foot high wood fencing along the eastern boundary of Lots 66, 68, 70, 72, 74, and 76;
 2. Minimum six-foot high masonry wall along the eastern boundary of Lots 325, 330, 335, 340, and 346; and
 3. Minimum 4-foot-high protective fencing, where there is no other fencing or wall, along the top of the slope of the stormwater basin on Parcel J and Parcel I.
72. The final design and colors of all masonry sound walls fronting West Leland Road shall be a Proto II or equal, split face block wall system in a tan color with a decorative wall cap and pilasters placed a maximum interval of 25 feet, similar to the existing wall design and color on the south side of the street. All masonry walls constructed as a part of this development shall be maintained by the applicable Homeowners' Association. The final design of the all masonry boundary walls shall be reviewed and approved by the Planning Division prior to issuance of a building permit.
73. Signage for the commercial site is not approved at this time. No signs shall be installed on-site until plans have been reviewed and approved by the City under a separate sign permit application.
74. The applicant shall install minimum four-inch-high, die cut, block style numbers on all residential units for address identification. The numbers shall be in a color that is contrasting to the background surface to which they are attached. Units in Neighborhoods A-1, A-2, and C shall be installed within 10 feet of each unit's main entry door and may also be installed on facades with garage doors, if different. Units in Neighborhood D shall be installed within 10 feet of each unit's entry door.
75. All air conditioning units, transformer boxes, and utility meters placed above-ground shall be substantially screened from public view by way of unit location, permanent wood screening fences, or landscape planting, subject to review and approval by the Planning Division.

76. The developer shall install two wall-mounted bicycle racks within each garage.
77. All garages shall provide for a minimum of two 10-foot by 20-foot parking spaces. Garages for units within neighborhoods A-1 and A-2 shall provide an additional eight (8) square feet for trash bin storage.
78. In order to ensure the perpetual maintenance of landscape improvements along West Leland Road, landscape, trail and perimeter wall maintenance within parcels D, E, F, G and lot P shall be performed by the Homeowner's Association. In addition, the developer shall enter into an Operations and Maintenance Agreement with the City for the landscaping and irrigation improvements. This agreement shall run with the land and allow the City to access and maintain these areas if the City deems the landscaping and /or irrigation improvements are not maintained appropriately. The agreement shall specify that the cost of any required maintenance performed by the City shall be solely borne by the Homeowners' Association and shall be executed prior to final approval by the Building Division of any home.

Engineering Fees and Deposits:

79. Major Subdivision Map Processing Fee. The developer shall pay the fee according to the following amounts as applicable to the project:

<u>1st - 3rd Final Map Check</u>		<u>4th Final Map Check</u>
5-50 lots	\$2,300	\$2,300 + \$800/ea. additional map check
51-150 lots	\$3,000	\$3,000 + \$1,500/ea. additional map check
151 or more	\$3,365	\$3,365 + \$1,330/ea. additional map check

This fee shall be paid in full to the Engineering Division prior to the City Council's approval of the Final Map.

80. Improvement Plan Review Fee. The Plan Review Fee is based on the engineer's estimate, which shall be included with the first set of plans submitted for review. The current Improvement Plan Review Fee is 3.5% of the engineer's cost estimate for improvements.
81. Improvement Plan Review Deposit. The developer shall provide a deposit of 50% of the total Improvement Plan Review Fee with the initial submittal of improvement plans. This initial deposit will also be applied towards the total fees due for the project. The remaining balance of Improvement Plan Review fees shall be due payable prior to the issuance of an Engineering Site Development Permit.
82. Improvement Inspection Fee. The developer shall pay an Improvement Inspection Fee according to the following rates as applicable to the project:

<u>Percent of engineer's estimate</u>	<u>Total estimated costs</u>
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6.5%	≥ \$500,000
4%	\$500,001 - \$5 million
3.6%	< \$5 million

The improvement Inspection fee shall be due payable prior to the issuance of an Engineering Site Development Permit.

83. Grading Plan Review Fee. The Grading Plan Review Fee is based on the engineer's estimate for the cost of grading, or if cubic yard quantities are available, per the Grading Fee Table approved by City Council. The current Grading Plan Review Fee is 2.5% of the engineer's estimate for the cost of grading.
84. Grading Plan Review Deposit. The developer shall provide a deposit of 50% of the total Grading Plan Review Fee with the initial submittal of grading plans. This initial deposit will also be applied towards the total fees due for the project. The remaining balance of Grading Plan Review Fees are due payable prior to the issuance of the Grading Permit.
85. Grading Inspection Fee. The Grading Inspection Fee is based on the engineer's estimate for the cost of grading, or if cubic yard quantities are available, per the Grading Fee Table approved by City Council. The current Grading Inspection Fee is 3% of the engineer's estimate for the cost of grading. The fee shall be due payable prior to the issuance of a Grading Permit.
86. In Lieu Parkland Dedication Fee. The developer shall pay an In-Lieu Parkland Dedication Fee equivalent to providing 5 acres of park area per one thousand persons residing within the new development and shall be based on the fair market value of developed parkland, or as established with separate agreement as approved by the City Engineer.
87. Facility Reserve Charge. The applicant shall pay the City of Pittsburgh Facilities Reserve Charge (PMC Chapters 13.08, 13.12 and 13.24) (the "FRC") to the Engineering Department, for water and sewer service in the amounts in effect when the applicant obtains a Building Permit. The applicant understands that the current FRC on file effective August 20, 2005, shall be paid in accordance with the fee schedule approved by Resolution No. 05-10290, and amended by Resolution No. 12-11778 on February 21, 2012, a copy of which is available at the City.
88. Local Traffic Mitigation Fee. The developer shall pay the Local Traffic Mitigation Fee in accordance with PMC Chapter 15.90 to the Engineering Department prior to issuance of 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.

89. Regional Transportation Development Impact Fee. The Developer shall pay the Regional Transportation Development Impact (RTDIM) Fee in accordance with PMC Chapter 15.103 to the Engineering Department prior to issuance of 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.
90. Final Map Deposit. The developer shall provide a deposit of \$500 prior to City Council's approval of the final map. The deposit shall be returned to developer once the City is in receipt of a full-size vellum copy of the recorded final map.
91. Record Drawing Deposit. The developer shall provide a \$500 deposit prior to City Council's approval of the final map. The deposit shall be returned to developer once the City is in receipt of the Record Drawing AutoCAD and PDF file, and full sized vellum copy of Improvement Plans, that were signed by the City Engineer prior to Engineering Site Development Permit issuance.
92. Sanitary Sewer Inspection Deposit. The developer shall provide a sanitary sewer inspection deposit prior to the issuance of the Engineering Site Development Permit issuance. The current deposit amount is \$1,000 for the first 1,000 linear feet of sewer main plus \$1.10/linear foot of additional sewer pipe.
93. Storm Drain Inspection Deposit. The developer shall provide a storm drain inspection deposit prior to the issuance of the Engineering Site Development Permit issuance. The current deposit amount is \$1,000 for the first 1,000 linear feet of storm drain main plus \$1.10/linear foot of additional storm drain pipe.
94. Geographical Information System Fee. The current Geographical Information System (GIS) Fee is \$0.05/sf of building for non-residential projects, and \$100/dwelling unit for all residential projects. The GIS fee is due payable prior to the issuance of an Engineering Site Development Permit.
95. NPDES Plan Review Fee. The developer shall pay an NPDES plan review fee for review of stormwater control plans and processing of closeout agreements and / or review of Storm Water Pollution Prevention Plans (SWPPP). The current fee is:
 - \$3,000 for the first 10,000 sf up to 1st acre (projects with Risk Factor 1)
 - Add additional \$136/acre for projects greater than 1 acre, up to the first 5 acres (projects with Risk Factors 2 or 3)
 - Add additional \$31/acre for projects greater than 5 acres
96. NPDES Site Inspection Deposit. The developer shall pay an NPDES inspection

deposit for City staff's inspection of C.3 compliant facilities constructed, and /or inspection of construction site for compliance with Best Management Practices in accordance with the City's Municipal Regional Stormwater NPDES Permit. The current rate is:

- \$12,000 for the first 10,000 sf up to 1st acre (projects with Risk Factor 1)
- \$24,000 for projects greater than 1 acre (projects with Risk Factor 2 or 3)

This deposit shall remain in place for the duration of the first year of the project. If the project is completed prior to the project's anniversary, the remaining balance of the deposit will be returned to the developer.

97. Supplemental Studies. 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 the Engineering Division:

98. Final Map. The developer shall submit three (3), full size, hard copies of the Final Map with closure calculations, prior to City Council's approval of each final map, improvement, or grading plans.
99. Improvement Plans. The developer shall submit seven (7) full size, hard copies of Improvement Plans. The Improvement Plans shall include, but not be limited to, the following:
- Site Plan
 - Grading and Drainage Plan
 - Utilities Plan which identifies ownership and maintenance responsibilities of both wet and dry utilities;
 - Landscaping and Irrigation Plan
 - Joint Trench Plan
 - Offsite Improvements Due to Project Impacts
100. All CCRs recorded as part of the project shall identify the long-term maintenance responsibilities of the City and the Homeowners' Association, as shown in the Improvement Plans.
101. The developer shall submit two (2) copies of the Storm Water Pollution Prevention Plan (SWPPP) to the Engineering Department for review and comment prior to the issuance of a Grading Permit. The SWPPP shall identify Best Management Practices (BMPs) appropriate to the uses conducted on-site to effectively prohibit the entry of pollutants into storm water runoff. The SWPPP

measures shall also include erosion control measures to prevent soil, dirt, and debris from entering the storm drain system. The developer shall provide the project WDID number as evidence of having obtained a construction permit from the Regional Water Quality Control Board. If a WDID number has not yet been issued, a copy of the Notice of Intent that was sent to the Regional Water Quality Control Board shall be submitted with the grading permit application.

102. The developer shall submit three (3) complete sets of plans and specifications of the project, including any of the following required built-in fire protection systems, 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 fees for the Fire District will be assessed at that time.
 - a. Private underground service water mains
 - b. Building construction plans
 - c. Fire Sprinklers
 - d. Site improvement Plans
103. The developer shall submit a current geotechnical report to the Engineering Department prior to approval of any civil plans and issuance of an engineering permit.
104. The developer shall submit a complete area study specific to the Alves ranch project site only, for storm water (10-year storm design) capabilities, prior to the approval of the final map, and mitigate additional storm runoff demands anticipated under build out conditions. The study shall include a review of the impact of the site grading on the 10-year flood level in accordance with the Federal Emergency Management Agency (FEMA) guidelines. If additional mitigation measures are required then the study and measures shall be submitted to the City Council for its review and approval.
105. The developer shall submit grading and improvement plans to retrofit the existing detention basin, to accommodate stormwater runoff from the residential improvements of the Alves Ranch project and the Vista Del Mar subdivisions. These revisions are required to enable the detention basin to function both as a Stormwater Treatment, and Stormwater Detention Facility to meet the criteria for both provision C.3 of the Clean Water Program's Regional Permit, and Flood Control criteria, respectively. Improvement plans detailing modifications to the outlet and dewatering structures are to be submitted to the City and County Flood Control District for review and approval by the City prior to the issuance of any grading permits for the project. In addition, all such improvements to the basin must include adequate access for maintenance vehicles and equipment.
106. Prior to the City's acceptance of the Detention Basin, the developer shall submit an Operations and Maintenance Control Plan (O&M Plan) for the maintenance of the basin by the GHAD. Proper maintenance of the basin is essential for maintaining the functionality of the basin. The O&M Plan shall address

maintenance of the spillway and standpipe and provide recommended intervals for silt removal. Developer understands that acceptance of the detention basin by the GHAD shall occur when all streets within the development are completed, and Street A has been accepted for continuous maintenance by the City.

107. Developer understands that all streets within the project, with the exception of Street A will be privately maintained by the HOA. However, upon City Council's acceptance of the public improvements for continuous maintenance, the Pittsburg Police Department is authorized to enforce all provisions of the State Vehicle Code on all private streets of the Alves Ranch Development. Enforcement of the Vehicle Code shall consist of but not be limited to enforcement of the following: Speed Limits, Off Street Parking, and Vehicle Codes on the common private streets within the subdivision. Developer further understands all appropriate signage and striping are to be installed and completed prior to commencement of enforcement by the Pittsburg Police Department.
108. Developer understands that the establishment of a perpetual conservation easement, specifying management of the land to be for "Waters of the United States" and state California red-legged frog, and California tiger salamander values, is yet to be completed. This conservation easement was a mitigation measure to address the impacted wetland areas, of the previously approved overall project site. Recordation of this conservation easement shall occur prior to the recordation of the last final map for the residential subdivision, as outlined in the Development Agreement between The City of Pittsburg, Alves Ranch LLC, and William Lyon Homes, section 3.06a. Alternatively, Developer may post a bond in a form and in an amount, and with a surety acceptable to the City and the City shall not object to the recordation of the last final map.
109. Annexation Documentation for CFD 2005-1. Community Facilities District 2005-1 is for Public Safety Services, 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. The developer shall deliver written approval in a manner acceptable to the City Finance 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 recordation of the first Final Map.
110. Annexation Documentation for CFD 2007-1. Community Facilities District 2007-1 is for Park Maintenance. The rate of the CFD 2007-1 fee is subject to City Council Resolution No. 07-10698. The developer shall deliver written approval in a manner acceptable to the City Finance 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 recordation of the first Final Map.
111. Annexation Documentation for CFD 2017-1. 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. The developer 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.

112. Street A shall be designed to meet City Standard Specifications within the 78-foot street right-of-way. Final design of Street A shall be subject to review and approval by the City Engineer.
113. Grading and/or building permit plans (including structural, mechanical, architectural, grading, drainage, site, landscape, and other drawings) shall show the details and methods of construction for site design features, 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.
114. 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 or retrofit of existing facilities shall be borne by the developer.
115. The developer shall provide appropriate sanitary sewer, sized to adequately accommodate the project's wastewater demand.
116. The developer shall underground all new utility distribution facilities fronting the property. The location of all existing above ground utility distribution facilities to remain as-is and will be screened, to the best of the developer's ability, by landscape plantings.
117. The developer shall install all utility boxes underground and all wires and cables must be installed in conduits. Compliance with this condition shall be at the discretion of the City Engineer.
118. The developer shall incorporate and/ or adhere to all applicable provisions of the Development Agreement, between the City, Alves Ranch, LLC, and William Lyon Homes, recorded February 25, 2005, and subsequent amendments to the Development Agreement between the City of Pittsburg, Alves Ranch LLC, and William Lyon Homes. Provisions of this agreement shall be reviewed prior to the approval any final map. The City reserves the right to require the applicant to perform any of the applicant's obligations under the development agreement before recordation of the final map to the extent deemed necessary by the City Engineer.
119. The developer shall ensure that proposed revisions to the basin are in

conformance with prior acceptance by the Division of Safety of Dams (DSOD). If changes to the basin are proposed, by the developer, these changes shall be subject to review and approval by the City Engineer.

120. The developer shall submit to the Flood Control District for review a drainage study, with an updated hydrology map, that analyzes the feasibility of increasing the onsite basin's water treatment volumes and the impacts these proposed modifications will have on the basin's Flood Control storage capacity. Developer to obtain approval by the City for these improvements prior to the issuance of a Grading Permit.
121. The developer shall pay all fees associated with Drainage Area 48B (DA 48B) to the Flood Control District prior to issuance of the first final map. The Flood Control District entered into a reimbursement Agreement (dated September 27, 2011) with the Vista Del Mar developer, William Lyon Homes, for the construction of planned drainage lines "B" and "B-1" in DA 48B. Per the Reimbursement Agreement, the Alves ranch Development was afforded a credit of \$449,231 in DA 48B fees for construction of certain planned drainage facilities. Per the Agreement, "In the event there are changes in the land use, density, or impervious surfaces on the Alves property, Alves or its successor(s) in interest shall be responsible for paying the Flood Control District additional drainage fees based on the drainage fee ordinance applicable at that time." Should changes to the original site plan incur additional DA 48B fees, they are due payable to the Flood Control District prior to recordation of the first final map.
122. The developer shall maintain a minimum of fifteen (15') feet setback from top of detention basin, as recommended in Feb. 2008 - Preliminary Geotechnical Investigation prepared by BGC, or any design exception recommendations specifically noted by Geotechnical engineer in a supplemental report and approved by City Engineer.
123. The developer shall preserve the existing maintenance access road to the detention basin & overflow structure and provide an access point to the road. The final design of this access point shall be reviewed and approved by the City Engineer.
124. The developer shall provide an eight- foot (8') temporary asphalt concrete pathway fronting Lot H, the future commercial development. A permanent pathway may be conditioned to be constructed as part of the approvals for the commercial development.
125. The developer shall relinquish the abutter's rights for all corner lots.
126. The developer shall provide 6-foot wide sidewalks throughout the subdivision.
127. The developer shall construct walls made from concrete block, gravity concrete,

or similar material when walls are required between lots.

128. The developer shall provide a safe release of drainage from sump areas, without conveying water over private property, allowing water to drain without damaging private or public improvements in the event of blockage to the storm drain system.
129. The developer shall provide a water sampling station as directed by the City Public Works Department.
130. The developer shall provide an adequate and reliable water supply for fire protection with a minimum fire flow of 2,000 gallons per minute (GPM). Required flow shall be delivered from not more than two hydrants flowing simultaneously for the duration of 120 minutes while maintaining 20 pounds residual pressure in the main.
131. The developer shall install fire hydrants of the East Bay type. Hydrant locations shall be determined by the Contra Costa Fire Protection District upon submittal of three (3) copies of complete site improvement plans or utility plans. Hydrants shall be installed, in service, and inspected by the Fire District prior to construction.
132. The developer shall submit three (3) copies of a 300-foot scale parcel map indicating approved fire hydrant locations, street names, and addresses to the Fire District for mapping purposes. These maps are required prior to Fire District approval of final improvement plans.
133. The developer shall create and dedicate utility parcels to the City or provide adequate utility easement areas for City's maintenance and access.
134. The developer shall provide estimated water use calculations to show compliance with the City's water efficient landscape ordinance.
135. The developer shall provide access to the satisfaction of the Contra Costa County Fire Protection District (CCCYPD) prior to issuance of the first building permit for any unit east of Street "A".
136. The developer shall paint 'No Parking' markings where no parking stalls are shown, and "Fire Lane" markings shall be painted where appropriate.
137. The developer shall provide traffic signal pre-emption systems (Opticom) on any new traffic signals installed in conjunction with this development.
138. The developer shall provide a Central Irrigation System, for portions of the site landscaping to be maintained by the City, that is compatible with Rainmaster DX 2 Evolution, with a remote controller included with the package. The installation

of this system shall be certified by a John Deere Landscapes United Greentech representative prior to the City's acceptance of the installation.

139. The developer shall design the landscaping within the areas of public right of way in accordance with the provisions of Section 18.84.320 of the Pittsburg Municipal Code, and current standard details.
140. 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 BMP's in accordance with the Contra Costa Clean Water Program for the site's storm water drainage:
 - Use pavers for walkways and other appropriate hardscape surfaces as an option to buyers to minimize impervious areas.
 - Minimize the amount of directly connected impervious surface area.
 - Delineate all storm drains with "No Dumping, Drains to Delta" permanent markings
 - Construct concrete driveway weakened plane joints at angles to assist in directing run-off to landscaped/pervious areas prior to entering the street curb and gutter.
 - Distribute public information items regarding proper use of pesticides to buyers.

Standard Conditions:

141. The Standards Conditions of Development as adopted by the Pittsburg Planning Commission by Resolution No. 8931 shall apply as conditions of approval of this project, as determined applicable by the Planning Division. Where there is a conflict between Resolution No. 8931 and the specific conditions identified in this resolution, the specific conditions of this resolution shall govern.
142. 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.
143. 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.
144. The developer shall comply with all the requirements of the Community Development Department, including the Planning Division, Engineering Division, and Building Division, the Contra Costa Department of Environmental Health, the Contra Costa County Fire Protection District, the Contra Costa County Flood Control & Water Conservation District, the California Regional Water Quality Control Board, and all other applicable local, state and federal agencies. It is the

responsibility of the applicant to check with each agency for requirements that may pertain to the project.

145. 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.
146. The conditional design review approval of architectural plans and elevations will expire 36 months after the adoption of this resolution, 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.

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 14th day of May, 2019, by the Planning Commission of the City of Pittsburg, California by the following vote:

AYES:

NAYES:

ABSTAIN:

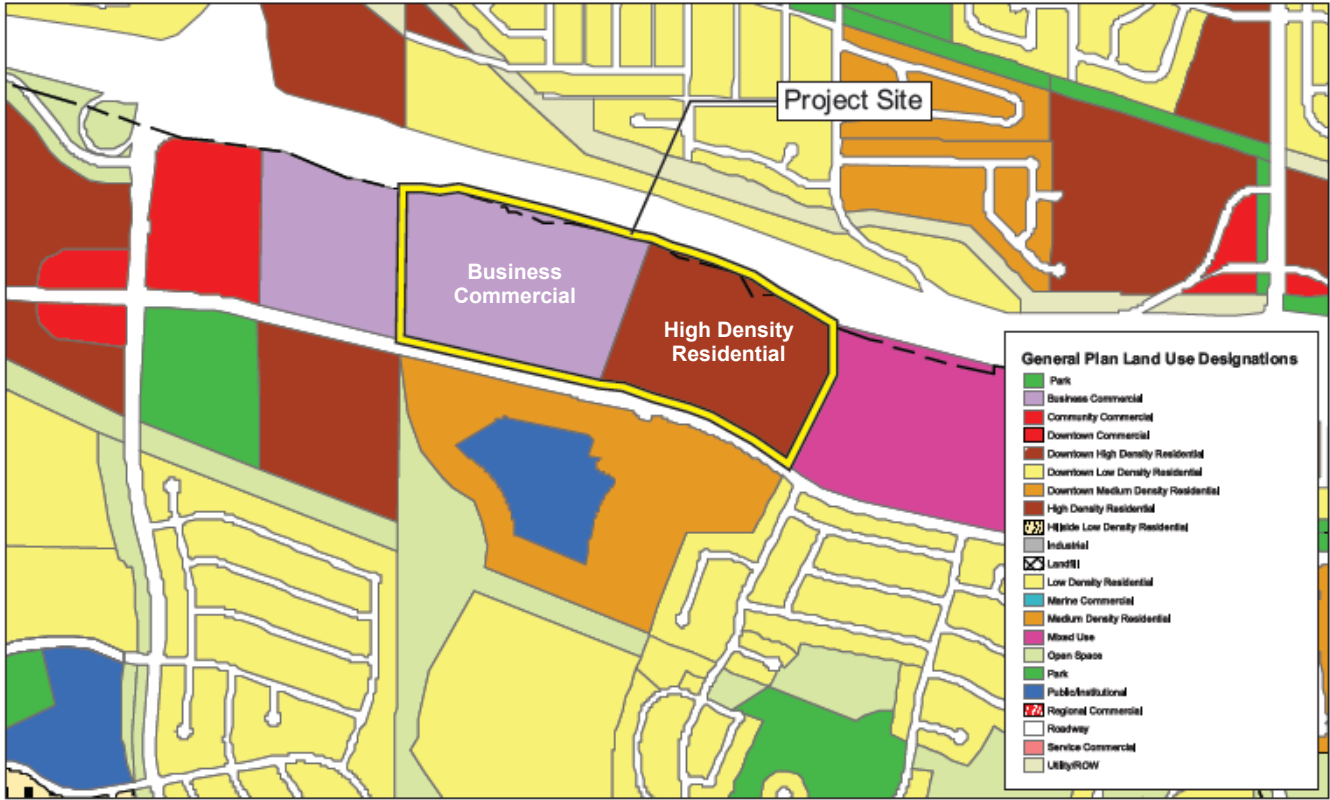
ABSENT:

I hereby certify that the above Resolution No. 10121 was adopted by the Planning Commission of the City of Pittsburg on May 14, 2018.

KRISTIN POLLOT, AICP, SECRETARY
PITTSBURG PLANNING COMMISSION

Exhibit A of Resolution No. 10121
General Plan Map Amendment

Existing General Plan Land Use

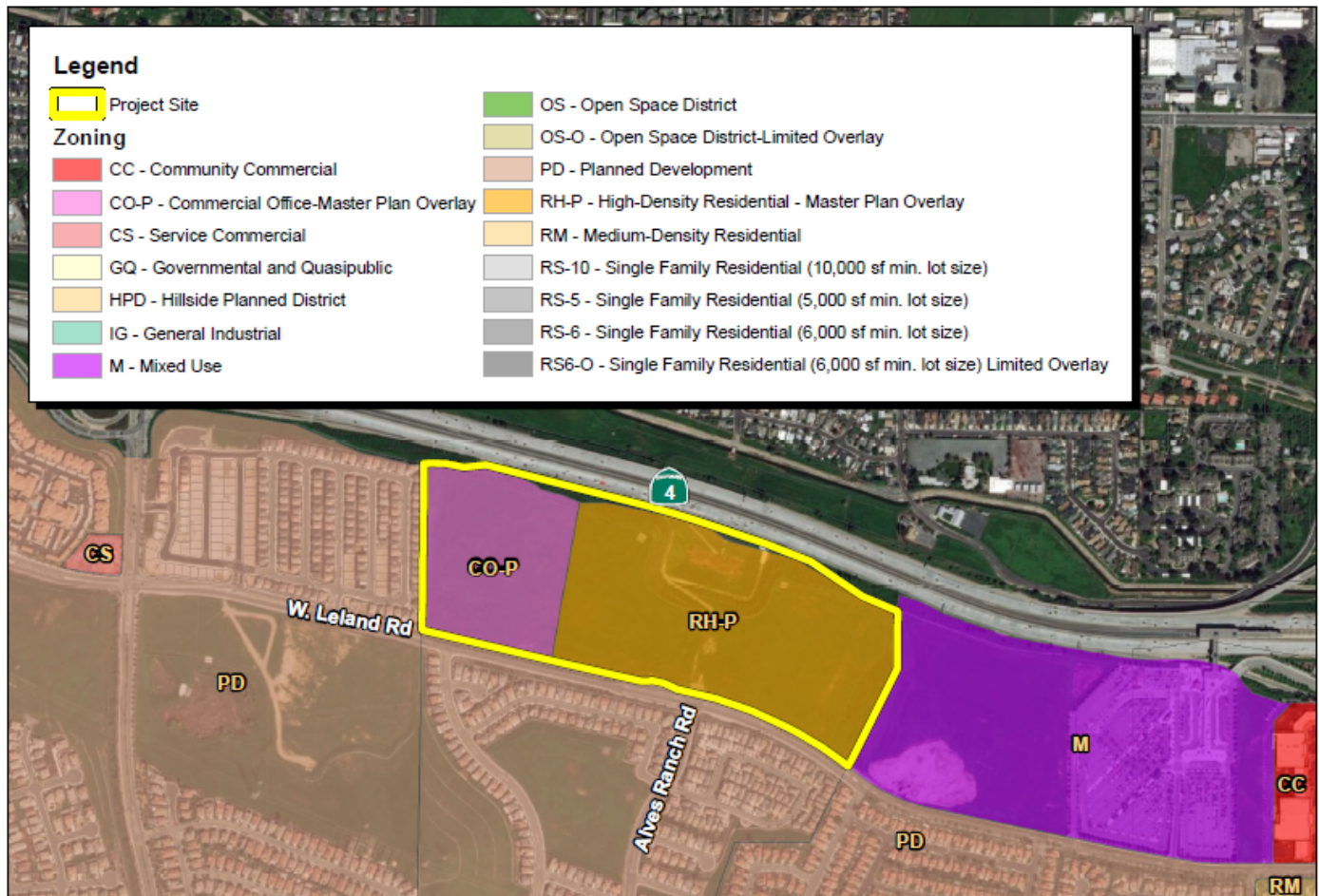


Proposed General Plan Land Use

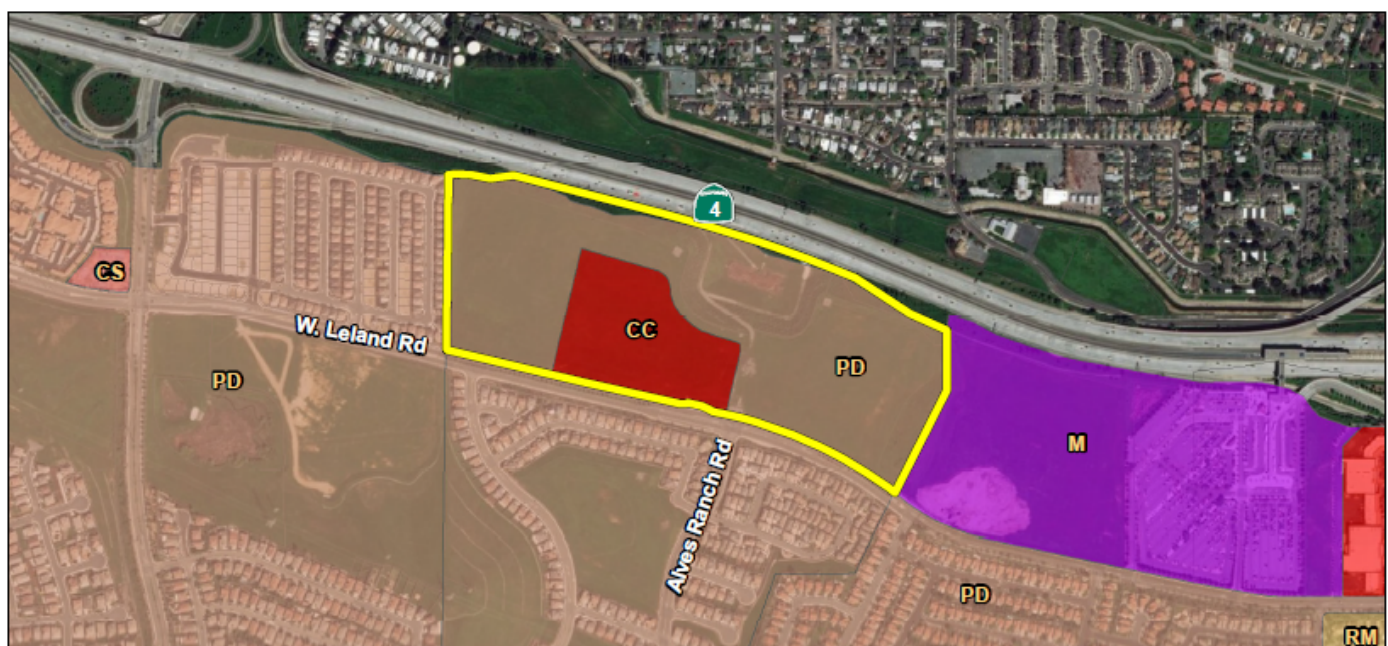


Exhibit B of Resolution No. 10121 Zoning Map Amendment

Existing Zoning



Proposed Zoning



**Exhibit C of Resolution No. 10121
Planned Development (PD) Plan**

Land Use Regulations

- A. The land uses allowed within Lots 1-346 as shown on Vesting Tentative Map (VTM) 9235 shall be the same as those allowed in the RS-4 (Single-Family Residential) District (Pittsburg Municipal Code [PMC] Chapter 18.50).
- B. The land uses allowed on Lots A-Q (with the exception of 'Lot H' and 'Lot M') as shown on VTM 9235 shall be limited to those uses identified on VTM 9235 and the approved project plans. All parcels identified as either 'Streets' or 'Alleys' on VTM 9235 shall be limited to use as a public or private street, alley, or driveway, as defined within the PMC.
- C. The land uses allowed within the area identified as 'Lot H' on VTM 9235 shall be the same as those allowed in the RS-4 (Single-Family Residential) District (Pittsburg Municipal Code [PMC] Chapter 18.50). Lot H shall also allow for construction of an electronic billboard, in accordance with the Development Agreement, pending approval by all regulatory agencies.

Development Regulations.

- A. Except as indicated below or expressly indicated within the approved development plan, all development regulations of the residential portions of the PD District shall be the same as those of the RM (Medium Density Residential) District. Use and development of the property shall also comply with Article 3 (Performance Standards) and Article 5 (Home Occupations) of PMC Chapter 18.50, and with the off-street parking requirements of PMC Chapter 18.78. The development regulations below shall not apply to non-residential parcels.

Residential Neighborhood A-1 and A-2 (Duets)	
Minimum Lot Area	1,600 square feet
Minimum Lot Width	27 feet
Minimum Front Yard Setback (fronting private "street")*	10 feet
Minimum Front Yard Porch Setback*	6 feet
Minimum Front Building-to-Building Separation (Paseo)	15 feet
Minimum Side Yard Setback (unattached side)	5 feet
Minimum Corner Side Yard Setback	8 feet
Minimum Rear Yard Setback (at garage elevation)	4 feet
Maximum Lot Coverage	Per approved development plan
Maximum Building Height	30 feet
Minimum Private Storage Area	--
Minimum Private Open Space	----

* Front yard setbacks shall be measured from the lot line directly adjacent to the main entry of the primary dwelling unit. Permitted building projections into yards pursuant to PMC section 18.80.010.

**Exhibit C of Resolution No. 10121
Planned Development (PD) Plan**

Residential Neighborhood C (Single Family)	
Minimum Lot Area	2,000 square feet
Minimum Lot Width	30 feet
Minimum Front Yard Setback (fronting private "street")*	10 feet
Minimum Front Yard Porch Setback*	6 feet
Minimum Front Building-to-Building Separation (Paseo)	20 feet
Minimum Side Yard Setback	4 feet
Minimum Corner Side Yard Setback	8 feet
Minimum Corner Street Return Setback	4 feet
Minimum Rear Yard Setback (at garage elevation)	4 feet
Maximum Lot Coverage	Per approved development plan
Maximum Building Height	30 feet

* Front yard setbacks shall be measured from the lot line directly adjacent to the main entry of the primary dwelling unit. Permitted building projections into yards pursuant to PMC section 18.80.010.

Residential Neighborhood D-1 and D-2 (Single Family)	
Minimum Lot Area	2,000 square feet
Minimum Lot Width	30 feet
Minimum Front Yard Setback*	5 feet
Minimum Front Yard Porch Setback*	4 feet
Minimum Side Yard Setback	4 feet
Minimum Corner Side Yard Setback	5 feet
Minimum Rear Yard Setback	5 feet
Minimum Setback at Garage Elevation	5 feet
Maximum Lot Coverage	Per approved development plan
Maximum Building Height	30 feet

* Front yard setbacks shall be measured from the lot line directly adjacent to the main entry of the primary dwelling unit. Permitted building projections into yards pursuant to PMC section 18.80.010.

- B. The development regulations for the area identified as 'Lot H' and 'Lot M' as shown on VTM 9235, shall be as shown in the table below. All standards not noted below shall revert to the standards applicable to the CO (Office Commercial) District, as specified within the PMC.

Minimum lot area (sq. ft.)	5,000
Minimum lot width (ft.)	50
Minimum yards (ft.)	
Front*	20
Side	5
Side (adjacent to residential use)	10
Corner Side	15
Rear	10

**Exhibit C of Resolution No. 10121
Planned Development (PD) Plan**

Rear (adjacent to residential use)	10
Maximum height of structure(s) (ft.)	35
Maximum lot coverage	50%
Maximum floor-area-ratio (FAR)	0.5
Minimum site landscaping	10%

* For purposes of calculating setbacks, the front lot line of "Lot H" shall be measured from the property line adjacent to West Leland Road.

**RECORDING REQUESTED BY
AND WHEN RECORDED RETURN TO:**

City of Pittsburg
65 Civic Avenue
Pittsburg, CA 94565
Attention: City Clerk

(SPACE ABOVE THIS LINE IS FOR RECORDER'S USE ONLY)

**FOURTH AMENDMENT TO
DEVELOPMENT AGREEMENT
BETWEEN
THE CITY OF PITTSBURG, CALIFORNIA
AND
ALVES RANCH, LLC
AND
WILLIAM LYON HOMES, INC.**

**FOURTH AMENDMENT TO
DEVELOPMENT AGREEMENT
BETWEEN
THE CITY OF PITTSBURG, CALIFORNIA
AND
ALVES RANCH, LLC
AND
WILLIAM LYON HOMES, INC.**

THIS FOURTH AMENDMENT TO DEVELOPMENT AGREEMENT (this “**Fourth Amendment**”) is entered into as of March __, 2018, between ALVES RANCH, LLC, a California limited liability company (“**Alves Ranch**”), WILLIAM LYON HOMES, INC., a California corporation (“**Lyon**”) (**Alves Ranch and Lyon are herein collectively referred to as “Developer”**), and the CITY OF PITTSBURG, a California municipal corporation (“**City**”), pursuant to California Government Code § 65864 *et seq.*

RECITALS

A. Effective January 5, 2005, Developer and City entered into that certain Development Agreement (recorded 2-25-05, instrument #2005-65303) for the Project; subsequently entered into that certain First Amendment to Development Agreement for the Project, which First Amendment was signed by the parties on May 13, 2005 and recorded in the Official Records of Contra Costa County on June 14, 2005 (recorded 6-14-05, instrument #2005-213402); subsequently entered into that certain Second Amendment to Development Agreement for the Project, which Second Amendment was signed by the parties on June 26, 2006 and recorded in the Official Records of Contra Costa County on August 10, 2006 (recorded 8-10-06, instrument #2006-253453); and subsequently entered into that certain Third Amendment to Development Agreement for the Project, which Third Amendment was signed by the parties on September 8, 2010 and recorded in the Official Records of Contra Costa County on two occasions – once on September 21, 2010 (recorded 9/21/10, instrument # 2010-199994) and again on October 8, 2010 (recorded 10/08/10, instrument # 2010-218997) (collectively, the “**Development Agreement**”), pursuant to which City granted Developer a vested right to develop the Project Site.

B. On January 20, 2009, the Pittsburg City Council adopted Ordinance No. 08-1312 approving the Master Plan for the Alves Ranch Development, including neighborhoods A-1, A-2, B, C, D, and E (the “**Alves Ranch Master Plan**”).

C. The purpose of this Fourth Amendment is to reflect certain minor changes to the Development Agreement relating to changing Recital I.3 to allow a change in the zoning classification from Commercial Office to Community Commercial, which Developer wishes to pursue consistent with applicable law; Recital J.3 to specify the Developer's commitment to include a minimum of ten (10) affordable housing units; and Section 3.13 to modify the number of affordable housing units to be constructed, as well as to provide further specificity of the units' sizes and amenities.

D. The Developer desires to change the zoning classification to provide the opportunity for potential development of a grocery store and other commercial projects.

E. Section 3.13(e) of the Development Agreement currently requires Alves Ranch to enter into an affordable housing agreement, subject to City Council approval, prior to approval of the first final map on the Alves Ranch Property or issuance of the first building permit on the Alves Ranch Property, whichever occurs first.

F. The parties desire to amend the Development Agreement to modify the obligations related to the number of affordable units to be included, due to changes in the affordable housing market and the parties' intent to ensure a viable housing product for the Pittsburgh community.

G. This Fourth Amendment only involves minor changes which will not "substantially affect" the Project and is properly processed as an Administrative Agreement Amendment pursuant to and in compliance with Section 7.02(a) of the Development Agreement which authorizes the use of Administrative Agreement Amendments.

H. The City further finds that this Fourth Amendment is consistent with the provisions of State law and Resolution No. 89-7466 governing development agreements and that this Fourth Amendment will not be detrimental to the public health, safety, or general welfare of the community.

NOW, THEREFORE, in consideration of the promises, covenants, and provisions set forth herein, the receipt and adequacy of which consideration is hereby acknowledged, the parties agree as follows:

AGREEMENT

1. **Recitals.** The foregoing recitals are true and correct and hereby incorporated herein.

2. **Defined Terms.** All capitalized terms not defined herein shall have the meanings ascribed to them in the Development Agreement.

3. **Recital I.** Recital I.3 of the Development Agreement is amended to add the following: "Notwithstanding the above, Developer may seek amendment of the applicable zoning to change the existing zoning of CO-P (Commercial Office-Master Plan Overlay) to CC (Community Commercial)."

4. **Recital J.** Recital J.3 of the Development Agreement is amended to delete the existing sentence in its entirety and replace it with “Developer’s commitment that the Project will include a minimum of ten (10) affordable housing units, as more particularly set forth in Section 3.13 of this Agreement.”

5. **Section 3.13.** Section 3.13 of the Development Agreement is amended to delete Sections 3.13 (a), (b), and (c) in their entirety and replace with the following:

“(a) **Alves Ranch Property.** To satisfy its affordable housing obligation for the Project, Alves Ranch shall provide a minimum of ten (10) affordable accessory dwelling units (“ADUs”). Location of all required ADU’s shall be finalized prior to the City’s approval of the first final subdivision map for the Alves Ranch Property. Each ADU shall be at least four hundred (400) square feet in size and contain a fully functional kitchen (including cabinets with countertop, one (1) refrigerator, one (1) four burner range with oven, one (1) sink with garbage disposal and electrical receptacles for small appliances), as well as at least two hundred (200) cubic feet of private storage space and a separate closet for the bedroom area. Upon City’s written request, Alves Ranch agrees to record restrictive covenants on these units on terms and conditions, subject to the written approval of the City Manager or his or her designee, running for up to 55 years.

(b) Intentionally omitted.

(c) Intentionally omitted.”

6. **Effect of this Fourth Amendment.** Except as expressly modified by this Fourth Amendment, the Development Agreement shall continue in full force and effect according to its terms, and Developer and City hereby ratify and affirm all their respective rights and obligations under the Development Agreement, including but not limited to Developer’s indemnification obligations as set forth in Section 9.01 of the Development Agreement. In the event of any conflict between this Fourth Amendment and the Development Agreement, the provisions of this Fourth Amendment shall govern.

7. **Binding Agreement.** This Fourth Amendment shall be binding upon and inure to the benefit of the heirs, administrators, executors, successors in interest, and assigns of each of the parties hereto. Any reference in this Fourth Amendment to a specifically named party shall be deemed to apply to any successor, administrator, executor, or assign of such party who has acquired an interest in compliance with the terms of this Fourth Amendment or under law.

8. **Counterparts.** This Fourth Amendment may be executed in multiple counterparts, each of which shall be deemed an original, but all of which, when taken together, shall constitute the same document.

9. **California Law.** This Fourth Amendment shall be governed by and interpreted in accordance with the laws of the State of California.

10. **Invalidity.** Any provision of this Fourth Amendment that is determined by a court of competent jurisdiction to be invalid or unenforceable shall be deemed severed from this

Fourth Amendment, and the remaining provisions shall remain in full force and effect as if the invalid or unenforceable provision had not been a part hereof.

11. Headings. The headings used in this Fourth Amendment are for convenience only and shall be disregarded in interpreting the substantive provisions of this Fourth Amendment.

IN WITNESS WHEREOF, this Fourth Agreement has been entered into by and between Developer and City as of the date and year first above written.

CITY:

CITY OF PITTSBURG,
a California municipal corporation

By: _____
Name: Joe Sbranti
Title: City Manager

DEVELOPER:

ALVES RANCH, LLC,
a California limited liability company

By: _____
Name: Gerald Alves
Title: Manager

ATTEST:

WILLIAM LYON HOMES, Inc.,
a California corporation

By: _____
Name: Alice Evenson
Title: City Clerk

By: _____
Name: _____
Title: _____

APPROVED AS TO FORM:

By: _____
Name: Ruthann G. Ziegler
Title: City Attorney

2938617.3



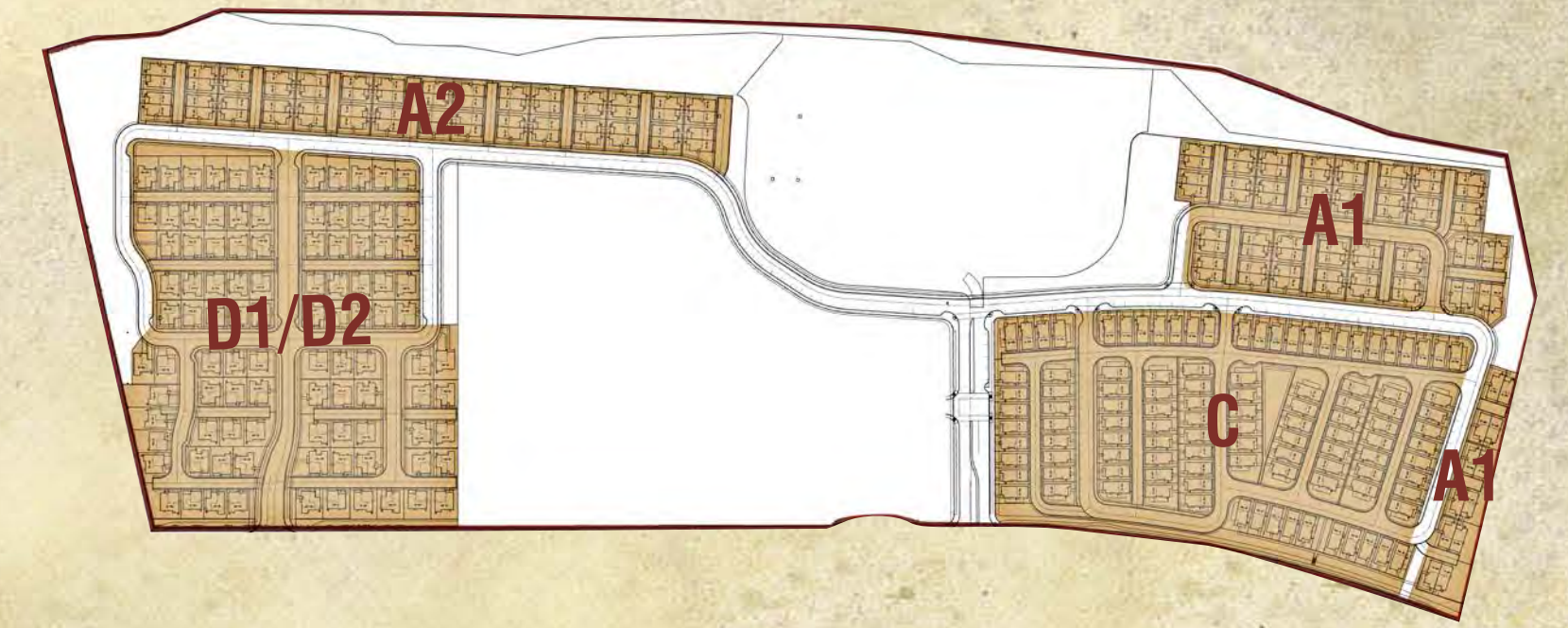
Neighborhood C | 31 x 65' Small Lot/Alley Loaded Lots



Neighborhood D₁ & D₂ | 43' x 54' Small Lot Traditional Single Family Homes



Neighborhood A₁ & A₂ | Duets



Alves Ranch
Pittsburg California



OUR TEAM

William Lyon Homes

Contact: Mandy Leung
2603 Camino Ramon, San Ramon, CA 94583
925.543.5562 | www.lyonhomes.com

WHA. Architects . Planners . Designers .

Contact: Robert Lee
5000 Executive Pkwy, Suite 375, San Ramon, CA 94583
925.463.1700 | www.WHAinc.com
July 13, 2018



Ruggeri-Jensen-Azar & Assoc.

Contact: Alex Azar
8055 Camino Arroyo, Gilroy, CA 95020
408.848.0300 | www.rja-gps.com



VanderToolen Assoc..

Contact: Phil VanderToolen
855 Bordeaux Way, Ste 240, Napa, CA 94558
707.224.2299 | www.vandertoolen.com

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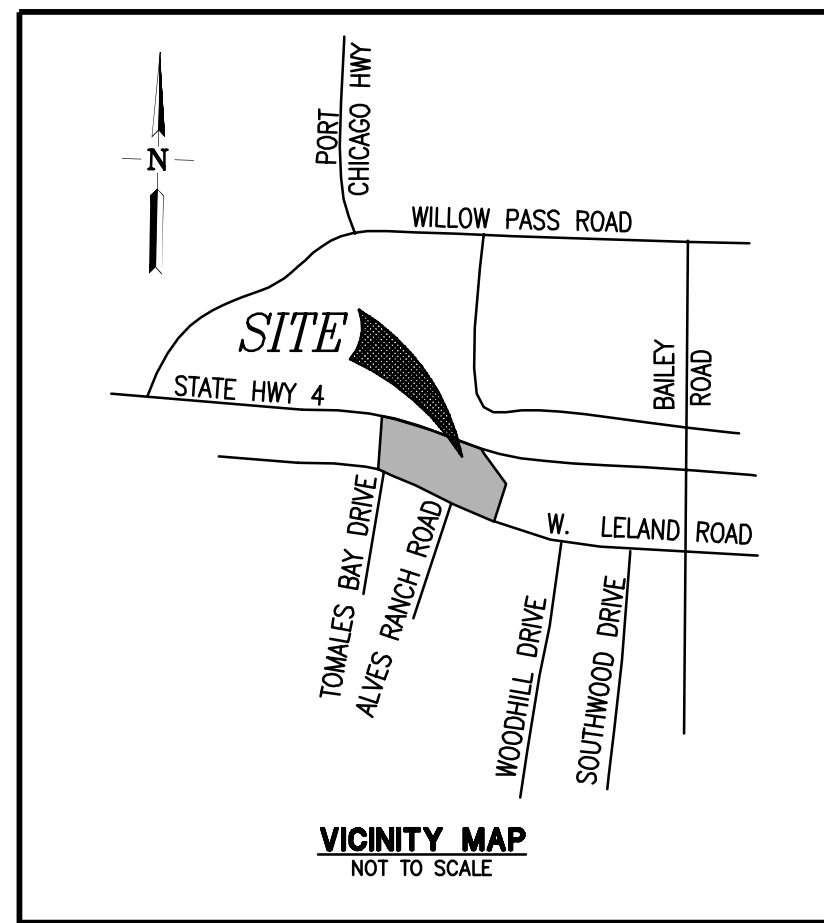
Neighborhood A1 & A2

Duets

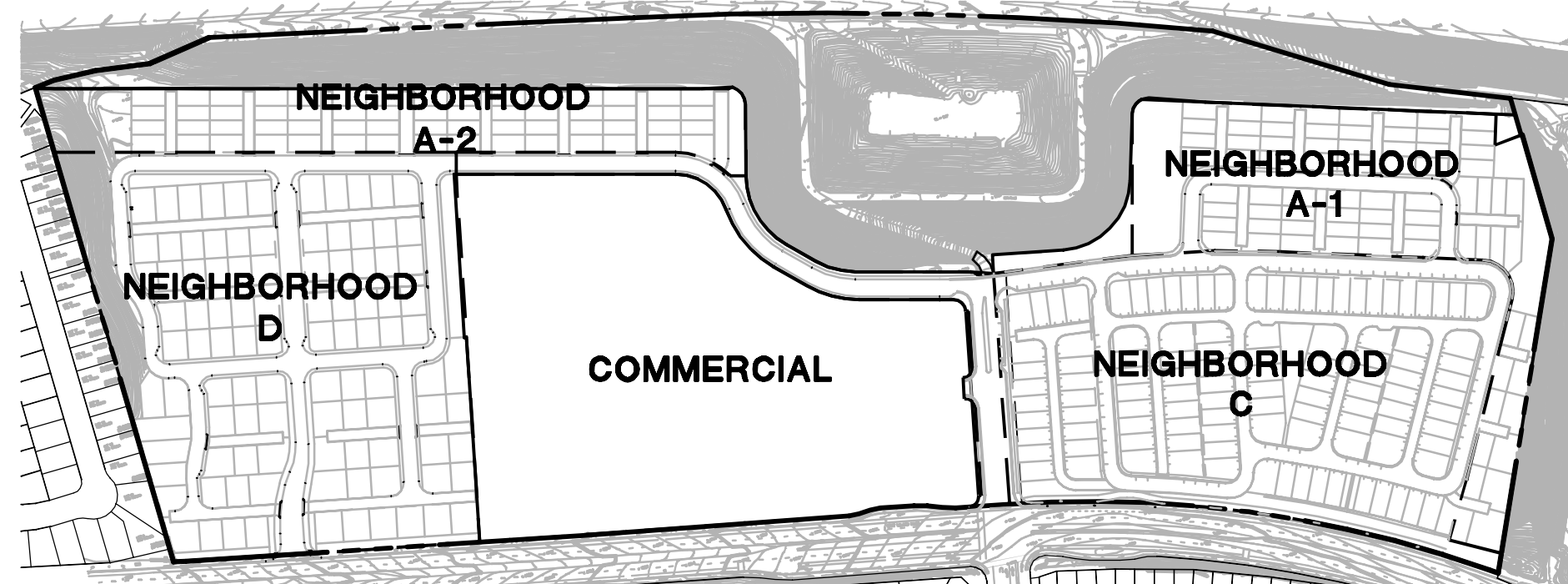
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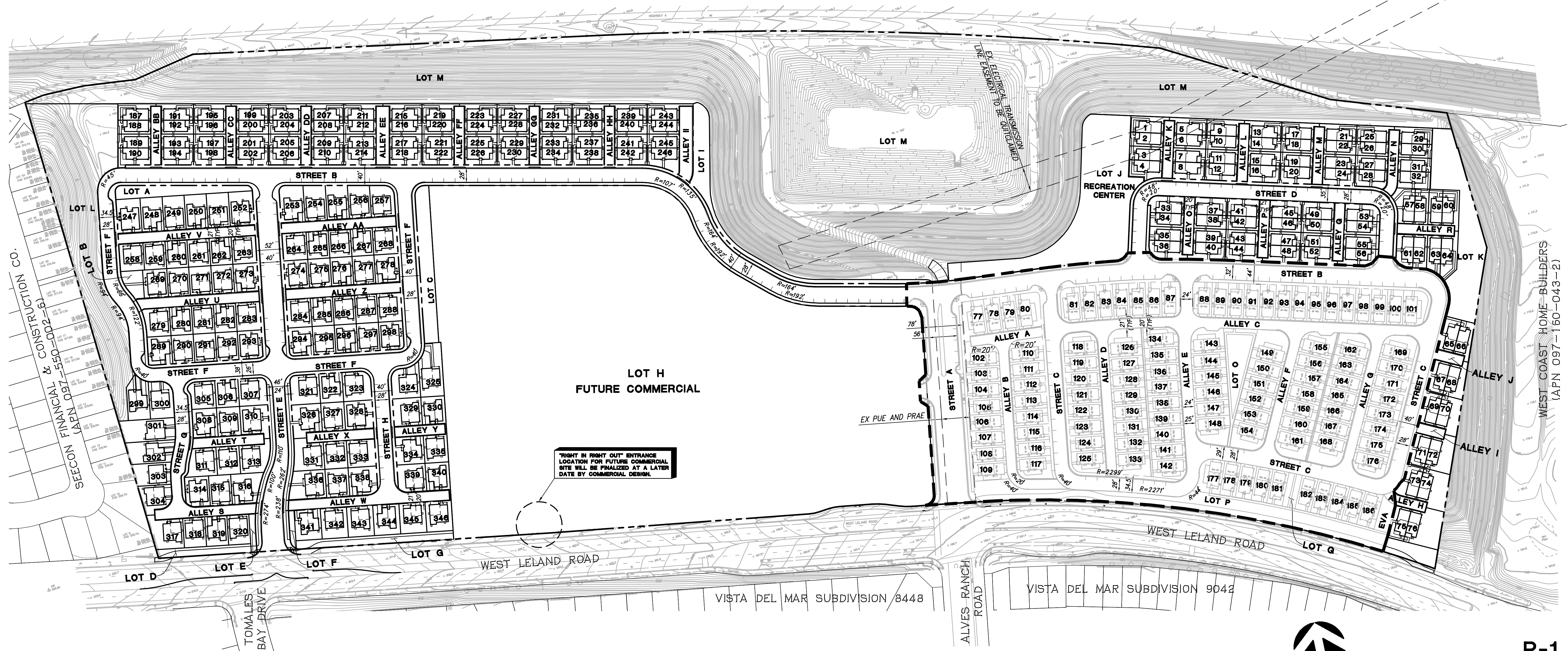


ABBREVIATIONS	
BNDRY	BOUNDARY
BW	BOTTOM OF WALL
CL	CENTER LINE
ESMT	EASEMENT
EVAE	EMERGENCY VEHICLE ACCESS EASEMENT
EX	EXISTING
FC	FLUSH CURB
FH	FIRE HYDRANT
FC	FACE OF CURB
HP	HIGH POINT
JT	JOINT TRENCH
LP	LOW POINT
P	POD
PAE	PRIVATE ACCESS EASEMENT
PAV	PAVEMENT
PUE	PUBLIC UTILITY EASEMENT
R	RADIUS
RET	RETURN
RW	RIGHT OF WAY
SD	STORM DRAIN
SL	STREET LIGHT
SS	SANITARY SYSTEM
SWK	SIDEWALK
STME	STREET TREE MAINTENANCE EASEMENT
W	WATER
TC	TOP OF CURB
TRC	TOP OF ROLLED CURB
TW	TOP OF WALL
YE	YARD EASEMENT



KEY MAP
NOT TO SCALE

STATE HIGHWAY 4



PRELIMINARY SITE PLAN

ALVES RANCH

PITTSBURG, CA

SITE SUMMARY

ALVES RANCH

TOTAL GROSS AREA:	2,474,478 SF (56.8 AC)
COMMERCIAL GROSS AREA:	522,930 SF (12.0 AC)
RESIDENTIAL GROSS AREA:	1,951,548 SF (44.8 AC)
A. TOTAL UNIT COUNT:	346
B. AVERAGE DENSITY (DU/AC):	7.7
C. TOTAL PARKING PROVIDED:	835
(COVERED/UNCOVERED)	

NEIGHBORHOOD A-1 (DUETS) - LOTS 1-76

GROSS AREA:	268,330 SF (6.2 AC)
NUMBER OF UNITS:	76
MAX BUILDING HEIGHT:	30'
PARKING:	COVERED (GARAGE) = 128 (2 PER UNIT)
	UNCOVERED = 19
	TOTAL = 147

NEIGHBORHOOD A-2 (DUETS) - LOTS 187-246

GROSS AREA:	144,184 SF (3.3 AC)
NUMBER OF UNITS:	60
MAX BUILDING HEIGHT:	30'
PARKING:	COVERED (GARAGE) = 120 (2 PER UNIT)

GHAD/SLOPED AREA/DETENTION BASIN

LOTS M, L, AND N GROSS AREA:	571,072 SF (13.1 AC)
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NEIGHBORHOOD C (SINGLE FAMILY) - LOTS 65-174

GROSS AREA:	463,478 SF (10.6 AC)
NUMBER OF UNITS:	110
MAX BUILDING HEIGHT:	30'
PARKING:	COVERED (GARAGE) = 220 (2 PER UNIT)
	UNCOVERED = 64
	TOTAL = 284

NEIGHBORHOOD D (SINGLE FAMILY) - LOTS 247-346

GROSS AREA:	507,038 SF (11.6 AC)
NUMBER OF UNITS:	100
MAX BUILDING HEIGHT:	30'
PARKING:	COVERED (GARAGE) = 200 (2 PER UNIT)
	UNCOVERED = 84
	TOTAL = 284

NEIGHBORHOOD C IS IN SUBSTANTIAL CONFORMANCE PER THE VESTING TENTATIVE MAP APPROVED IN 2009 FOR SUBDIVISION 9235

- NOTE:
- ALL CURB RADIUS ARE 25' MIN UNLESS OTHERWISE STATED.
 - ALLEYS ARE 20' FC/FC AND 21' R/W TO R/W UNLESS OTHERWISE NOTED.



P-1



LOT SIZE TABLE

LOT NO.	LOT SIZE	
	S.F.	ACRE
1	2,131	0.05
2	1,740	0.04
3	1,740	0.04
4	2,226	0.05
5	2,068	0.05
6	1,688	0.04
7	1,688	0.04
8	2,063	0.05
9	2,068	0.05
10	1,688	0.04
11	1,687	0.04
12	2,063	0.05
13	2,068	0.05
14	1,687	0.04
15	1,688	0.04
16	2,063	0.05
17	2,068	0.05
18	1,687	0.04
19	1,688	0.04
20	2,063	0.05
21	2,068	0.05
22	1,687	0.04
23	1,688	0.04
24	2,063	0.05
25	2,068	0.05
26	1,687	0.04
27	1,688	0.04
28	2,098	0.05
29	2,116	0.05
30	1,728	0.04
31	1,728	0.04
32	2,116	0.05
33	2,185	0.05
34	1,746	0.04
35	1,759	0.04
36	2,280	0.05
37	2,072	0.05
38	1,680	0.04
39	1,690	0.04
40	2,165	0.05
41	2,073	0.05
42	1,681	0.04
43	1,691	0.04
44	2,141	0.05
45	2,065	0.05
46	1,686	0.04
47	1,689	0.04
48	2,142	0.05
49	2,065	0.05
50	1,686	0.04
51	1,689	0.04
52	2,140	0.05
53	2,166	0.05
54	1,845	0.04
55	1,849	0.04
56	2,362	0.05
57	2,516	0.06
58	1,863	0.04
59	1,859	0.04
60	2,320	0.05
61	2,240	0.05
62	1,747	0.04
63	1,915	0.04
64	2,569	0.06
65	2,112	0.05
66	2,001	0.05
67	2,016	0.05
68	2,403	0.06
69	2,016	0.05
70	2,883	0.07
71	2,016	0.05
72	3,363	0.08
73	2,293	0.05
74	3,843	0.09
75	2,048	0.05
76	4,645	0.11

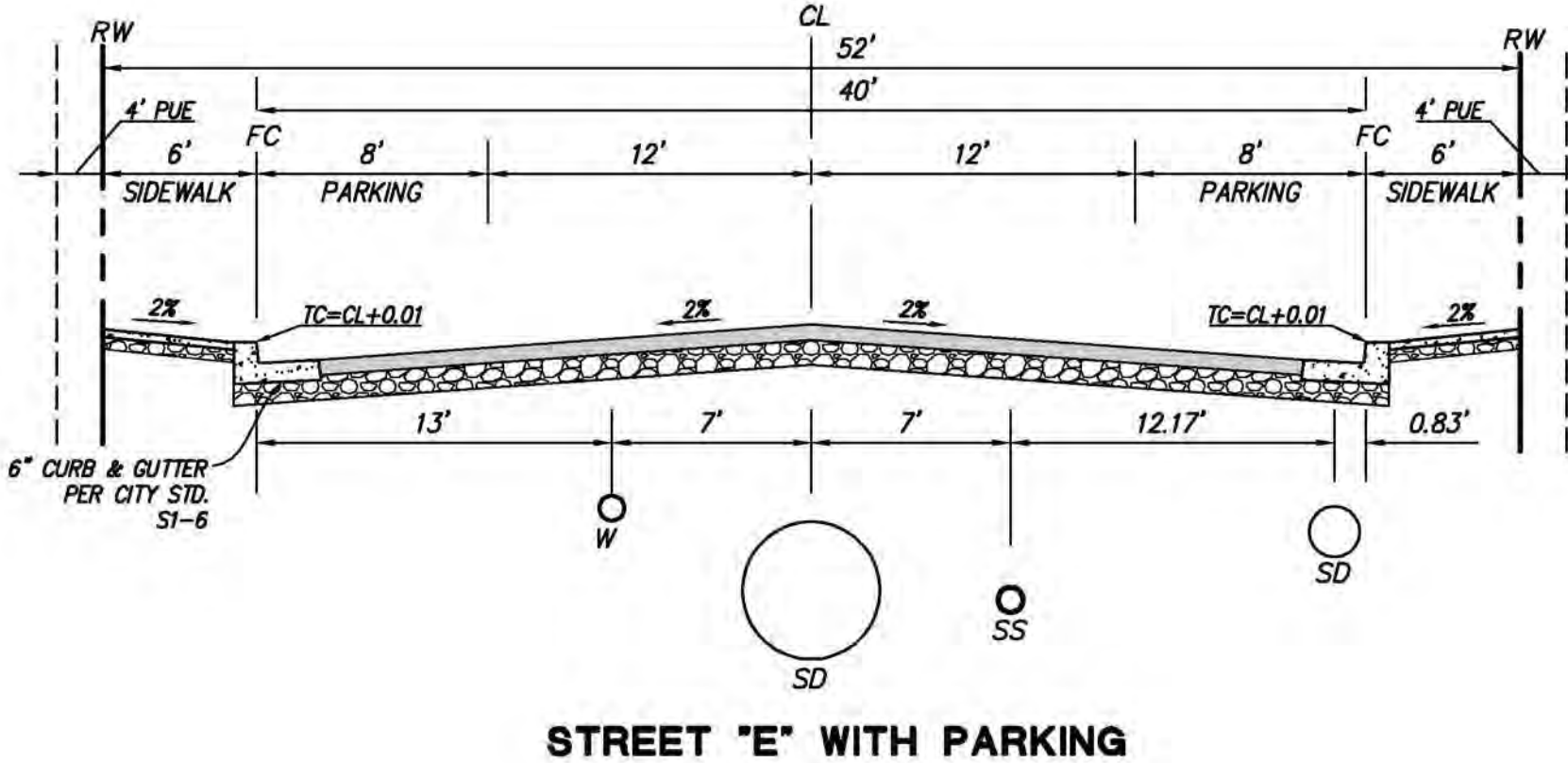
LOT NO.	LOT SIZE	
	S.F.	ACRE
77	3,215	0.07
78	2,092	0.05
79	2,092	0.05
80	3,074	0.07
81	2,555	0.06
82	2,125	0.05
83	2,125	0.05
84	2,125	0.05
85	2,125	0.05
86	2,125	0.05
87	2,345	0.05
88	2,436	0.06
89	2,109	0.05
90	2,093	0.05
91	2,093	0.05
92	2,092	0.05
93	2,092	0.05
94	2,092	0.05
95	2,093	0.05
96	2,093	0.05
97	2,092	0.05
98	2,093	0.05
99	2,092	0.05
100	2,093	0.05
101	2,929	0.07
102	2,760	0.06
103	2,046	0.05
104	2,046	0.05
105	2,046	0.05
106	2,046	0.05
107	2,046	0.05
108	2,046	0.05
109	2,398	0.06
110	2,775	0.06
111	2,054	0.05
112	2,054	0.05
113	2,054	0.05
114	2,054	0.05
115	2,054	0.05
116	2,054	0.05
117	2,795	0.06
118	2,755	0.06
119	2,030	0.05
120	2,030	0.05
121	2,031	0.05
122	2,031	0.05
123	2,031	0.05
124	2,030	0.05
125	2,741	0.06
126	3,408	0.08
127	2,056	0.05
128	2,056	0.05
129	2,056	0.05
130	2,056	0.05
131	2,056	0.05
132	2,056	0.05
133	3,089	0.07
134	2,606	0.06
135	2,121	0.05
136	2,113	0.05
137	2,113	0.05
138	2,113	0.05
139	2,045	0.05
140	2,181	0.05
141	2,113	0.05
142	2,563	0.06
143	2,863	0.07
144	2,056	0.05
145	2,056	0.05
146	2,056	0.05
147	2,056	0.05
148	3,350	0.08
149	3,937	0.09
150	2,046	0.05
151	2,046	0.05
152	2,046	0.05

LOT NO.	LOT SIZE	
	S.F.	ACRE
153	2,046	0.05
154	3,232	0.07
155	2,887	0.07
156	2,085	0.05
157	2,085	0.05
158	2,085	0.05
159	2,085	0.05
160	2,085	0.05
161	3,212	0.07
162	3,121	0.07
163	2,085	0.05
164	2,085	0.05
165	2,085	0.05
166	2,085	0.05
167	2,085	0.05
168	3,840	0.09
169	3,107	0.07
170	2,031	0.05
171	2,031	0.05
172	2,030	0.05
173	2,031	0.05
174	2,030	0.05
175	2,031	0.05
176	2,817	0.06
177	2,965	0.07
178	2,075	0.05
179	2,075	0.05
180	2,075	0.05
181	2,075	0.05
182	2,075	0.05
183	2,075	0.05
184	2,074	0.05
185	2,075	0.05
186	2,358	0.05
187	2,095	0.05
188	1,728	0.04
189	1,728	0.04
190	2,193	0.05
191	2,047	0.05
192	1,688	0.04
193	1,688	0.04
194	2,062	0.05
195	2,047	0.05
196	1,688	0.04
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198	2,062	0.05
199	2,047	0.05
200	1,688	0.04
201	1,688	0.04
202	2,062	0.05
203	2,047	0.05
204	1,688	0.04
205	1,688	0.04
206	2,063	0.05
207	2,047	0.05
208	1,688	0.04
209	1,688	0.04
210	2,062	0.05
211	2,061	0.05
212	1,688	0.04
213	1,688	0.04
214	2,063	0.05
215	2,061	0.05
216	1,688	0.04
217	1,687	0.04
218	2,062	0.05
219	2,047	0.05
220	1,688	0.04
221	1,688	0.04
222	2,062	0.05
223	2,047	0.05
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226	2,063	0.05
227	2,047	0.05
228	1,687	0.04

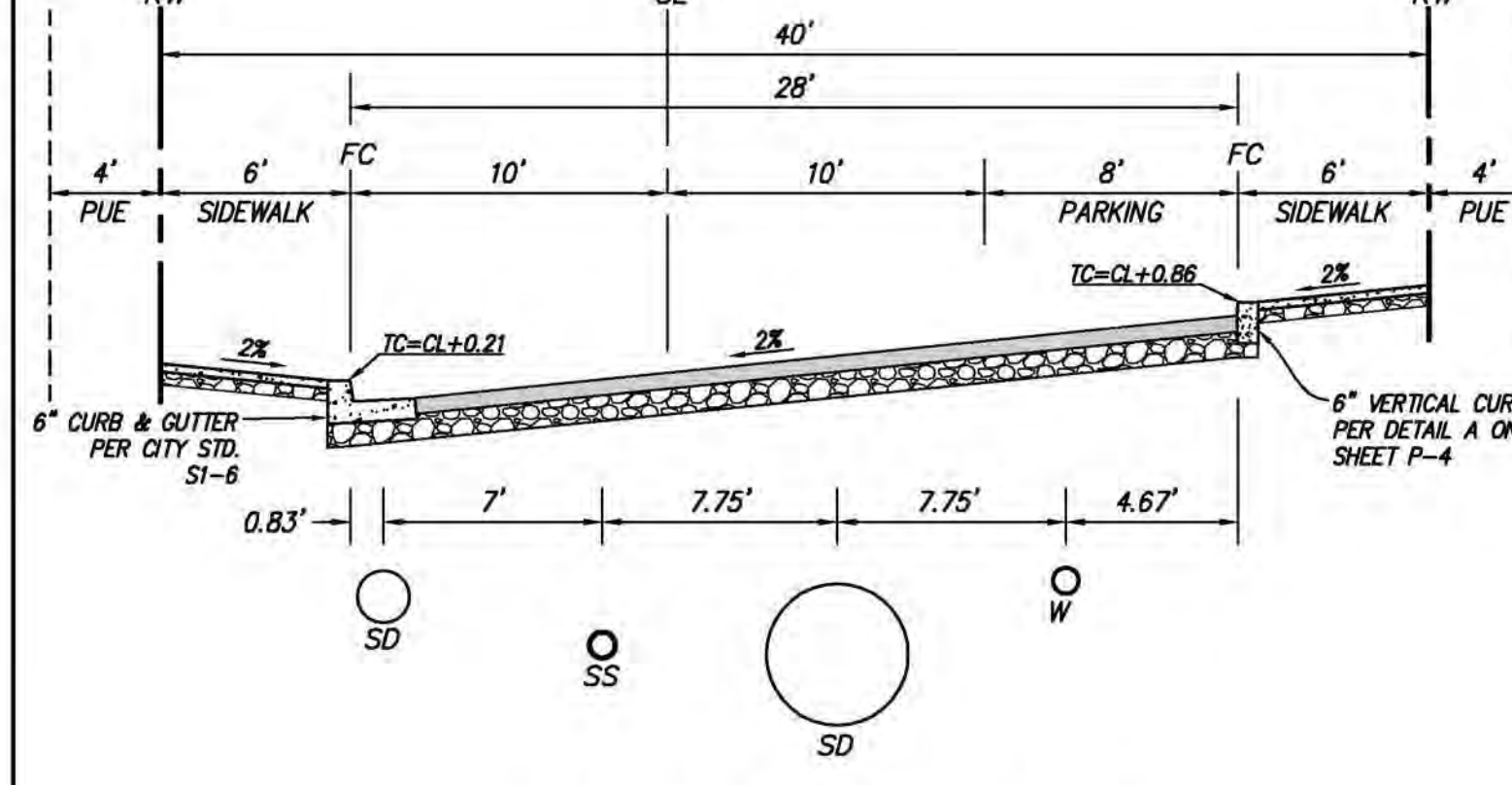
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	S.F.	ACRE
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231	2,047	0.05
232	1,687	0.04
233	1,688	0.04
234	2,063	0.05
235	2,047	0.05
236	1,687	0.04
237	1,687	0.04
238	2,063	0.05
239	2,047	0.05
240	1,688	0.04
241	1,688	0.04
242	2,064	0.05
243	2,121	0.05
244	1,688	0.04
245	1,687	0.04
246	2,522	0.06
247	3,116	0.07
248	2,851	0.07
249	2,851	0.07
250	2,851	0.07
251	2,851	0.07
252	3,116	0.07
253	3,340	0.08
254	2,958	0.07
255	2,838	0.07
256	2,718	0.06
257	2,767	0.06
258	2,491	0.06
259	2,279	0.05
260	2,279	0.05
261	2,279	0.05
262	2,279	0.05
263	2,491	0.06
264	2,491	0.06
265	2,279	0.05
266	2,279	0.05
267	2,279	0.05
268	2,491	0.06
269	2,585	0.06
270	2,365	0.05
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276	2,365	0.05
277	2,365	0.05
278	2,585	0.06
279	2,696	0.06
280	2,365	0.05
281	2,365	0.05
282	2,365	0.05
283	2,585	0.06
284	2,585	0.06
285	2,365	0.05
286	2,365	0.05
287	2,365	0.05
288	2,585	0.06
289	2,582	0.06
290	2,365	0.05
291	2,365	0.05
292	2,365	0.05
293	2,573	0.06
294	2,571	0.06
295	2,365	0.05
296	2,365	0.05
297	2,365	0.05
298	2,571	0.06
299	3,364	0.08
300	3,248	0.07
301	4,487	0.10
302	3,812	0.09
303	3,058	0.07
304	2,898	0.07

LOT NO.	LOT SIZE	
	S.F.	ACRE
305	2,610	0.06
306	2,385	0.05
307	2,890	0.07
308	2,670	0.06
309	2,497	0.06
310	3,175	0.07
311	2,920	0.07
312	2,452	0.06
313	3,168	0.07
314	2,697	0.06
315	2,515	0.06
316	3,206	0.07
317	3,717	0.09
318	3,467	0.08
319	2,469	0.06
320	2,470	0.06
321	3,213	0.07
322	2,565	0.06
323	3,058	0.07
324	3,240	0.07
325	4,459	0.10
326	3,391	0.08
327	2,475	0.06
328	3,025	0.07
329	2,970	0.07
330	2,510	0.06
331	3,363	0.08
332	2,385	0.05
333	2,915	0.07
334	2,970	0.07
335	2,510	0.06
336	3,757	0.09
337	2,475	0.06
338	2,973	0.07
339	2,918	0.07
340	2,510	0.06
341	3,033	0.07
342	3,009	0.07
343	3,009	0.07
344	3,009	0.07
345	3,009	0.07
346	3,034	0.07
LOT A	4,356	0.10
LOT B	1,742	0.04
LOT C	8,502	0.20
LOT D	3,049	0.07
LOT E	871	0.02
LOT F	871	0.02
LOT G	4,356	0.10
LOT H	522,930	12.00
LOT I	8,712	0.20
LOT J	34,848	0.80
LOT K	21,780	0.50
LOT L	152,460	3.50
LOT M	396,832	9.11
LOT N	21,780	0.50
LOT O	8,712	0.20
LOT P	27,762	0.64
LOT Q	1,742	0.04
STREET A	30,695	0.70
STREET B	111,741	2.57
STREET C	52,742	1.21
STREET D	26,283	0.60
STREET E	36,082	0.83
STREET F	45,292	1.04
STREET G	8,412	0.19
STREET H	9,434	0.22
ALLEY A	2,950	0.07
ALLEY B	7,719	0.18
ALLEY C	14,700	0.34
ALLEY D	6,112	0.14
ALLEY E	9,014	0.21
ALLEY F	5,681	0.13
ALLEY G	6,265	0.14
ALLEY H	1,674	0.04
ALLEY I	1,150	0.03

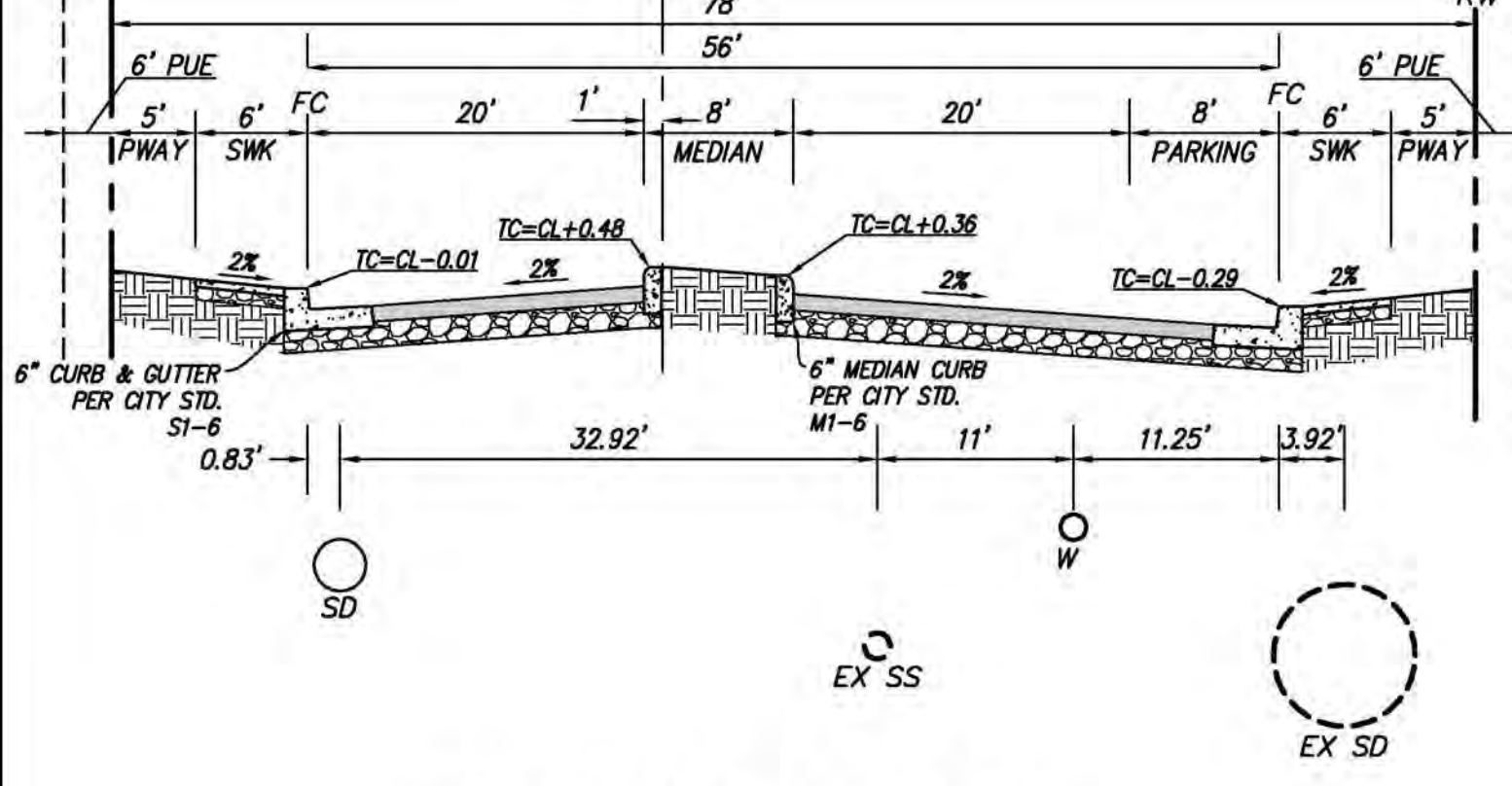
LOT NO.	LOT SIZE	
	S.F.	ACRE
ALLEY J	1,150	0.03
ALLEY K	2,362	0.05
ALLEY L	2,362	0.05
ALLEY M	2,362	0.05
ALLEY N	2,637	0.06
ALLEY O	2,364	0.05
ALLEY P	2,362	0.05
ALLEY Q	2,363	0.05
ALLEY R	2,341	0.05
ALLEY S	4,142	0.10
ALLEY T	2,919	0.07
ALLEY U	4,953	0.11
ALLEY V	5,586	0.13
ALLEY W	7,057	0.16
ALLEY X	2,762	0.06
ALLEY Y	2,069	0.05
ALLEY Z	4,683	0.11
ALLEY AA	4,683	0.11
ALLEY BB	2,405	0.06
ALLEY CC	2,405	0.06
ALLEY DD	2,405	0.06
ALLEY EE	3,092	0.07
ALLEY FF	2,405	0.06
ALLEY GG	2,405	0.06
ALLEY HH	2,405	0.06
ALLEY II	3,817	0.09
TOTAL:	2,474,478	56.8



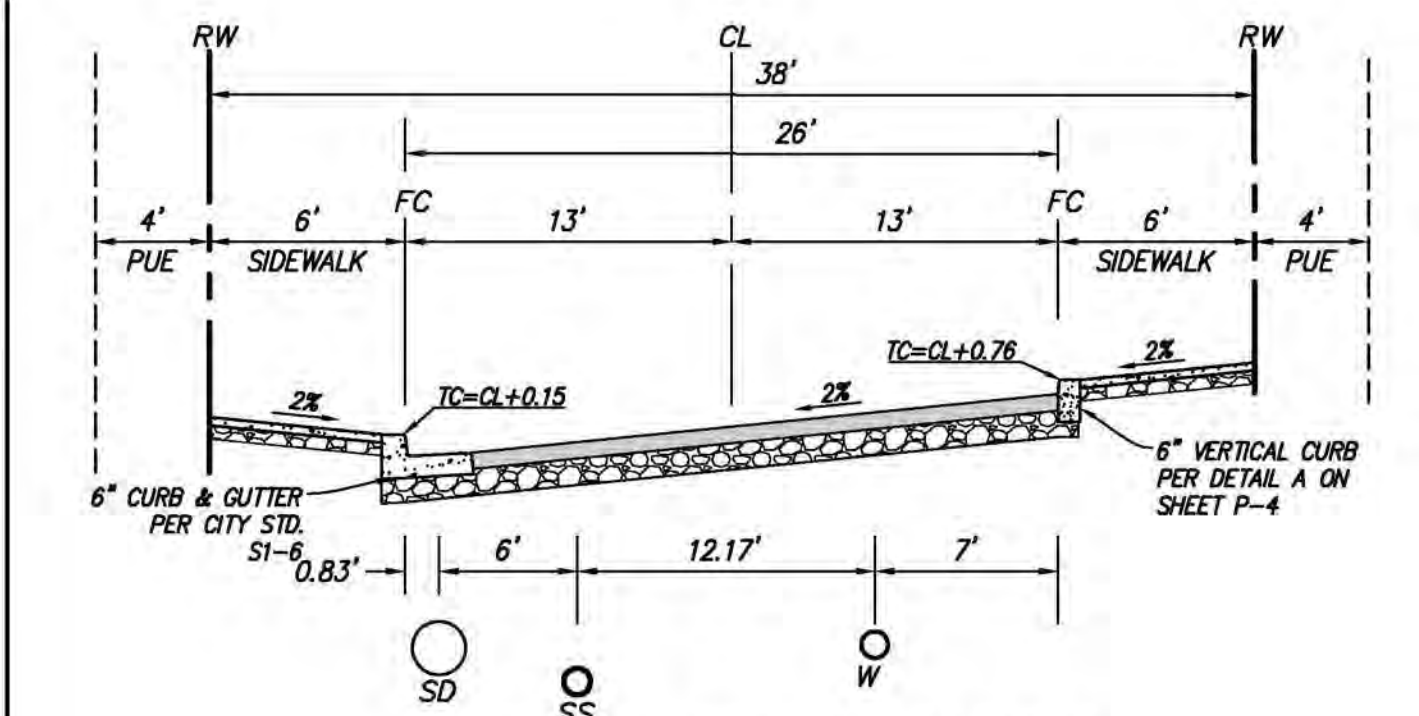
STREET "E" WITH PARKING



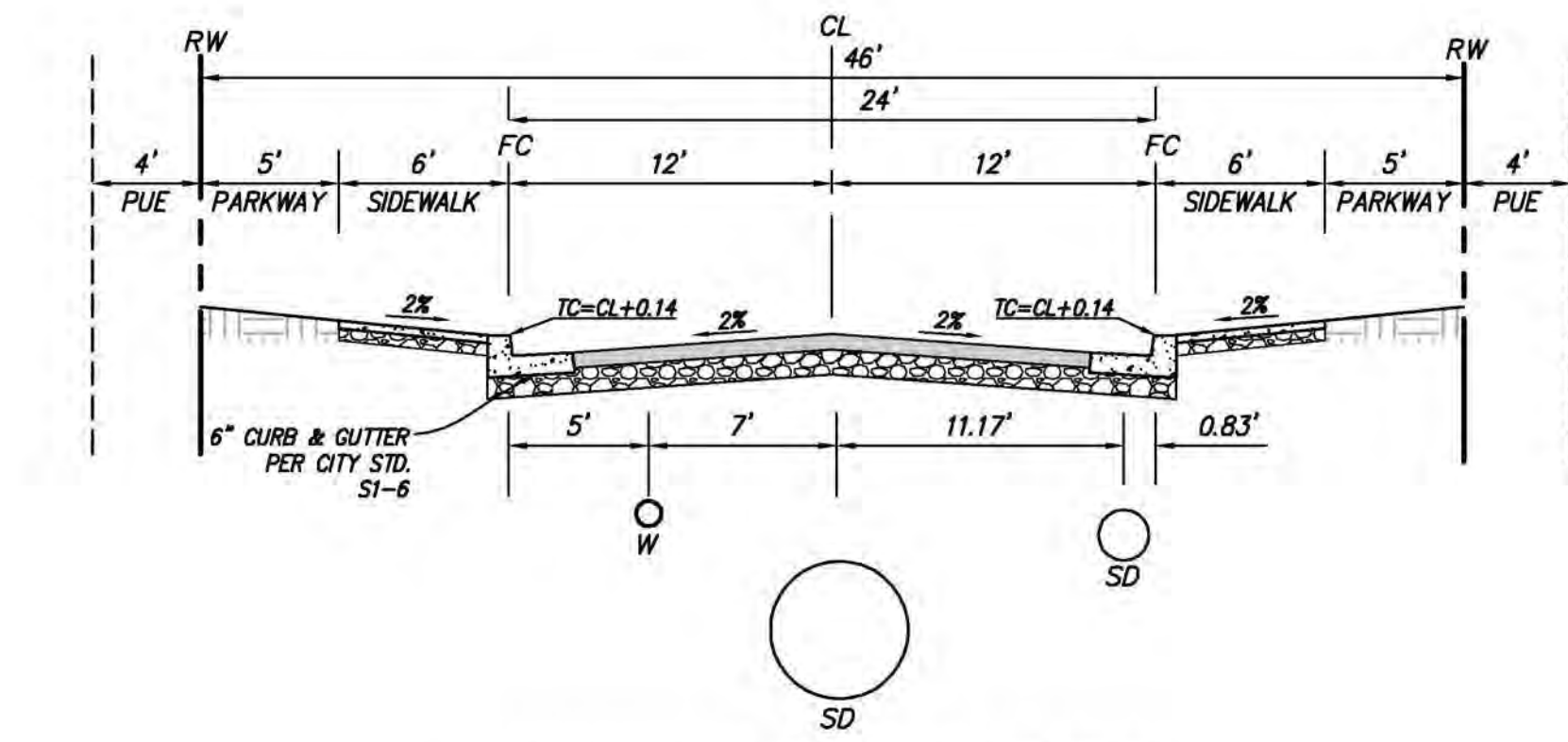
STREET "B" 28 FEET WIDE
(WEST OF STREET A)



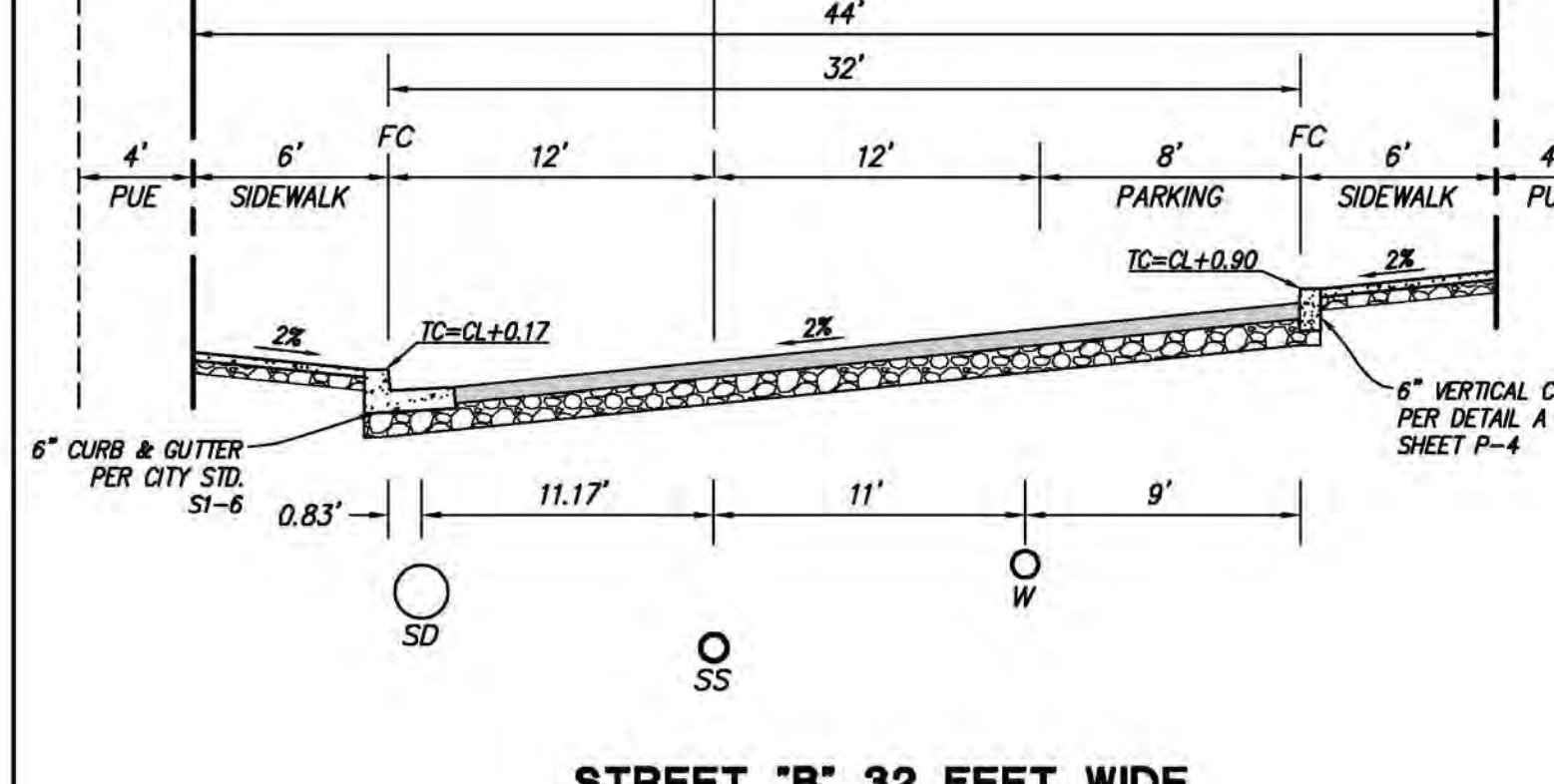
STREET "A" WITH PARKING



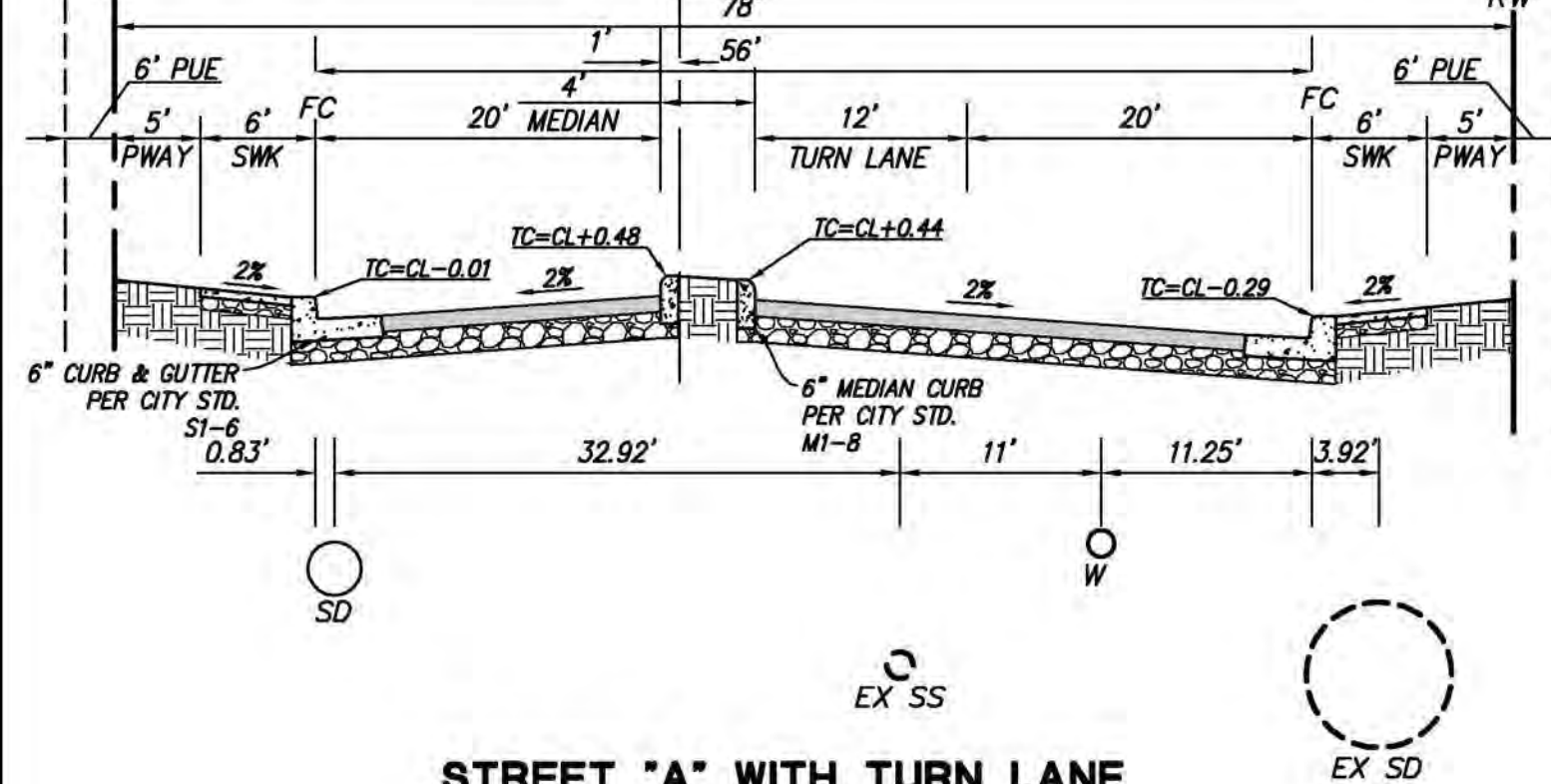
STREET "F" WITHOUT PARKING



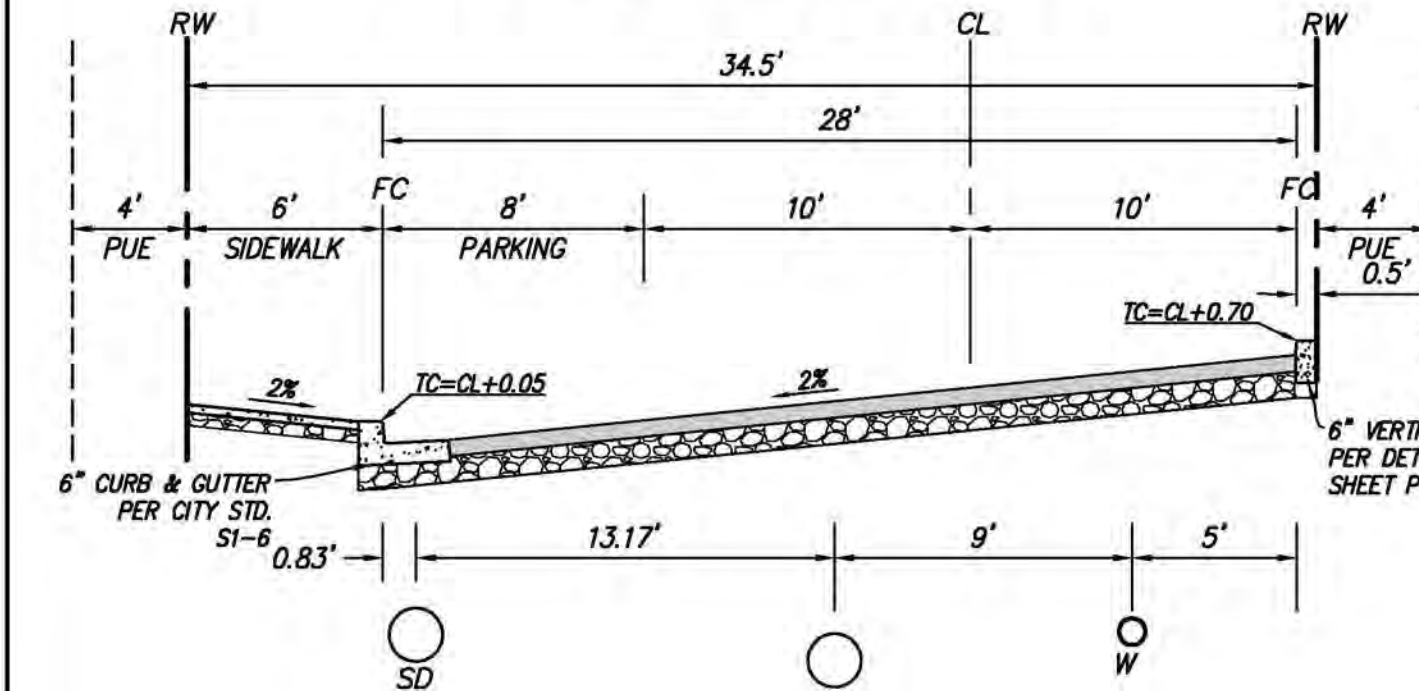
STREET "E" WITHOUT PARKING



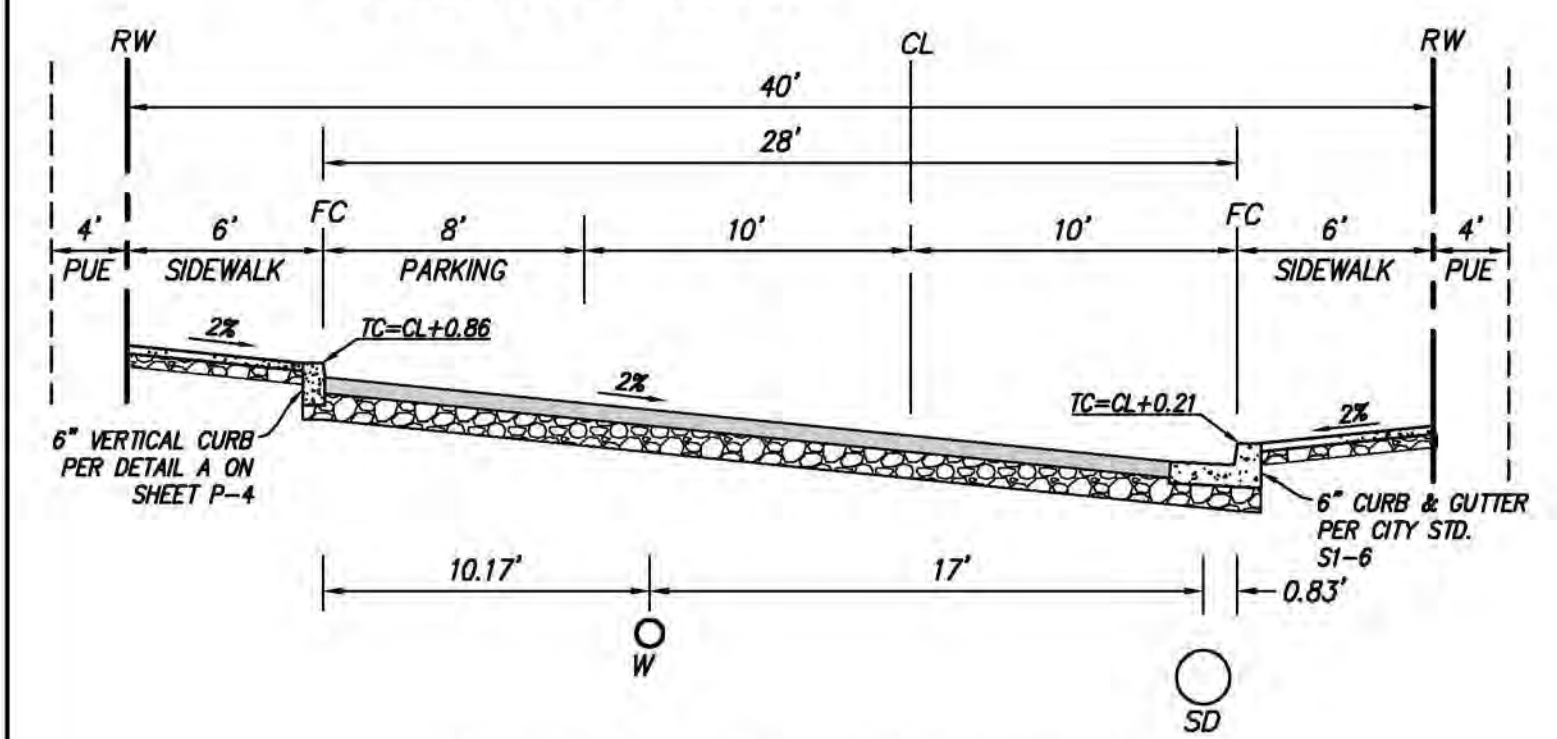
STREET "B" 32 FEET WIDE
(EAST OF STREET A)



STREET "A" WITH TURN LANE



STREET "F" WITH SIDEWALK ON ONE
SIDE AND PARKING



STREET "F" WITH SIDEWALK ON
BOTH SIDES AND PARKING

NOT TO SCALE

A PRIVATE STREET "E"

NOT TO SCALE

B PRIVATE STREET "B" AND STREET "H"

NOT TO SCALE

C PUBLIC STREET "A"

NOT TO SCALE

D PRIVATE STREET "F"

NOT TO SCALE

E PRIVATE STREET "G"

NOT TO SCALE

F PRIVATE ALLEY A, B, C, D, F, G, H, I, J, K, L, M, N, O, P,
Q, R, S, T, U, V, W, X, Y, Z, AA, BB, CC, DD, FF, GG, HH

NOT TO SCALE

G PRIVATE ALLEY EE

NOT TO SCALE

H PRIVATE ALLEY II

PRECISE PLAN
SUBDIVISION 9235 - ALVES RANCH
DETAILS AND SECTIONS

ALVES RANCH

PITTSBURG, CA



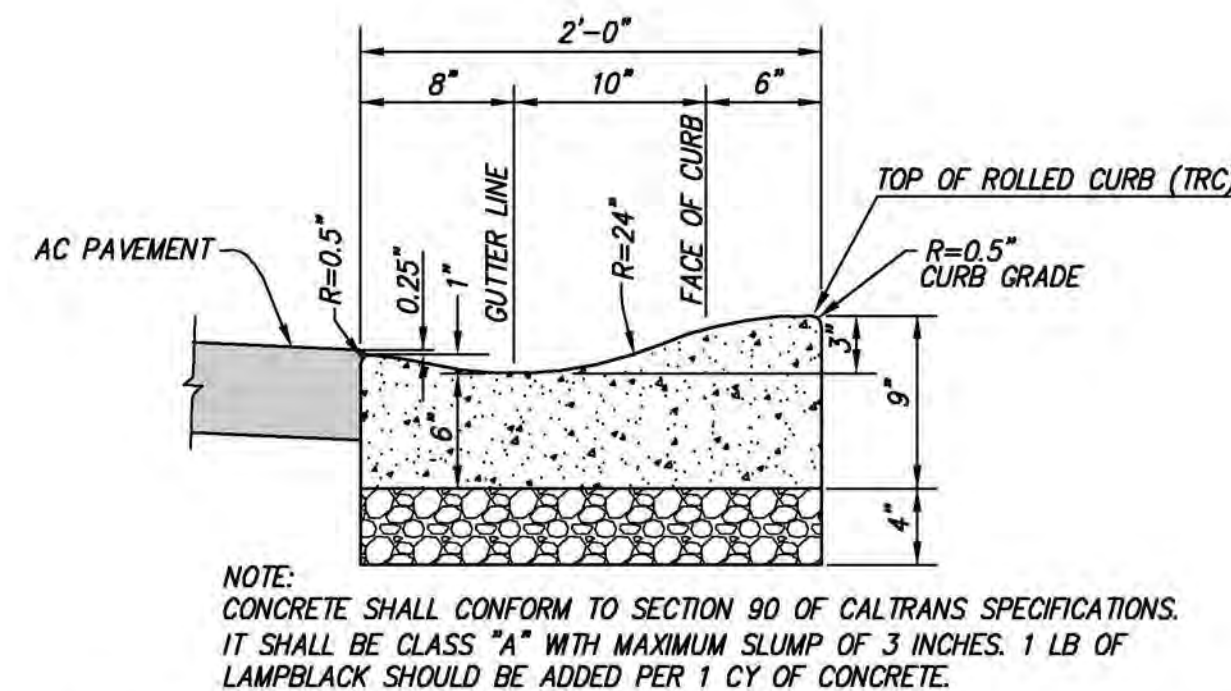
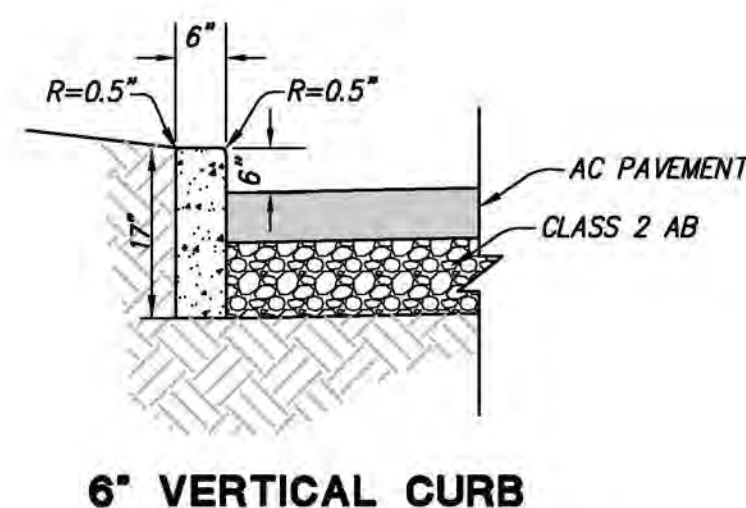
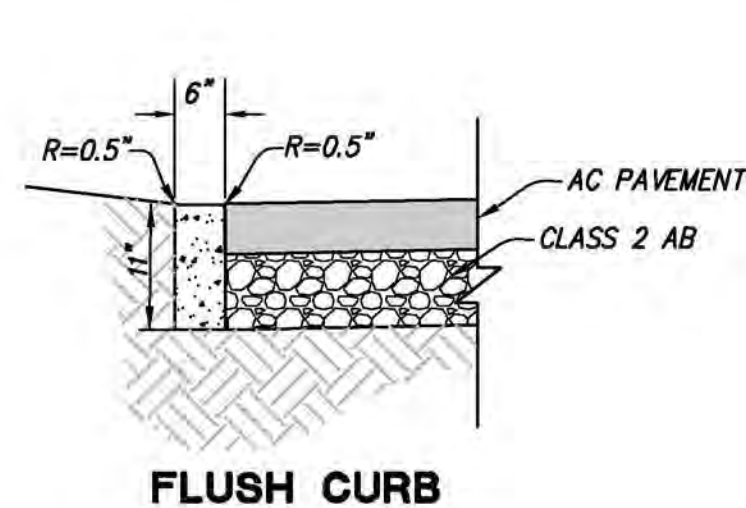
P-3



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4690 CHABOT DRIVE, SUITE 200 PLEASANTON, CA 94588
PHONE: (925) 227-9100 FAX: (925) 227-9300

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| 171084 | 06-18-18

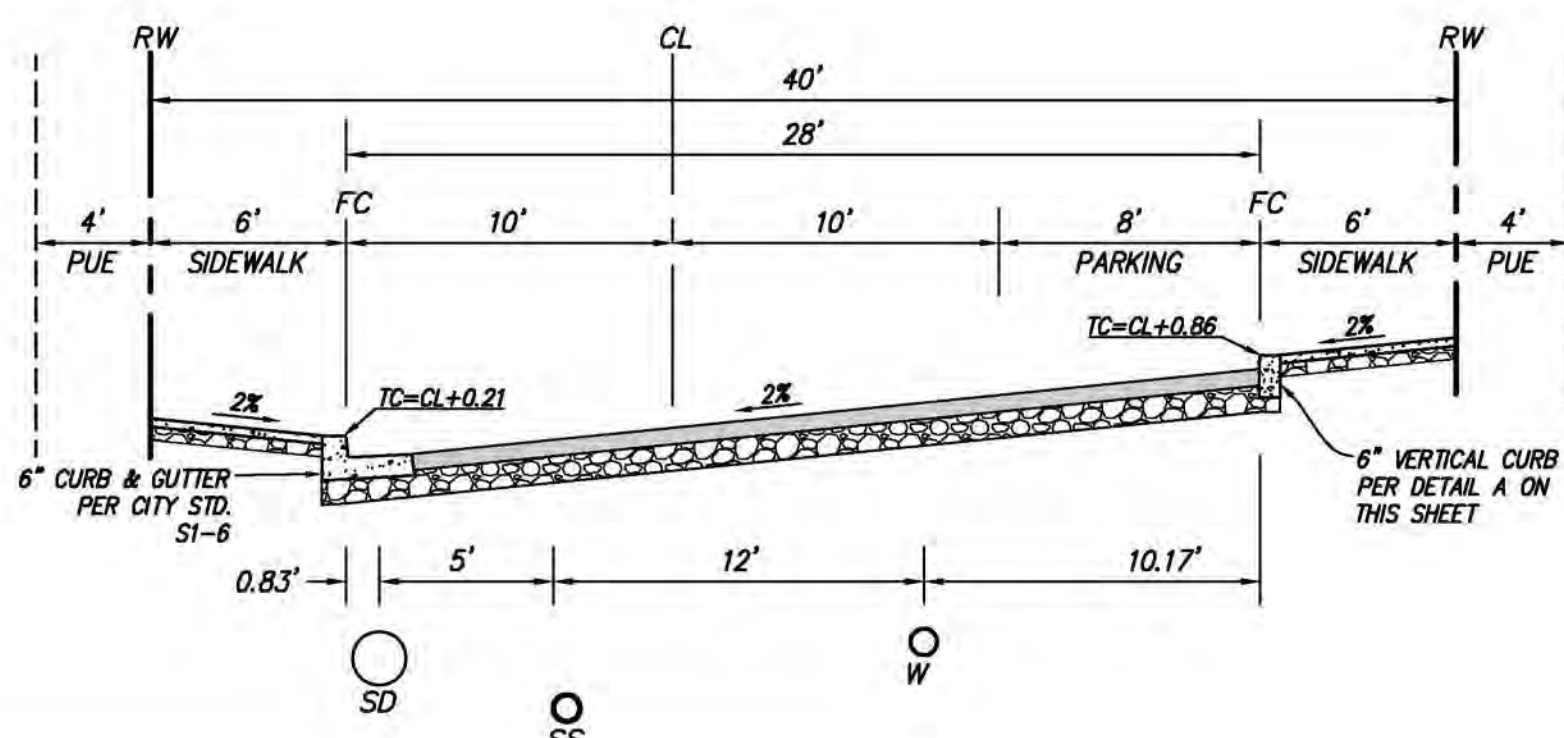




NOTE:
CONCRETE SHALL CONFORM TO SECTION 90 OF CALTRANS SPECIFICATIONS.
IT SHALL BE CLASS "A" WITH MAXIMUM SLUMP OF 3 INCHES. 1 LB OF
LAMPBLACK SHOULD BE ADDED PER 1 CY OF CONCRETE.

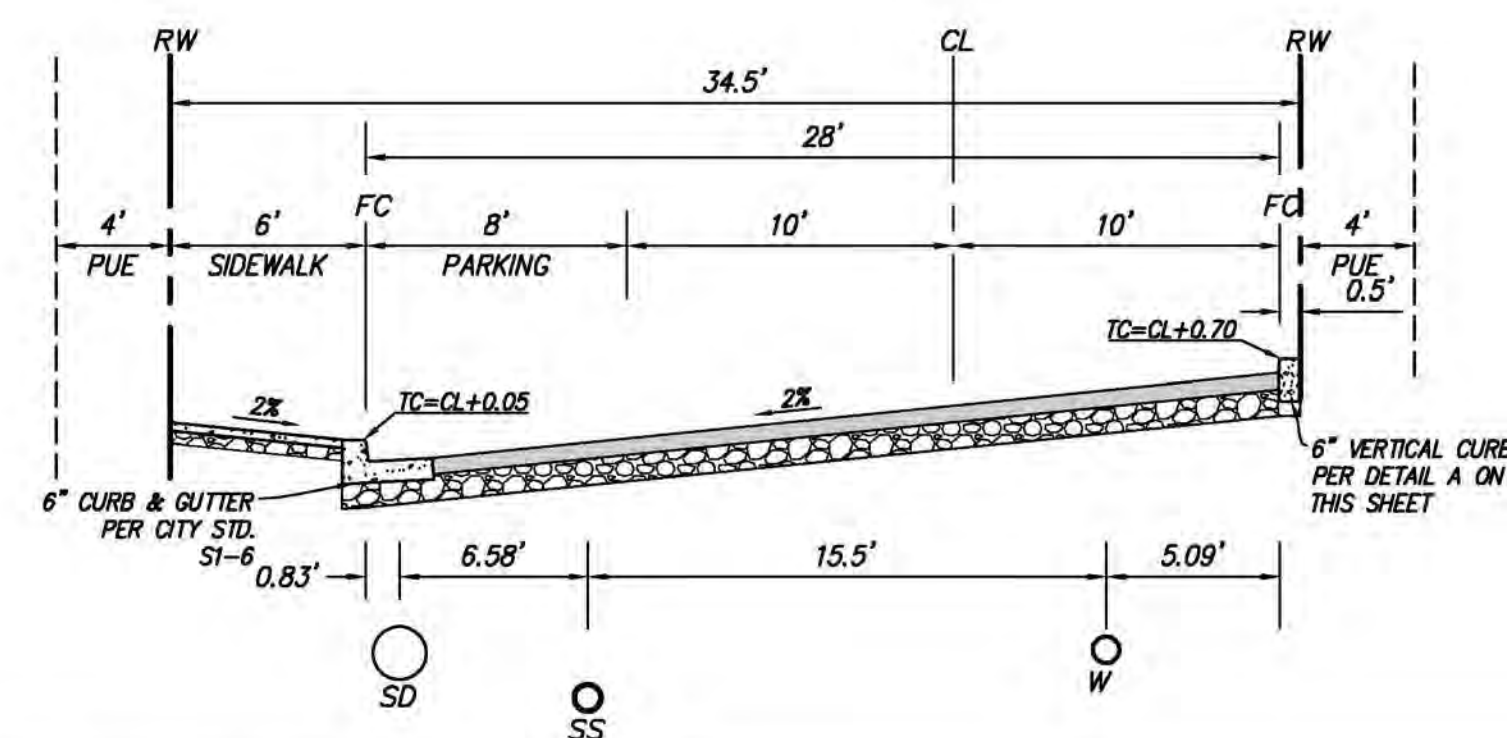
NOT TO SCALE

A CURB DETAILS



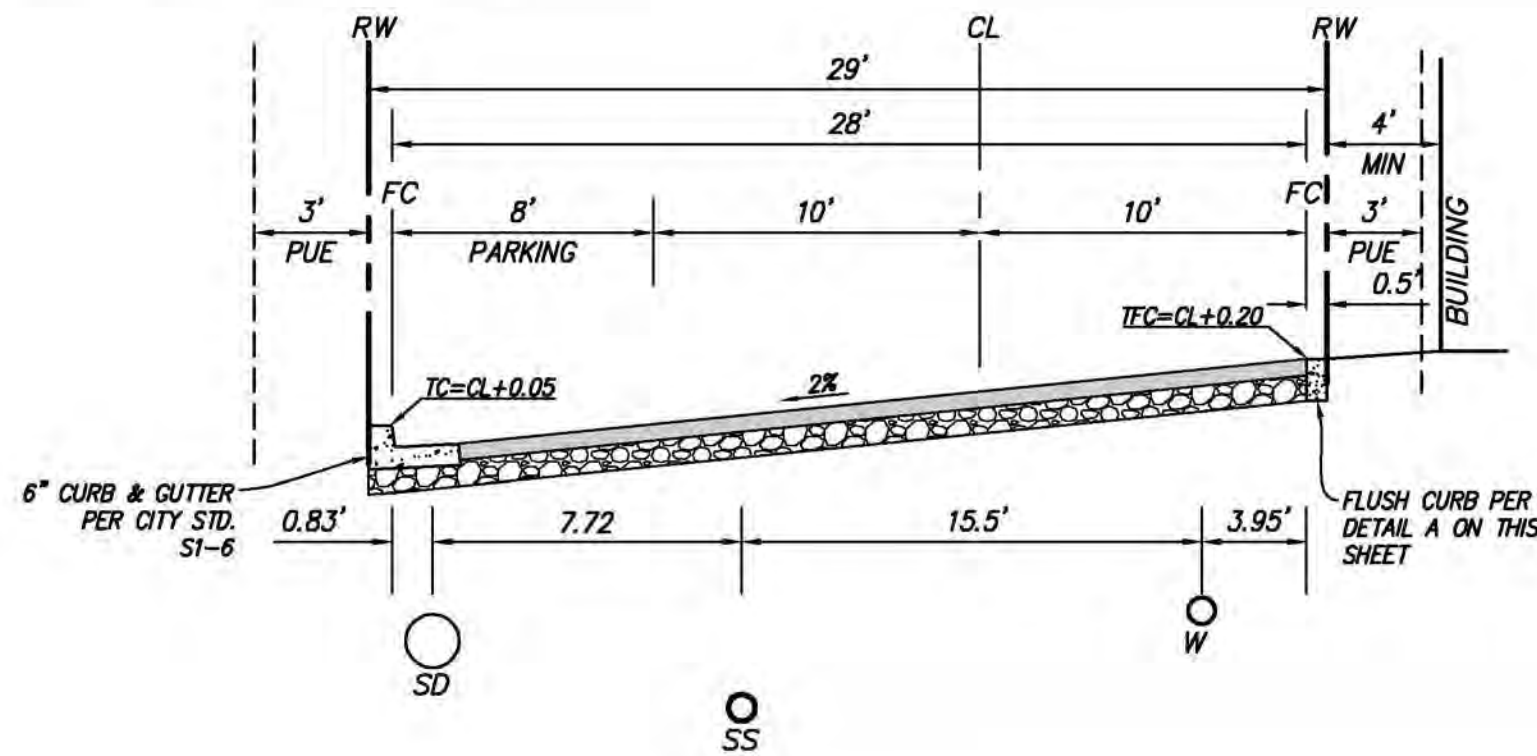
NOT TO SCALE

C PRIVATE STREET H



NOT TO SCALE

E PRIVATE STREET D

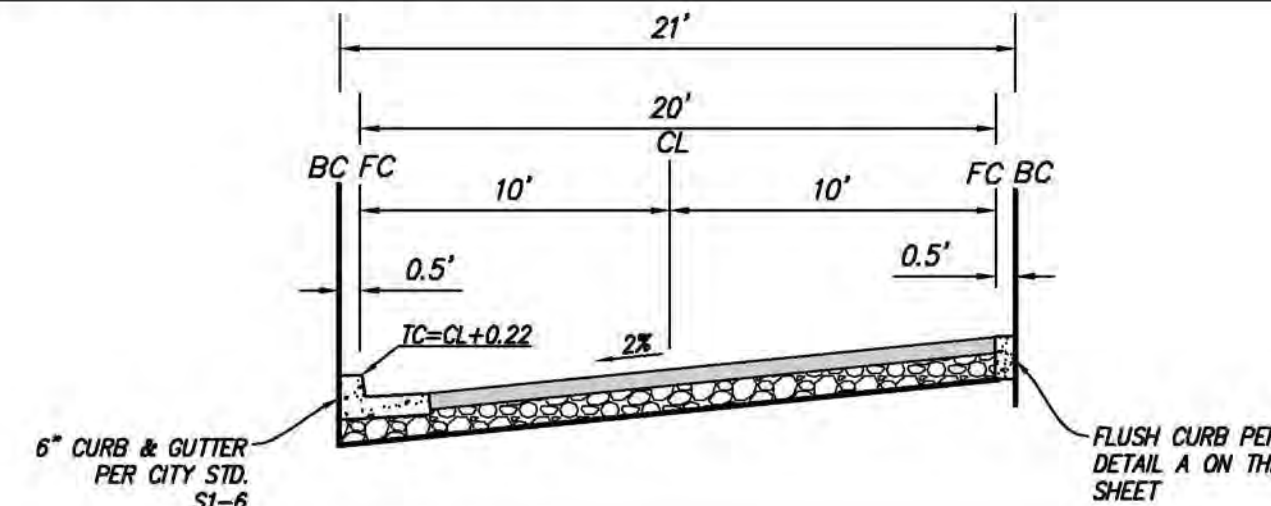


NOT TO SCALE

G PRIVATE STREET C

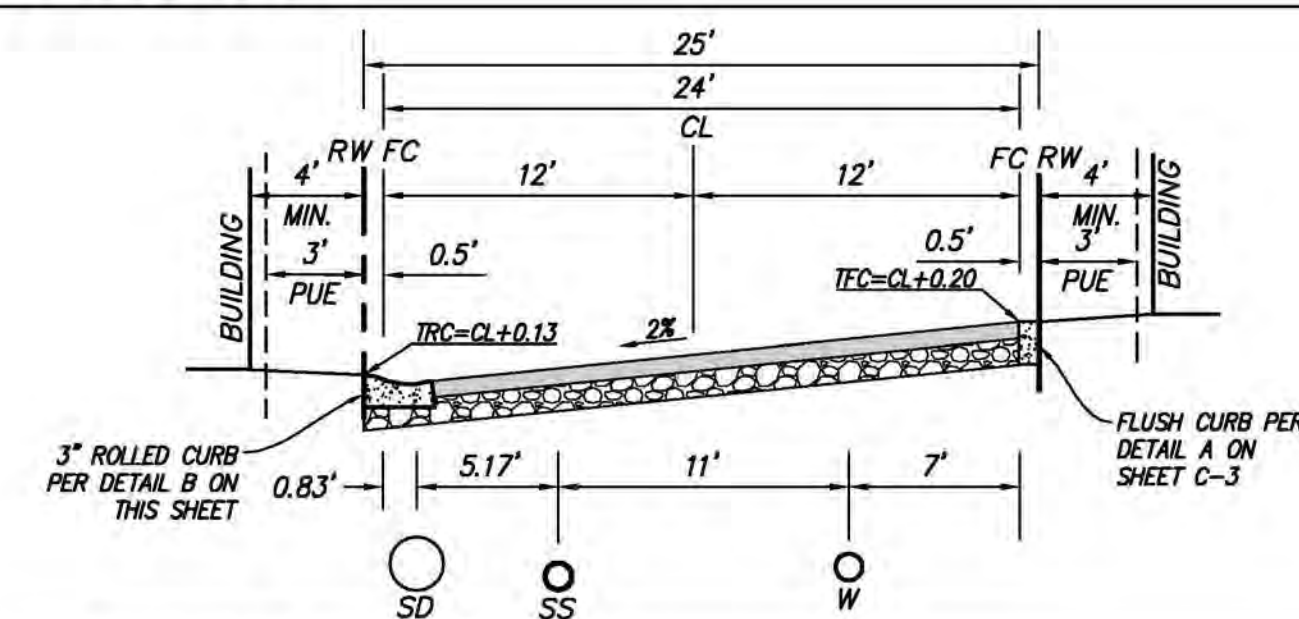
NOT TO SCALE

B 3" ROLLED CURB & GUTTER



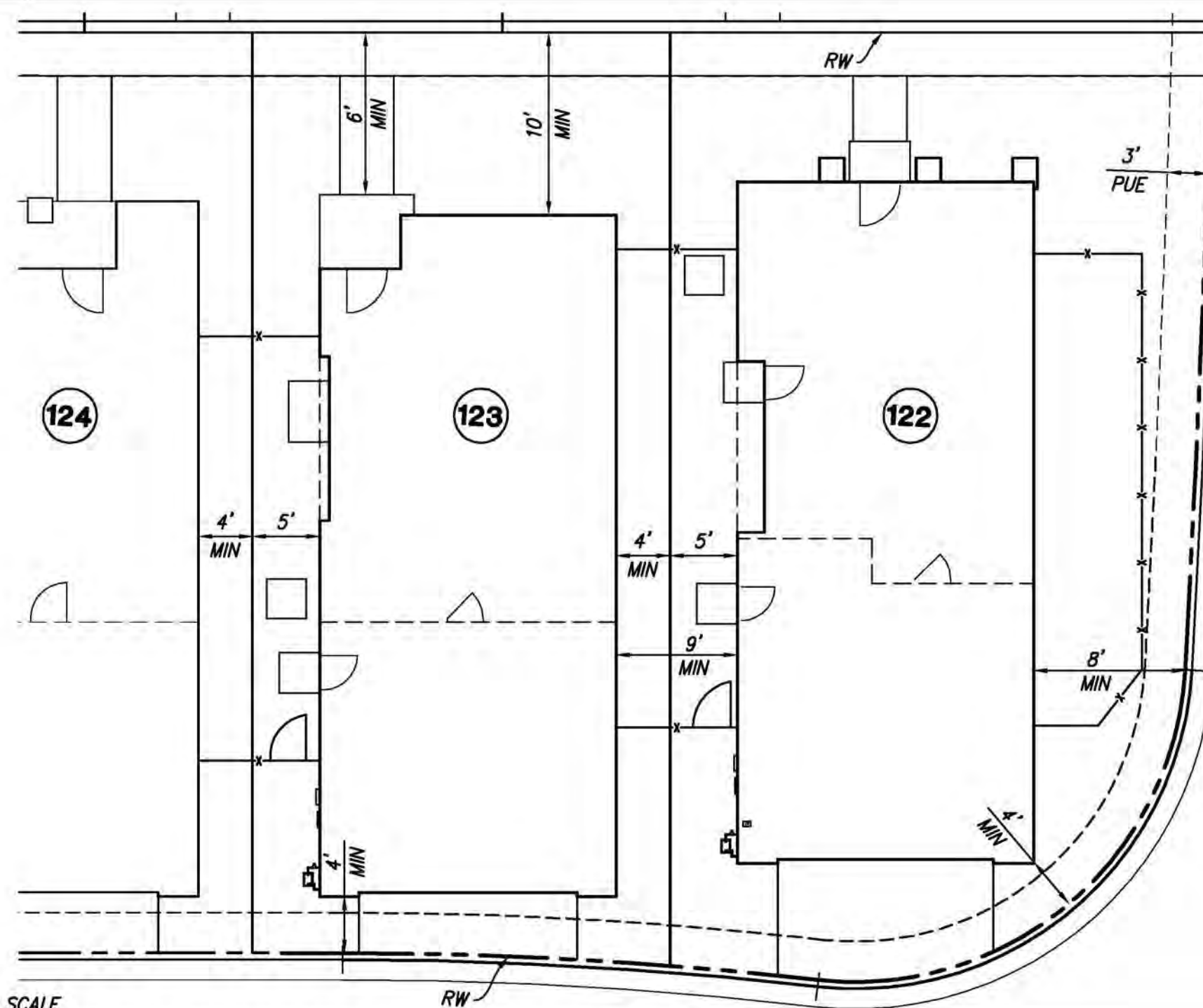
NOT TO SCALE

D PRIVATE EVA ROAD



NOT TO SCALE

F PRIVATE ALLEY E

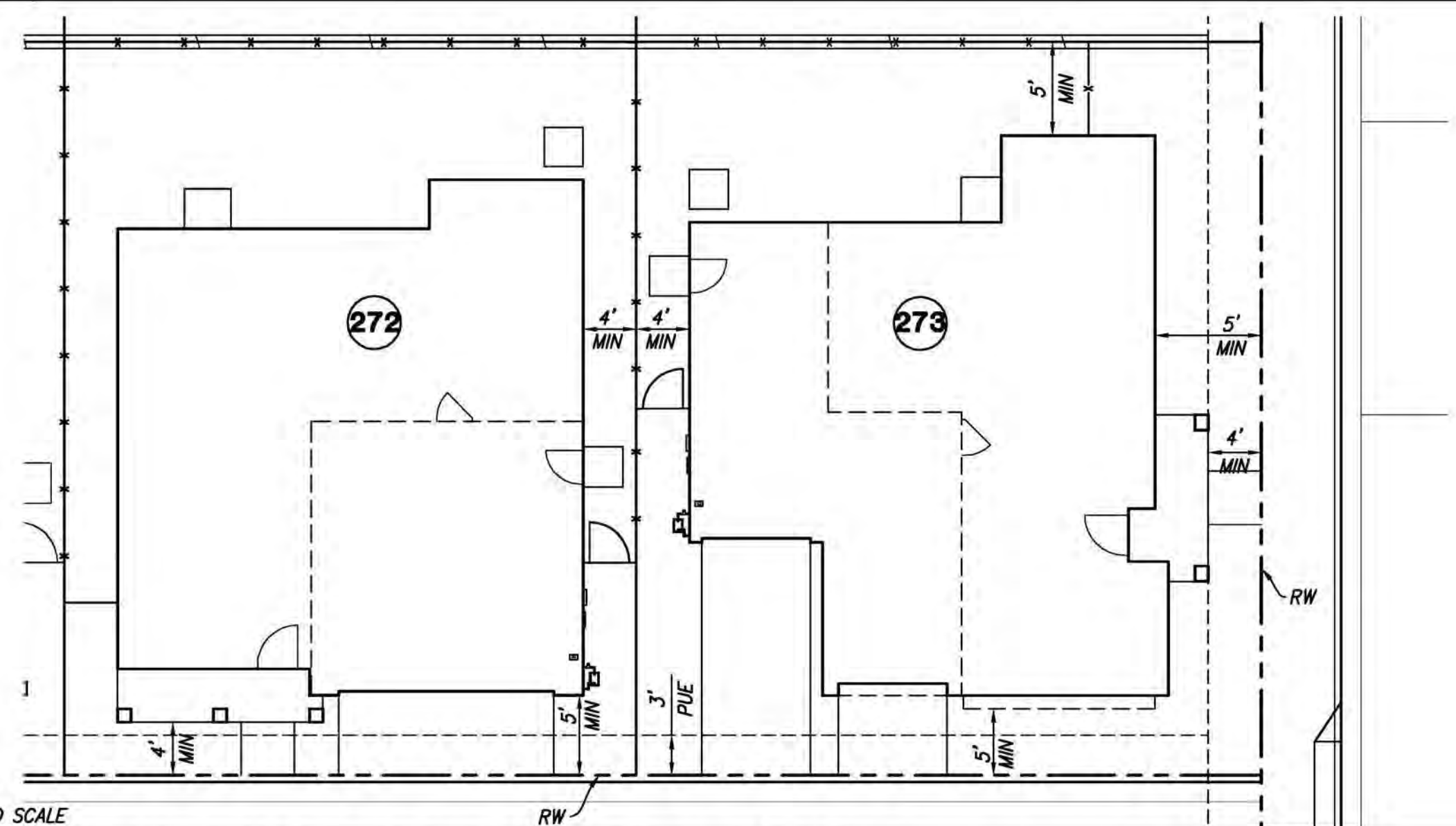


NOT TO SCALE

I NEIGHBORHOOD C TYPICAL LOT SETBACKS

NOT TO SCALE

H NEIGHBORHOOD A-1 & A-2 TYPICAL SETBACKS



NOT TO SCALE

J NEIGHBORHOOD D-1 & D-2 TYPICAL SETBACKS

RESIDENTIAL NEIGHBORHOOD A-1 & A-2 (DUETS)	
MIN. FRONT YARD (MEASURED FROM RW)*	10'
MIN. FRONT YARD PORCH (MEASURED FROM RW)*	6'
MIN. FRONT BUILDING-TO-BUILDING SEPARATION (PASEO)	15'
MIN. SIDE YARD (MEASURED FROM PROP. LINE / RW)	5'
MIN. CORNER SIDE YARD (MEASURED FROM RW)*	8'
MIN. GARAGE (BUILDING FACE TO PROP. LINE)	4'

RESIDENTIAL NEIGHBORHOOD C (SINGLE FAMILY)	
MIN. FRONT YARD (MEASURED FROM RW)*	10'
MIN. FRONT YARD PORCH (MEASURED FROM RW)*	6'
MIN. FRONT BUILDING-TO-BUILDING SEPARATION (PASEO)	20'
MIN. SIDE YARD (MEASURED FROM PROP. LINE / RW)	4'
MIN. CORNER SIDE YARD (MEASURED FROM RW)**	8'
MIN. GARAGE (BUILDING FACE TO PROP. LINE)	4'

* PERMITTED BUILDING PROJECTIONS INTO YARDS. SEE CITY ZONING CODE SECTION 18.80.010
** SETBACK AT CORNER STREET RETURN MINIMUM 4 FT.

RESIDENTIAL NEIGHBORHOOD D-1 & D-2 (SINGLE FAMILY)	
MIN. FRONT YARD (MEASURED FROM RW)*	5'
MIN. PORCH (MEASURED FROM RW)*	4'
MIN. SIDE YARD (MEASURED FROM PROP. LINE / RW)*	4'
MIN. CORNER SIDE YARD (MEASURED FROM RW)*	5'
MIN. REAR YARD (MEASURED FROM PROP. LINE / RW)	5'
MIN. GARAGE (BUILDING FACE TO RW)	5'

* PERMITTED BUILDING PROJECTIONS INTO YARDS, SEE CITY ZONING CODE SECTION 18.80.010

NOT TO SCALE

K SETBACK TABLE

PRECISE PLAN
SUBDIVISION 9235 - ALVES RANCH
DETAILS AND SECTIONS
ALVES RANCH

PITTSBURG, CA

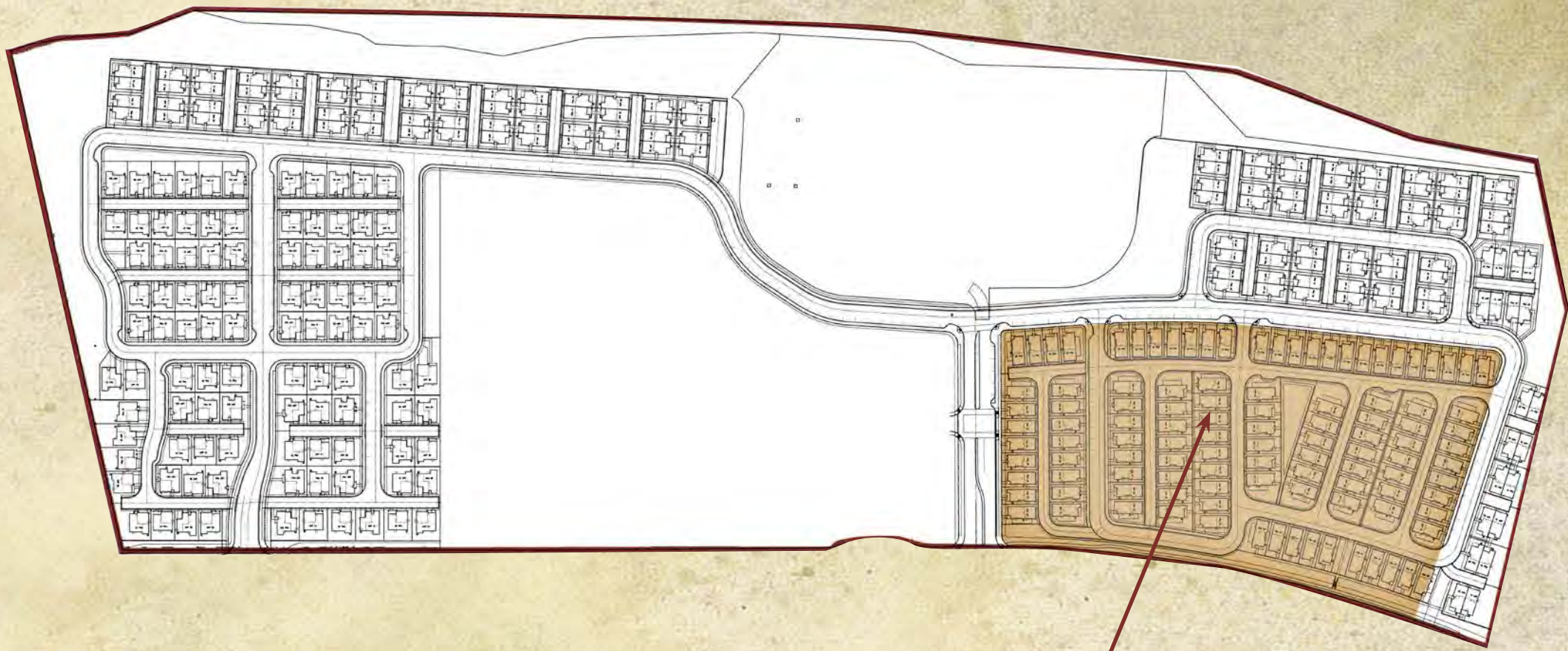


P-4



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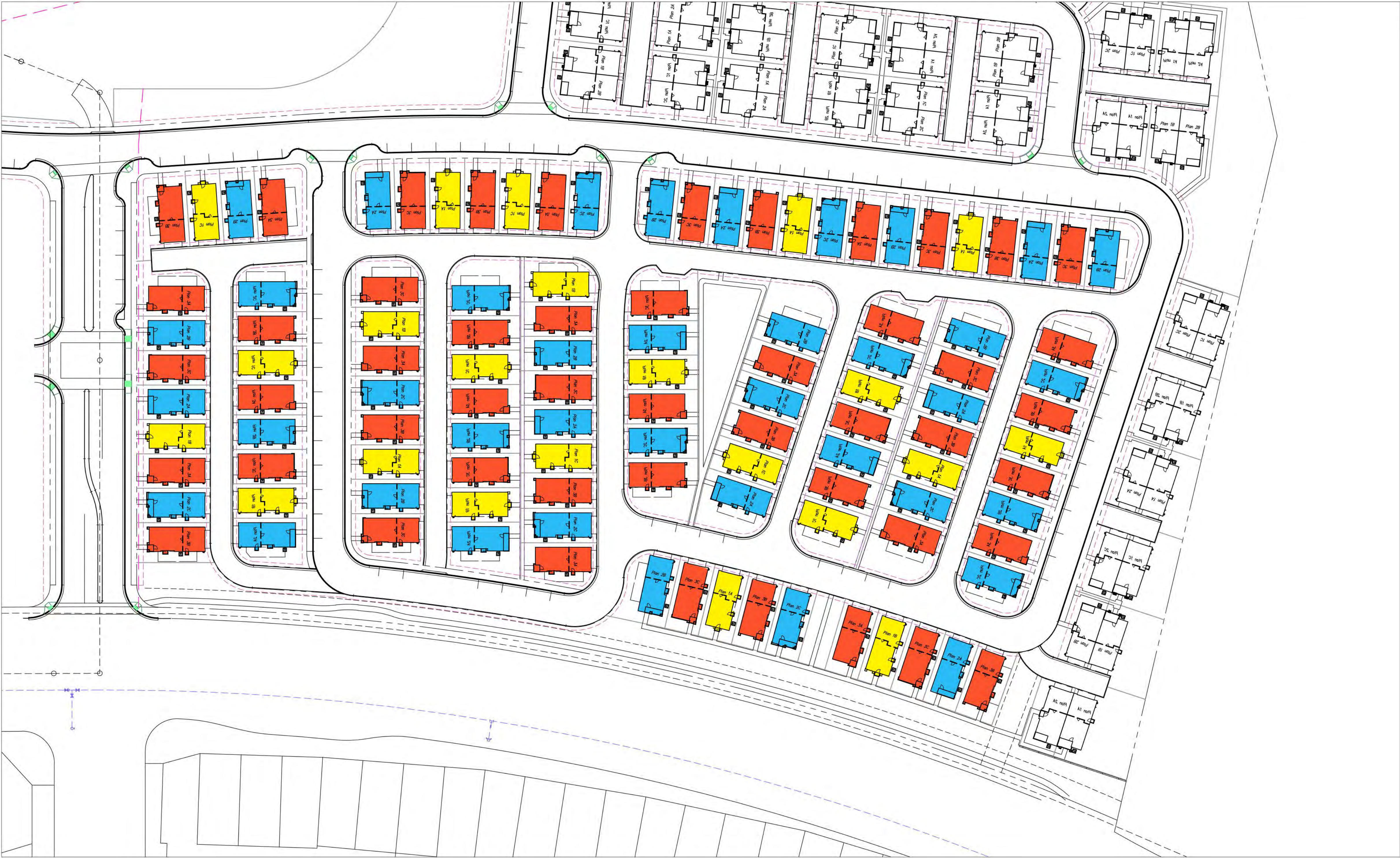


Neighborhood C

Neighborhood C

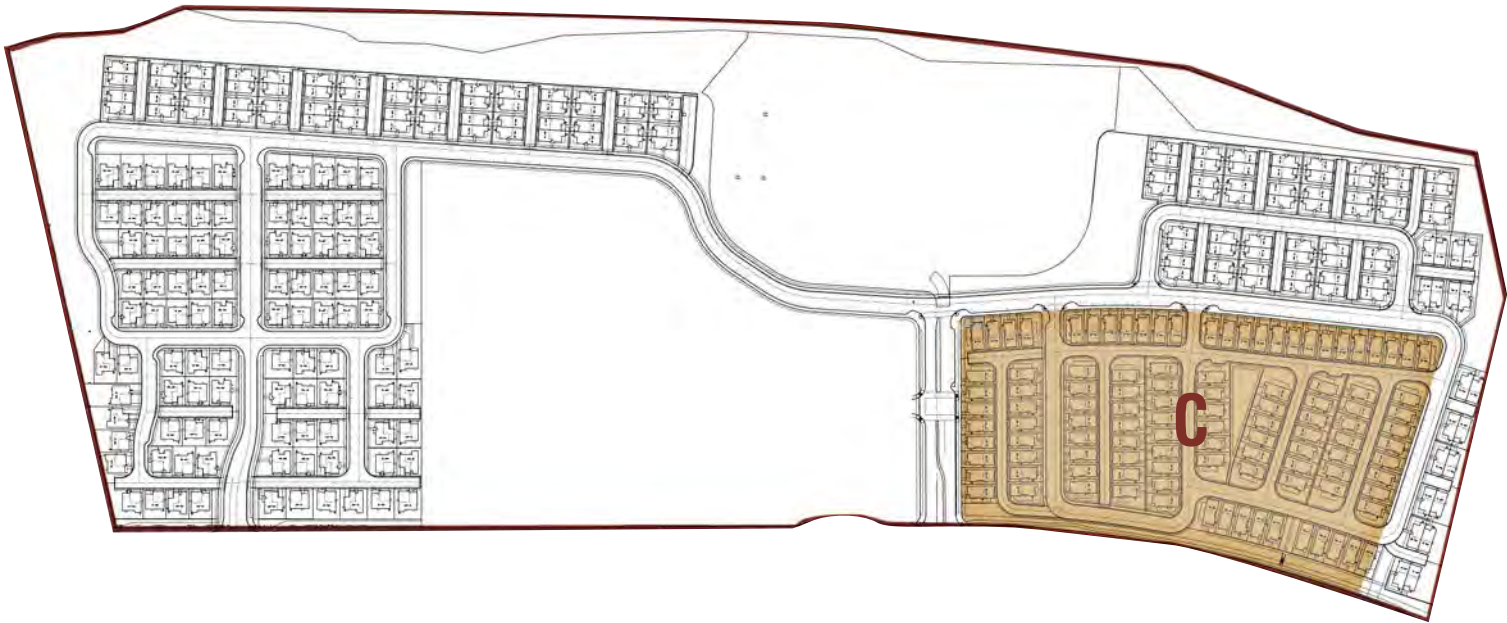
31 x 65' Small Lot/Alley Loaded Lots

A1.PP	Plot Plan
A1.1	Street Scene
A1.2	Plan 1A - Floor Plan
A1.3	Plan 1A - Elevation Wraps & Roof Plan
A1.4	Plan 1B - Floor Plan
A1.5	Plan 1B - Elevation Wraps & Roof Plan
A1.6	Plan 1C - Floor Plan
A1.7	Plan 1C - Elevation Wraps & Roof Plan
A1.8	Plan 2A - Floor Plan
A1.9	Plan 2A - Elevation Wraps & Roof Plan
A1.10	Plan 2B - Floor Plan
A1.11	Plan 2B - Elevation Wraps & Roof Plan
A1.12	Plan 2C - Floor Plan
A1.13	Plan 2C - Elevation Wraps & Roof Plan
A1.14	Plan 3A - Floor Plan
A1.15	Plan 3A - Elevation Wraps & Roof Plan
A1.16	Plan 3B - Floor Plan
A1.17	Plan 3B - Elevation Wraps & Roof Plan
A1.18	Plan 3C - Floor Plan
A1.19	Plan 3C - Elevation Wraps & Roof Plan
A1.20	Color & Materials - 'A' Traditional
A1.21	Color & Materials - 'B' Bungalow
A1.22	Color & Materials - 'C' Cottage



	PLAN 1	22 DU	20%
	PLAN 2	39 DU	35%
	PLAN 3	49 DU	45%
TOTAL		110 DU	

- Notes:**
1. Site plan is for conceptual purposes only.
 2. Site plan must be reviewed by planning, building, and fire departments for code compliance.
 3. Base information per civil engineer.
 4. Civil engineer to verify all setbacks and grading information.
 5. Building Footprints might change due to the final design elevation style.
 6. Open space area is subject to change due to the balcony design of the elevation.
 7. Building setbacks are measured from property lines to building foundation lines.



KEY MAP

CONCEPTUAL PLOT PLAN
NEIGHBORHOOD C
ALVES RANCH
PITTSBURG, CA



Note: Artist's Conception; Colors, Materials And Application May Vary.

PLAN 2B
BUNGALOW

PLAN 1C
Cottage

PLAN 3A
TRADITIONAL

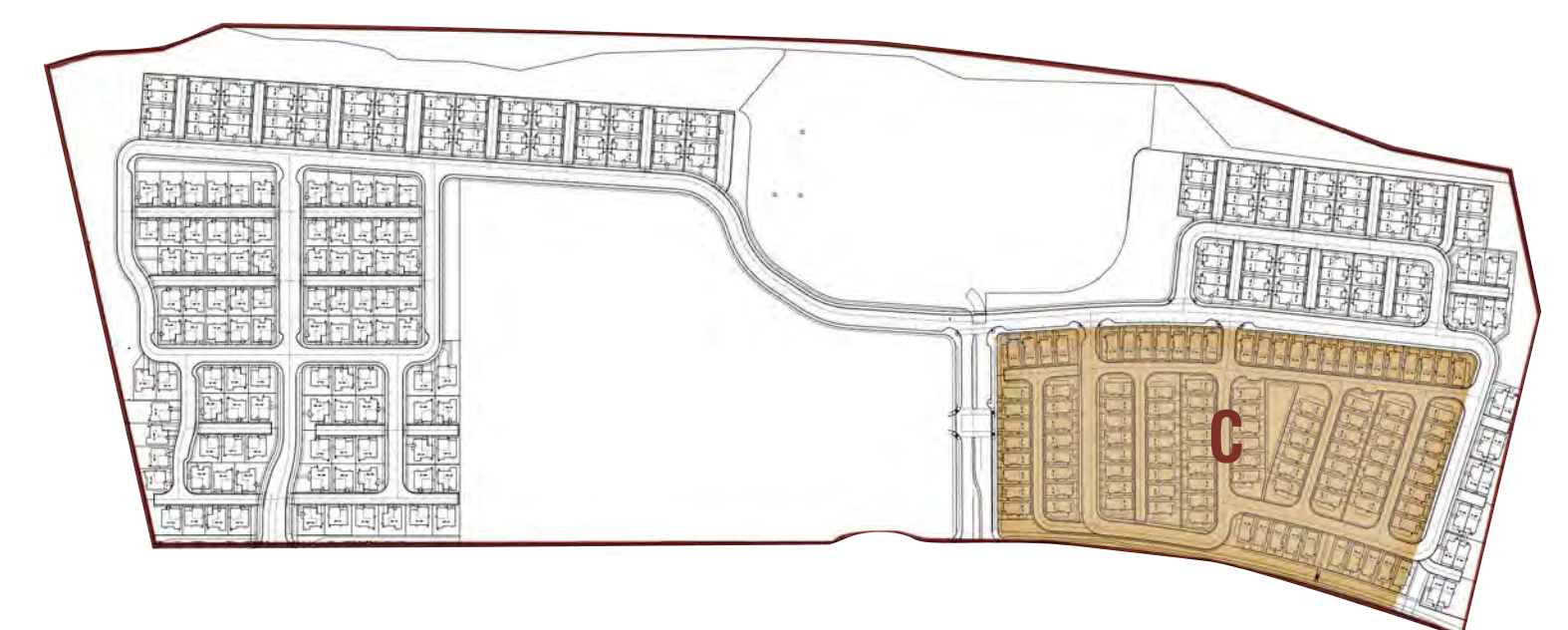
PLAN 2C
Cottage

PLAN 3B
BUNGALOW

PLAN 1A
TRADITIONAL

CONCEPTUAL STREETSCENE
NEIGHBORHOOD C
ALVES RANCH

PITTSBURG, CA

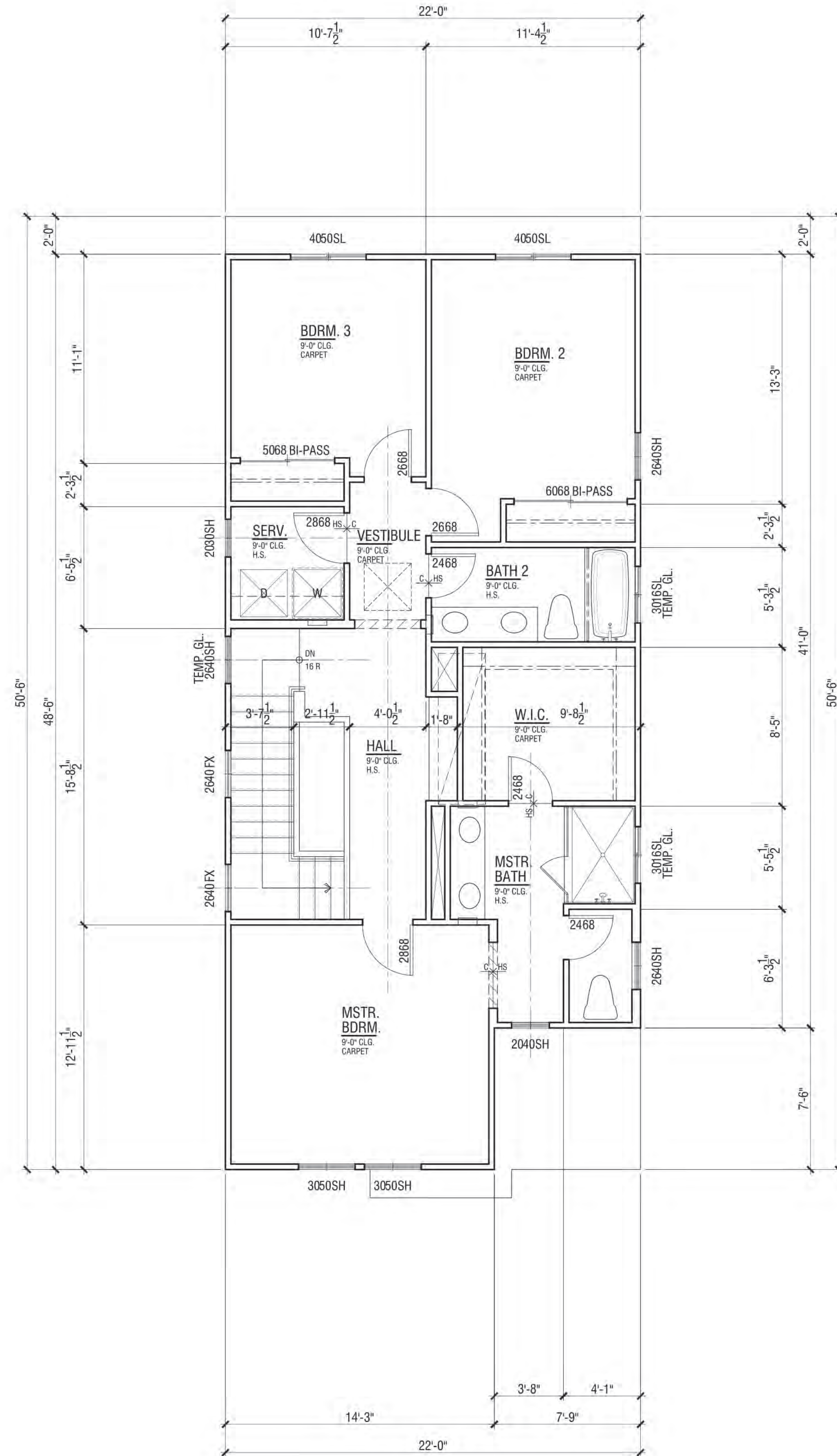


KEY MAP

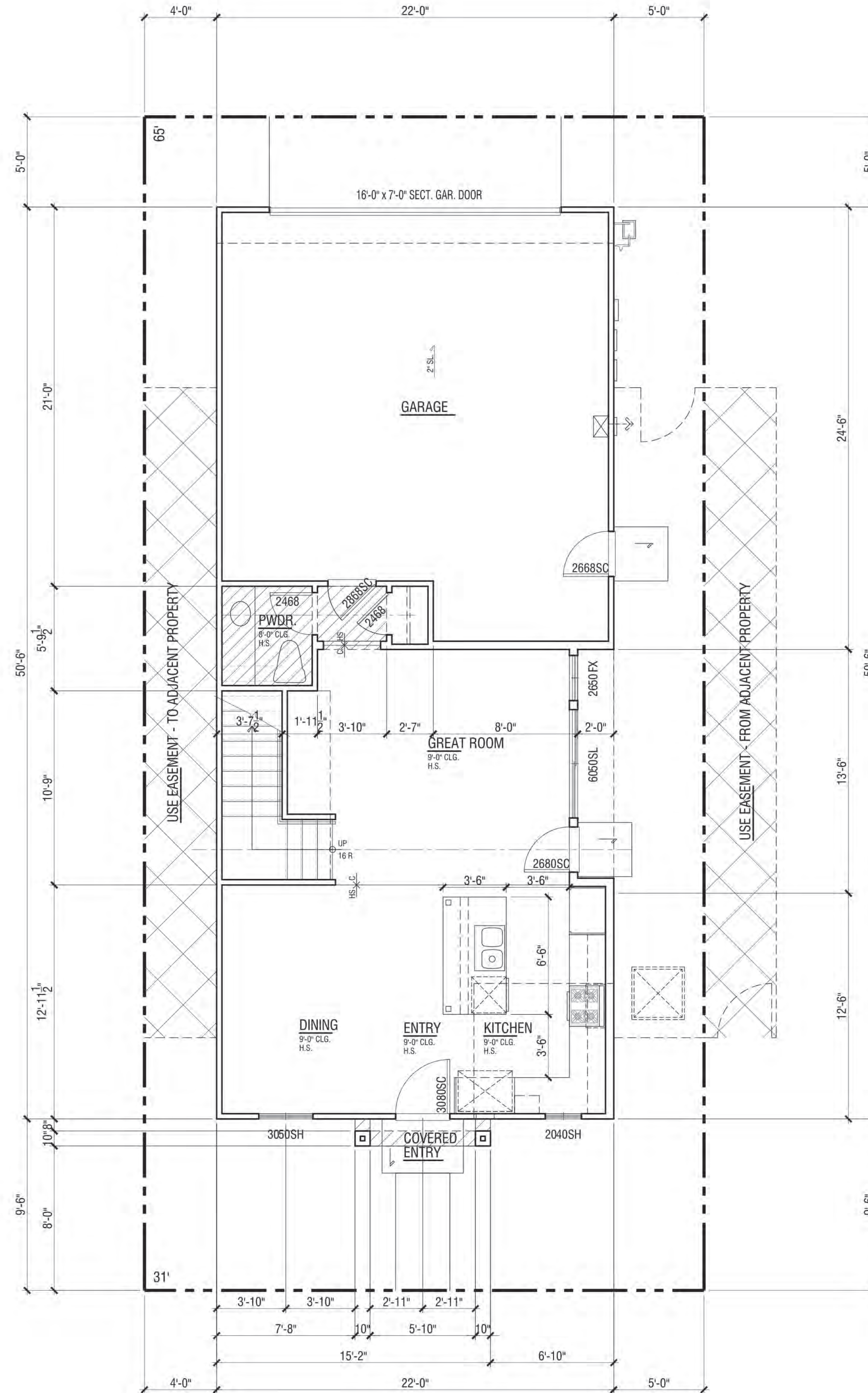
ARCHITECTS . PLANNERS . DESIGNERS

WHA.

ORANGE COUNTY . LOS ANGELES . BAY AREA



Second Floor 924 SF



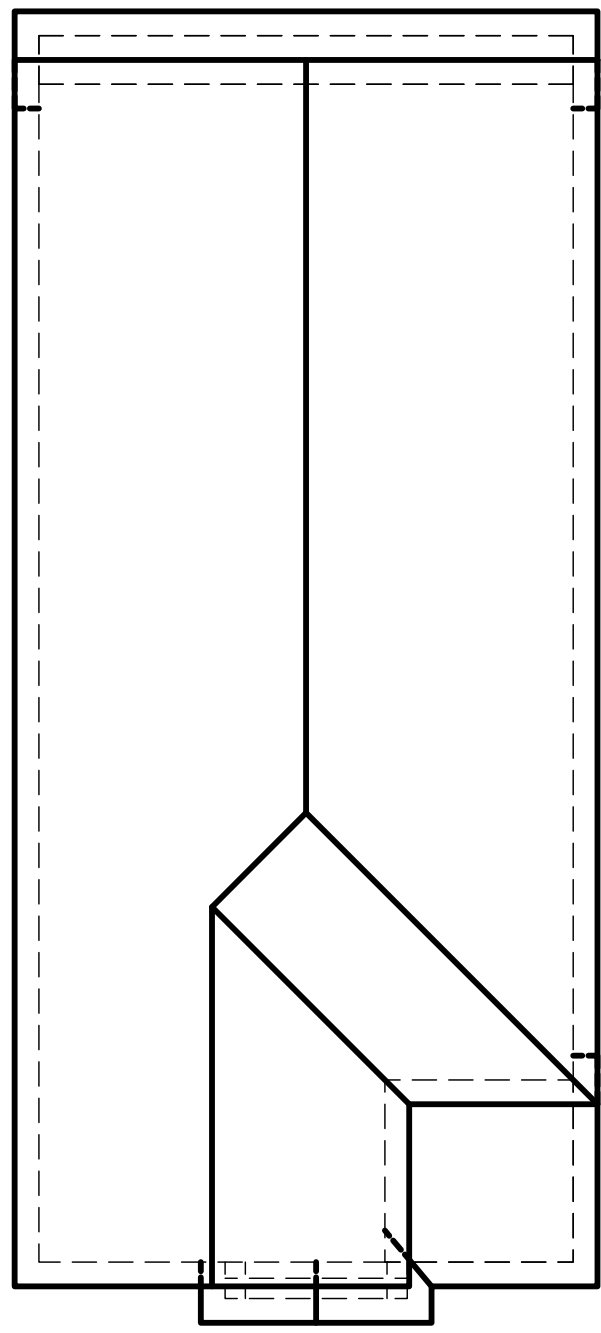
First Floor 596 SF

FLOOR PLAN | PLAN 1A

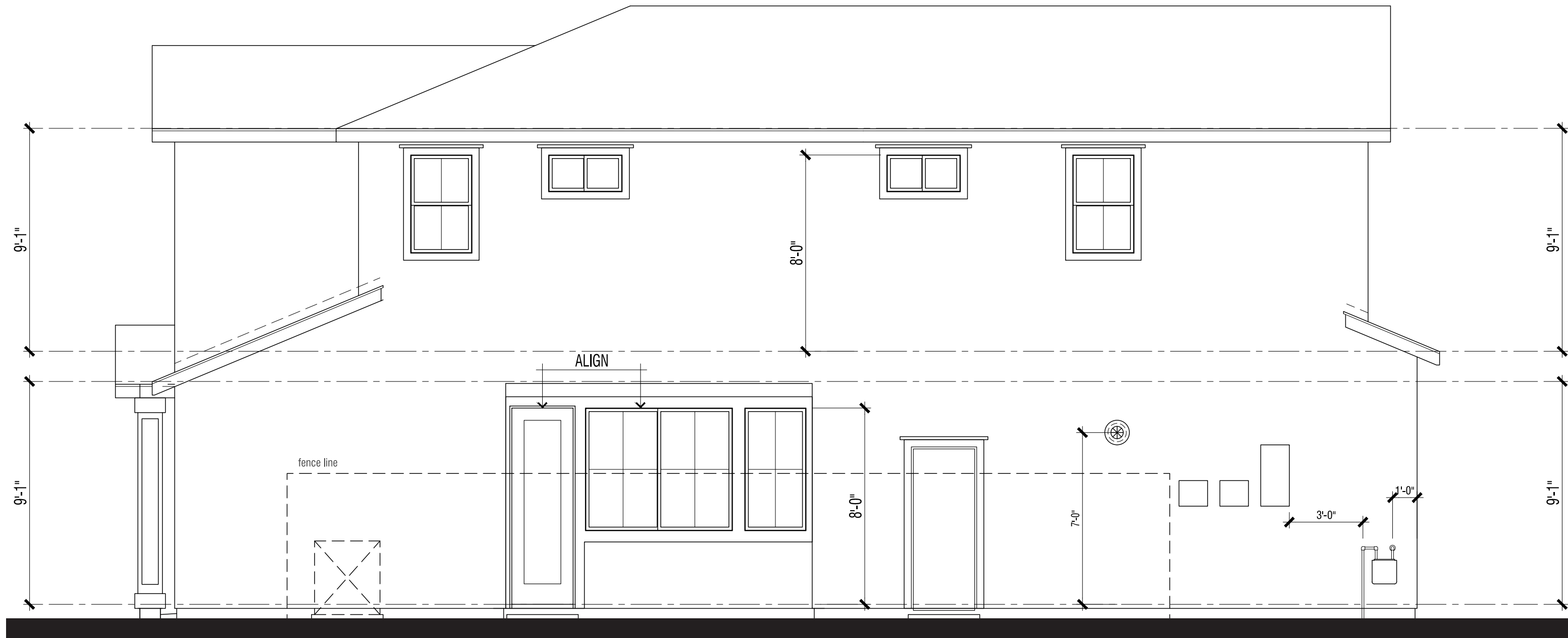
FLOOR AREA TABLE	PLAN 1A
LOWER FLOOR PLAN	596 SQ. FT.
UPPER FLOOR PLAN	924 SQ. FT.
TOTAL	1519 SQ. FT.
2-BAY GARAGE	490 SQ. FT.
COVERED ENTRY	11 SQ. FT.

NOTE: SQUARE FOOTAGE MAY VARY DUE TO METHOD OF CALCULATION

NEIGHBORHOOD C ALVES RANCH PITTSBURG, CA



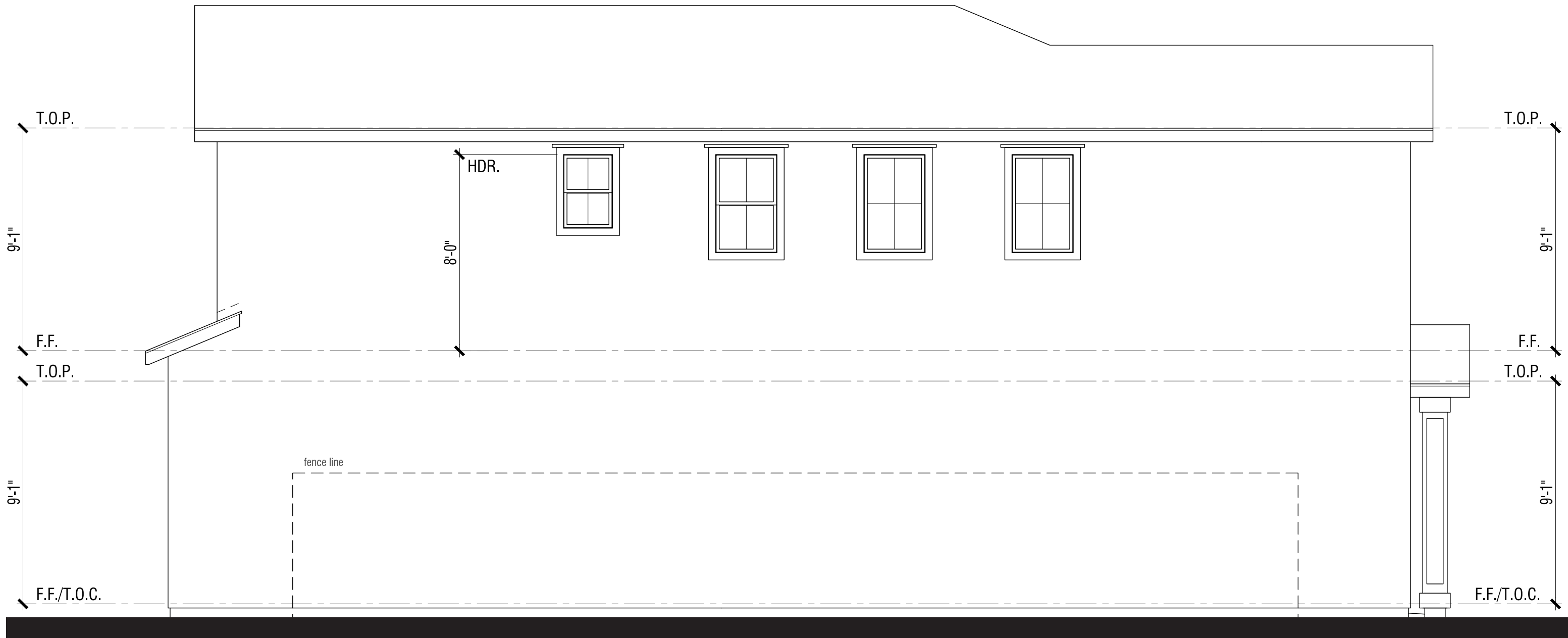
Roof Plan
at 1' = 8"



Right Elevation



Rear Elevation



Left Elevation



Front Elevation

MATERIAL **STYLE ELEMENTS 'A' TRADITIONAL**

- Roof: Composition Shingle
- Fascia: 2X6 Wood Typical
- Gable: Horizontal Lap Siding
- Exterior: Stucco (16/20 Sand Finish)
- Window & Door Trim: Stucco over Foam Trim per Elevation Style
- Entry Door: Decorative Front Entry Door
- Garage Door: Decorative Metal Roll-Up Garage Door per Elevation Style

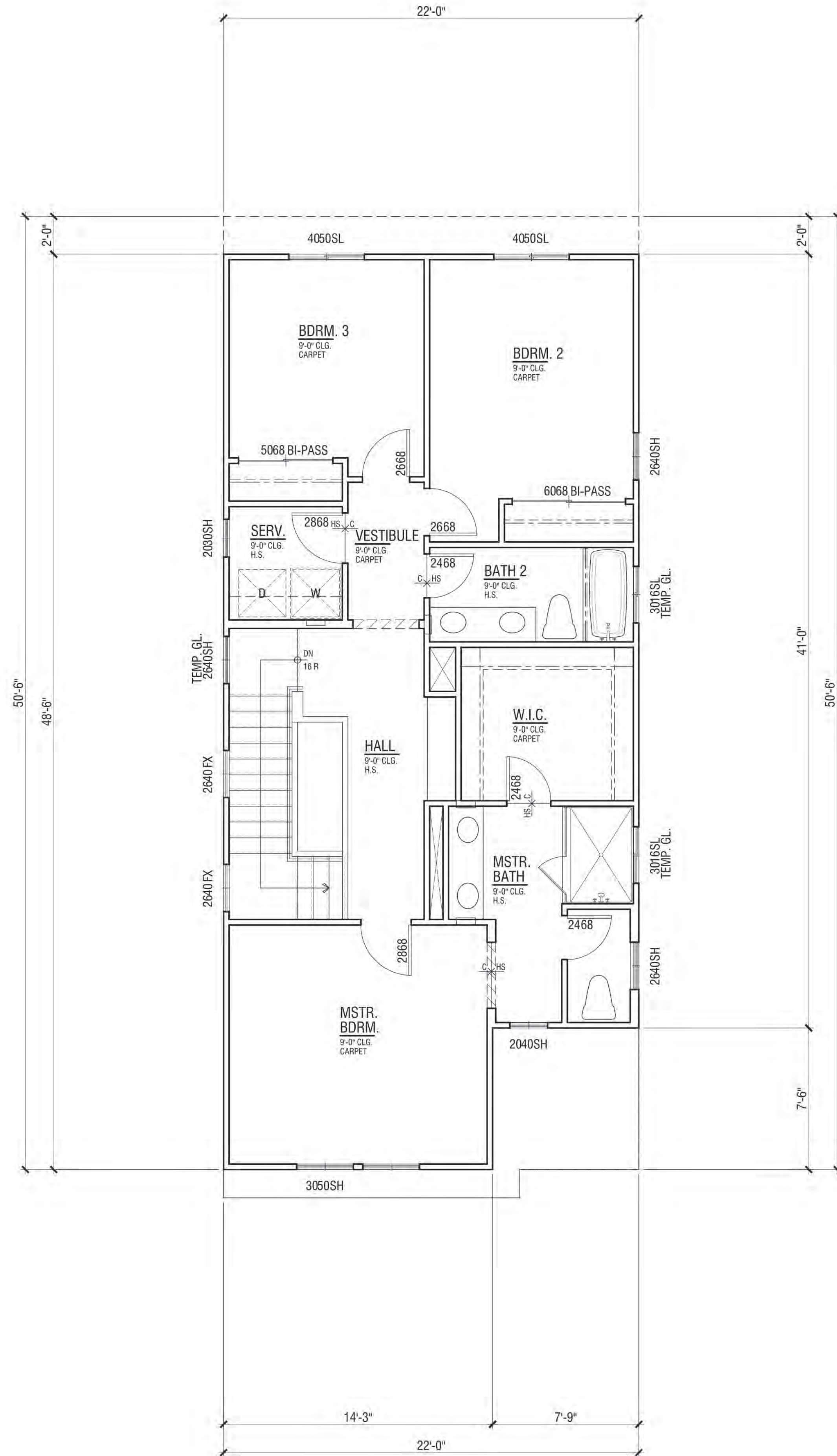
PLAN 1A | ELEVATION WRAPS & ROOF PLAN

NEIGHBORHOOD C

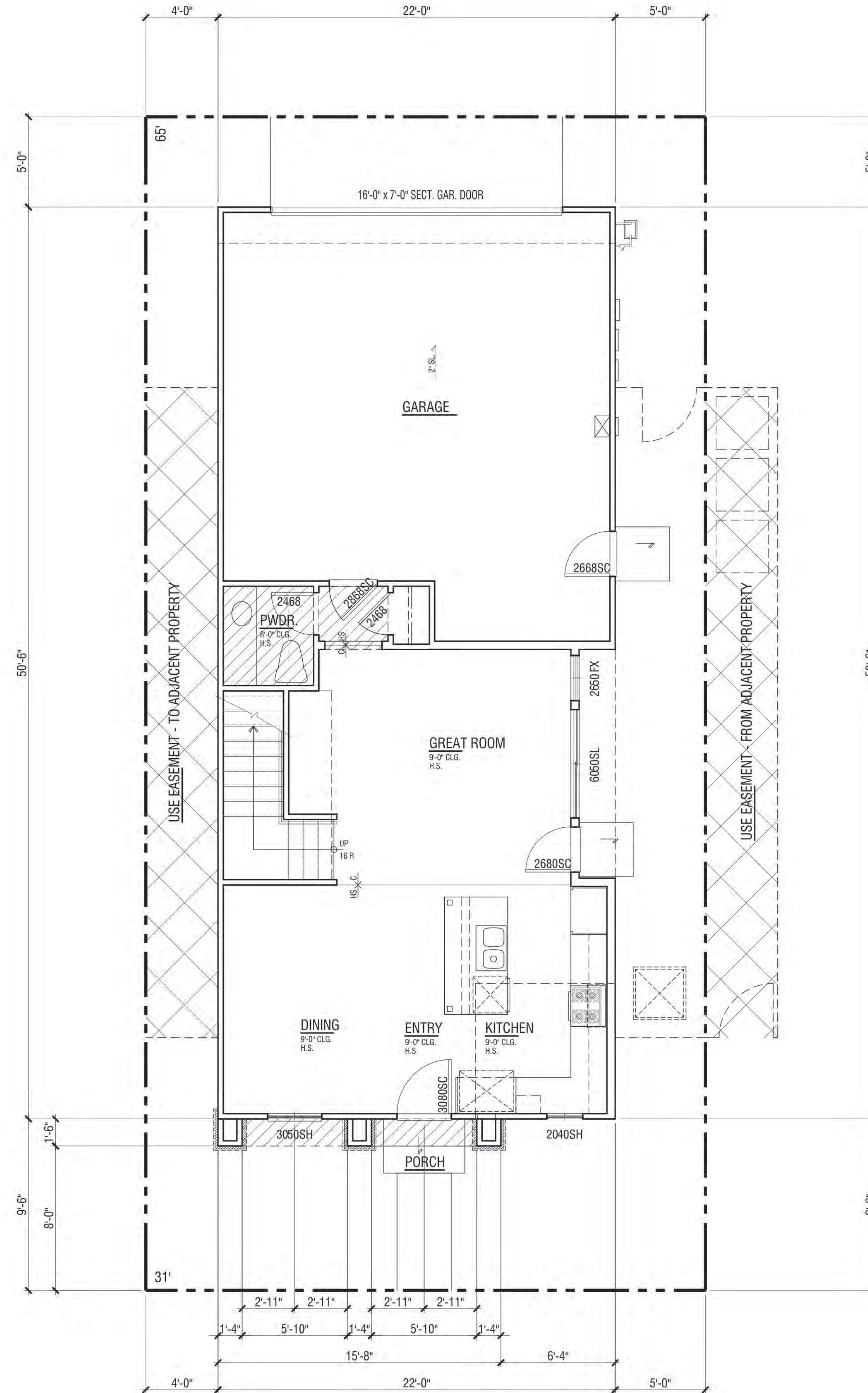
ALVES RANCH

PITTSBURG, CA





Second Floor 924 SF



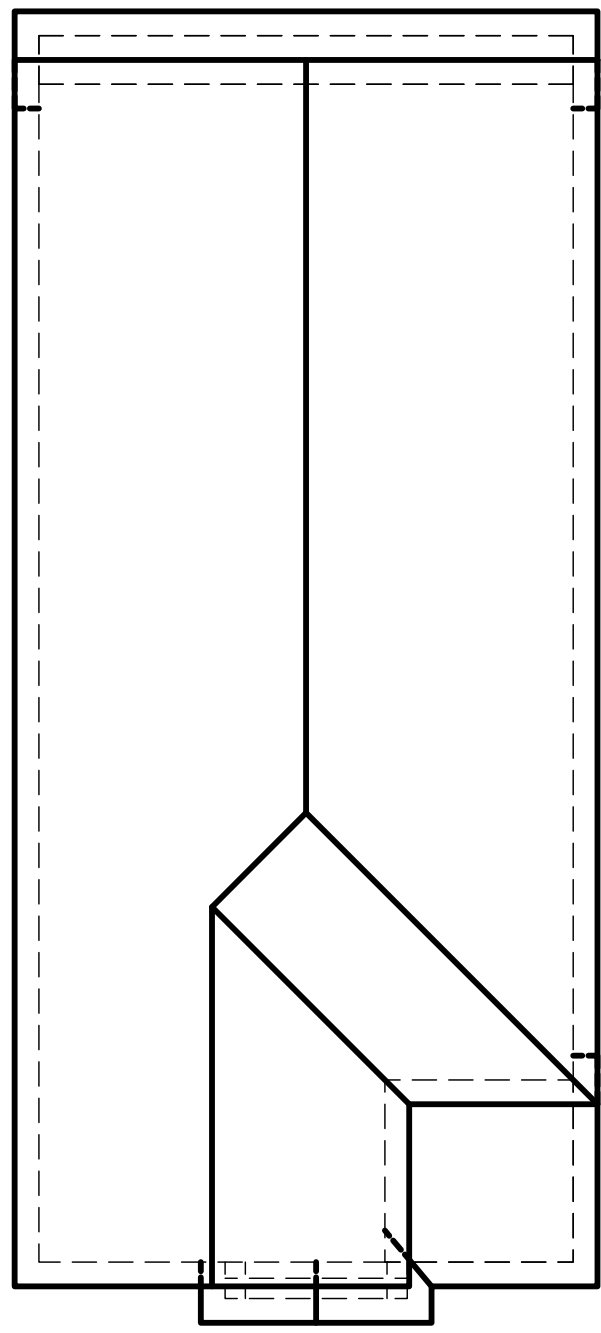
First Floor 596 SF

FLOOR PLAN | PLAN 1B

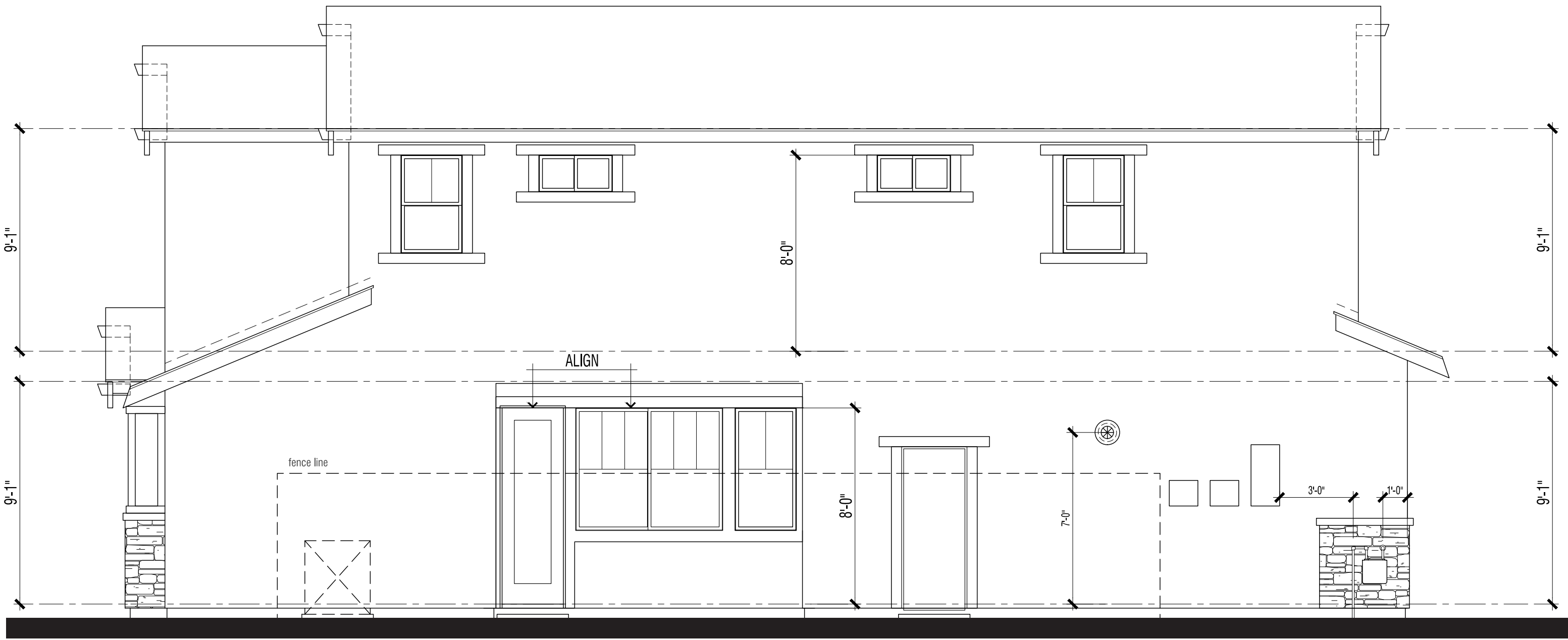
FLOOR AREA TABLE	PLAN 1B
LOWER FLOOR PLAN	596 SQ. FT.
UPPER FLOOR PLAN	924 SQ. FT.
TOTAL	1520 SQ. FT.
2-BAY GARAGE	490 SQ. FT.
COVERED ENTRY/PORCH	13 SQ. FT.

NOTE: SQUARE FOOTAGE MAY VARY DUE TO METHOD OF CALCULATION

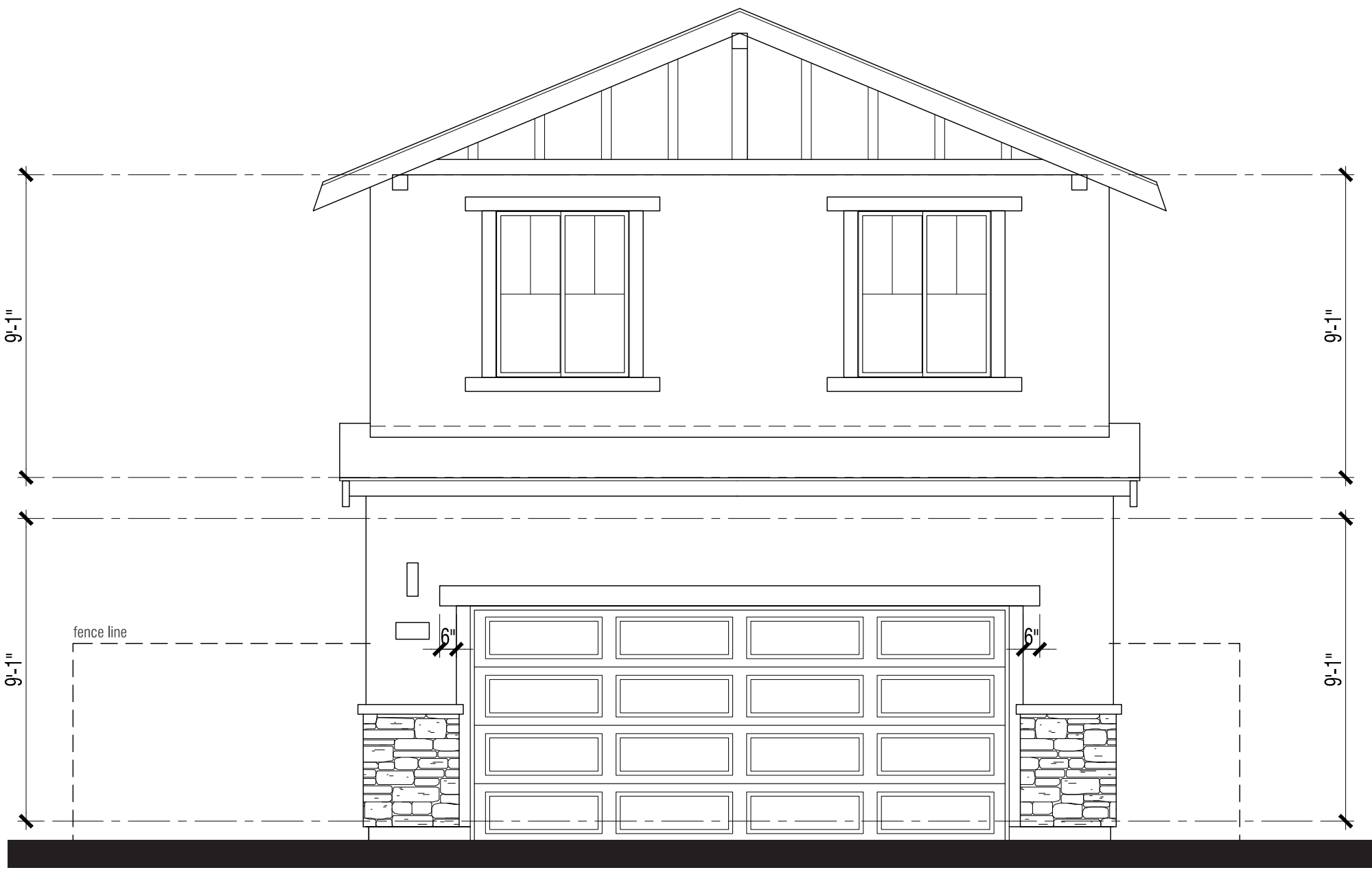
NEIGHBORHOOD C ALVES RANCH PITTSBURG, CA



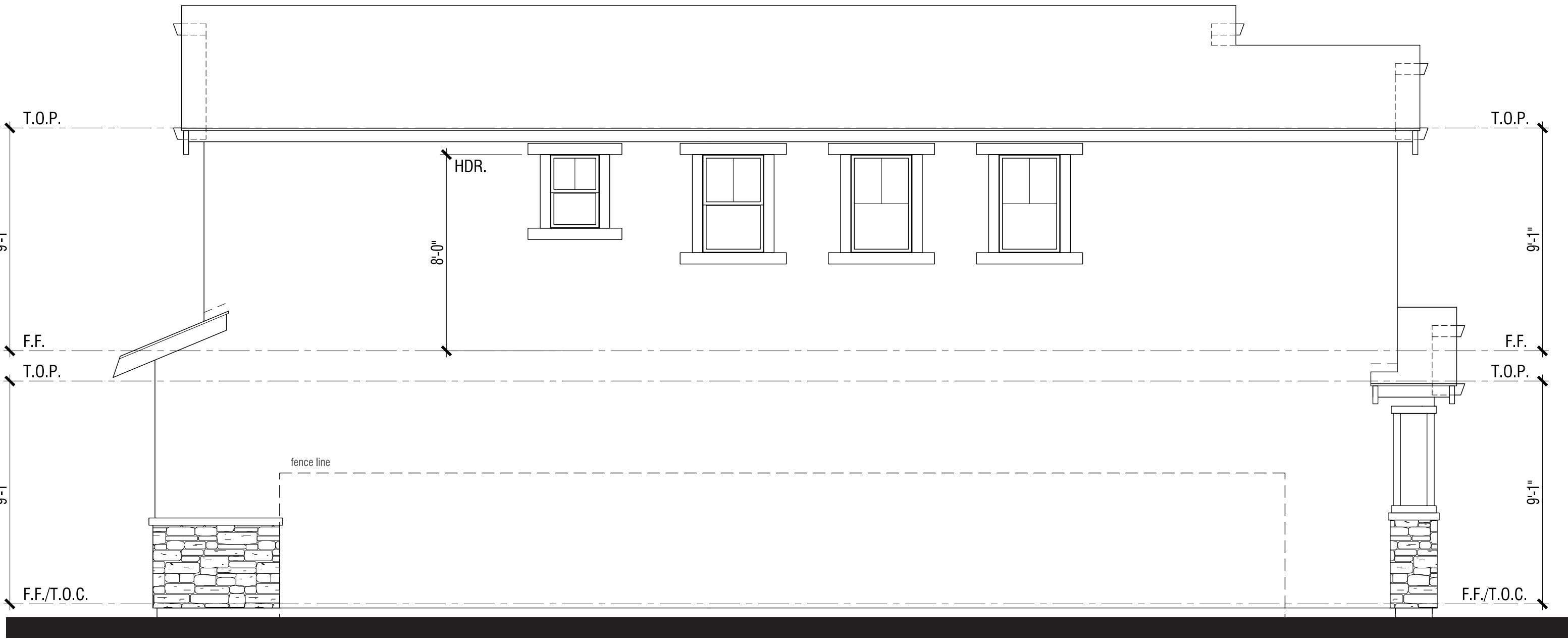
Roof Plan
at 1' = 8"



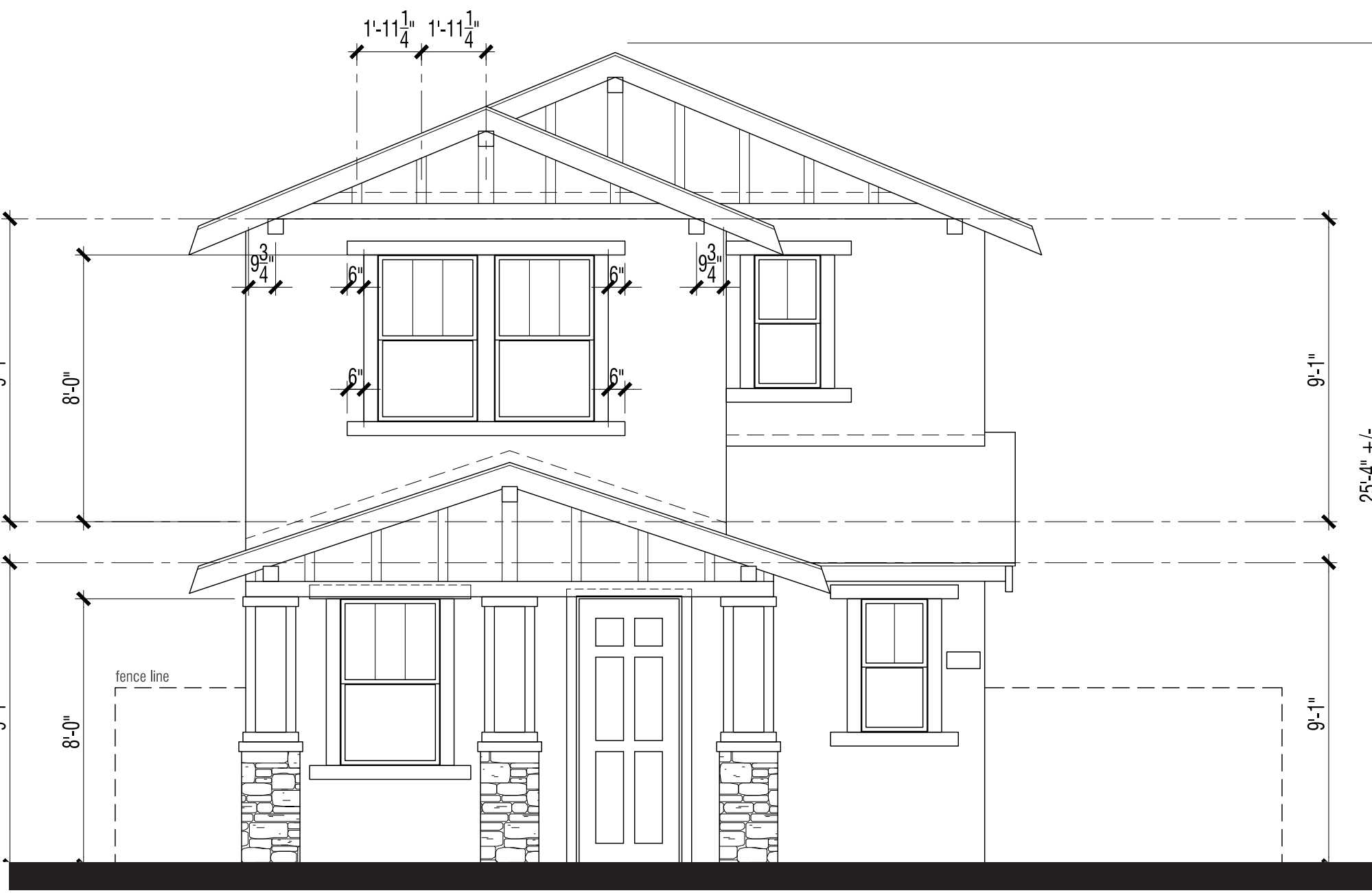
Right Elevation



Rear Elevation



Left Elevation



Front Elevation

MATERIAL STYLE ELEMENTS 'B' BUNGALOW

- Roof: Composition Shingle
- Fascia: 2X6 Wood Typical
- Gable: Wood Outlookers with Board and Batten
- Exterior: Stucco (16/20 Sand Finish)
- Window & Door Trim: Stucco over Foam Trim per Elevation Style
- Entry Door: Decorative Front Entry Door
- Stone: Manufactured Stone Veneer
- Garage Door: Decorative Metal Roll-Up Garage Door per Elevation Style

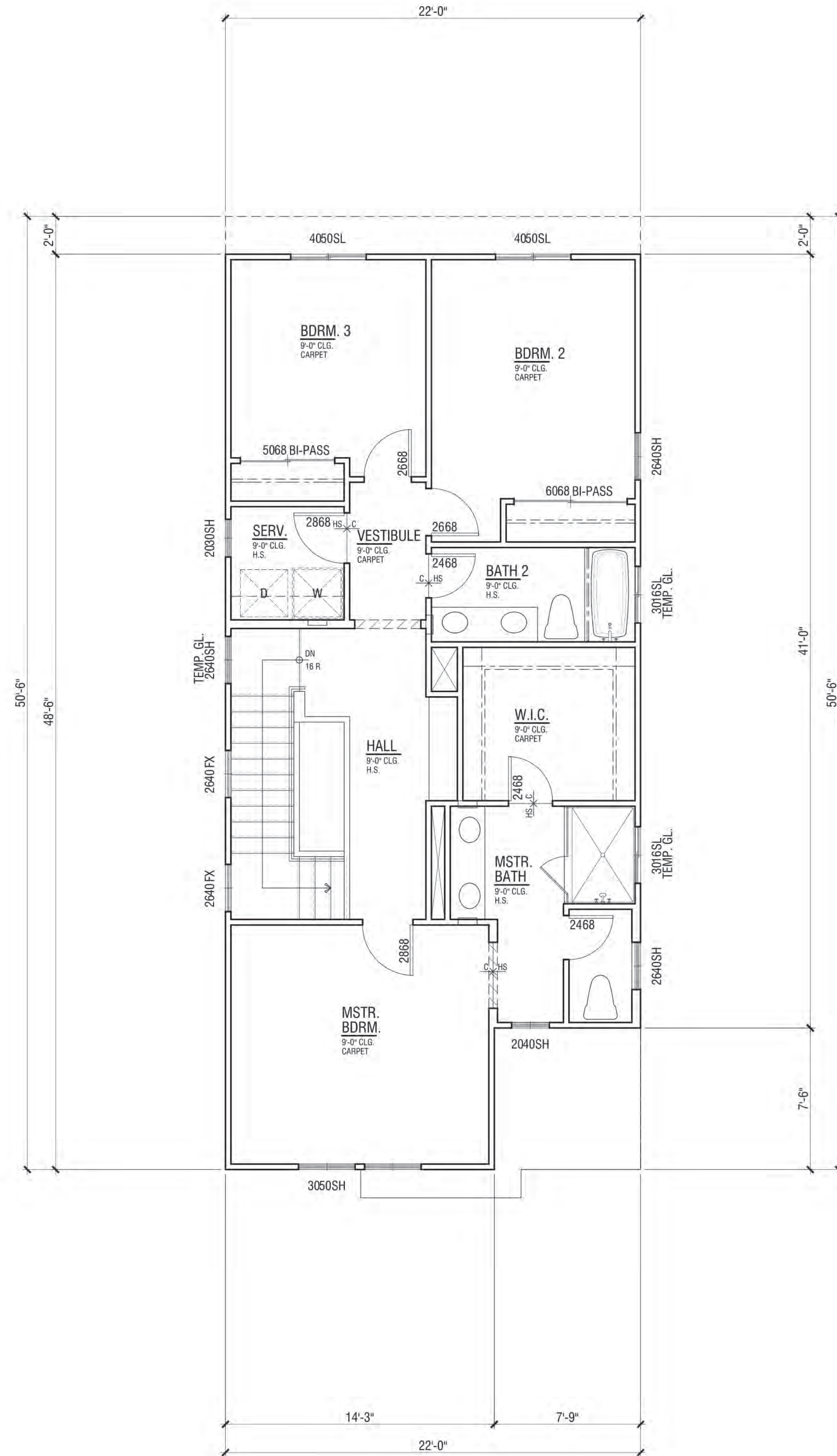
PLAN 1B | ELEVATION WRAPS & ROOF PLAN

NEIGHBORHOOD C

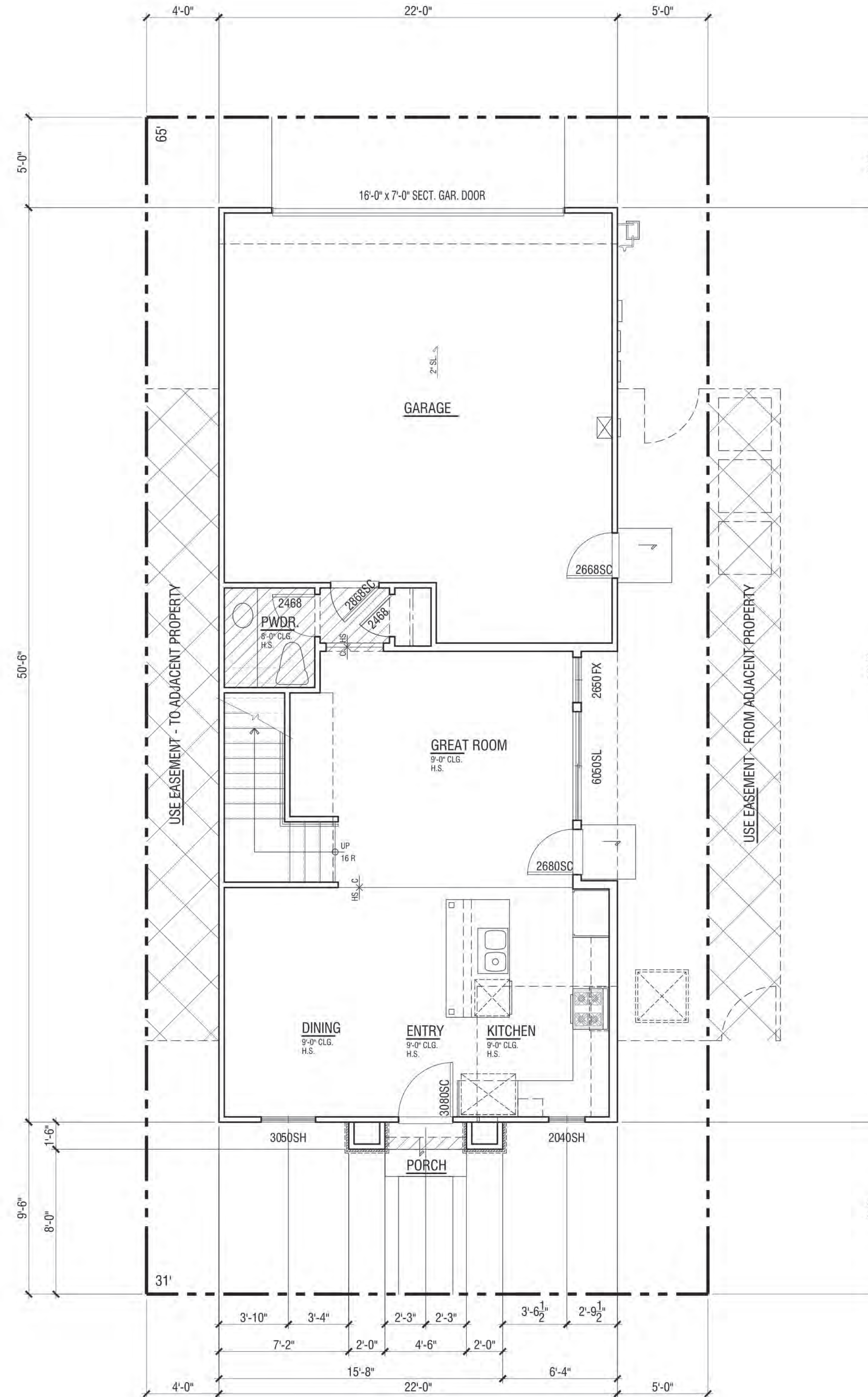
ALVES RANCH

PITTSBURG, CA





Second Floor 924 SF



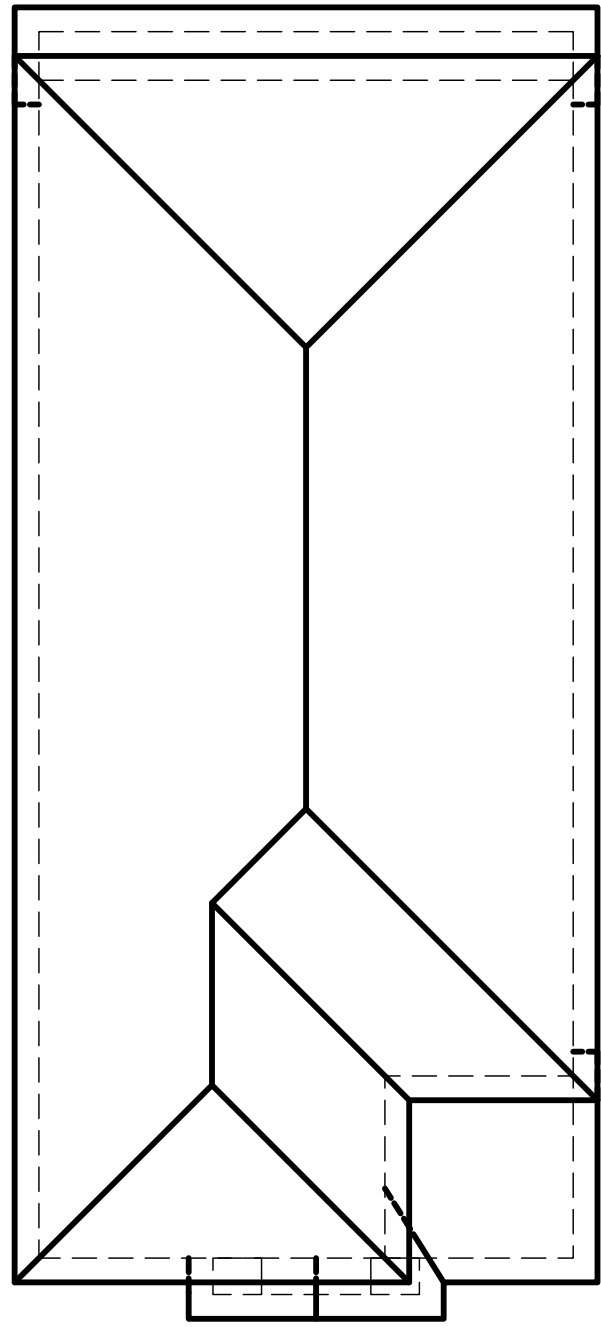
First Floor 596 SF

FLOOR PLAN | PLAN 1C

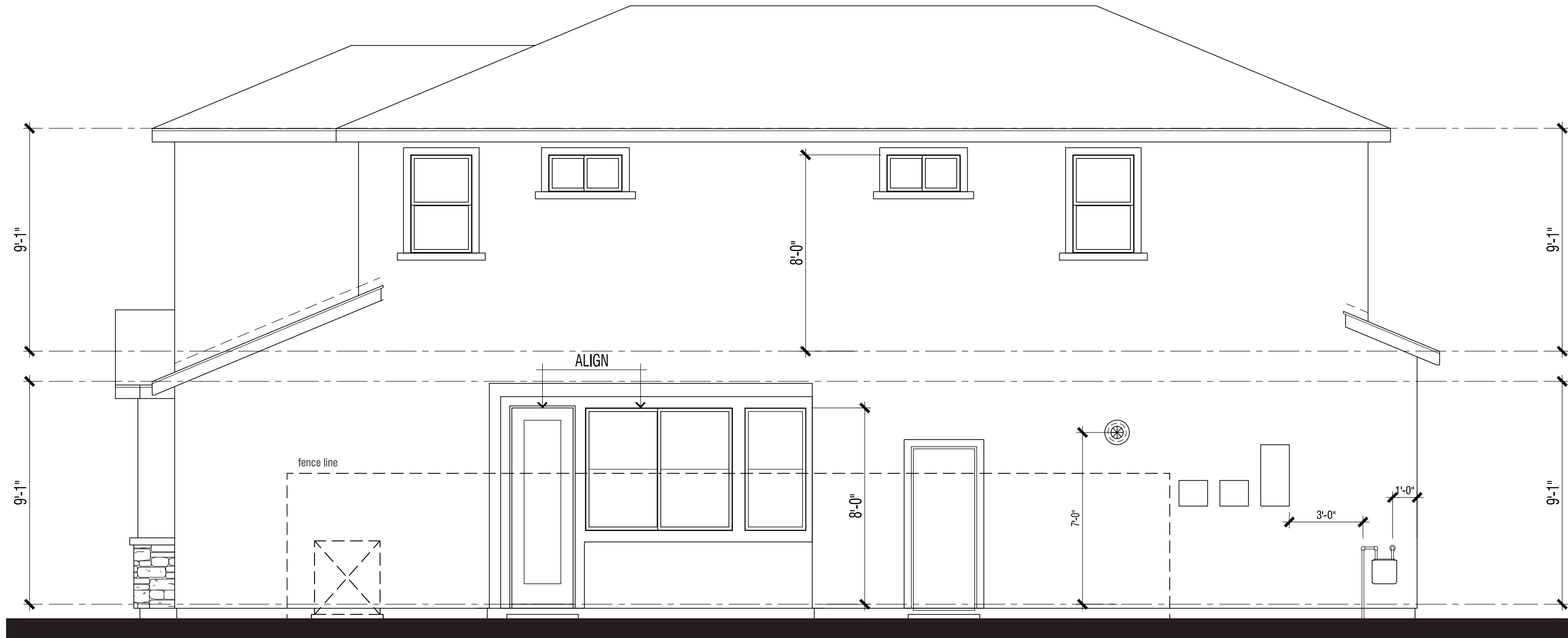
FLOOR AREA TABLE	PLAN 1C
LOWER FLOOR PLAN	596 SQ. FT.
UPPER FLOOR PLAN	924 SQ. FT.
TOTAL	1520 SQ. FT.
2-BAY GARAGE	490 SQ. FT.
COVERED ENTRY/PORCH	13 SQ. FT.

NOTE: SQUARE FOOTAGE MAY VARY DUE TO METHOD OF CALCULATION

NEIGHBORHOOD C ALVES RANCH PITTSBURG, CA



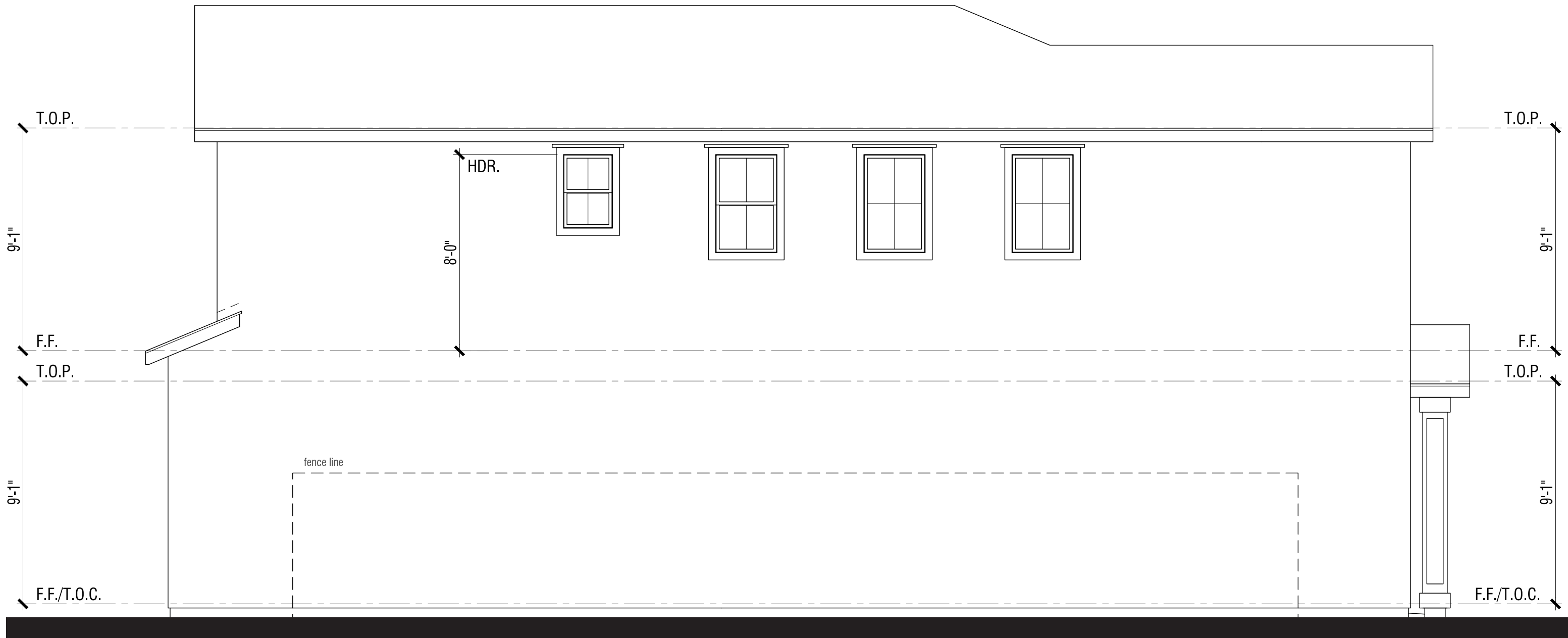
Roof Plan
at 1' = 8"



Right Elevation



Rear Elevation



Left Elevation



Front Elevation

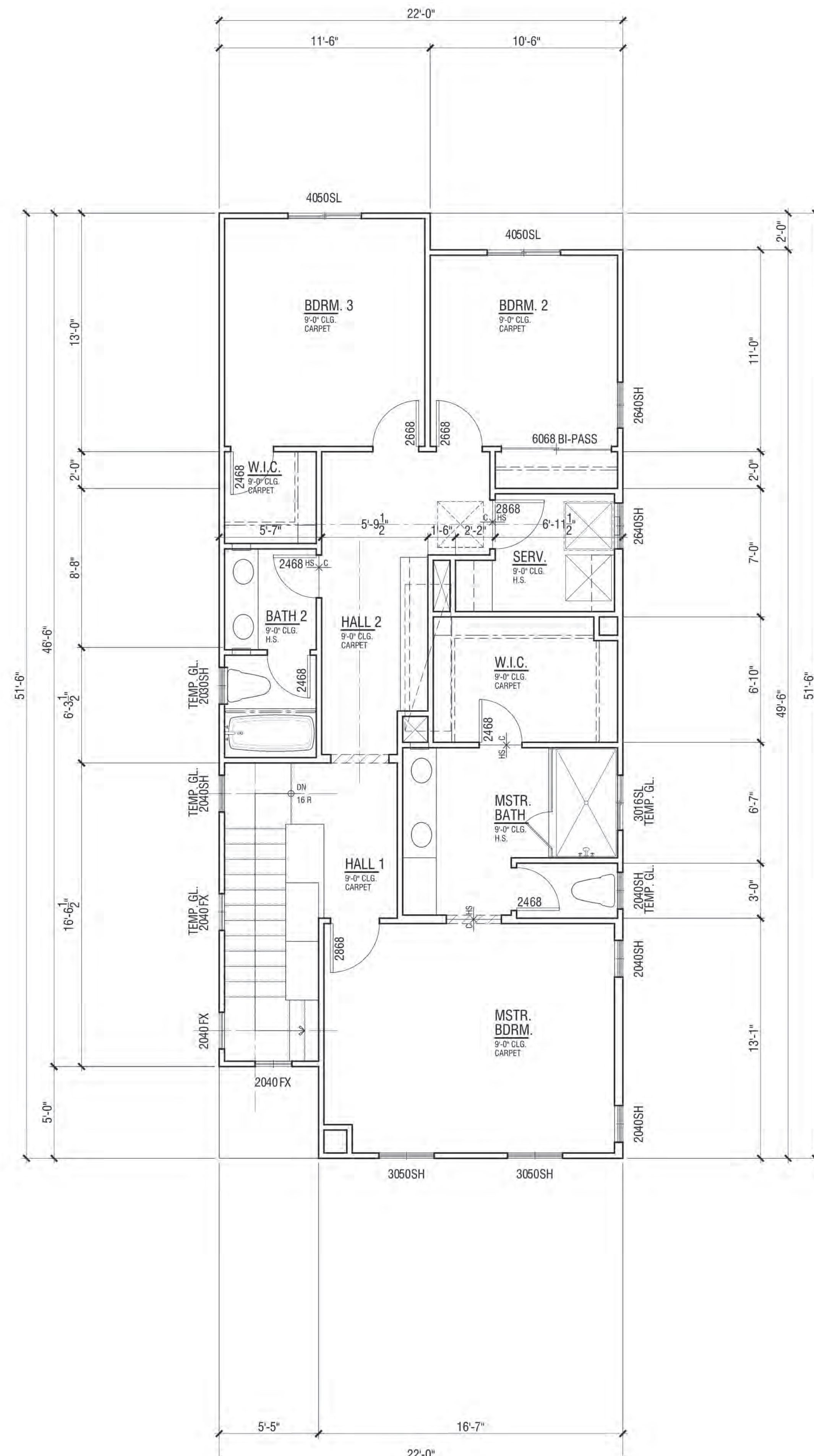
MATERIAL **STYLE ELEMENTS 'C' COTTAGE**

- Roof: Composition Shingle
- Fascia: 2X6 Wood Typical
- Exterior: Stucco (16/20 Sand Finish)
- Window & Door Trim: Stucco over Foam Trim per Elevation Style
- Entry Door: Decorative Front Entry Door
- Veneer: Manufactured Stone Veneer
- Garage Door: Decorative Metal Roll-Up Garage Door per Elevation Style

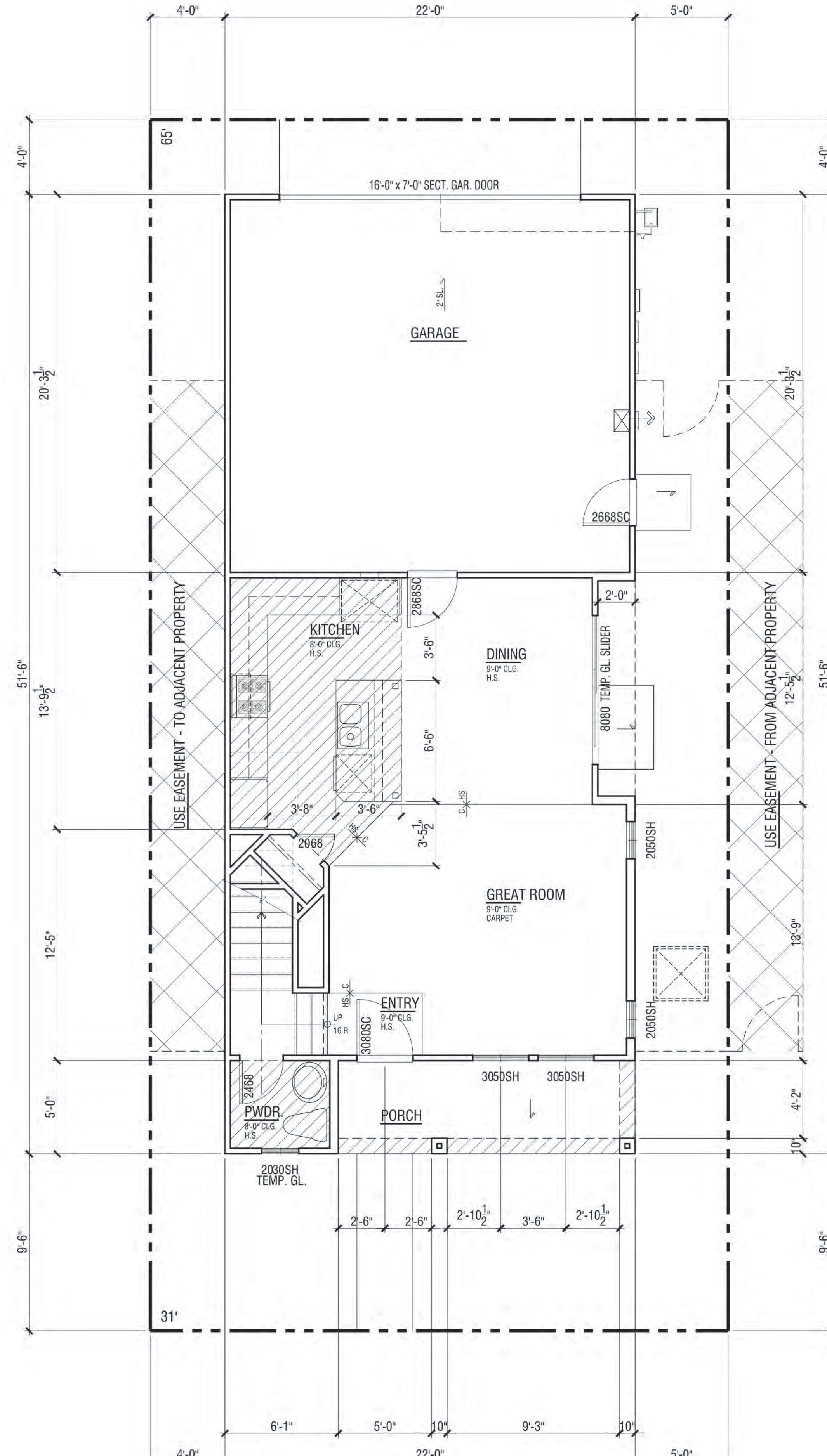
PLAN 1C | ELEVATION WRAPS & ROOF PLAN
NEIGHBORHOOD C
ALVES RANCH

PITTSBURG, CA





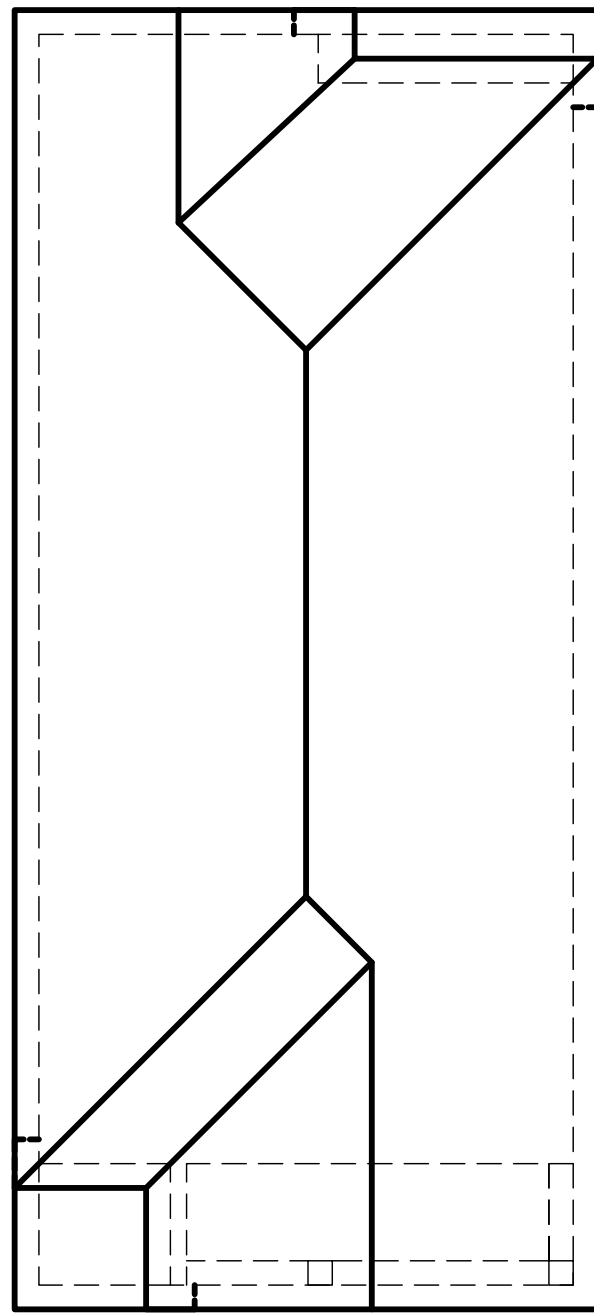
NEIGHBORHOOD C
ALVES RANCH
PITTSBURG, CA



FLOOR PLAN | PLAN 2A

FLOOR AREA TABLE	PLAN 2A
LOWER FLOOR PLAN	583 SQ. FT.
UPPER FLOOR PLAN	1000 SQ. FT.
TOTAL	1583 SQ. FT.
2-BAY GARAGE	447 SQ. FT.
COVERED ENTRY/PORCH	80 SQ. FT.

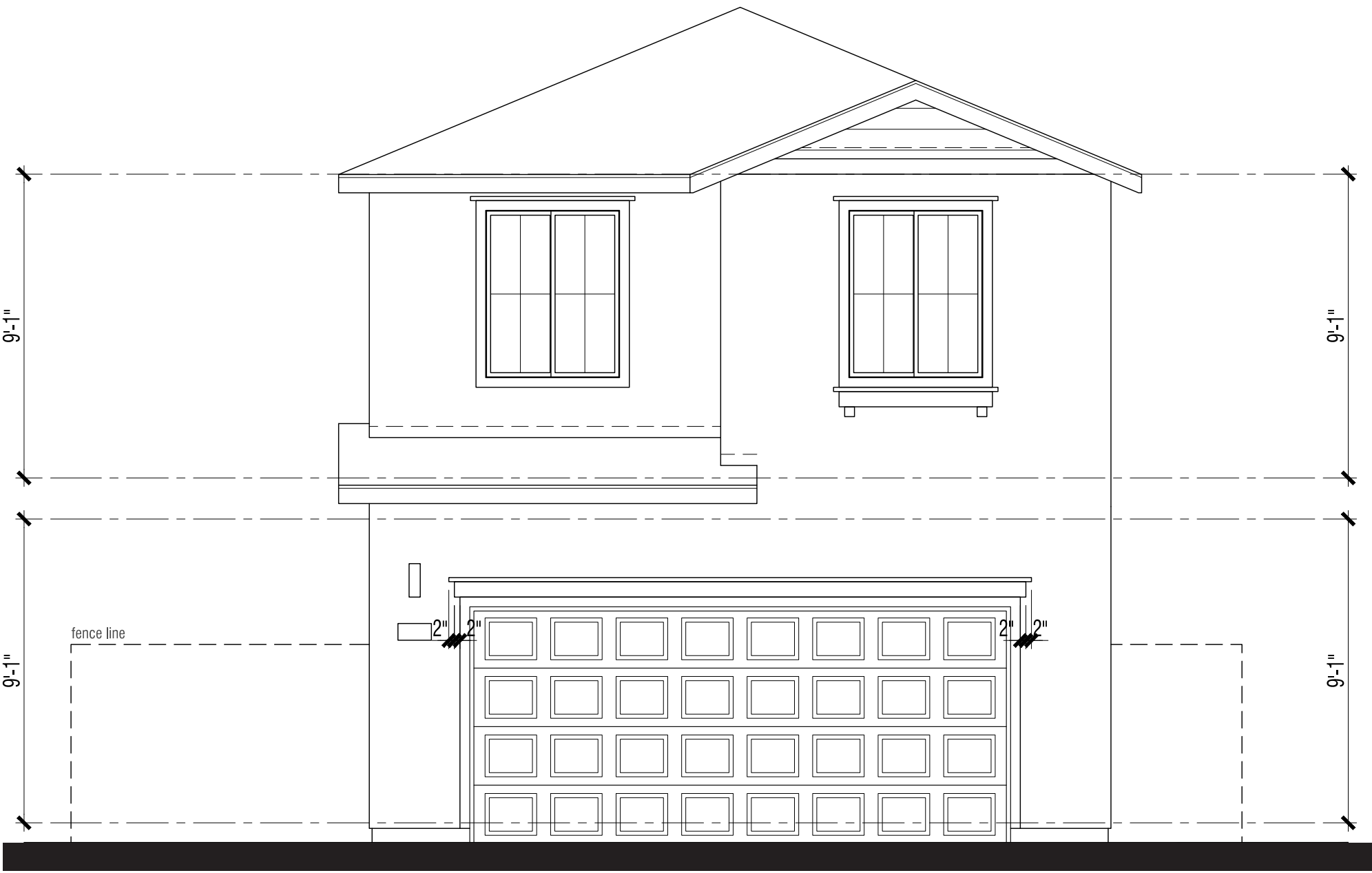
NOTE: SQUARE FOOTAGE MAY VARY DUE TO METHOD OF CALCULATION



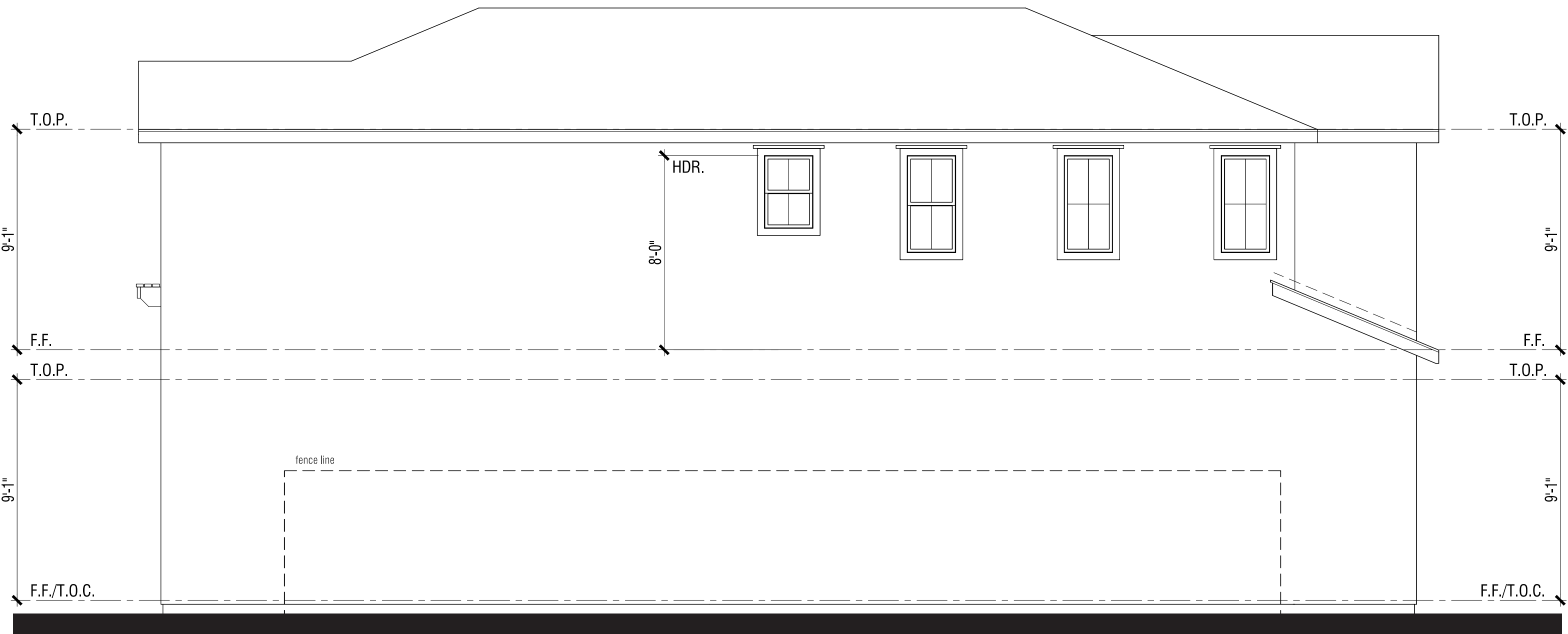
Roof Plan
at 1' = 8"



Right Elevation



Rear Elevation



Left Elevation



Front Elevation

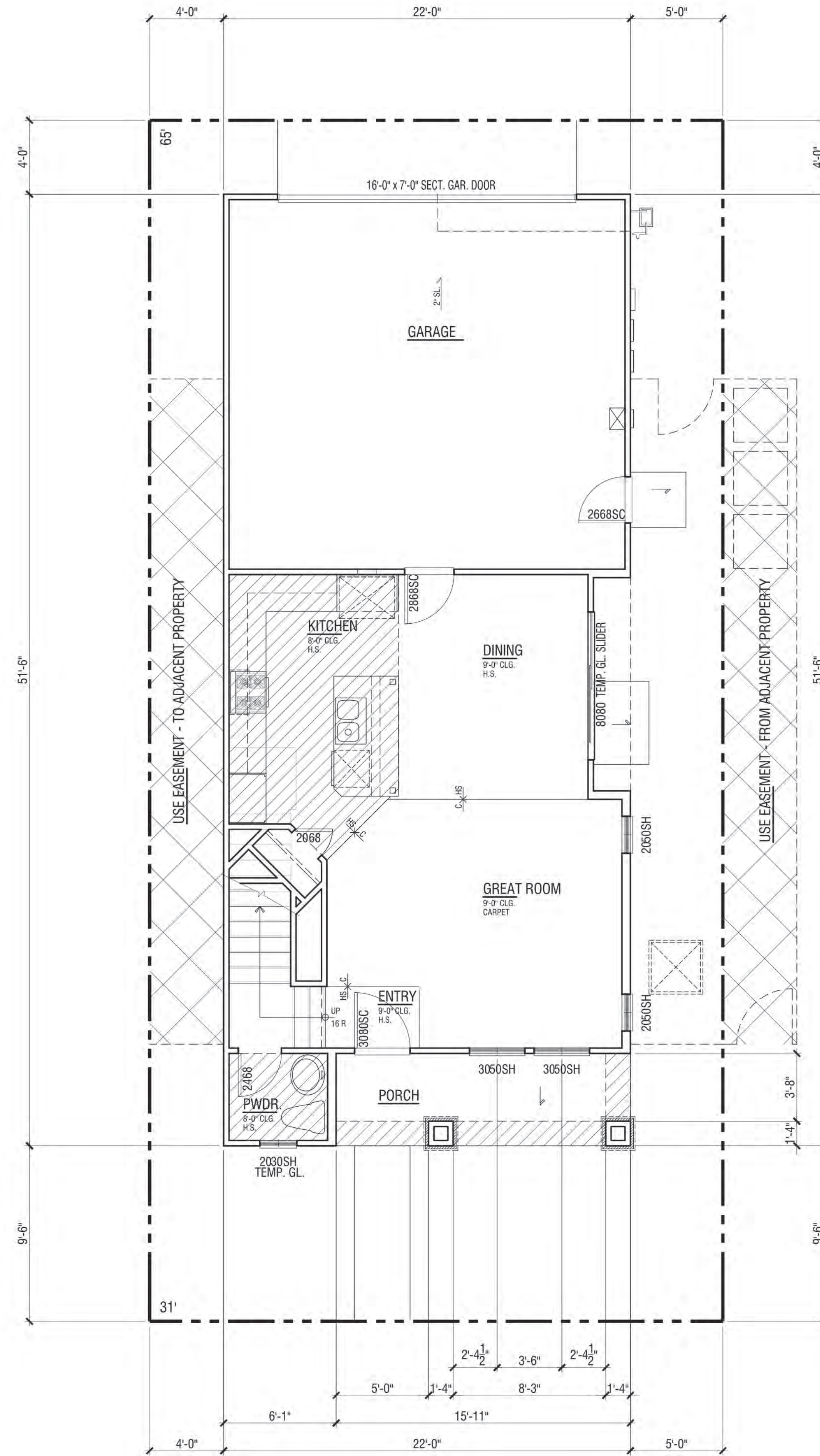
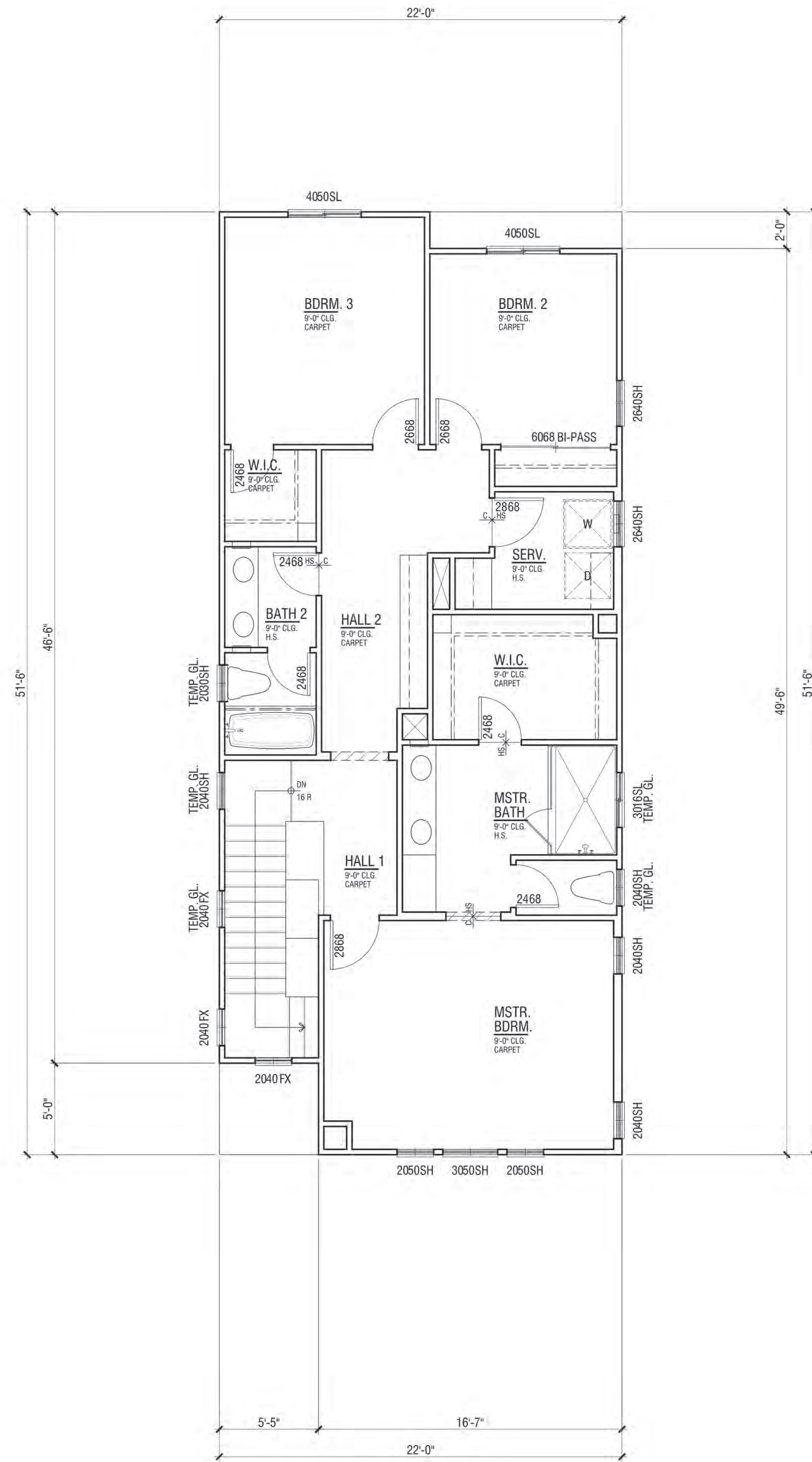
MATERIAL **STYLE ELEMENTS 'A' TRADITIONAL**

- Roof: Composition Shingle
- Fascia: 2X6 Wood Typical
- Gable: Horizontal Lap Siding
- Exterior: Stucco (16/20 Sand Finish)
- Window & Door Trim: Stucco over Foam Trim per Elevation Style
- Entry Door: Decorative Front Entry Door
- Garage Door: Decorative Metal Roll-Up Garage Door per Elevation Style

PLAN 2A | ELEVATION WRAPS & ROOF PLAN
NEIGHBORHOOD C
ALVES RANCH

PITTSBURG, CA



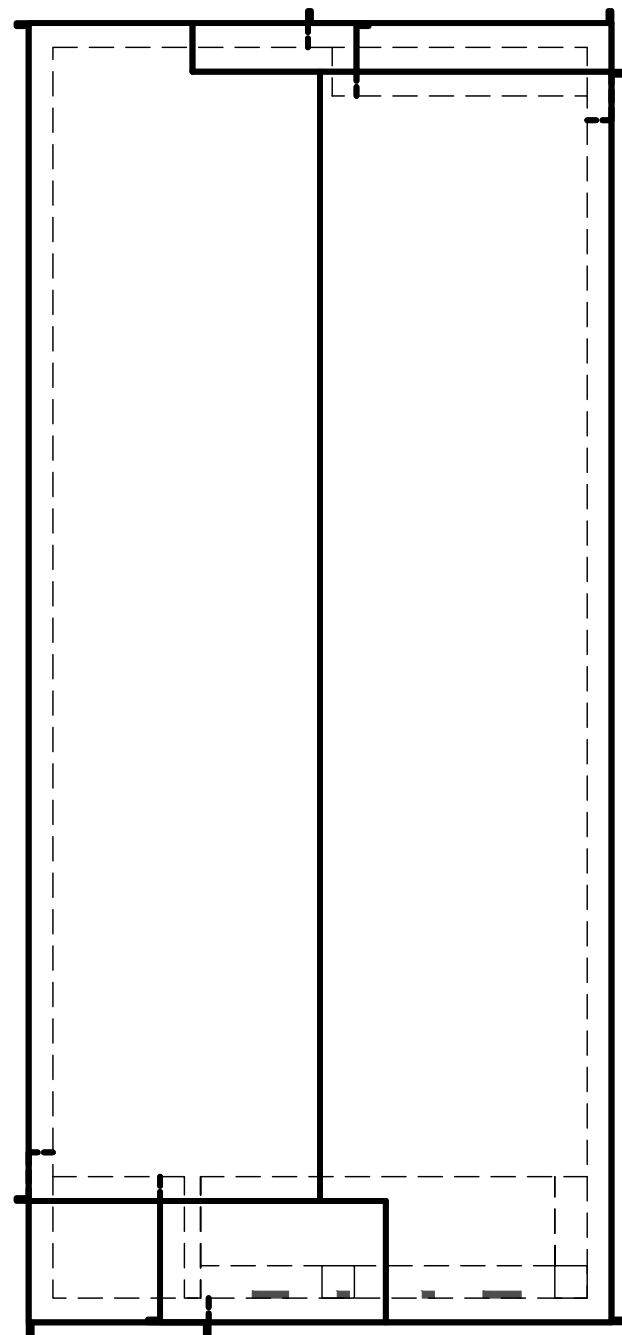


NEIGHBORHOOD C
ALVES RANCH
PITTSBURG, CA

FLOOR PLAN | PLAN 2B

FLOOR AREA TABLE	PLAN 2B
LOWER FLOOR PLAN	583 SQ. FT.
UPPER FLOOR PLAN	1000 SQ. FT.
TOTAL	1583 SQ. FT.
2-BAY GARAGE	447 SQ. FT.
COVERED ENTRY/PORCH	80 SQ. FT.

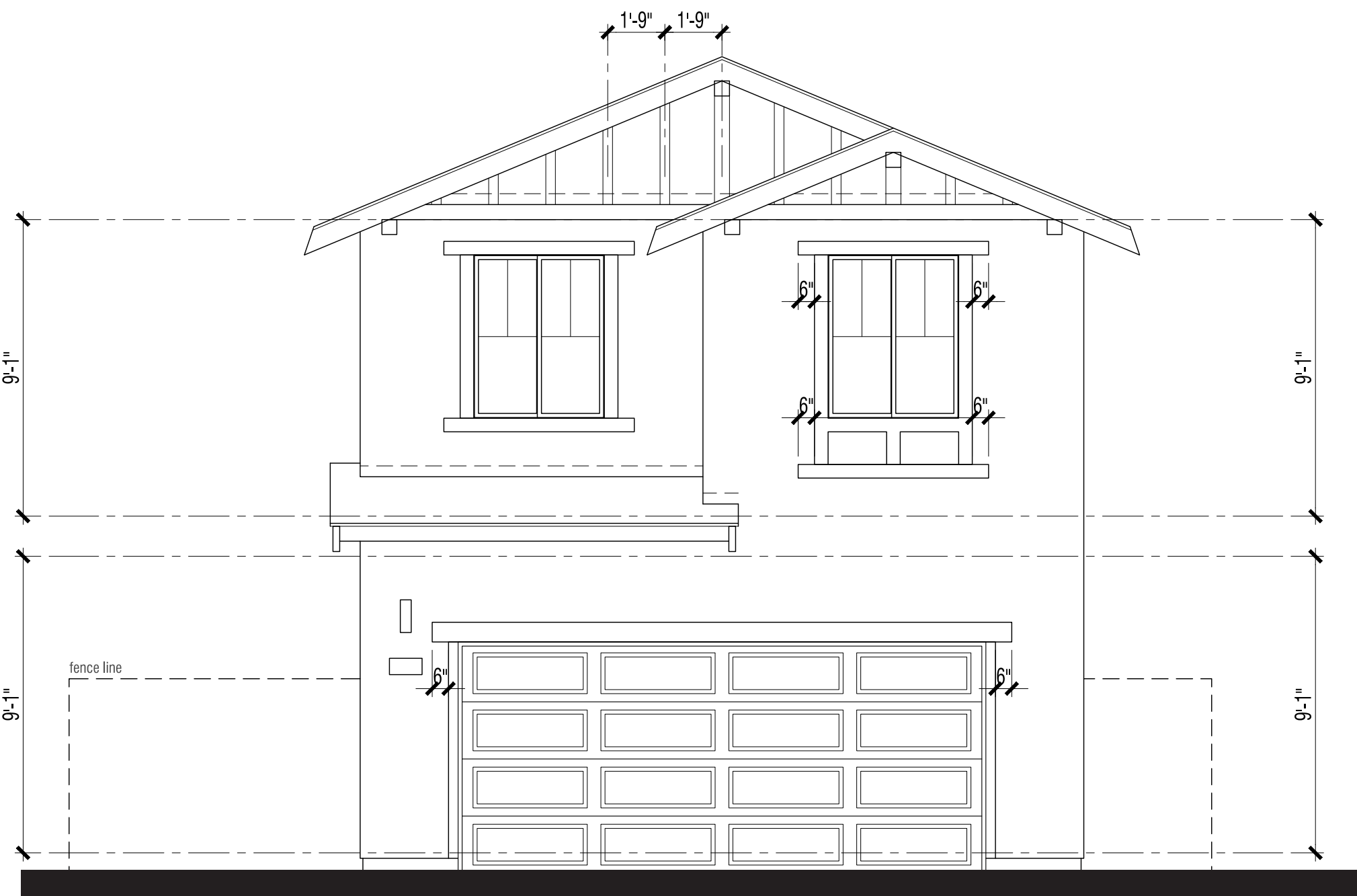
NOTE: SQUARE FOOTAGE MAY VARY DUE TO METHOD OF CALCULATION



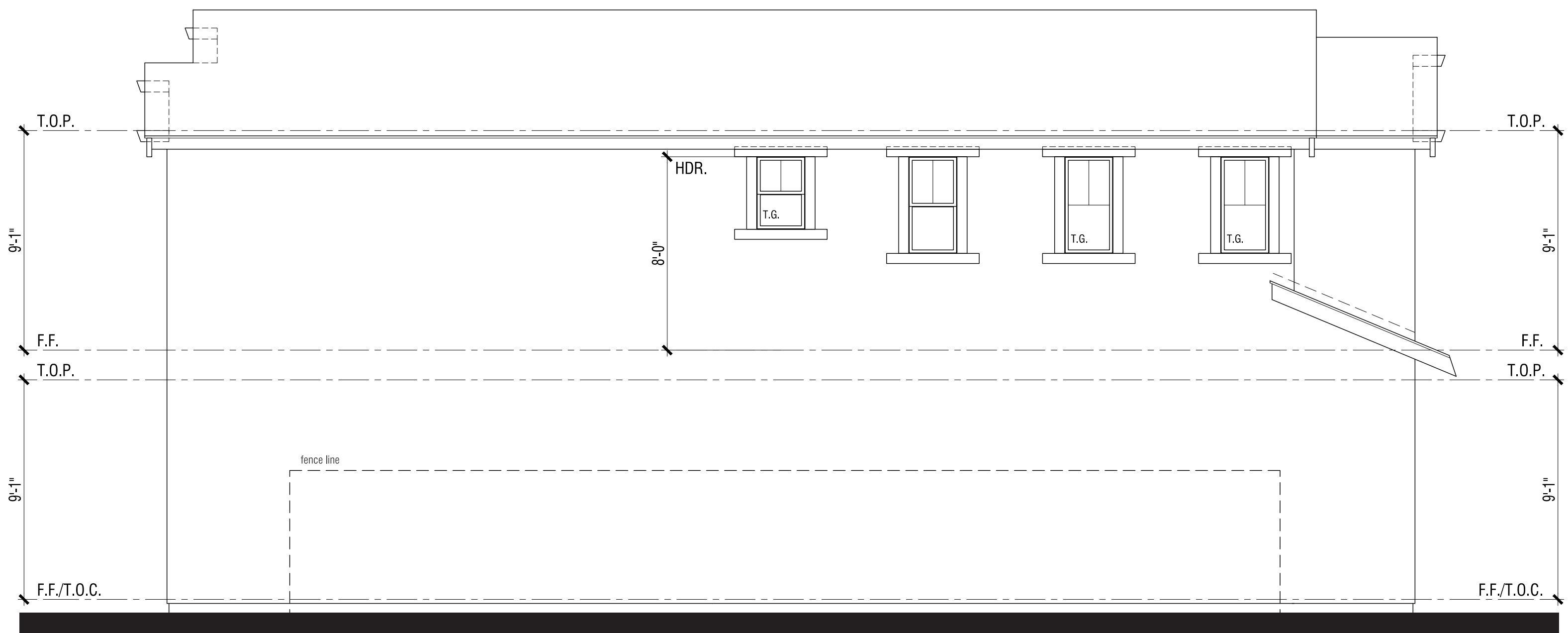
Roof Plan
at 1' = 8"



Right Elevation



Rear Elevation



Left Elevation



Front Elevation

MATERIAL **STYLE ELEMENTS 'B' BUNGALOW**

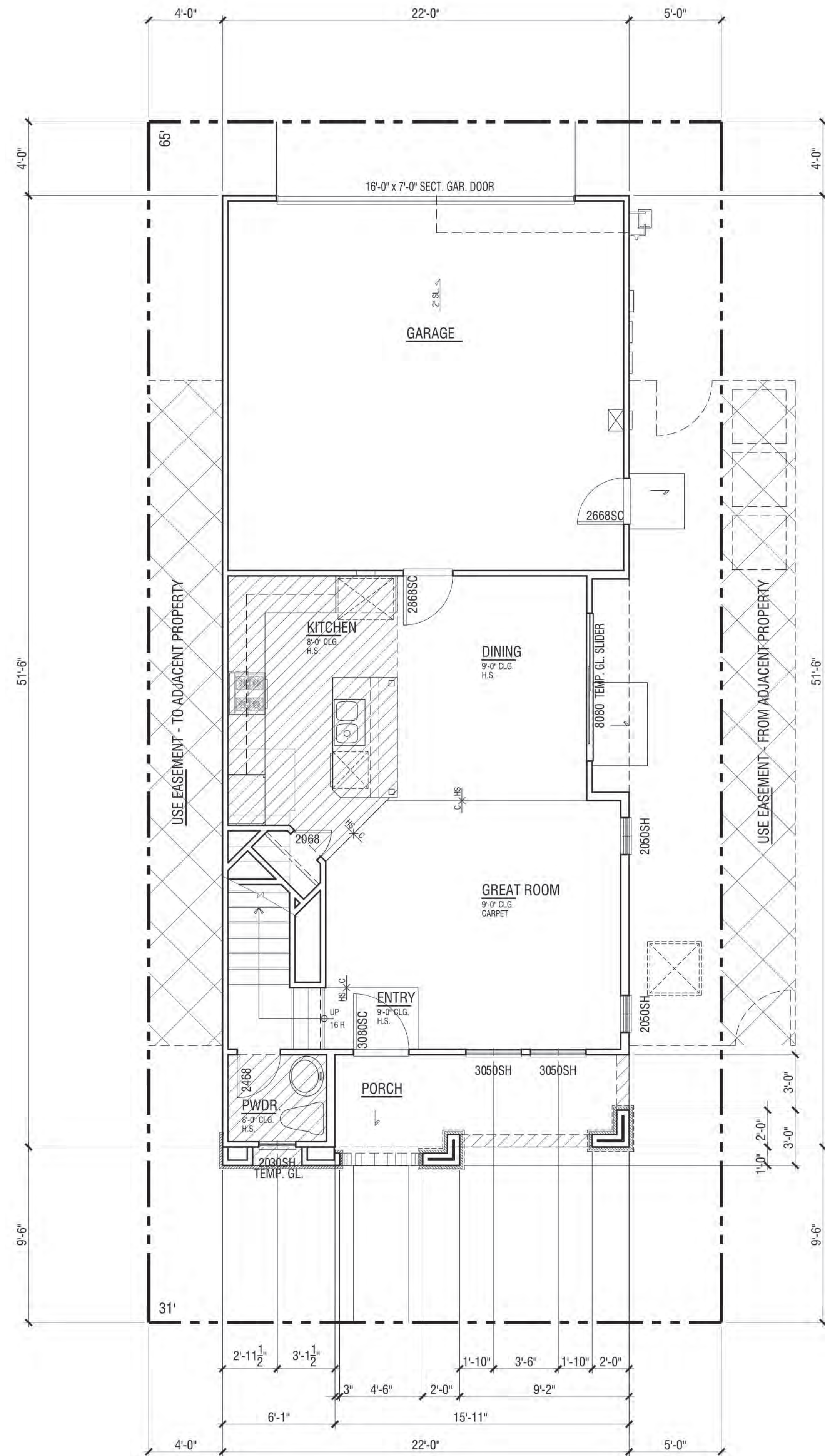
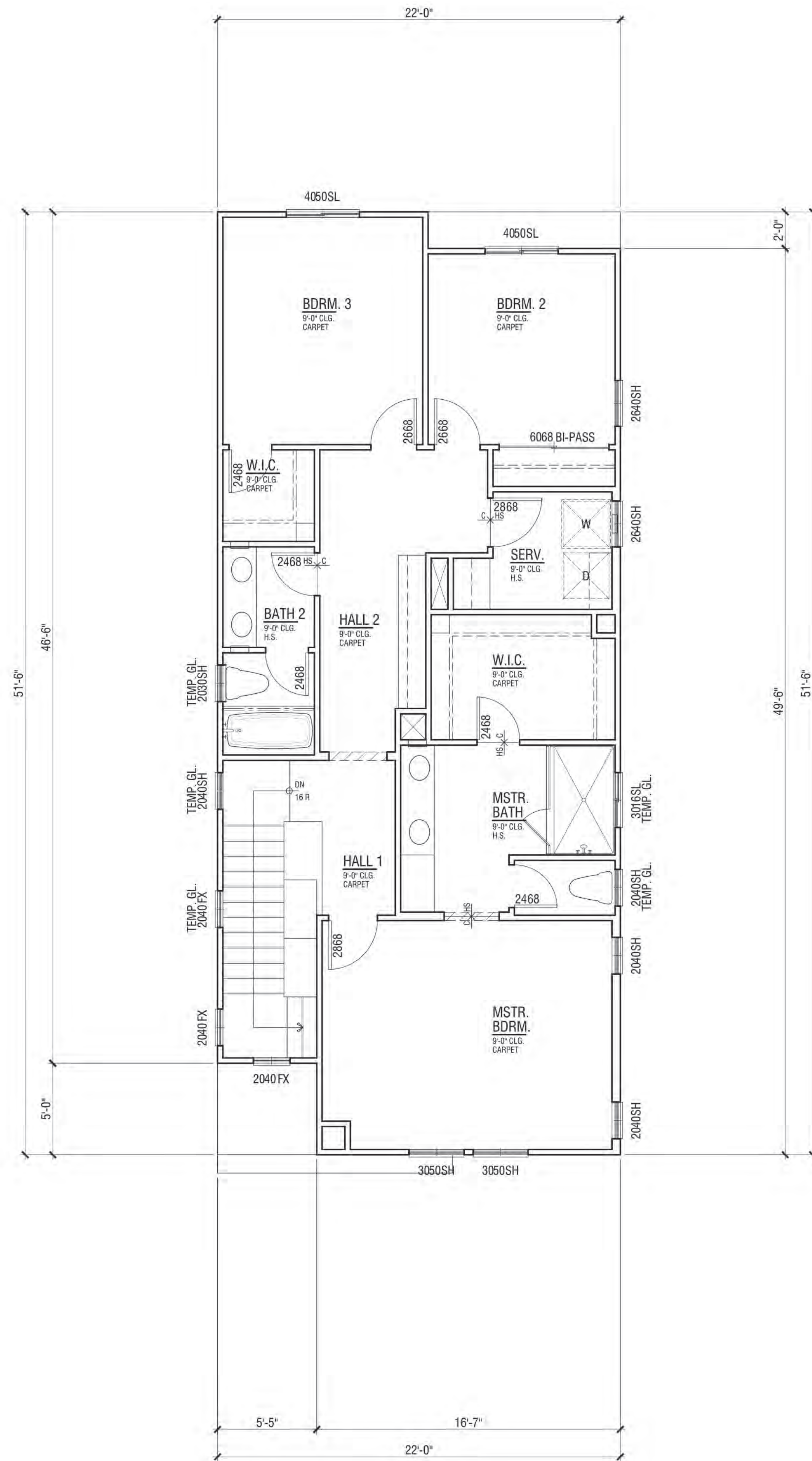
- Roof: Composition Shingle
- Fascia: 2X6 Wood Typical
- Gable: Wood Outlookers with Board and Batten
- Exterior: Stucco (16/20 Sand Finish)
- Window & Door Trim: Stucco over Foam Trim per Elevation Style
- Entry Door: Decorative Front Entry Door
- Stone: Manufactured Stone Veneer
- Garage Door: Decorative Metal Roll-Up Garage Door per Elevation Style

PLAN 2B | ELEVATION WRAPS & ROOF PLAN

NEIGHBORHOOD C

ALVES RANCH

PITTSBURG, CA

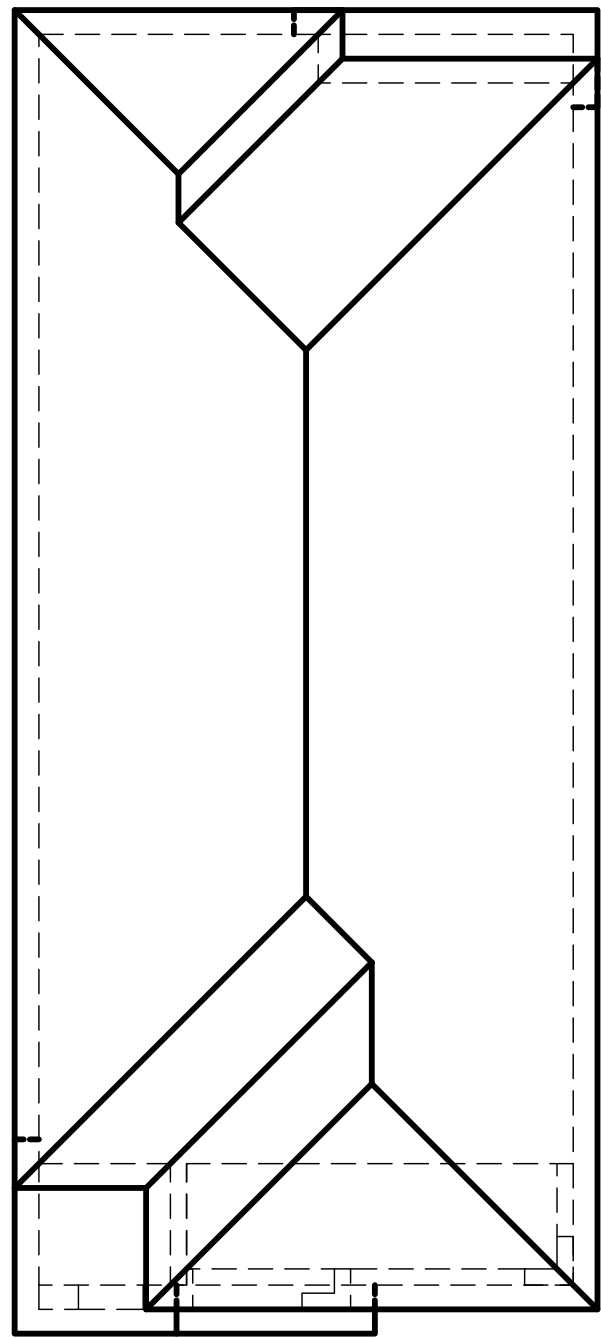


FLOOR PLAN | PLAN 2C

FLOOR AREA TABLE	PLAN 2C
LOWER FLOOR PLAN	583 SQ. FT.
UPPER FLOOR PLAN	1000 SQ. FT.
TOTAL	1583 SQ. FT.
2-BAY GARAGE	447 SQ. FT.
COVERED ENTRY/PORCH	86 SQ. FT.

NOTE: SQUARE FOOTAGE MAY VARY DUE TO METHOD OF CALCULATION

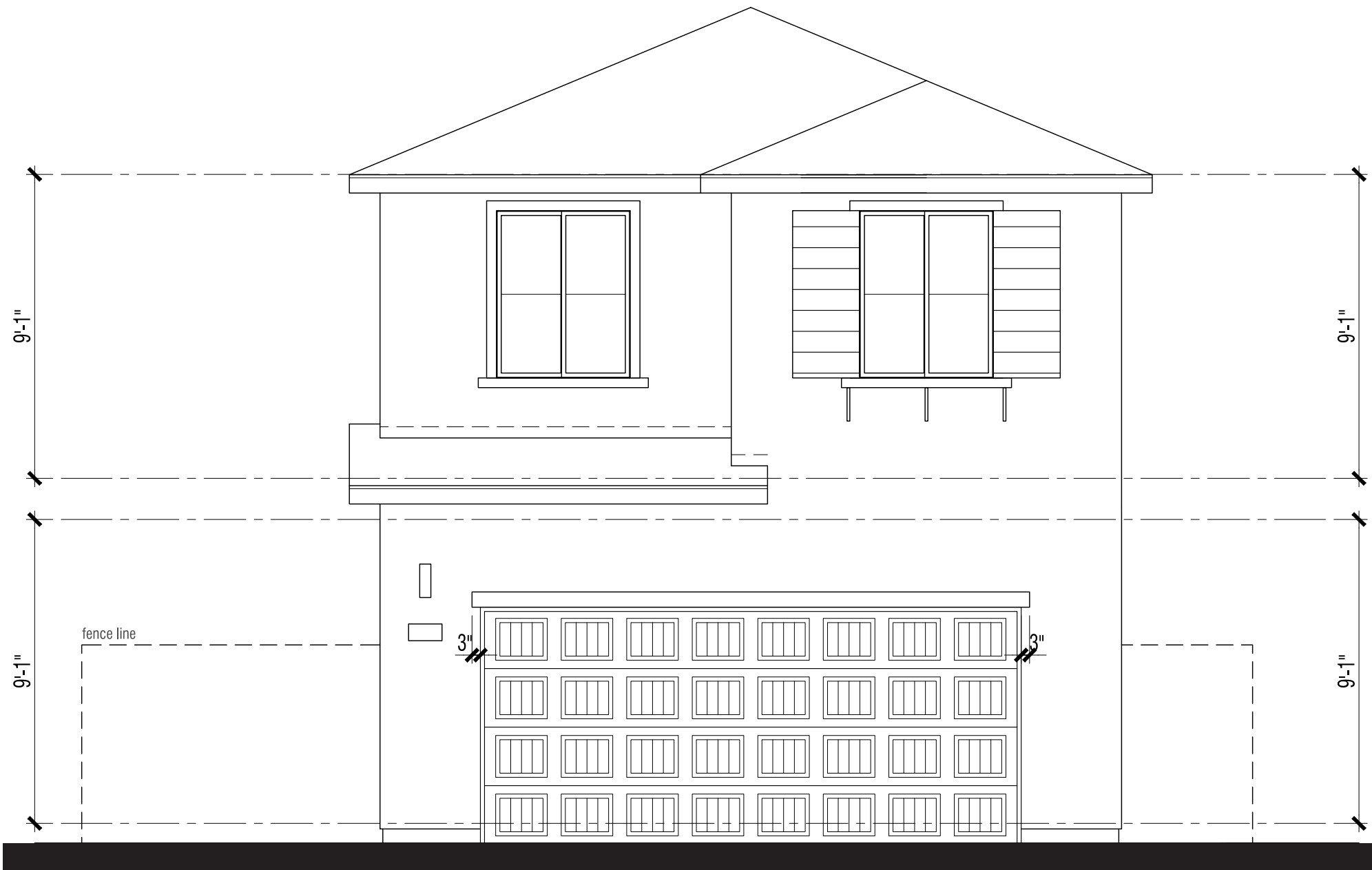
NEIGHBORHOOD C ALVES RANCH PITTSBURG, CA



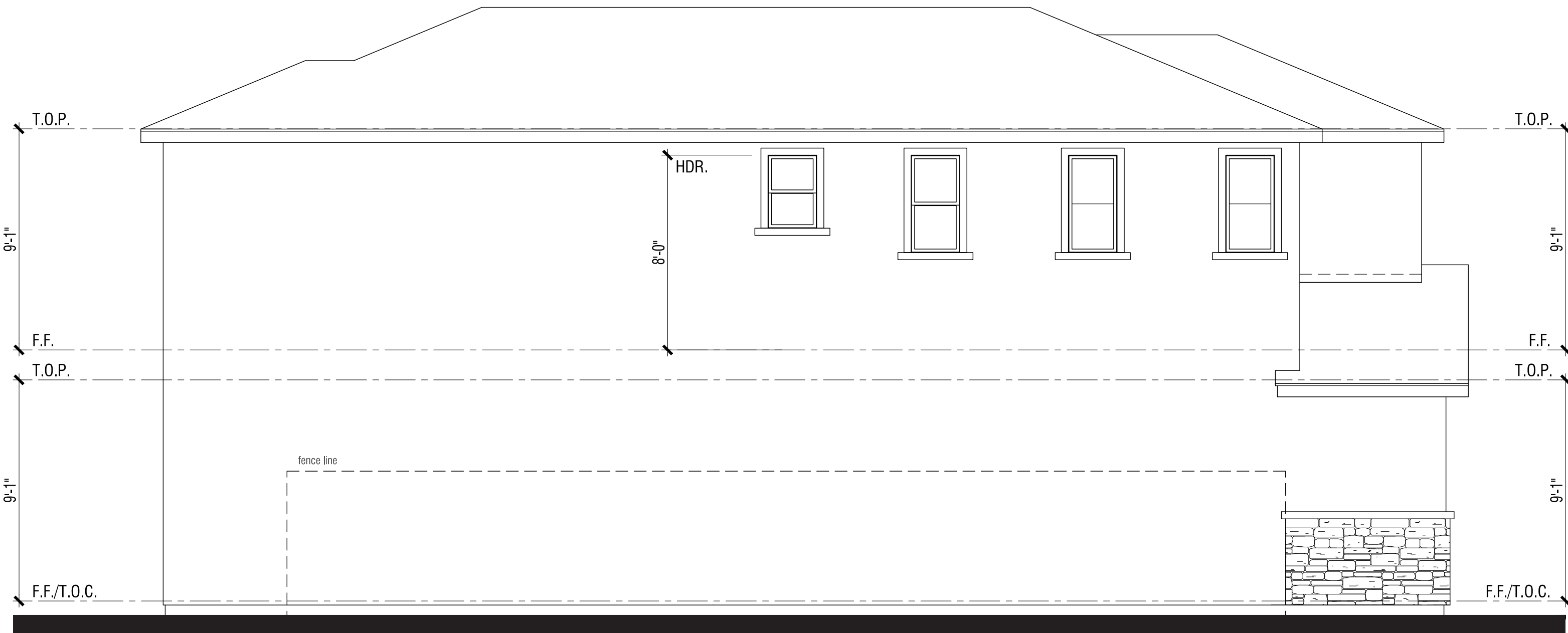
Roof Plan
at 1' = 8"



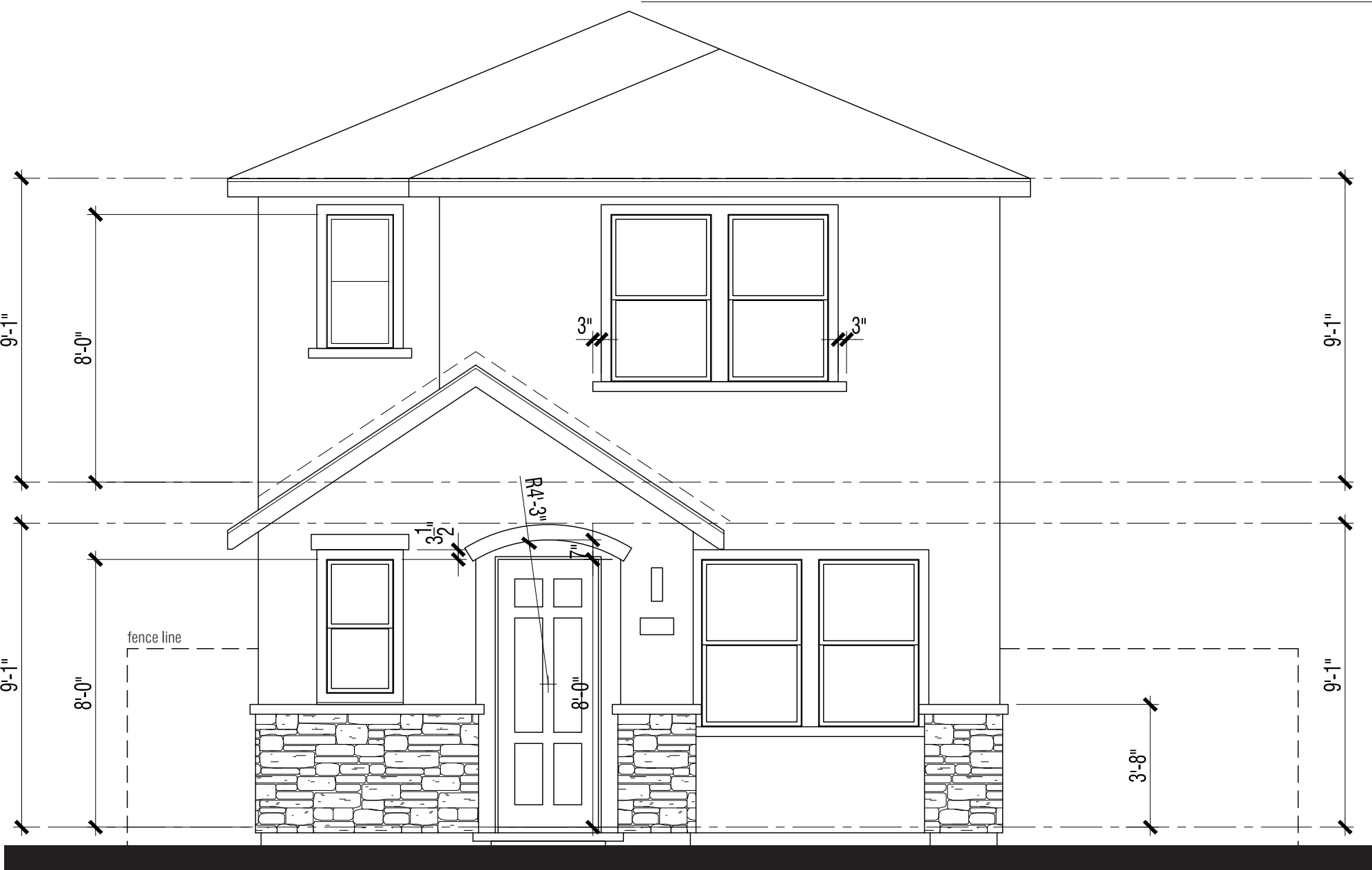
Right Elevation



Rear Elevation



Left Elevation



Front Elevation

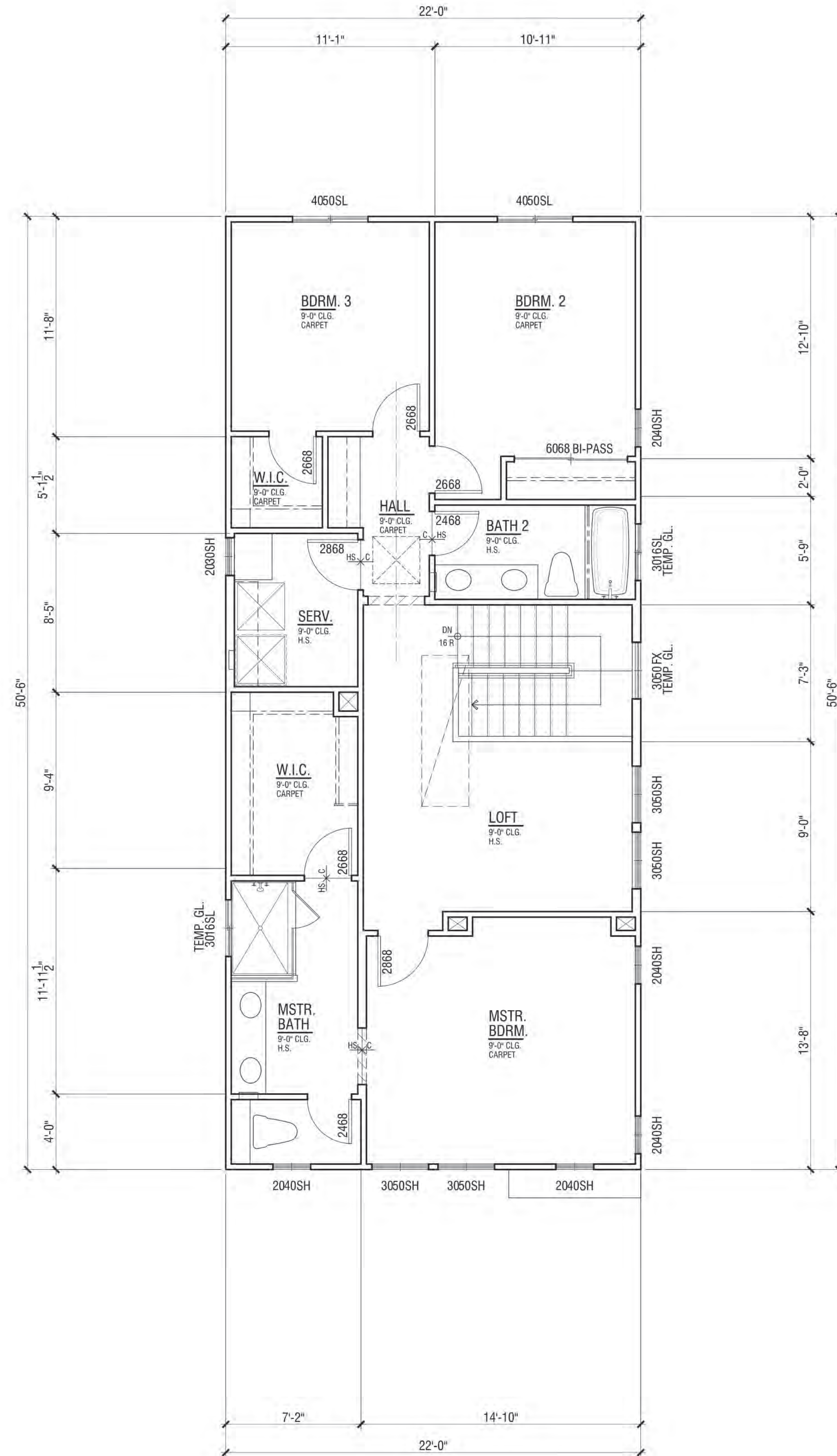
MATERIAL **STYLE ELEMENTS 'C' COTTAGE**

- Roof: Composition Shingle
- Fascia: 2X6 Wood Typical
- Exterior: Stucco (16/20 Sand Finish)
- Window & Door Trim: Stucco over Foam Trim per Elevation Style
- Entry Door: Decorative Front Entry Door
- Veneer: Manufactured Stone Veneer
- Garage Door: Decorative Metal Roll-Up Garage Door per Elevation Style

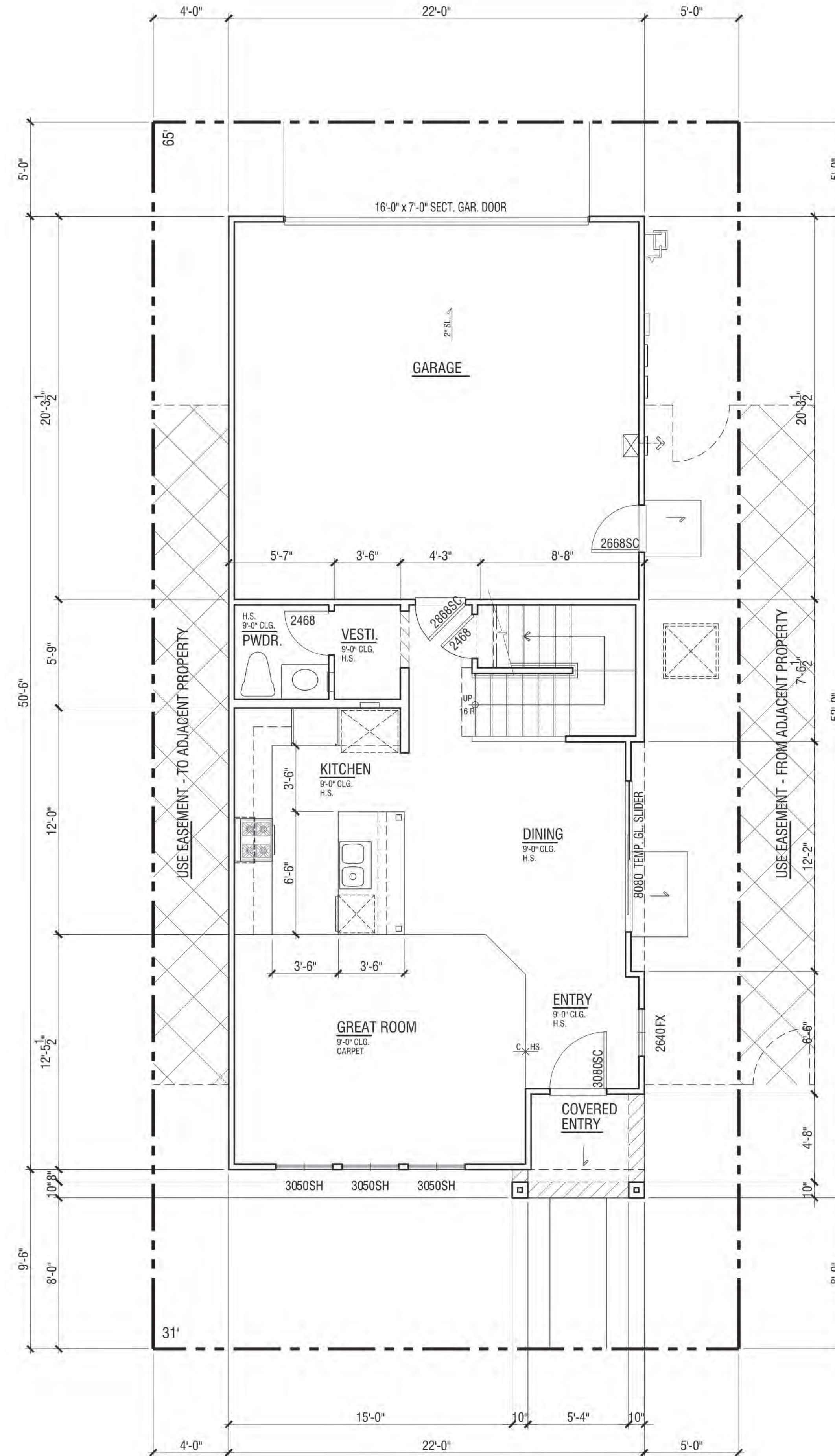
PLAN 2C | ELEVATION WRAPS & ROOF PLAN
NEIGHBORHOOD C
ALVES RANCH

PITTSBURG, CA





Second Floor 1,044 SF



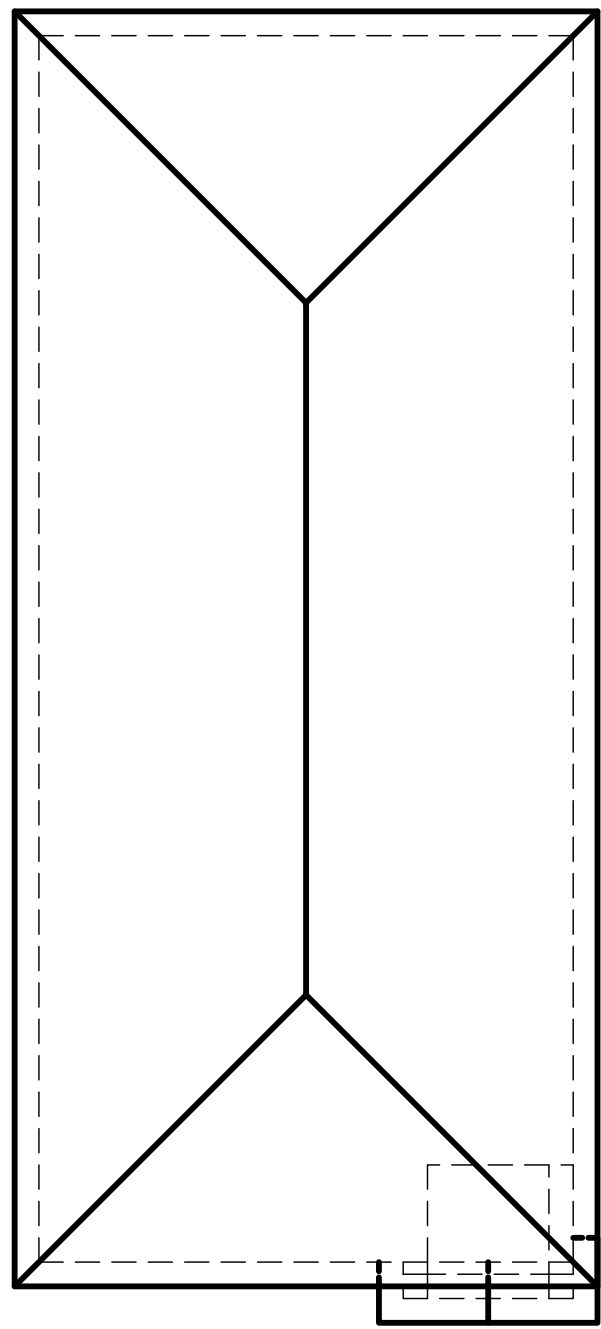
First Floor 632 SF

FLOOR PLAN | PLAN 3A

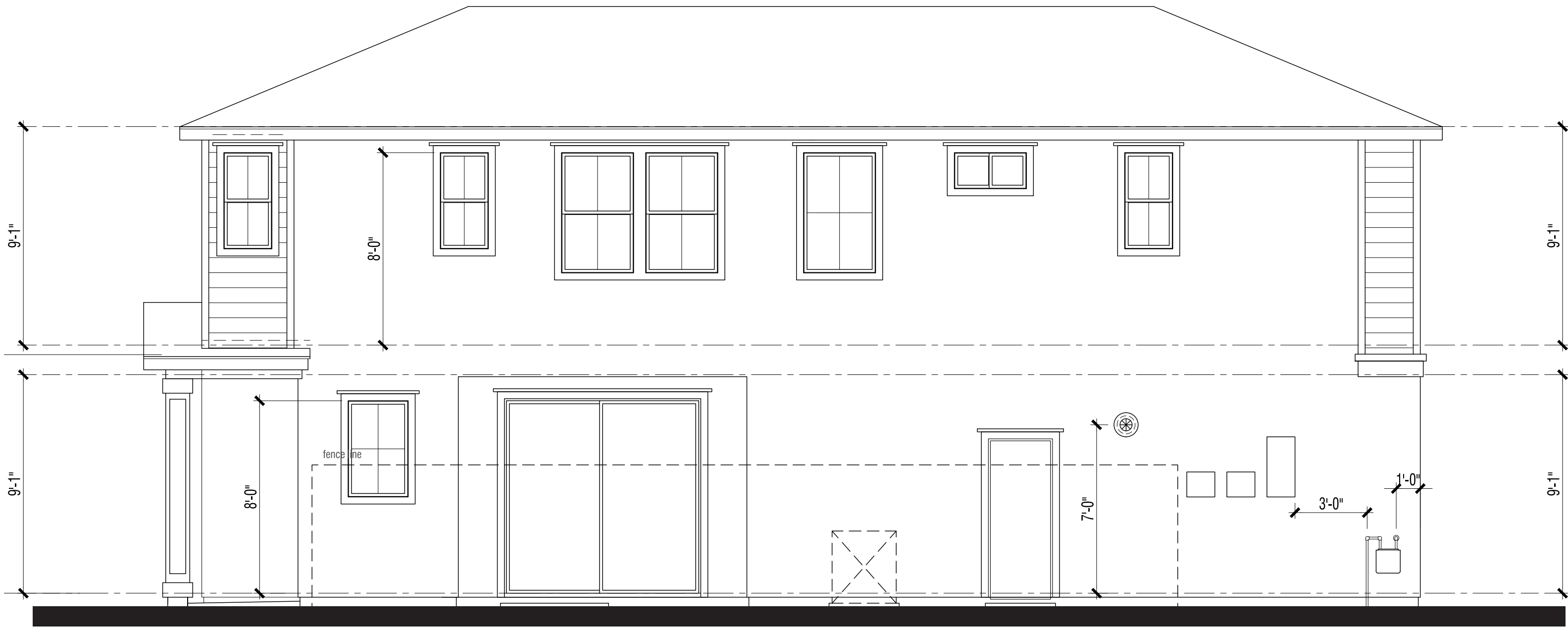
FLOOR AREA TABLE	PLAN 3A
LOWER FLOOR PLAN	632 SQ. FT.
UPPER FLOOR PLAN	1044 SQ. FT.
TOTAL	1676 SQ. FT.
2-BAY GARAGE	446 SQ. FT.
COVERED ENTRY	33 SQ. FT.

NOTE: SQUARE FOOTAGE MAY VARY DUE TO METHOD OF CALCULATION

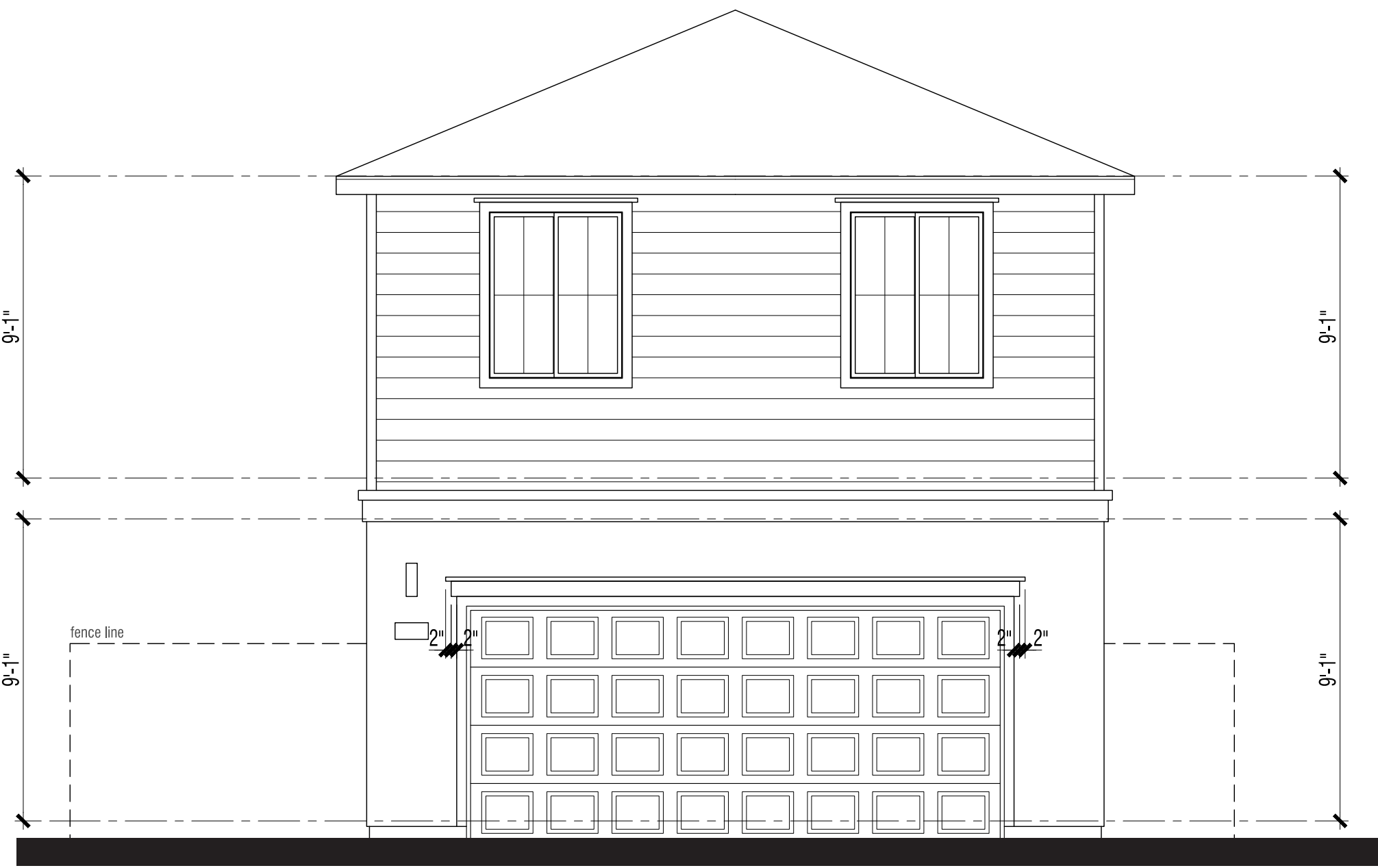
NEIGHBORHOOD C ALVES RANCH PITTSBURG, CA



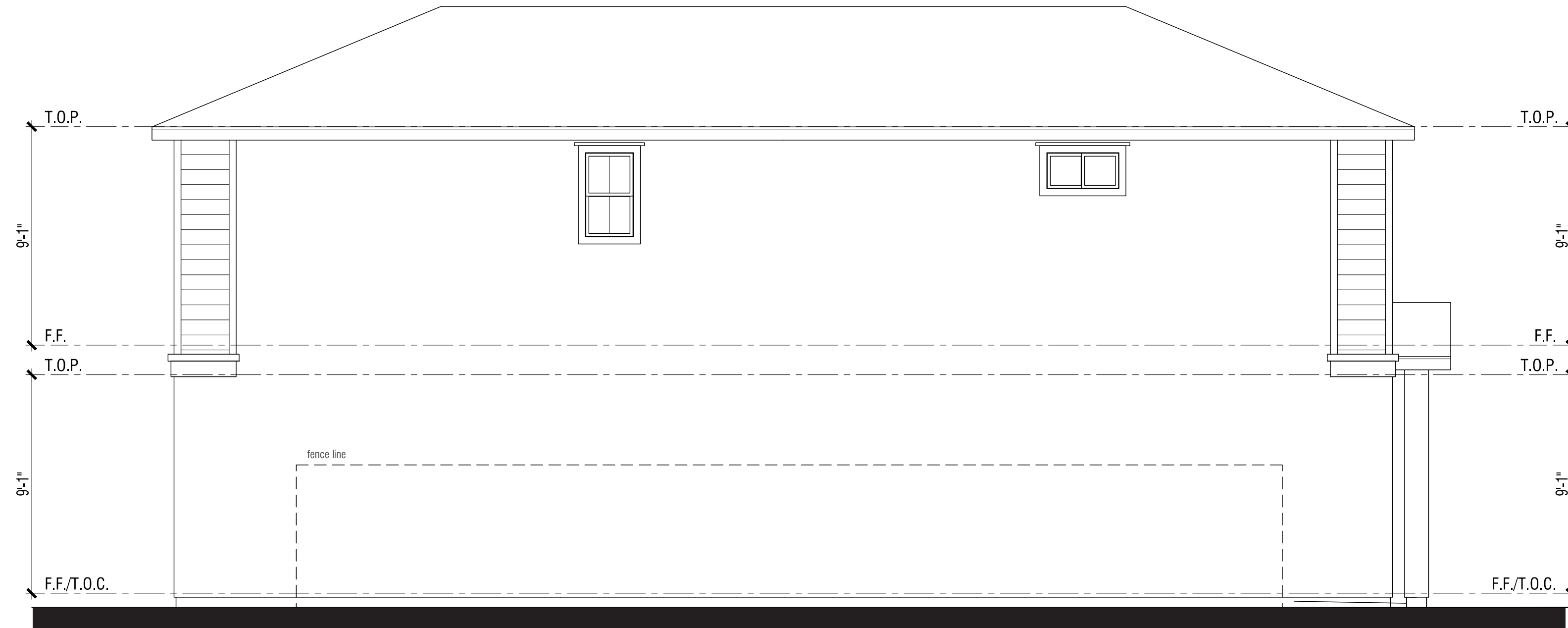
Roof Plan
at 1' = 8"



Right Elevation



Rear Elevation



Left Elevation



Front Elevation

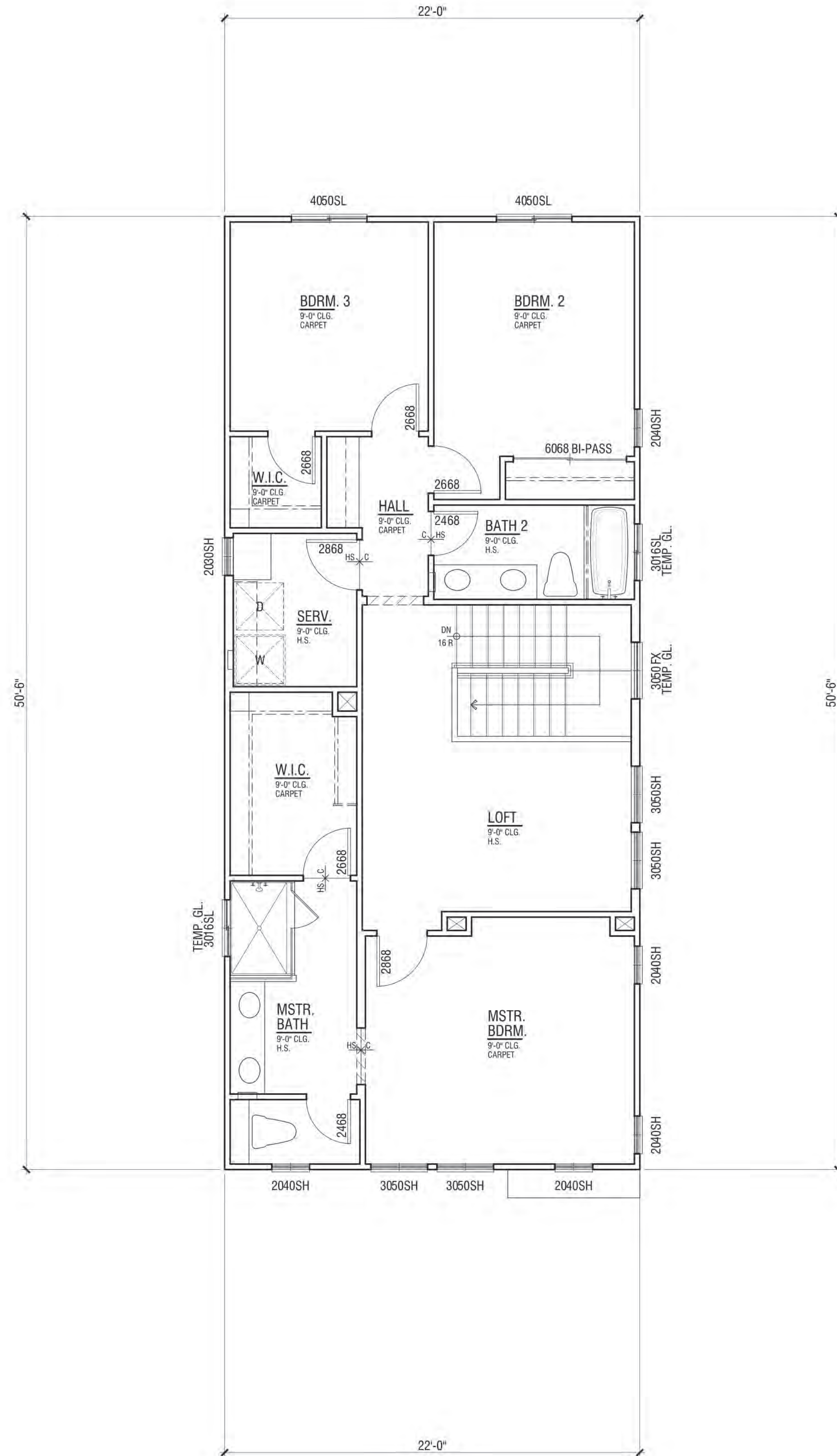
MATERIAL **STYLE ELEMENTS 'A' TRADITIONAL**

- Roof: Composition Shingle
- Fascia: 2X6 Wood Typical
- Gable: Horizontal Lap Siding
- Exterior: Stucco (16/20 Sand Finish)
- Window & Door Trim: Stucco over Foam Trim per Elevation Style
- Entry Door: Decorative Front Entry Door
- Garage Door: Decorative Metal Roll-Up Garage Door per Elevation Style

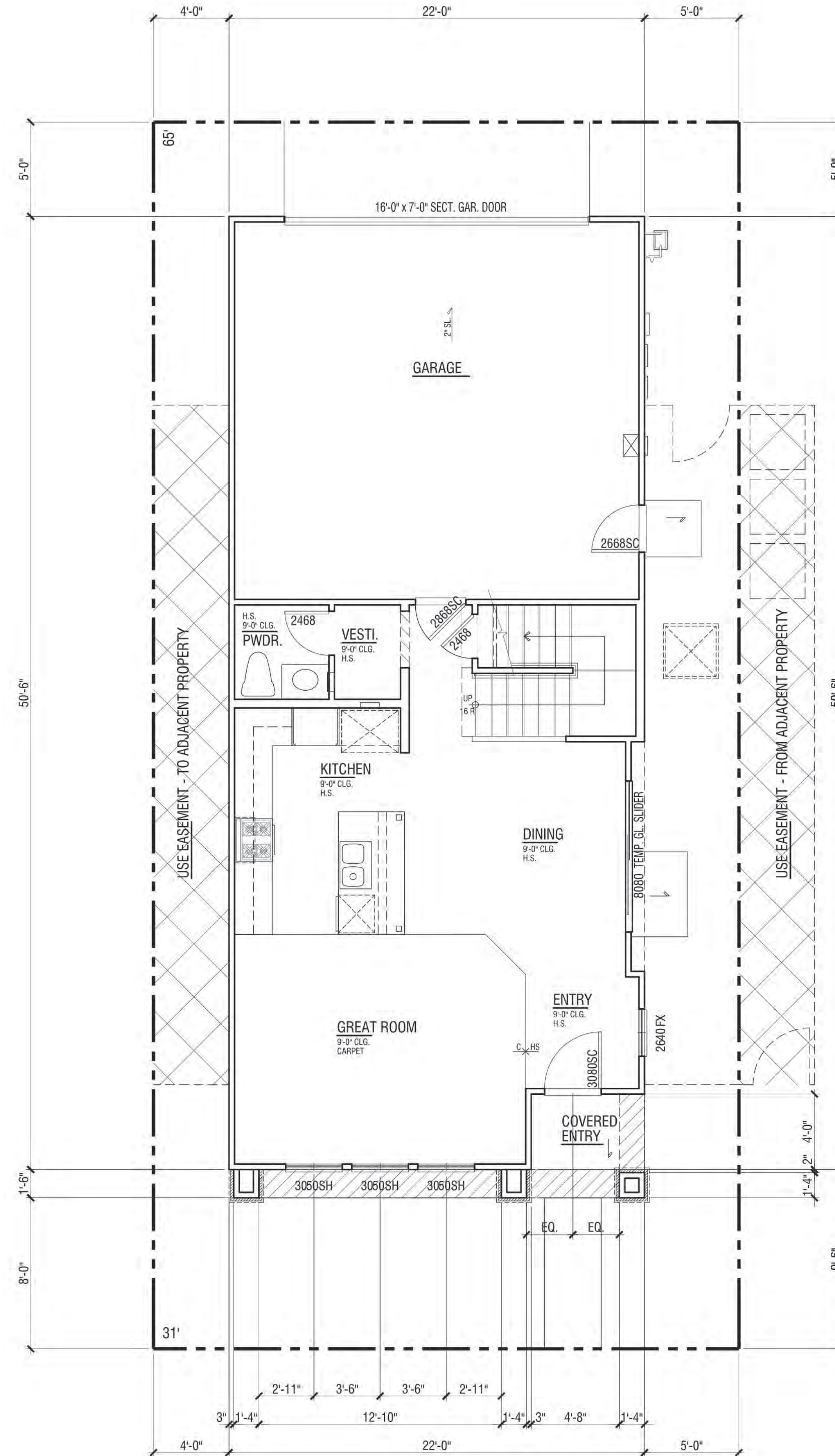
PLAN 3A | ELEVATION WRAPS & ROOF PLAN
NEIGHBORHOOD C
ALVES RANCH

PITTSBURG, CA





Second Floor 1,044 SF



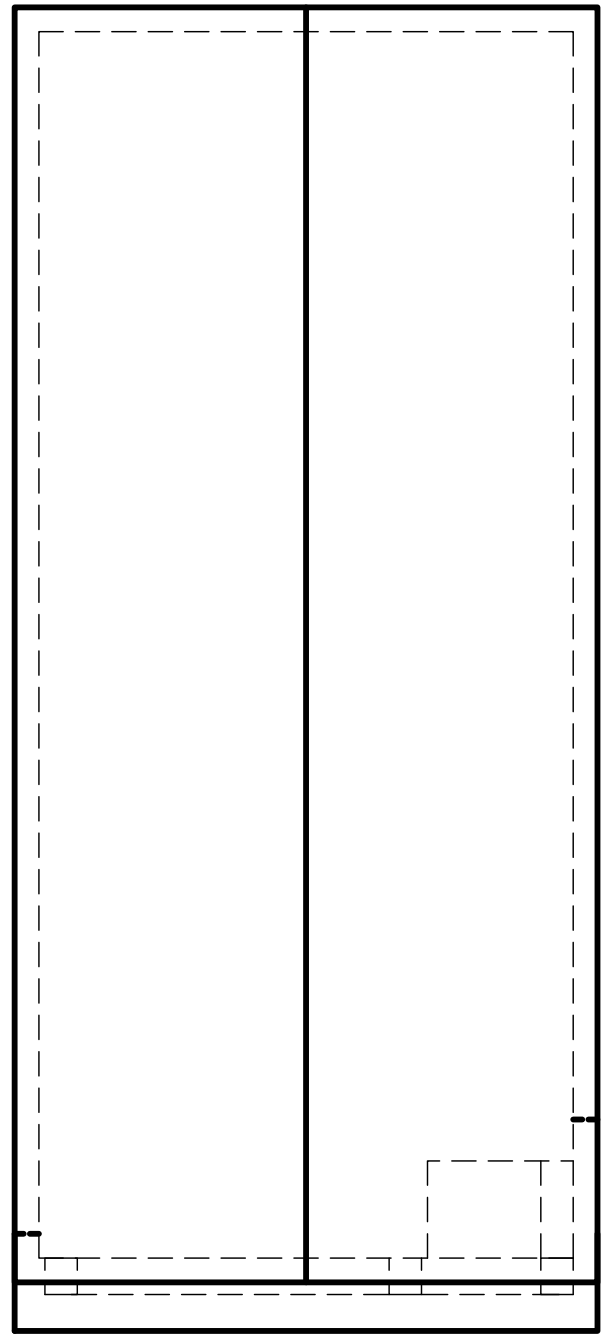
First Floor 632 SF

FLOOR PLAN | PLAN 3B

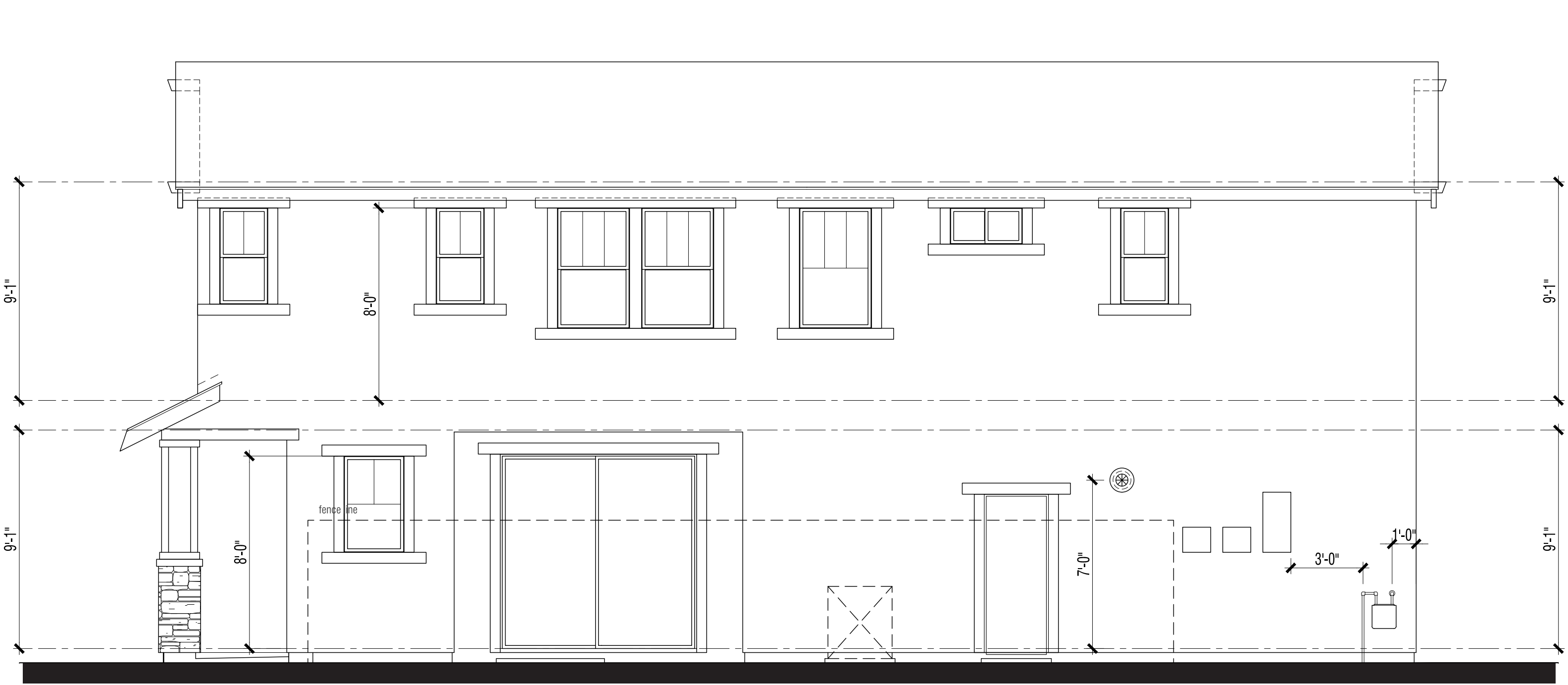
FLOOR AREA TABLE	PLAN 3B
LOWER FLOOR PLAN	632 SQ. FT.
UPPER FLOOR PLAN	1044 SQ. FT.
TOTAL	1676 SQ. FT.
2-BAY GARAGE	446 SQ. FT.
COVERED ENTRY/PORCH	33 SQ. FT.

NOTE: SQUARE FOOTAGE MAY VARY DUE TO METHOD OF CALCULATION

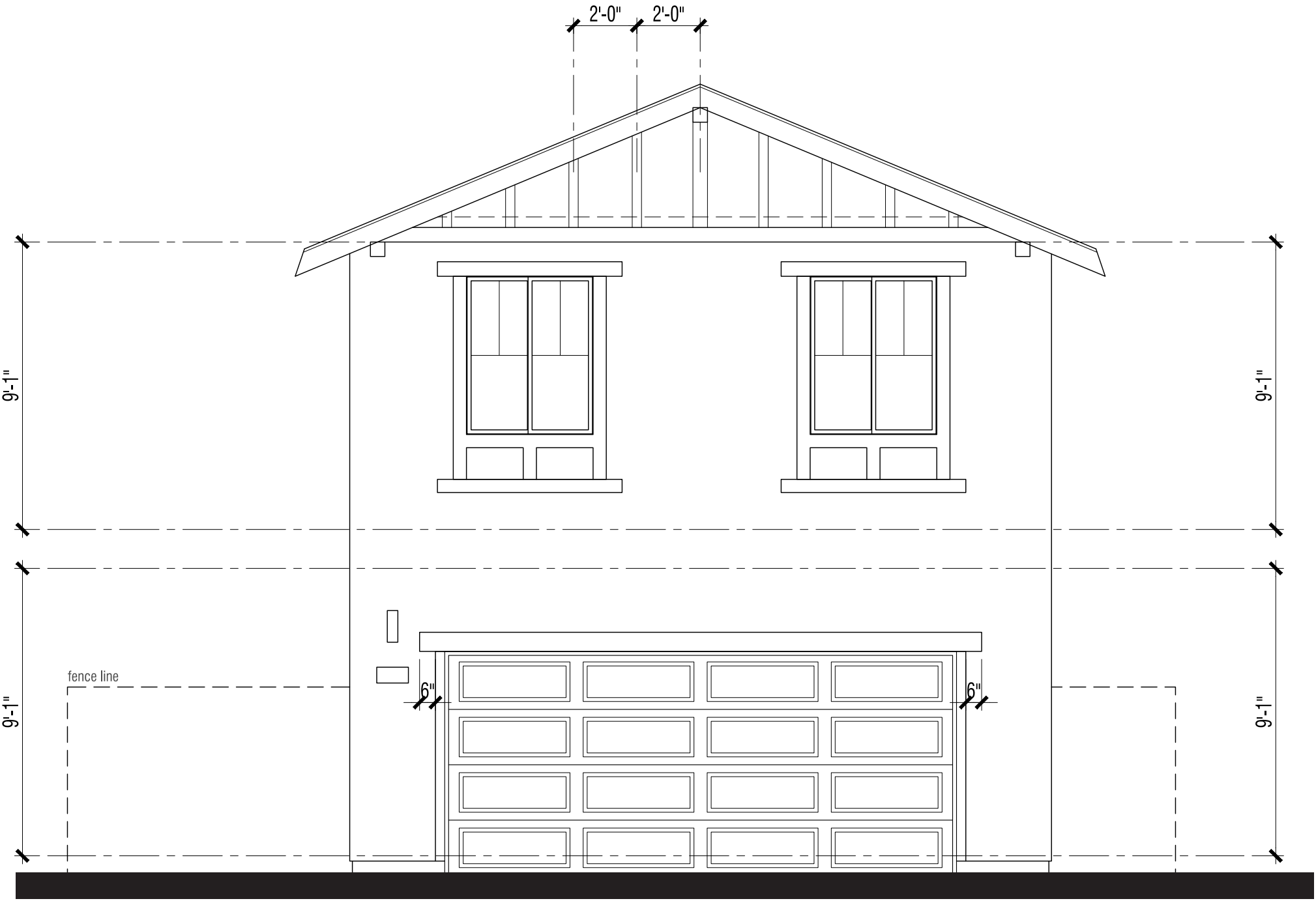
NEIGHBORHOOD C ALVES RANCH PITTSBURG, CA



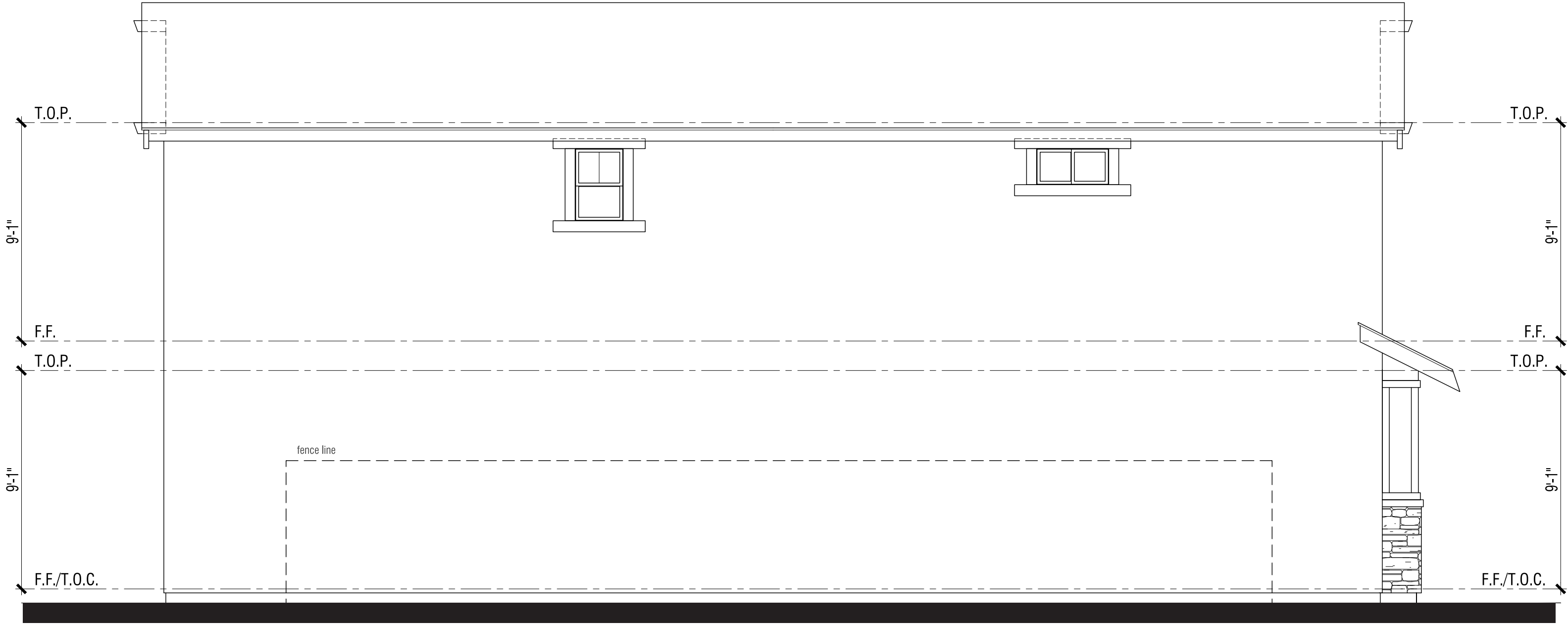
Roof Plan
at 1' = 8"



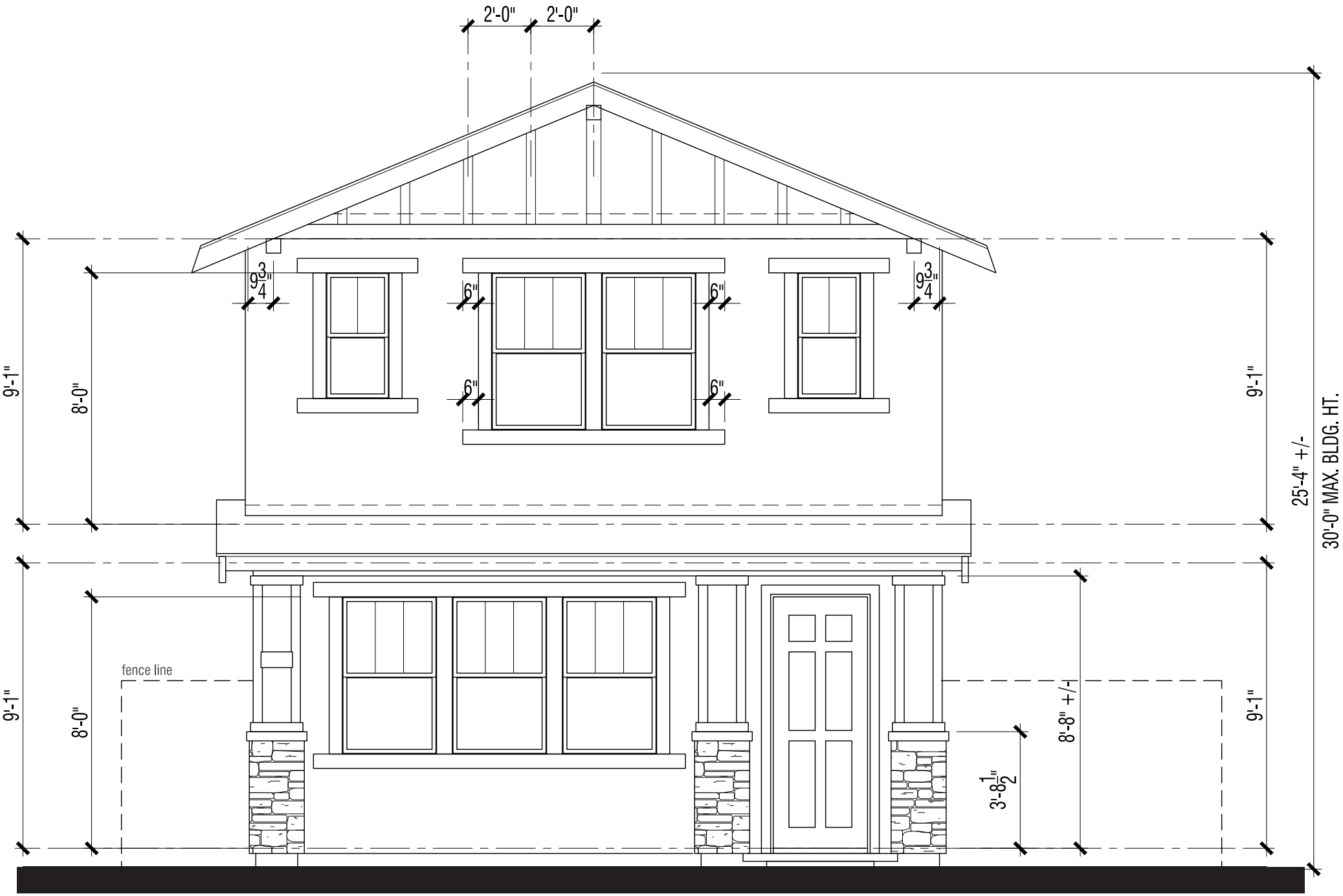
Right Elevation



Rear Elevation



Left Elevation



Front Elevation

MATERIAL **STYLE ELEMENTS 'B' BUNGALOW**

- Roof: Composition Shingle
- Fascia: 2X6 Wood Typical
- Gable: Wood Outlookers with Board and Batten
- Exterior: Stucco (16/20 Sand Finish)
- Window & Door Trim: Stucco over Foam Trim per Elevation Style
- Entry Door: Decorative Front Entry Door
- Stone: Manufactured Stone Veneer
- Garage Door: Decorative Metal Roll-Up Garage Door per Elevation Style

PLAN 3B | ELEVATION WRAPS & ROOF PLAN

NEIGHBORHOOD C

ALVES RANCH

PITTSBURG, CA

A1.17

FORMAL SUBMITTAL

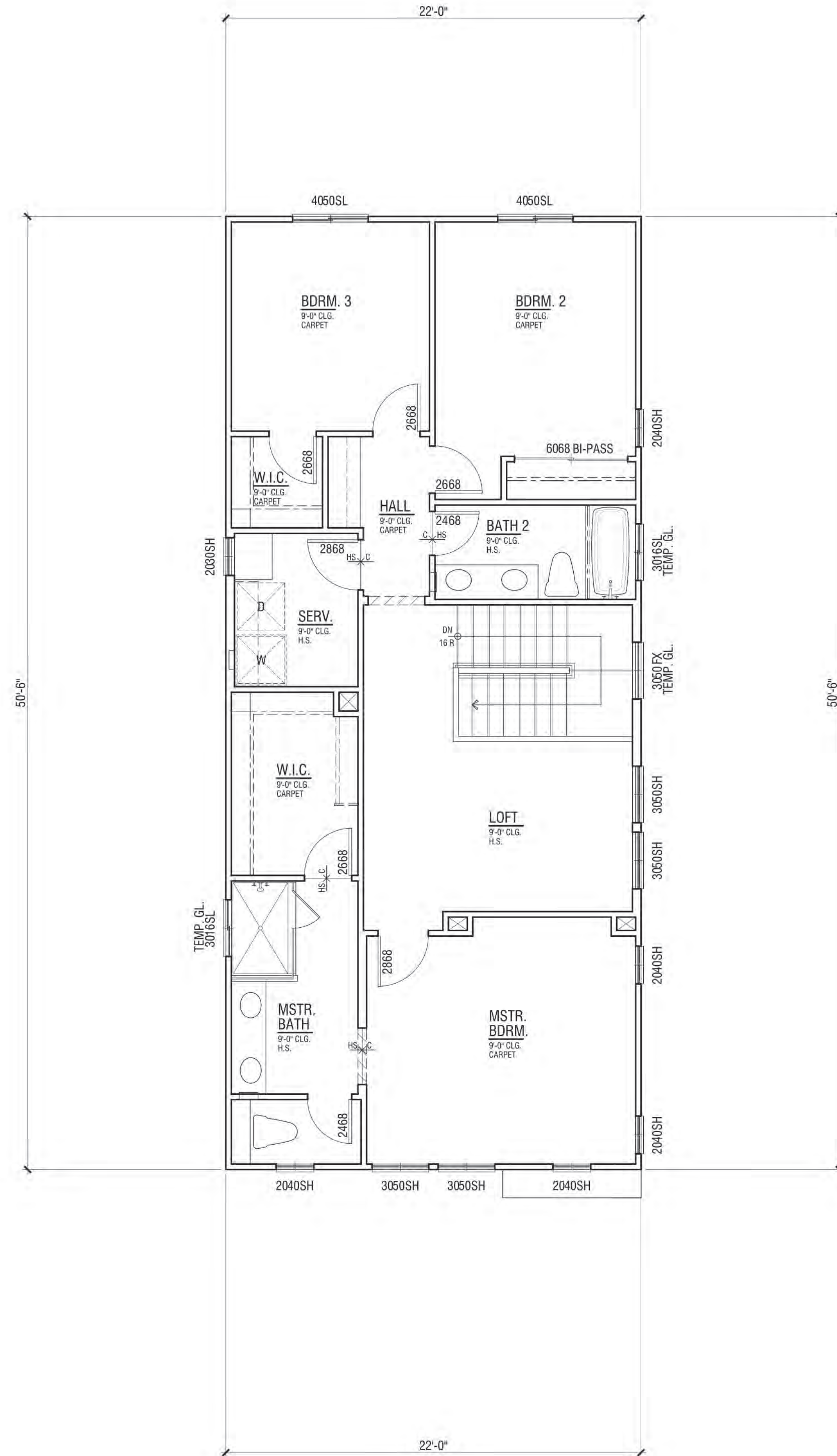
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ARCHITECTS . PLANNERS . DESIGNERS

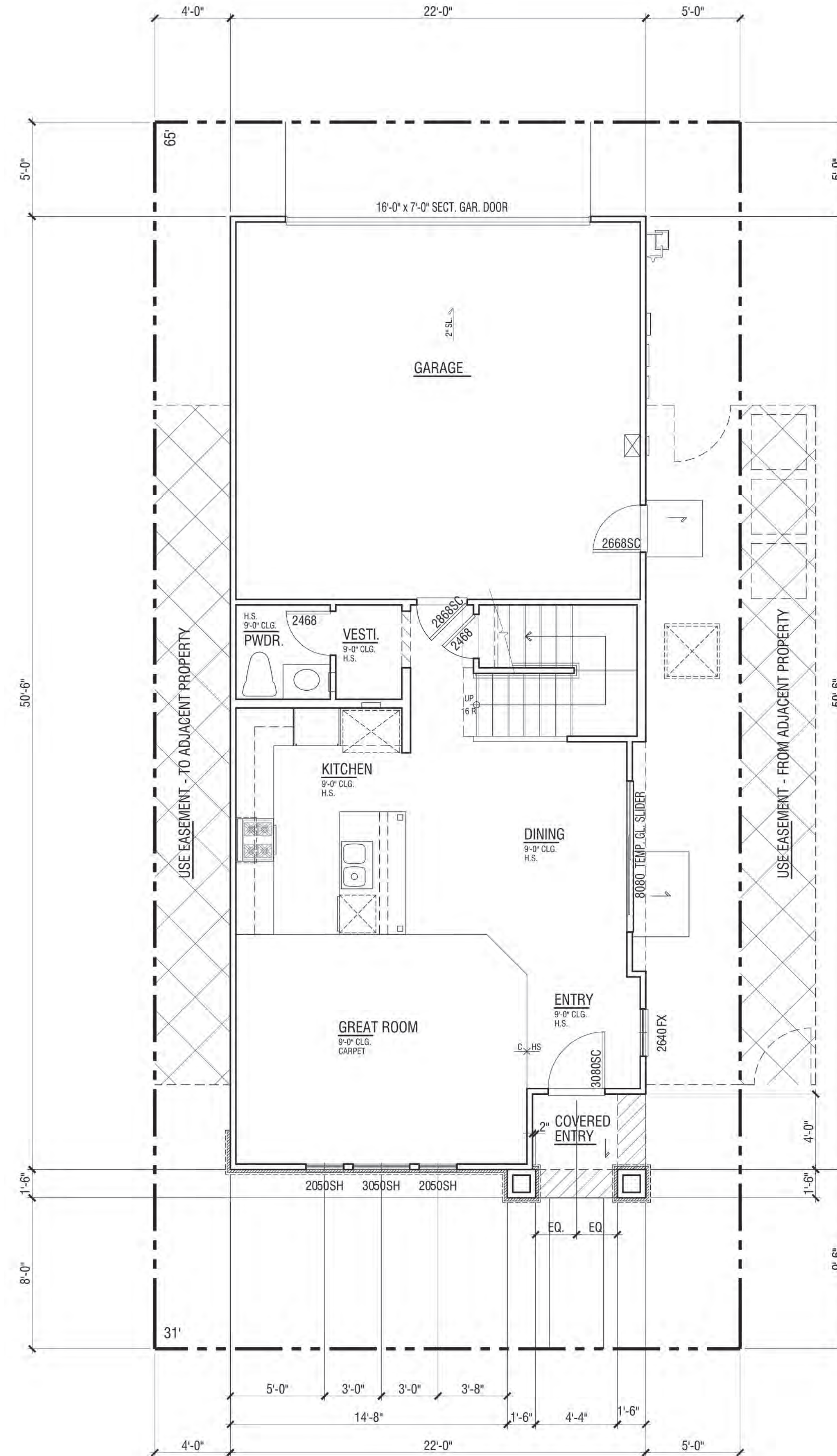


ORANGE COUNTY . LOS ANGELES . BAY AREA





Second Floor 1,044 SF



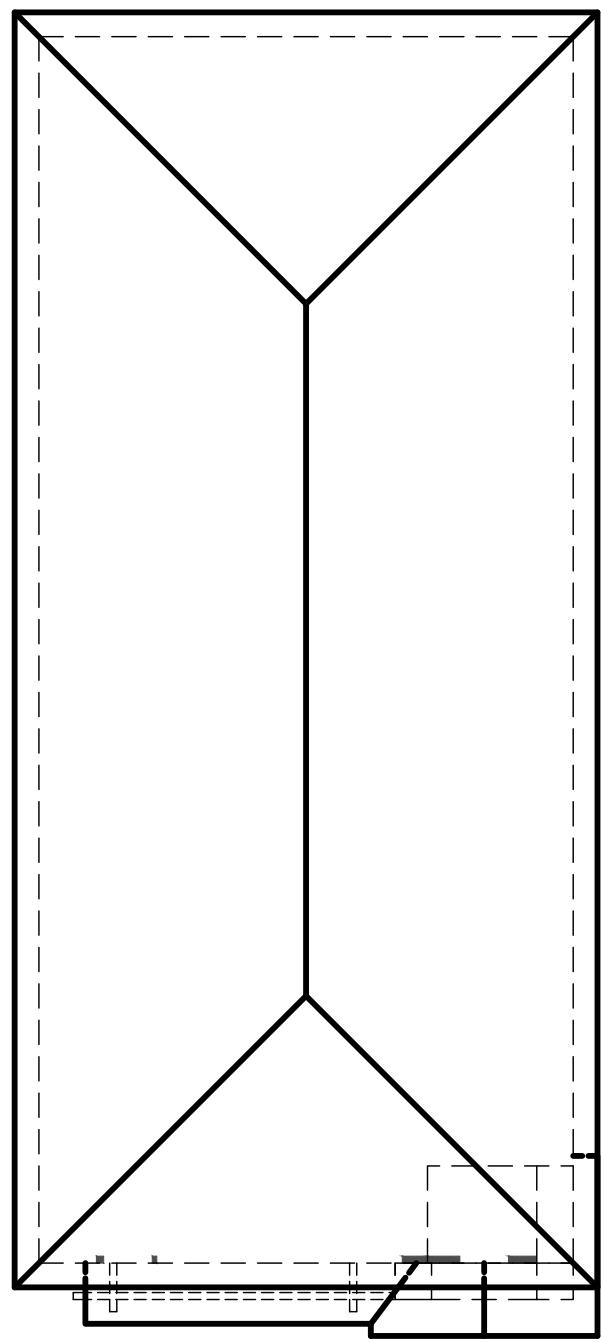
First Floor 632 SF

FLOOR PLAN | PLAN 3C

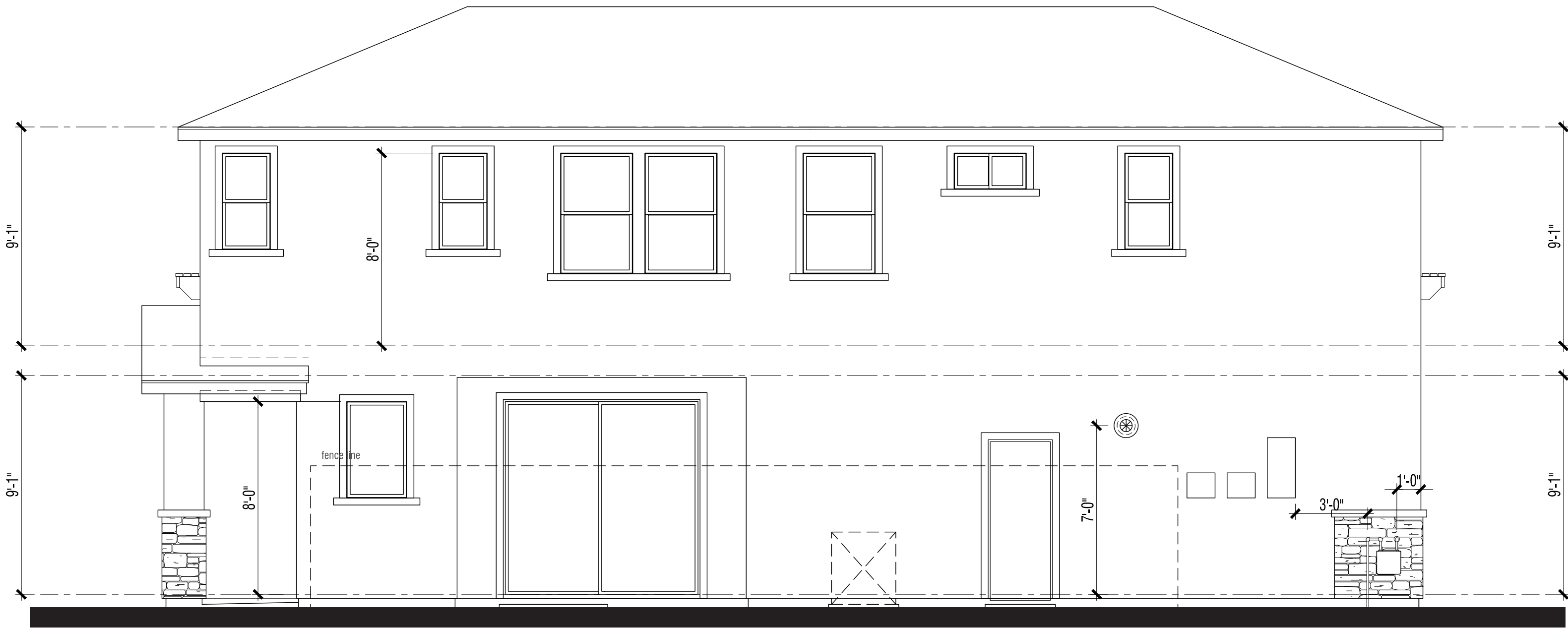
FLOOR AREA TABLE	PLAN 3C
LOWER FLOOR PLAN	632 SQ. FT.
UPPER FLOOR PLAN	1044 SQ. FT.
TOTAL	1676 SQ. FT.
2-BAY GARAGE	446 SQ. FT.
COVERED ENTRY/PORCH	33 SQ. FT.

NOTE: SQUARE FOOTAGE MAY VARY DUE TO METHOD OF CALCULATION

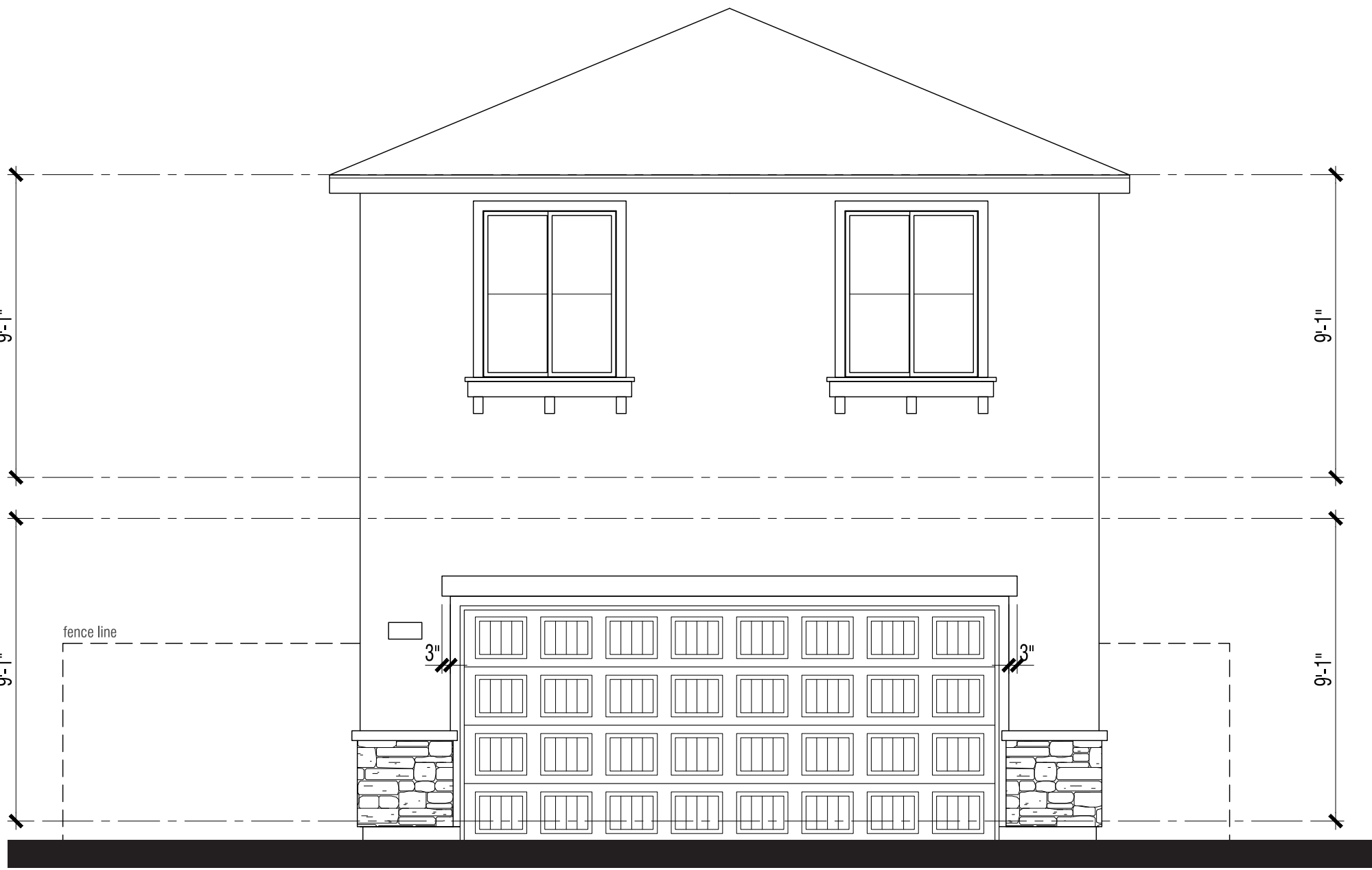
NEIGHBORHOOD C ALVES RANCH PITTSBURG, CA



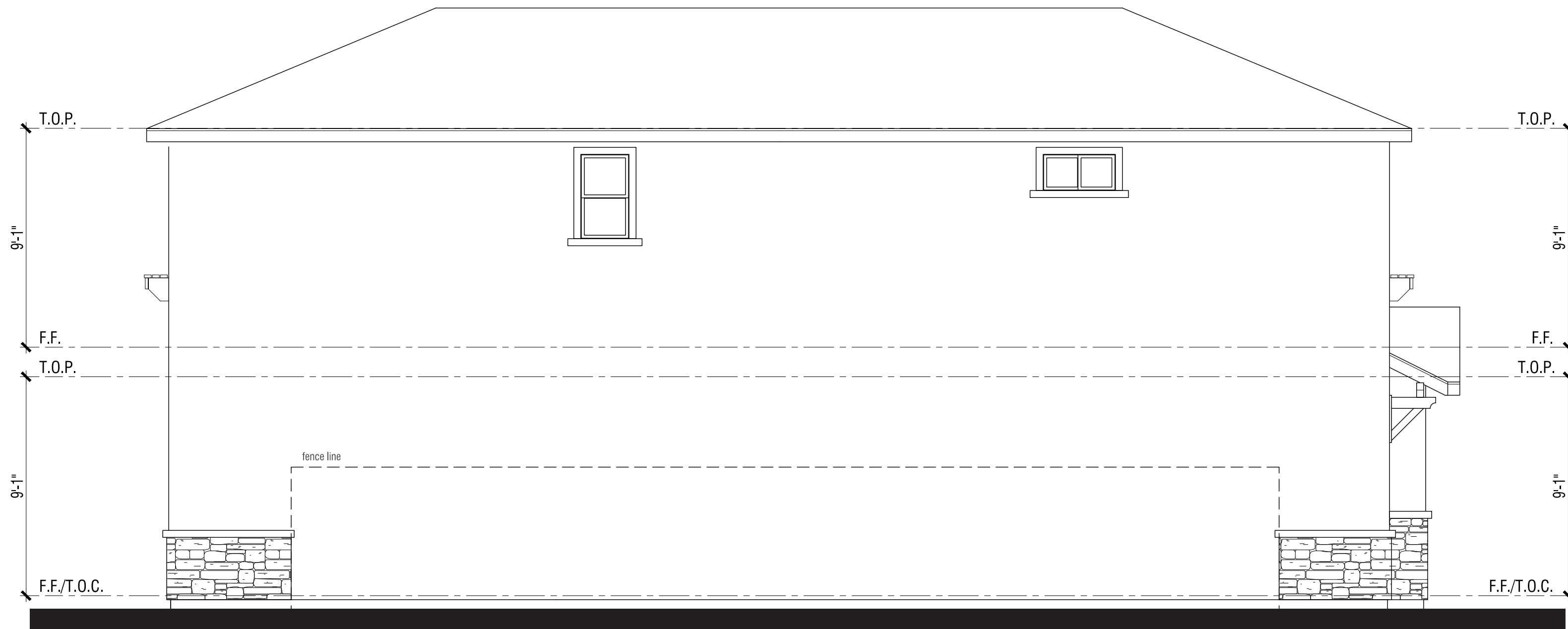
Roof Plan
at 1' = 8"



Right Elevation



Rear Elevation



Left Elevation



Front Elevation

MATERIAL **STYLE ELEMENTS 'C' COTTAGE**

- Roof: Composition Shingle
- Fascia: 2X6 Wood Typical
- Exterior: Stucco (16/20 Sand Finish)
- Window & Door Trim: Stucco over Foam Trim per Elevation Style
- Entry Door: Decorative Front Entry Door
- Veneer: Manufactured Stone Veneer
- Garage Door: Decorative Metal Roll-Up Garage Door per Elevation Style

PLAN 3C | ELEVATION WRAPS & ROOF PLAN
NEIGHBORHOOD C
ALVES RANCH
PITTSBURG, CA



ROOFING

FASCIA

TRIM COLOR #1

STUCCO

TRIM COLOR #2

ACCENT COLOR

STONE

ALVES RANCH (SFD, ALLEY & DUETS)

Pittsburg, California
WILLIAM LYON HOMES
June 26, 2018 | 2017404

SCHEME 1

'A' Elevations Only
Traditional

1ALVES RANCH (SFD, ALLEY & DUETS)
Pittsburg, California
WILLIAM LYON HOMES
April 11, 2018 | 2017404.00

Exterior Color & Materials

SCHEME 1 OF 12

'A' ELEVATIONS ONLY, TRADITIONAL

Material	Color	Manufacturer
Roofing: Composition Shingle	Barkwood Timberline HD	GAF
Vinyl Windows (factory finish)	White	TBD
Manufactured Stone (dry stacked joints)	Wolf Creek Southern LedgeStone	Cultured by Boral
Gutters & Downspouts	Match adjacent color	Sherwin Williams
Stucco (16/20 sand finish)	SW 7048 Anonymous	Sherwin Williams
Trim Color #1 (applied to): Corbels Eaves Fascia Gable Detail @ Siding Posts Pot Shell Trim	SW 7015 Repose Gray	Sherwin Williams
Trim Color #2 (applied to): Corner Boards Gable Detail @ Stucco Garage Door Lap Siding	SW 7645 Thunder Gray	Sherwin Williams
Accent Color (applied to): Front Door	SW 2704 Merlot	Sherwin Williams
Weatherstrip @ Garage Door	Terra Bronze	Fehr Bros

NOTE: Neely WHA & any variation occurs between these schemes and the construction documents prior to purchase.
Contact: Lily Mariner (925) 453-1700.

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REVISIONS:

Number	Date	Description
1	06/26/18	Various updates for City comments to combine schemes for a total of 12 only for the entire development.

ROOFING

FASCIA

TRIM COLOR #1

STUCCO

TRIM COLOR #2

ACCENT COLOR

STONE

ALVES RANCH (SFD, ALLEY & DUETS)

Pittsburg, California
WILLIAM LYON HOMES
June 26, 2018 | 2017404

SCHEME 2

'A' Elevations Only
Traditional

1ALVES RANCH (SFD, ALLEY & DUETS)
Pittsburg, California
WILLIAM LYON HOMES
April 11, 2018 | 2017404.00

Exterior Color & Materials

SCHEME 2 OF 12

'A' ELEVATIONS ONLY, TRADITIONAL

Material	Color	Manufacturer
Roofing: Composition Shingle	Charcoal Timberline HD	GAF
Vinyl Windows (factory finish)	White	TBD
Manufactured Stone (dry stacked joints)	Bucks County Southern LedgeStone	Cultured by Boral
Gutters & Downspouts	Match adjacent color	Sherwin Williams
Stucco (16/20 sand finish)	SW 9172 Studio Clay	Sherwin Williams
Trim Color #1 (applied to): Corbels Eaves Fascia Gable Detail @ Siding Posts Pot Shell Trim	SW 7015 Repose Gray	Sherwin Williams
Trim Color #2 (applied to): Corner Boards Gable Detail @ Stucco Garage Door Lap Siding	SW 2838 Polished Mahogany	Sherwin Williams
Accent Color (applied to): Front Door	SW 7069 Iron Ore	Sherwin Williams
Weatherstrip @ Garage Door	Brown	Fehr Bros

NOTE: Neely WHA & any variation occurs between these schemes and the construction documents prior to purchase.
Contact: Lily Mariner (925) 453-1700.

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REVISIONS:

Number	Date	Description
1	06/26/18	Various updates for City comments to combine schemes for a total of 12 only for the entire development.

Scheme 1

Scheme 2

ROOFING

FASCIA

TRIM COLOR #1

STUCCO

TRIM COLOR #2

ACCENT COLOR

STONE

ALVES RANCH (SFD, ALLEY & DUETS)

Pittsburg, California
WILLIAM LYON HOMES
June 26, 2018 | 2017404

SCHEME 3

'A' Elevations Only
Traditional

1ALVES RANCH (SFD, ALLEY & DUETS)
Pittsburg, California
WILLIAM LYON HOMES
April 11, 2018 | 2017404.00

Exterior Color & Materials

SCHEME 3 OF 12

'A' ELEVATIONS ONLY, TRADITIONAL

Material	Color	Manufacturer
Roofing: Composition Shingle	Mission Brown Timberline HD	GAF
Vinyl Windows (factory finish)	White	TBD
Manufactured Stone (dry stacked joints)	Gray Southern LedgeStone	Cultured by Boral
Gutters & Downspouts	Match adjacent color	Sherwin Williams
Stucco (16/20 sand finish)	SW 0077 Classic French Gray	Sherwin Williams
Trim Color #1 (applied to): Corbels Eaves Fascia Gable Detail @ Siding Posts Pot Shell Trim	SW 7015 Repose Gray	Sherwin Williams
Trim Color #2 (applied to): Corner Boards Gable Detail @ Stucco Garage Door Lap Siding	SW 2848 Roxcroft Pewter	Sherwin Williams
Accent Color (applied to): Front Door	SW 2865 Classical Yellow	Sherwin Williams
Weatherstrip @ Garage Door	Gray	Fehr Bros

NOTE: Neely WHA & any variation occurs between these schemes and the construction documents prior to purchase.
Contact: Lily Mariner (925) 453-1700.

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REVISIONS:

Number	Date	Description
1	06/26/18	Various updates for City comments to combine schemes for a total of 12 only for the entire development.

ROOFING

FASCIA

TRIM COLOR #1

STUCCO

TRIM COLOR #2

ACCENT COLOR

STONE

ALVES RANCH (SFD, ALLEY & DUETS)

Pittsburg, California
WILLIAM LYON HOMES
June 26, 2018 | 2017404

SCHEME 4

'A' Elevations Only
Traditional

1ALVES RANCH (SFD, ALLEY & DUETS)
Pittsburg, California
WILLIAM LYON HOMES
April 11, 2018 | 2017404.00

Exterior Color & Materials

SCHEME 4 OF 12

'A' ELEVATIONS ONLY, TRADITIONAL

Material	Color	Manufacturer
Roofing: Composition Shingle	Charcoal Timberline HD	GAF
Vinyl Windows (factory finish)	White	TBD
Manufactured Stone (dry stacked joints)	Hudson Bay Southern LedgeStone	Cultured by Boral
Gutters & Downspouts	Match adjacent color	Sherwin Williams
Stucco (16/20 sand finish)	SW 9172 Studio Clay	Sherwin Williams
Trim Color #1 (applied to): Corbels Eaves Fascia Gable Detail @ Siding Posts Pot Shell Trim	SW 7015 Repose Gray	Sherwin Williams
Trim Color #2 (applied to): Corner Boards Gable Detail @ Stucco Garage Door Lap Siding	SW 7622 Hornburg Gray	Sherwin Williams
Accent Color (applied to): Front Door	SW 6216 Jasper	Sherwin Williams
Weatherstrip @ Garage Door	'Bronze	Fehr Bros

NOTE: Neely WHA & any variation occurs between these schemes and the construction documents prior to purchase.
Contact: Lily Mariner (925) 453-1700.

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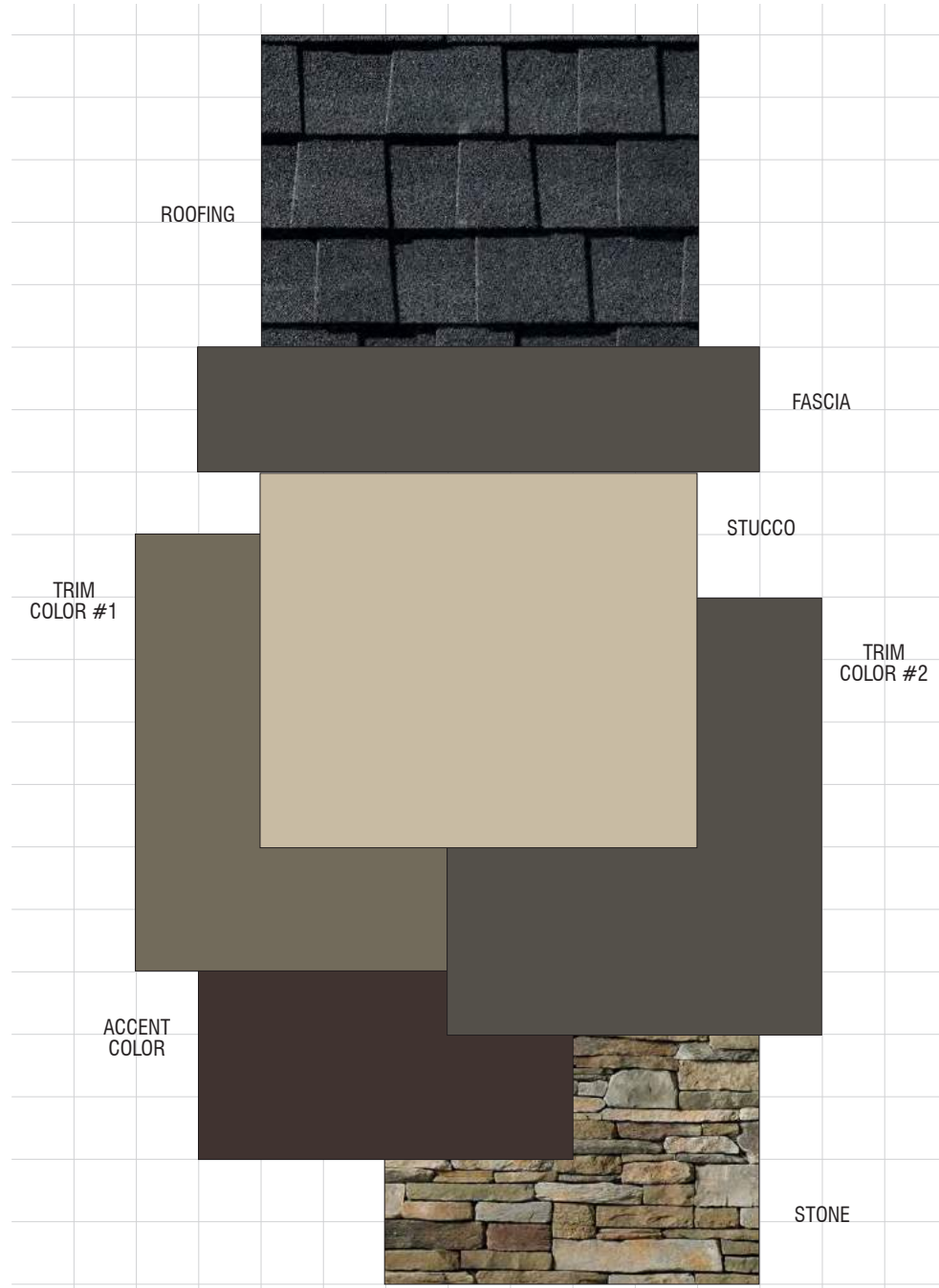
REVISIONS:

Number	Date	Description
1	06/26/18	Various updates for City comments to combine schemes for a total of 12 only for the entire development.

Scheme 3

Scheme 4

COLOR & MATERIALS - 'A' TRADITIONAL
NEIGHBORHOOD C
ALVES RANCH
PITTSBURG, CA



ALVES RANCH (SFD, ALLEY & DUETS)
Pittsburg, California
WILLIAM LYON HOMES
June 26, 2018 | 2017404

SCHEME 5
'B' Elevations Only
Bungalow

1ALVES RANCH (SFD, ALLEY & DUETS)

Pittsburg, California
WILLIAM LYON HOMES
April 11, 2018 | 2017404.00

Exterior Color & Materials

'SCHEME 5 OF 12

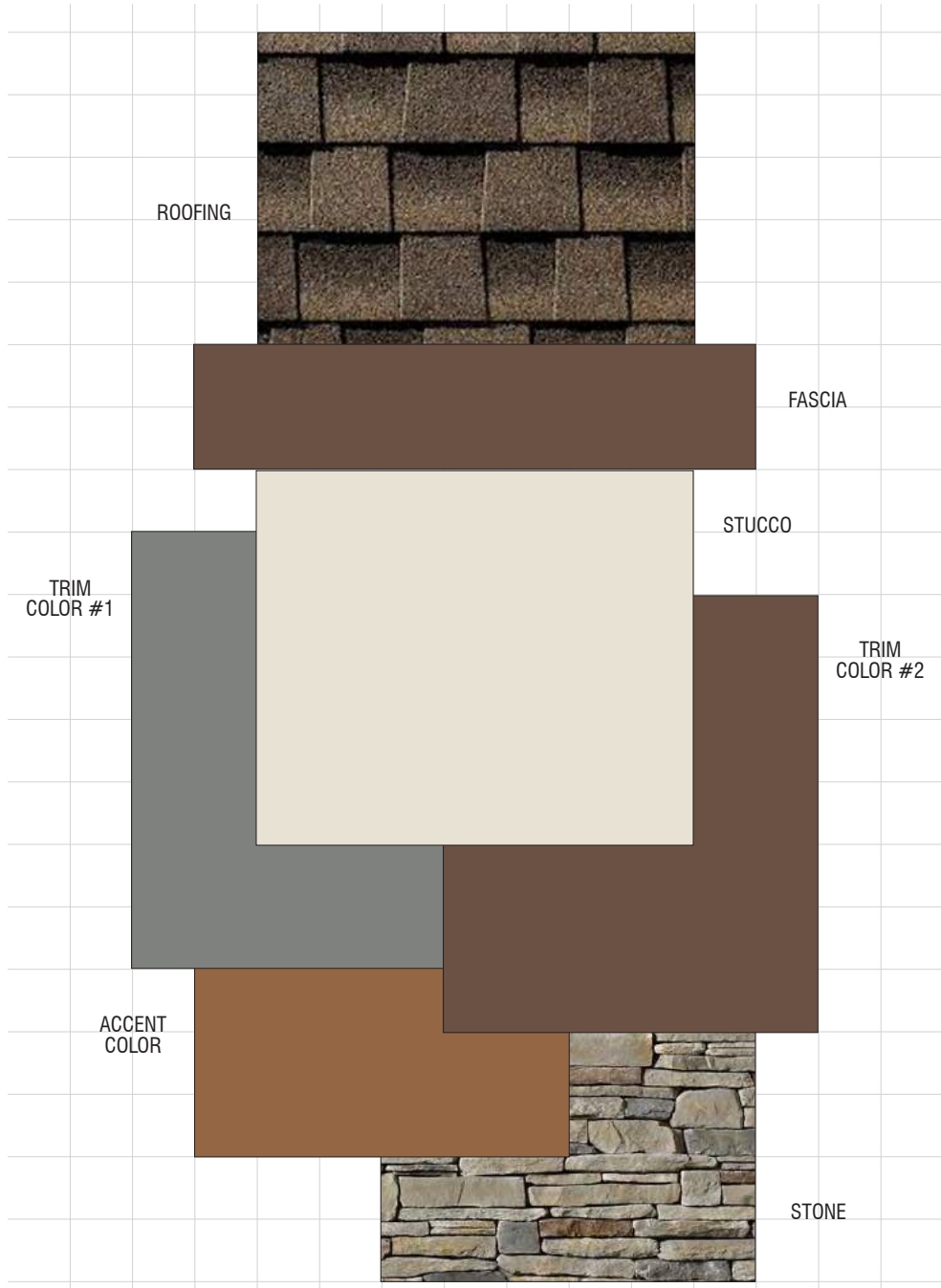
'B' ELEVATIONS ONLY, BUNGALOW

Material	Color	Manufacturer
Roofing: Composition Shingle	Charcoal Timberline HD	GAF
Vinyl Windows (factory finish)	White	TBD
Manufactured Stone (standard raked joints)	Bucks County Southern Ledgestone	Cultured by Boral
Mortar @ Stone	Khaki	Orco
Gutters & Downspouts	Match adjacent color	Sherwin Williams
Stucco (16/20 sand finish)	SW 6149 Relaxed Khaki	Sherwin Williams
Trim Color #1 (applied to): Board & Battens @ Gables Columns Panel Detail Trim	SW 6173 Cocoon	Sherwin Williams
Trim Color #2 (applied to): Eaves Fascia Garage Doors Outlookers	SW 7048 Urbane Bronze	Sherwin Williams
Accent Color (applied to): Front Door	SW 6006 Black Bean	Sherwin Williams
Weatherstrip @ Garage Door	Terra Bronze	Fehr Bros

NOTE: Neely WHA if any variation occurs between these schemes and the construction documents prior to purchase.
Contact: Lily Martinez (925) 453-1700.

REVISIONS:

Number	Date	Description
1	06/26/18	Various updates for City comments to combine schemes for a total of 12 only for the entire development.



ALVES RANCH (SFD, ALLEY & DUETS)
Pittsburg, California
WILLIAM LYON HOMES
June 26, 2018 | 2017404

SCHEME 6
'B' Elevations Only
Bungalow

1ALVES RANCH (SFD, ALLEY & DUETS)

Pittsburg, California
WILLIAM LYON HOMES
April 11, 2018 | 2017404.00

Exterior Color & Materials

'SCHEME 6 OF 12

'B' ELEVATIONS ONLY, BUNGALOW

Material	Color	Manufacturer
Roofing: Composition Shingle	Charcoal Timberline HD	GAF
Vinyl Windows (factory finish)	White	TBD
Manufactured Stone (standard raked joints)	Echo Ridge Southern Ledgestone	Cultured by Boral
Mortar @ Stone	Grey	Orco
Gutters & Downspouts	Match adjacent color	Sherwin Williams
Stucco (16/20 sand finish)	SW 6154 Nacre	Sherwin Williams
Trim Color #1 (applied to): Board & Battens @ Gables Columns Panel Detail Trim	SW 7067 Cityscape	Sherwin Williams
Trim Color #2 (applied to): Eaves Fascia Garage Doors Outlookers	SW 7520 Plantation Shutters	Sherwin Williams
Accent Color (applied to): Front Door	SW 0045 Antiquarian Brown	Sherwin Williams
Weatherstrip @ Garage Door	Gray	Fehr Bros

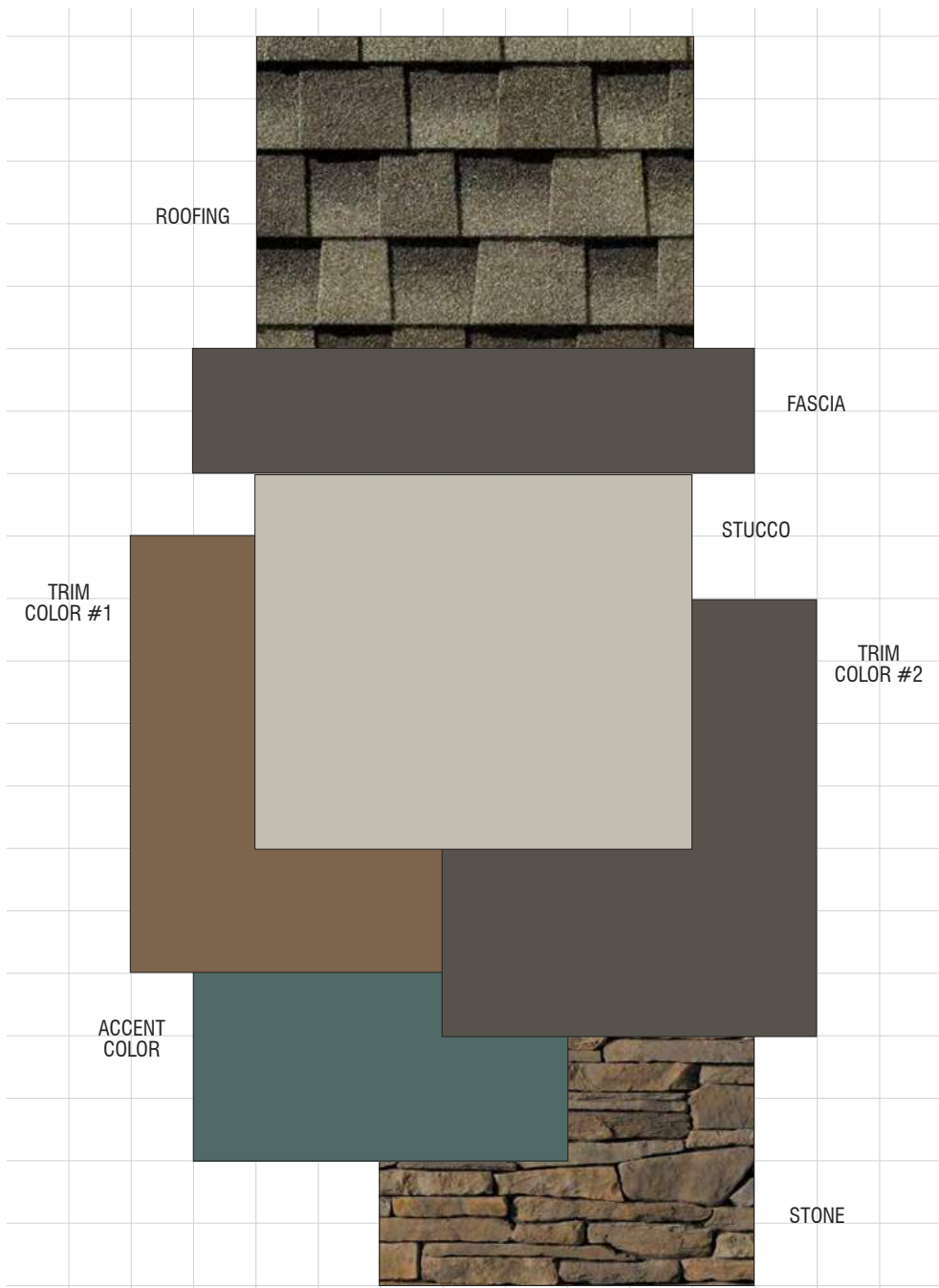
NOTE: Neely WHA if any variation occurs between these schemes and the construction documents prior to purchase.
Contact: Lily Martinez (925) 453-1700.

REVISIONS:

Number	Date	Description
1	06/26/18	Various updates for City comments to combine schemes for a total of 12 only for the entire development.

Scheme 5

Scheme 6



ALVES RANCH (SFD, ALLEY & DUETS)
Pittsburg, California
WILLIAM LYON HOMES
June 26, 2018 | 2017404

SCHEME 7
'B' Elevations Only
Bungalow

1ALVES RANCH (SFD, ALLEY & DUETS)

Pittsburg, California
WILLIAM LYON HOMES
April 11, 2018 | 2017404.00

Exterior Color & Materials

'SCHEME 7 OF 12

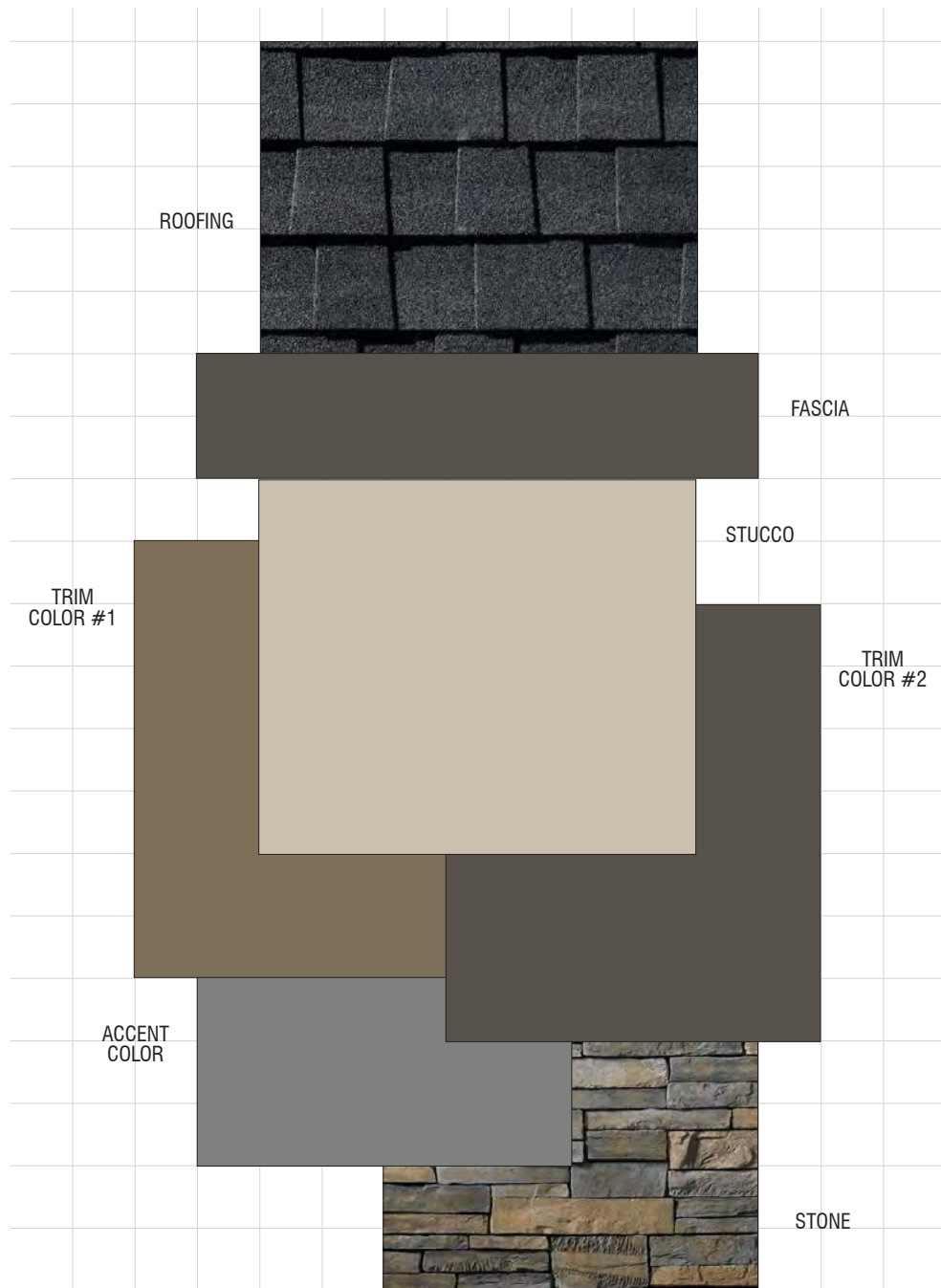
'B' ELEVATIONS ONLY, BUNGALOW

Material	Color	Manufacturer
Roofing: Composition Shingle	Weathered Wood Timberline HD	GAF
Vinyl Windows (factory finish)	White	TBD
Manufactured Stone (standard raked joints)	Hudson Bay Southern Ledgestone	Cultured by Boral
Mortar @ Stone	Misty Cove	Orco
Gutters & Downspouts	Match adjacent color	Sherwin Williams
Stucco (16/20 sand finish)	SW 2844 Rocraft Mist Gray	Sherwin Williams
Trim Color #1 (applied to): Board & Battens @ Gables Columns Panel Detail Trim	SW 6103 Tea Chest	Sherwin Williams
Trim Color #2 (applied to): Eaves Fascia Garage Doors Outlookers	SW 7645 Thunder Gray	Sherwin Williams
Accent Color (applied to): Front Door	SW 2810 Rookwood Sash Green	Sherwin Williams
Weatherstrip @ Garage Door	Golden Oak	Fehr Bros

NOTE: Neely WHA if any variation occurs between these schemes and the construction documents prior to purchase.
Contact: Lily Martinez (925) 453-1700.

REVISIONS:

Number	Date	Description
1	06/26/18	Various updates for City comments to combine schemes for a total of 12 only for the entire development.



ALVES RANCH (SFD, ALLEY & DUETS)
Pittsburg, California
WILLIAM LYON HOMES
June 26, 2018 | 2017404

SCHEME 8
'B' Elevations Only
Bungalow

1ALVES RANCH (SFD, ALLEY & DUETS)

Pittsburg, California
WILLIAM LYON HOMES
April 11, 2018 | 2017404.00

Exterior Color & Materials

'SCHEME 8 OF 12

'B' ELEVATIONS ONLY, BUNGALOW

Material	Color	Manufacturer
Roofing: Composition Shingle	Charcoal Timberline HD	GAF
Vinyl Windows (factory finish)	White	TBD
Manufactured Stone (standard raked joints)	Skyline Country Ledgestone	Cultured by Boral
Mortar @ Stone	Misty Cove	Orco
Gutters & Downspouts	Match adjacent color	Sherwin Williams
Stucco (16/20 sand finish)	SW 7547 Sandbar	Sherwin Williams
Trim Color #1 (applied to): Board & Battens @ Gables Columns Panel Detail Trim	SW 6159 High Tea	Sherwin Williams
Trim Color #2 (applied to): Eaves Fascia Garage Doors Outlookers	SW 7645 Thunder Gray	Sherwin Williams
Accent Color (applied to): Front Door	SW 7067 Cityscape	Sherwin Williams
Weatherstrip @ Garage Door	Bronze	Fehr Bros

NOTE: Neely WHA if any variation occurs between these schemes and the construction documents prior to purchase.
Contact: Lily Martinez (925) 453-1700.

REVISIONS:

Number	Date	Description
1	06/26/18	Various updates for City comments to combine schemes for a total of 12 only for the entire development.

Scheme 7

Scheme 8

COLOR & MATERIALS - 'B' BUNGALOW

NEIGHBORHOOD C

ALVES RANCH

PITTSBURG, CA

A1.21

FORMAL SUBMITTAL

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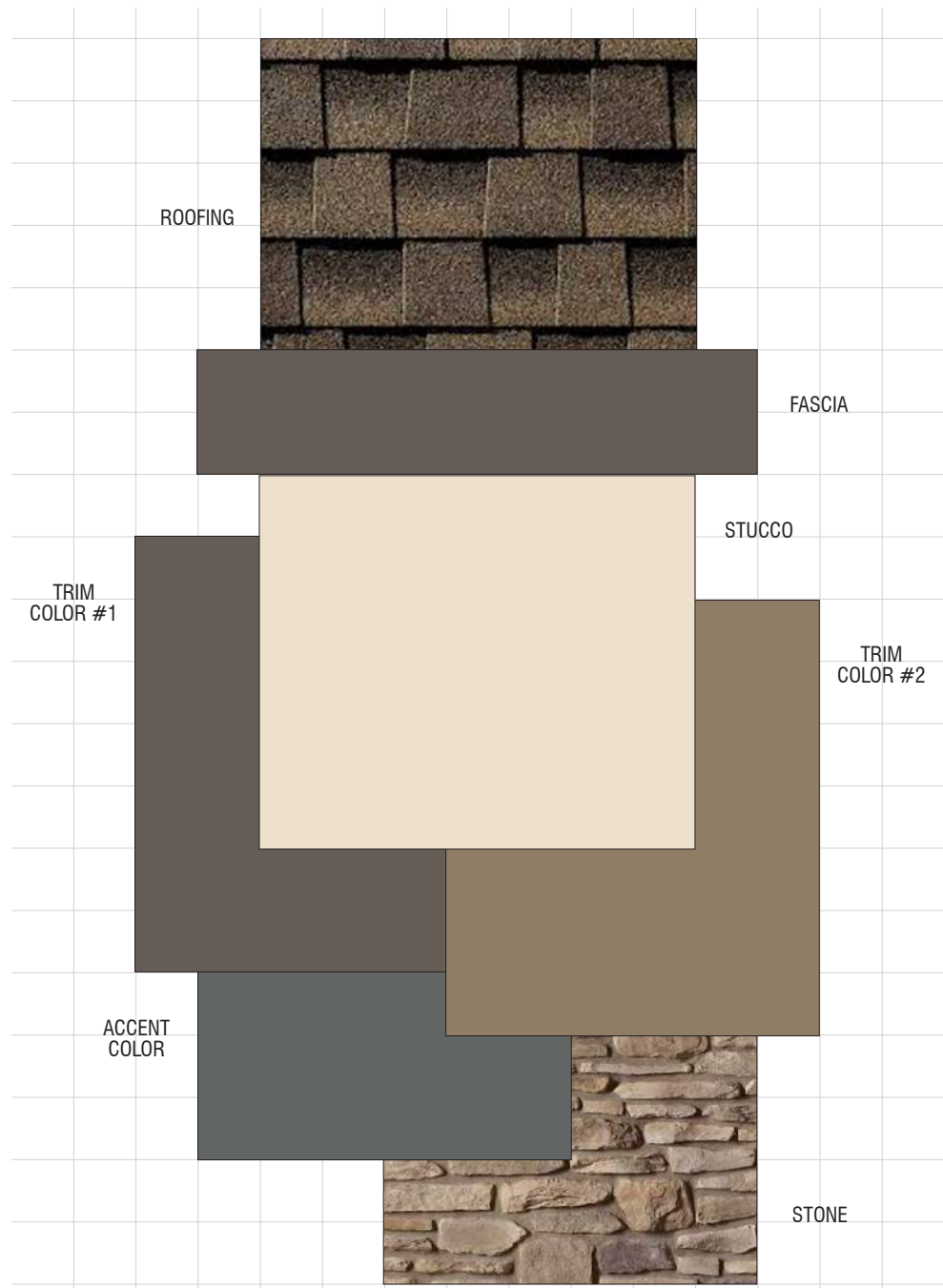
ARCHITECTS . PLANNERS . DESIGNERS

WHA.

ORANGE COUNTY . LOS ANGELES . BAY AREA



William Lyon Homes
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ALVES RANCH (SFD, ALLEY & DUETS)
Pittsburg, California
WILLIAM LYON HOMES
June 26, 2018 | 2017404

SCHEME 9
'C' Elevations Only
Cottage

1ALVES RANCH (SFD, ALLEY & DUETS)
Pittsburg, California
WILLIAM LYON HOMES
April 11, 2018 | 2017404.00

Exterior Color & Materials
SCHEME 9 OF 12 'C' ELEVATIONS ONLY, COTTAGE

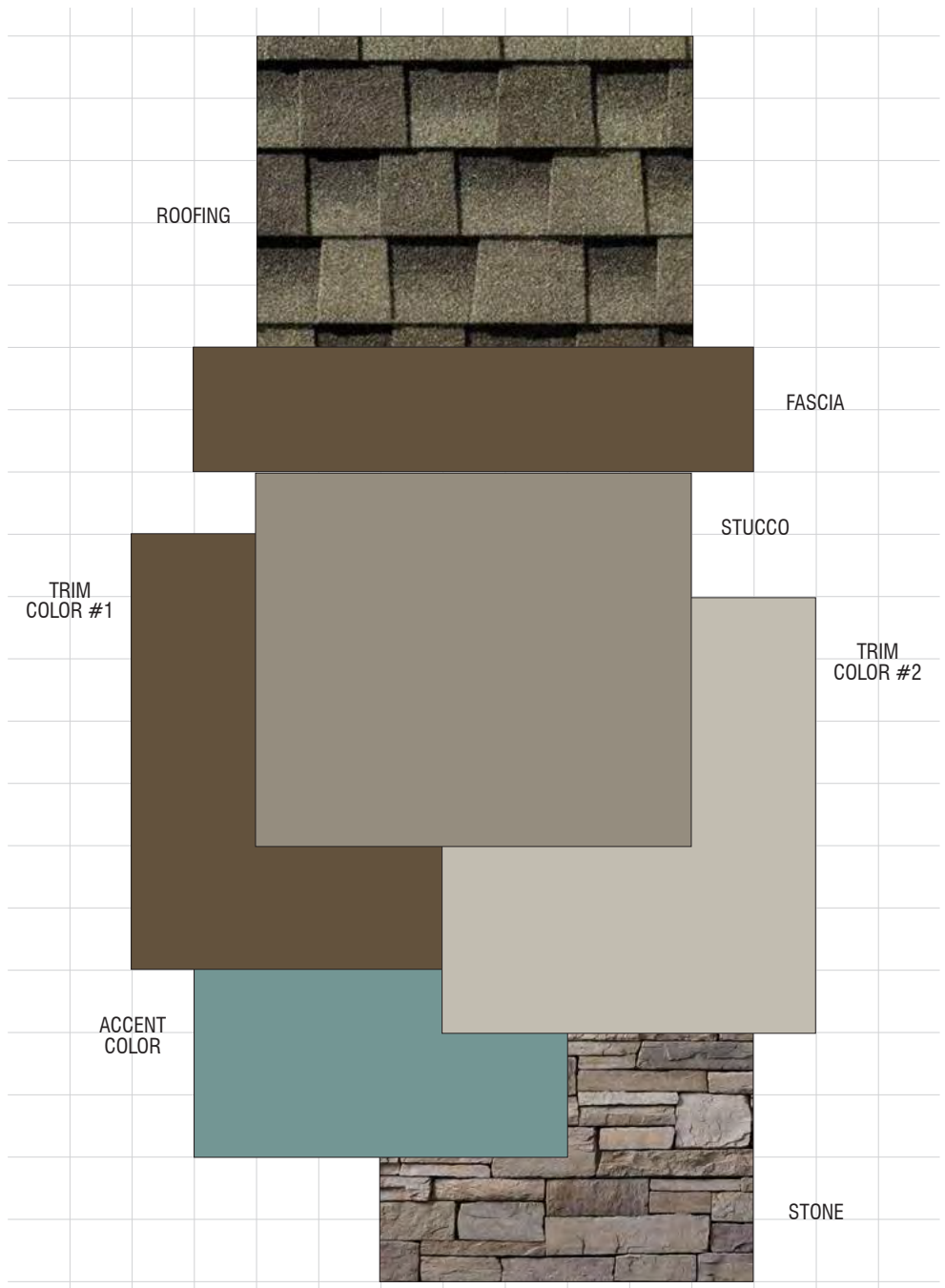
Material	Color	Manufacturer
Roofing: Composition Shingle	Barkwood Timberline HD	GAF
Vinyl Windows (factory finish)	White	TBD
Manufactured Stone (standard raked joints)	Palatino Del Mare LedgeStone	Cultured by Boral
Mortar @ Stone	Light Khaki	Orco
Gutters & Downspouts	Match adjacent color	Sherwin Williams
Stucco (16/20 sand finish)	SW 7571 Casa Blanca	Sherwin Williams
Trim Color #1 (applied to): Board & Batten Siding Eaves Fascia Gable Siding Garage Door @ SFD & Alley Louvered Vents Pot Shelves	SW 7505 Manor House	Sherwin Williams
Trim Color #2 (applied to): Garage Doors @ Duets Trim	SW 7550 Resort Tan	Sherwin Williams
Accent Color (applied to): Front Door Shutters	SW 2848 Roycroft Pewter	Sherwin Williams
Weatherstrip @ Garage Door	Match adjacent color	Fehr Bros

NOTE: Notify WHA if any variation occurs between these schemes and the construction documents prior to purchase.
Contact: Lily Marzette (951) 455-1700.

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REVISIONS:

Number	Date	Description
1	06/26/18	Various updates for City comments to combine schemes for a total of 12 only for the entire development.



ALVES RANCH (SFD, ALLEY & DUETS)
Pittsburg, California
WILLIAM LYON HOMES
June 26, 2018 | 2017404

SCHEME 10
'C' Elevations Only
Cottage

1ALVES RANCH (SFD, ALLEY & DUETS)
Pittsburg, California
WILLIAM LYON HOMES
April 11, 2018 | 2017404.00

Exterior Color & Materials
SCHEME 10 OF 12 'C' ELEVATIONS ONLY, COTTAGE

Material	Color	Manufacturer
Roofing: Composition Shingle	Weathered Wood Timberline HD	GAF
Vinyl Windows (factory finish)	White	TBD
Manufactured Stone (standard raked joints)	Ashtail Country LedgeStone	Cultured by Boral
Mortar @ Stone	Khaki	Orco
Gutters & Downspouts	Match adjacent color	Sherwin Williams
Stucco (16/20 sand finish)	SW 9172 Studio Clay	Sherwin Williams
Trim Color #1 (applied to): Board & Batten Siding Eaves Fascia Gable Siding Garage Door @ SFD & Alley Louvered Vents Pot Shelves	SW 7545 Pier	Sherwin Williams
Trim Color #2 (applied to): Garage Doors @ Duets Trim	SW 2844 Roycroft Mist Gray	Sherwin Williams
Accent Color (applied to): Front Door Shutters	SW 0020 Peacock Plume	Sherwin Williams
Weatherstrip @ Garage Door	Match adjacent color	Fehr Bros

NOTE: Notify WHA if any variation occurs between these schemes and the construction documents prior to purchase.
Contact: Lily Marzette (951) 455-1700.

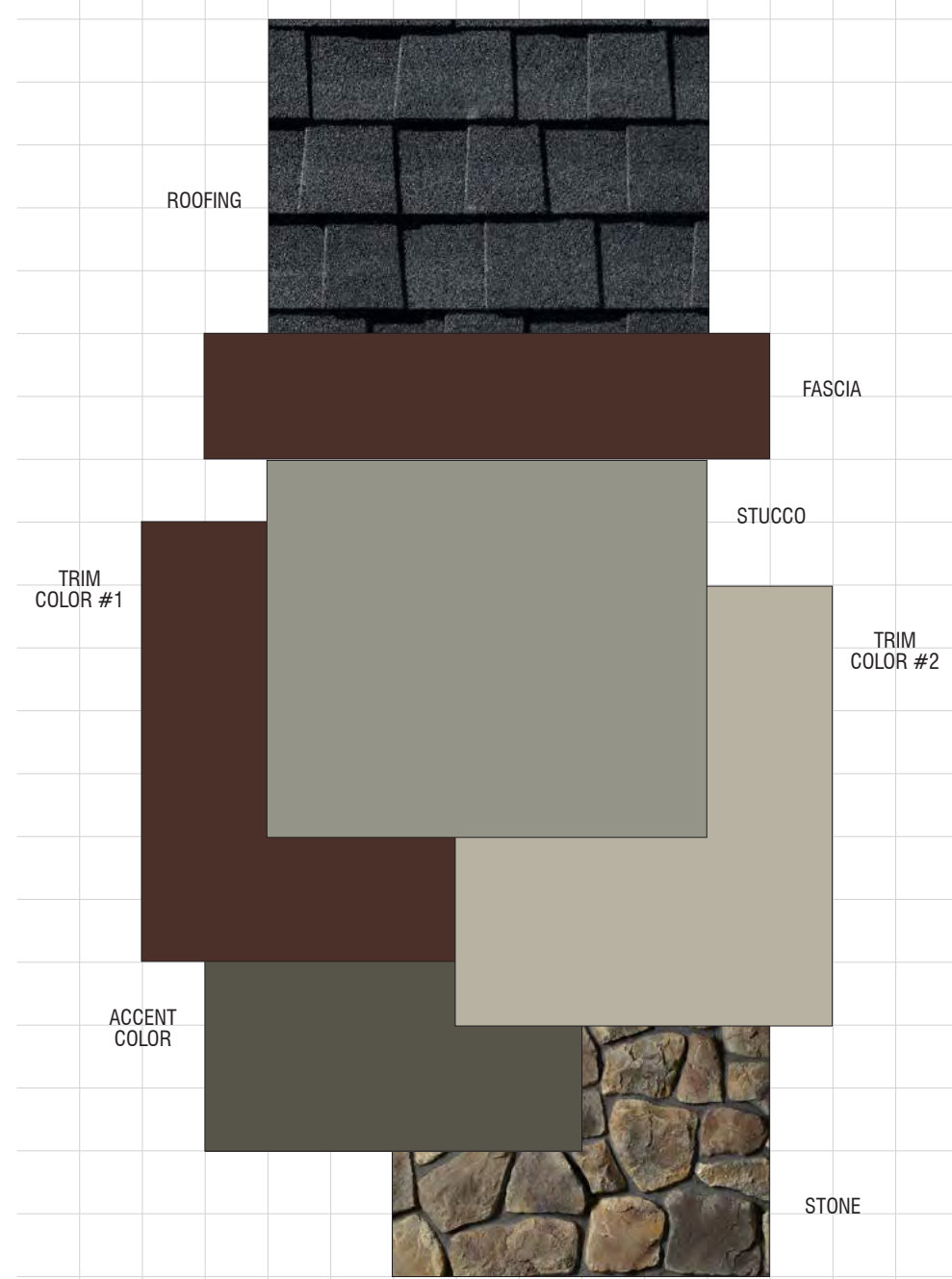
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REVISIONS:

Number	Date	Description
1	06/26/18	Various updates for City comments to combine schemes for a total of 12 only for the entire development.

Scheme 9

Scheme 10



ALVES RANCH (SFD, ALLEY & DUETS)
Pittsburg, California
WILLIAM LYON HOMES
June 26, 2018 | 2017404

SCHEME 11
'C' Elevations Only
Cottage

1ALVES RANCH (SFD, ALLEY & DUETS)
Pittsburg, California
WILLIAM LYON HOMES
April 11, 2018 | 2017404.00

Exterior Color & Materials
SCHEME 11 OF 12 'C' ELEVATIONS ONLY, COTTAGE

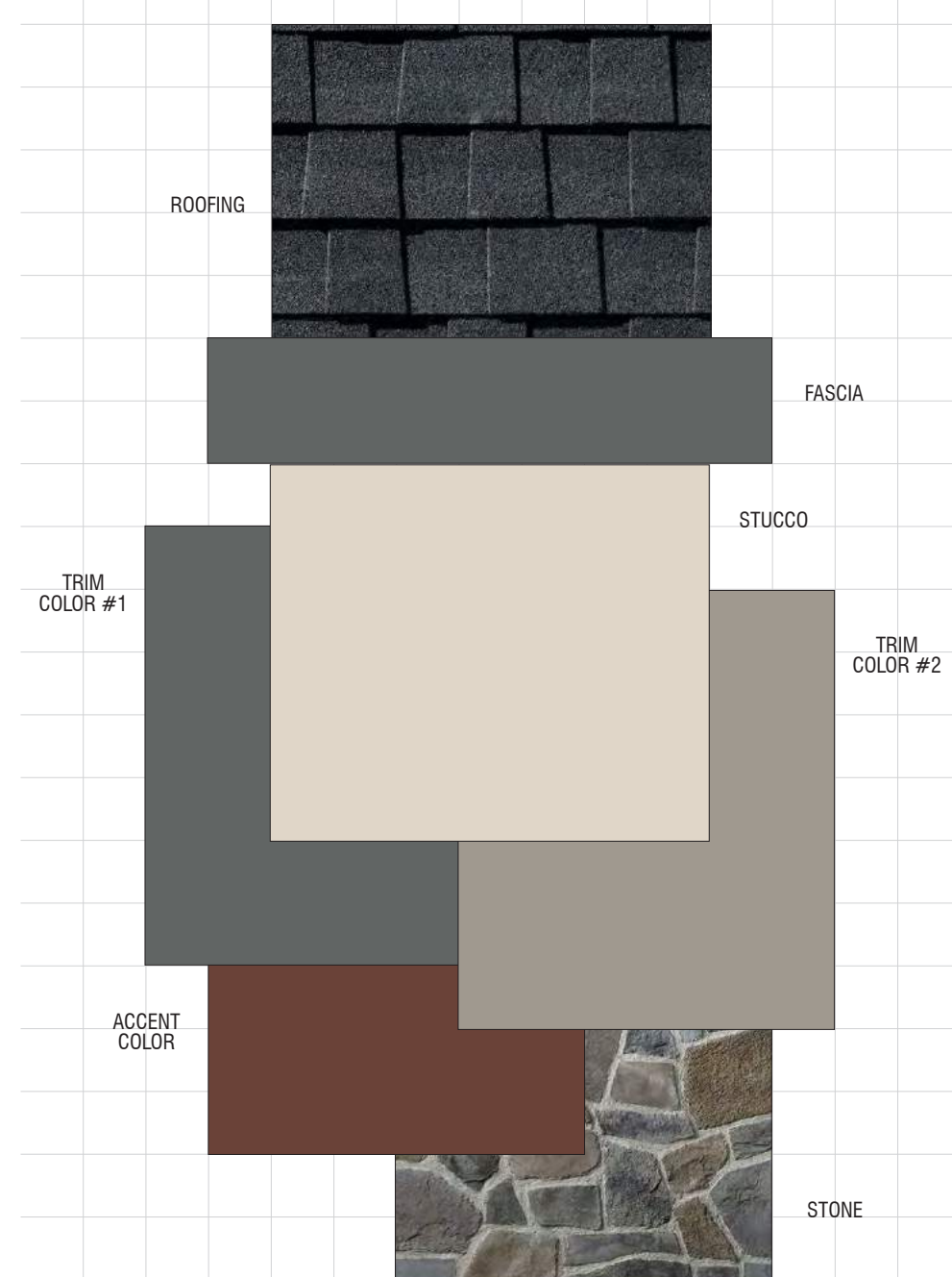
Material	Color	Manufacturer
Roofing: Composition Shingle	Charcoal Timberline HD	GAF
Vinyl Windows (factory finish)	White	TBD
Manufactured Stone (standard raked joints)	Wolf Creek Dressed Fieldstone	Cultured by Boral
Mortar @ Stone	Khaki	Orco
Gutters & Downspouts	Match adjacent color	Sherwin Williams
Stucco (16/20 sand finish)	SW 9131 Cornwall Slate	Sherwin Williams
Trim Color #1 (applied to): Board & Batten Siding Eaves Fascia Gable Siding Garage Door @ SFD & Alley Louvered Vents Pot Shelves	SW 9182 Rajo Marron	Sherwin Williams
Trim Color #2 (applied to): Garage Doors @ Duets Trim	SW 0049 Silver Gray	Sherwin Williams
Accent Color (applied to): Front Door Shutters	SW 2846 Roycroft Bronze Green	Sherwin Williams
Weatherstrip @ Garage Door	Match adjacent color	Fehr Bros

NOTE: Notify WHA if any variation occurs between these schemes and the construction documents prior to purchase.
Contact: Lily Marzette (951) 455-1700.

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REVISIONS:

Number	Date	Description
1	06/26/18	Various updates for City comments to combine schemes for a total of 12 only for the entire development.



ALVES RANCH (SFD, ALLEY & DUETS)
Pittsburg, California
WILLIAM LYON HOMES
June 26, 2018 | 2017404

SCHEME 12
'C' Elevations Only
Cottage

1ALVES RANCH (SFD, ALLEY & DUETS)
Pittsburg, California
WILLIAM LYON HOMES
April 11, 2018 | 2017404.00

Exterior Color & Materials
SCHEME 12 OF 12 'C' ELEVATIONS ONLY, COTTAGE

Material	Color	Manufacturer
Roofing: Composition Shingle	Charcoal Timberline HD	GAF
Vinyl Windows (factory finish)	White	TBD
Manufactured Stone (standard raked joints)	Palisades Ancient Villa Fieldstone	Cultured by Boral
Mortar @ Stone	Misty Cove	Orco
Gutters & Downspouts	Match adjacent color	Sherwin Williams
Stucco (16/20 sand finish)	SW 7516 Kestrel White	Sherwin Williams
Trim Color #1 (applied to): Board & Batten Siding Eaves Fascia Gable Siding Garage Door @ SFD & Alley Louvered Vents Pot Shelves	SW 2848 Roycroft Pewter	Sherwin Williams
Trim Color #2 (applied to): Garage Doors @ Duets Trim	SW 7642 Pavestone	Sherwin Williams
Accent Color (applied to): Front Door Shutters	SW 2837 Aurora Brown	Sherwin Williams
Weatherstrip @ Garage Door	Match adjacent color	Fehr Bros

NOTE: Notify WHA if any variation occurs between these schemes and the construction documents prior to purchase.
Contact: Lily Marzette (951) 455-1700.

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REVISIONS:

Number	Date	Description
1	06/26/18	Various updates for City comments to combine schemes for a total of 12 only for the entire development.

Scheme 11

Scheme 12

COLOR & MATERIALS - 'C' COTTAGE

NEIGHBORHOOD C

ALVES RANCH

PITTSBURG, CA

A1.22

FORMAL SUBMITTAL

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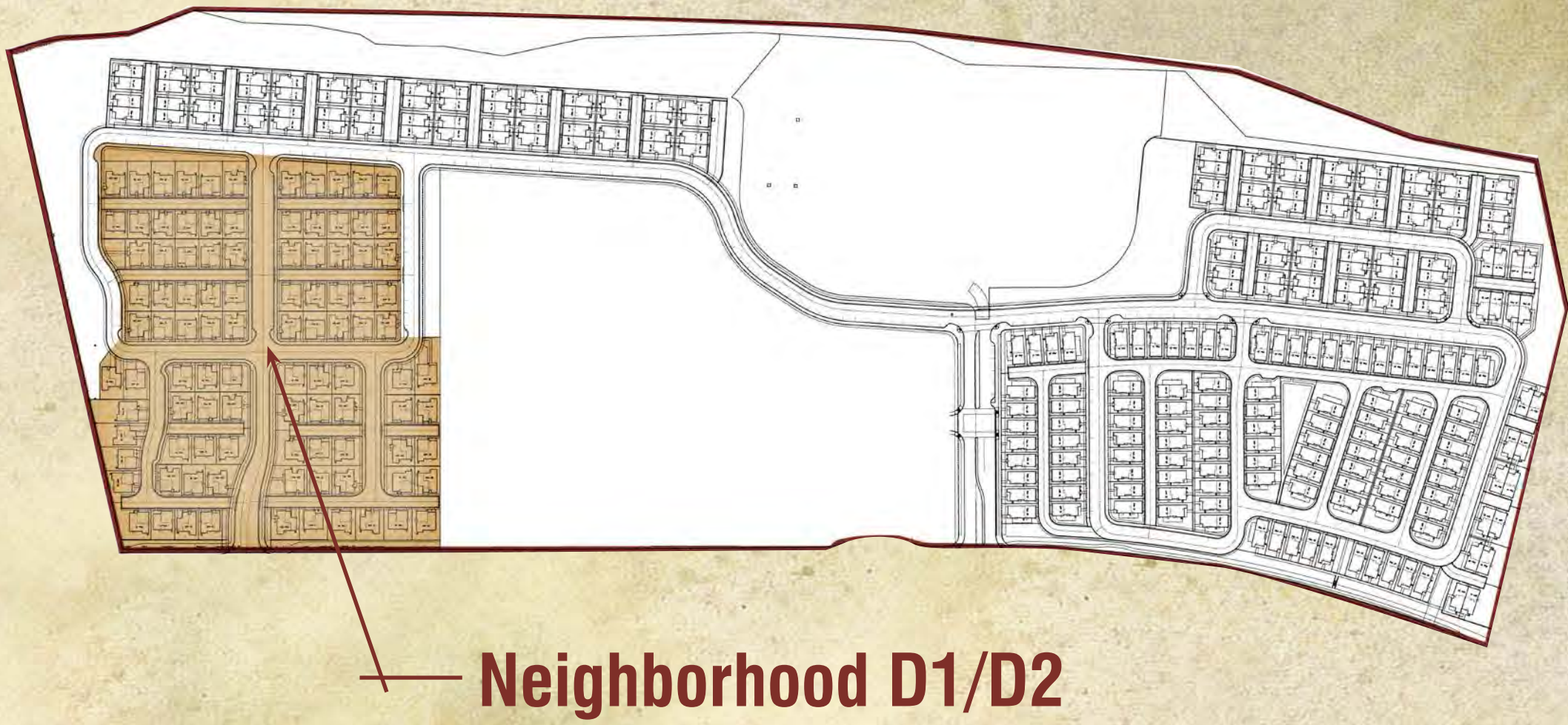
ARCHITECTS . PLANNERS . DESIGNERS



ORANGE COUNTY . LOS ANGELES . BAY AREA



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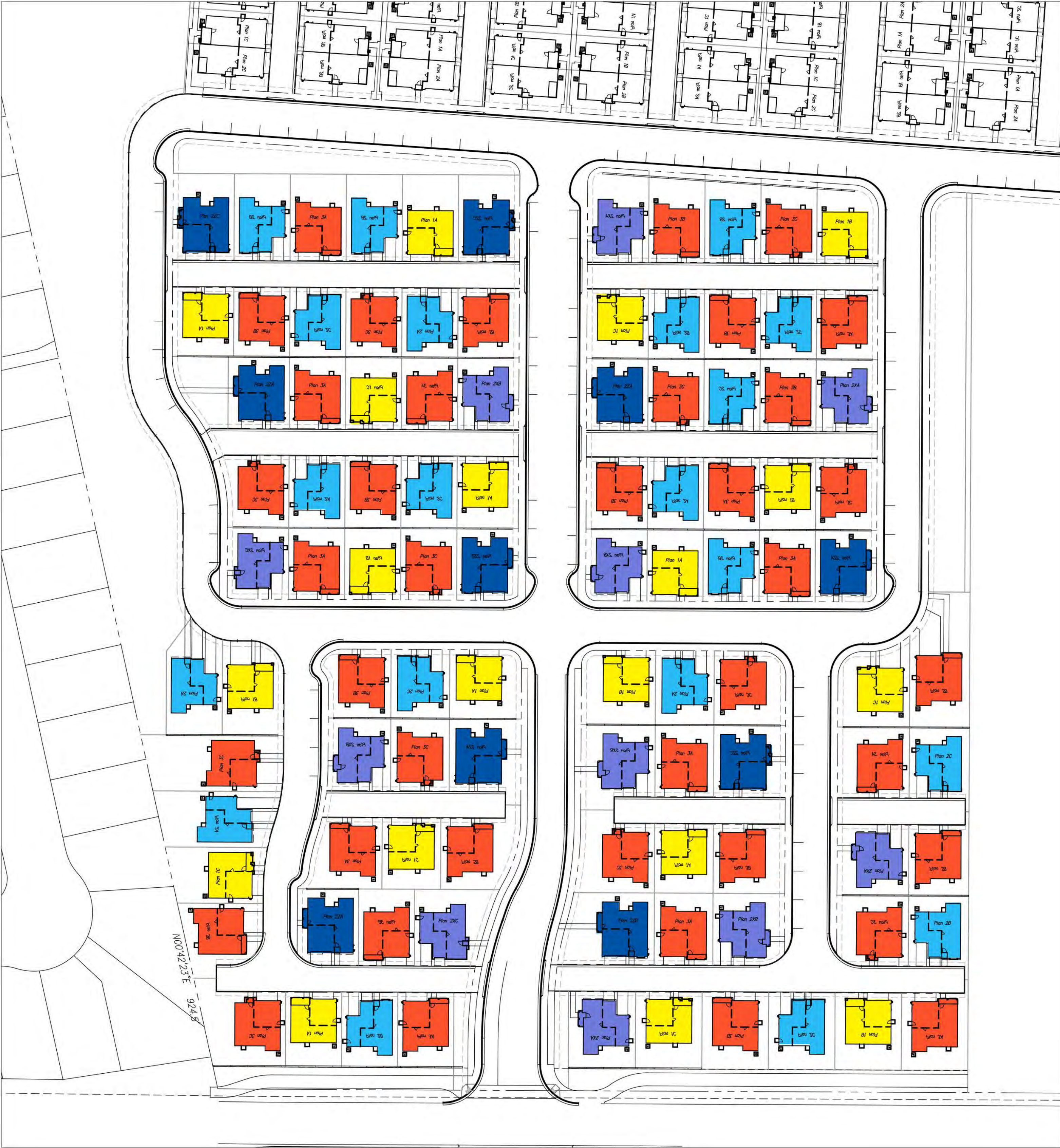


Neighborhood D₁ & D₂

43' x 54' Small Lot Traditional Single Family Homes

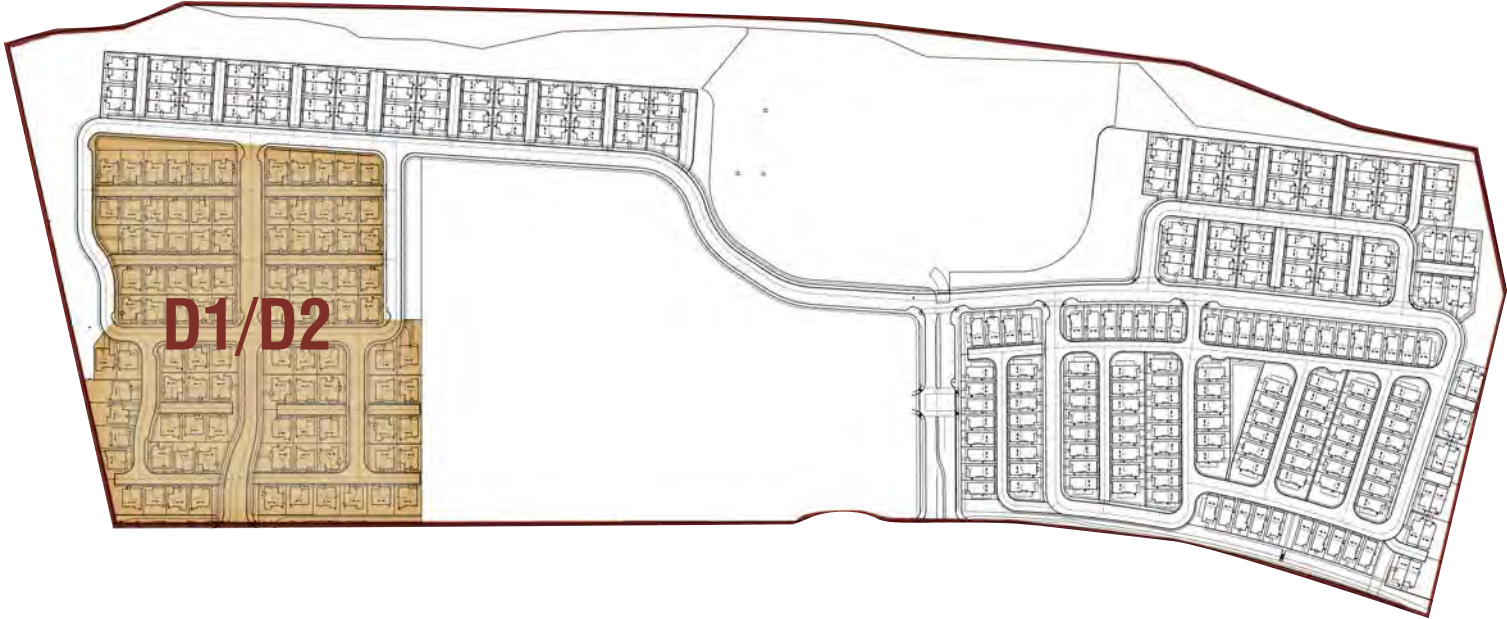
A2.PP	Plot Plan
A2.1	Street Scene I
A2.2	Plan 1A - Floor Plan
A2.3	Plan 1A - Elevation Wraps & Roof Plan
A2.4	Plan 1B - Floor Plan
A2.5	Plan 1B - Elevation Wraps & Roof Plan
A2.6	Plan 1C - Floor Plan
A2.7	Plan 1C - Elevation Wraps & Roof Plan
A2.8	Plan 2A - Floor Plan
A2.9	Plan 2A - Elevation Wraps & Roof Plan
A2.10	Plan 2B - Floor Plan
A2.11	Plan 2B - Elevation Wraps & Roof Plan
A2.12	Plan 2C - Floor Plan
A2.13	Plan 2C - Elevation Wraps & Roof Plan
A2.14	Plan 2XA - Floor Plan
A2.15	Plan 2XA - Elevation Wraps & Roof Plan
A2.16	Plan 2XB - Floor Plan
A2.17	Plan 2XB - Elevation Wraps & Roof Plan
A2.18	Plan 2XC - Floor Plan
A2.19	Plan 2XC - Elevation Wraps and Roof Plan

A2.20	Plan 2ZA - Floor Plan
A2.21	Plan 2ZA - Elevation Wraps & Roof Plan
A2.22	Plan 2ZB - Floor Plan
A2.23	Plan 2ZB - Elevation Wraps & Roof Plan
A2.24	Plan 2ZC - Floor Plan
A2.25	Plan 2ZC - Elevation Wraps & Roof Plan
A2.26	Plan 3A - Floor Plan
A2.27	Plan 3A - Elevation Wraps & Roof Plan
A2.28	Plan 3B - Floor Plan
A2.29	Plan 3B - Elevation Wraps & Roof Plan
A2.30	Plan 3C - Floor Plan
A2.31	Plan 3C - Elevation Wraps & Roof Plan
A2.32	Color & Materials - 'A' Traditional
A2.33	Color & Materials - 'B' Bungalow
A2.34	Color & Materials - 'C' Cottage



	PLAN 1	19 DU	19%
	PLAN 2	20 DU	20%
	PLAN 2X	11 DU	11%
	PLAN 2Z*	10 DU	10%
	PLAN 3	40 DU	40%
TOTAL		100 DU	
Note *: Plan 2Z includes an accessory dwelling unit			

- Notes:
1. Site plan is for conceptual purposes only.
 2. Site plan must be reviewed by planning, building, and fire departments for code compliance.
 3. Base information per civil engineer.
 4. Civil engineer to verify all setbacks and grading information.
 5. Building Footprints might change due to the final design elevation style.
 6. Open space area is subject to change due to the balcony design of the elevation.
 7. Building setbacks are measured from property lines to building foundation lines.



CONCEPTUAL PLOT PLAN
NEIGHBORHOOD D1 & D2
ALVES RANCH
PITTSBURG, CA



Note: Artist's Conception; Colors, Materials And Application May Vary.

PLAN 2ZA
TRADITIONAL

PLAN 1CR
COTTAGE

PLAN 2B
BUNGALOW

PLAN 3AR
TRADITIONAL

PLAN 2XC
COTTAGE



PLAN 2ZA
TRADITIONAL
CORNER LOT CONDITION

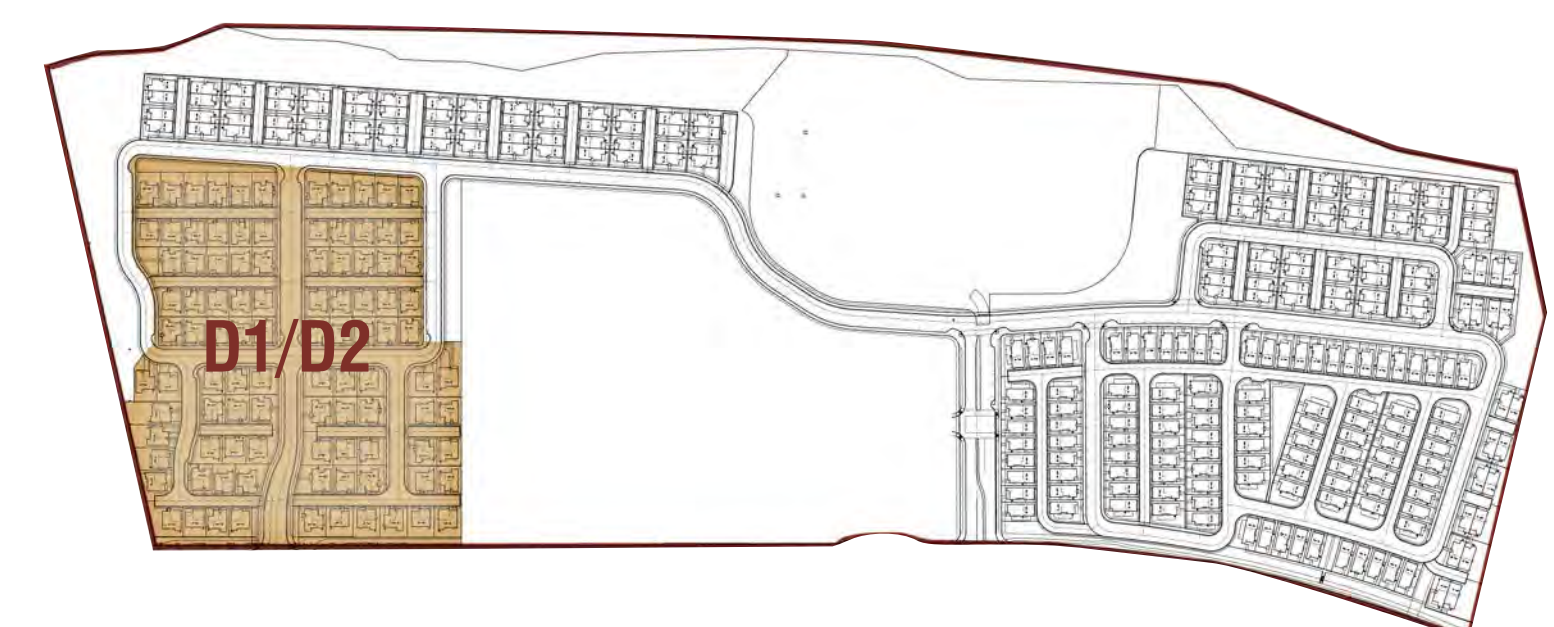


PLAN 2XC
COTTAGE
CORNER LOT CONDITION

CONCEPTUAL STREETSCENE NEIGHBORHOOD D1 & D2

ALVES RANCH

PITTSBURG, CA

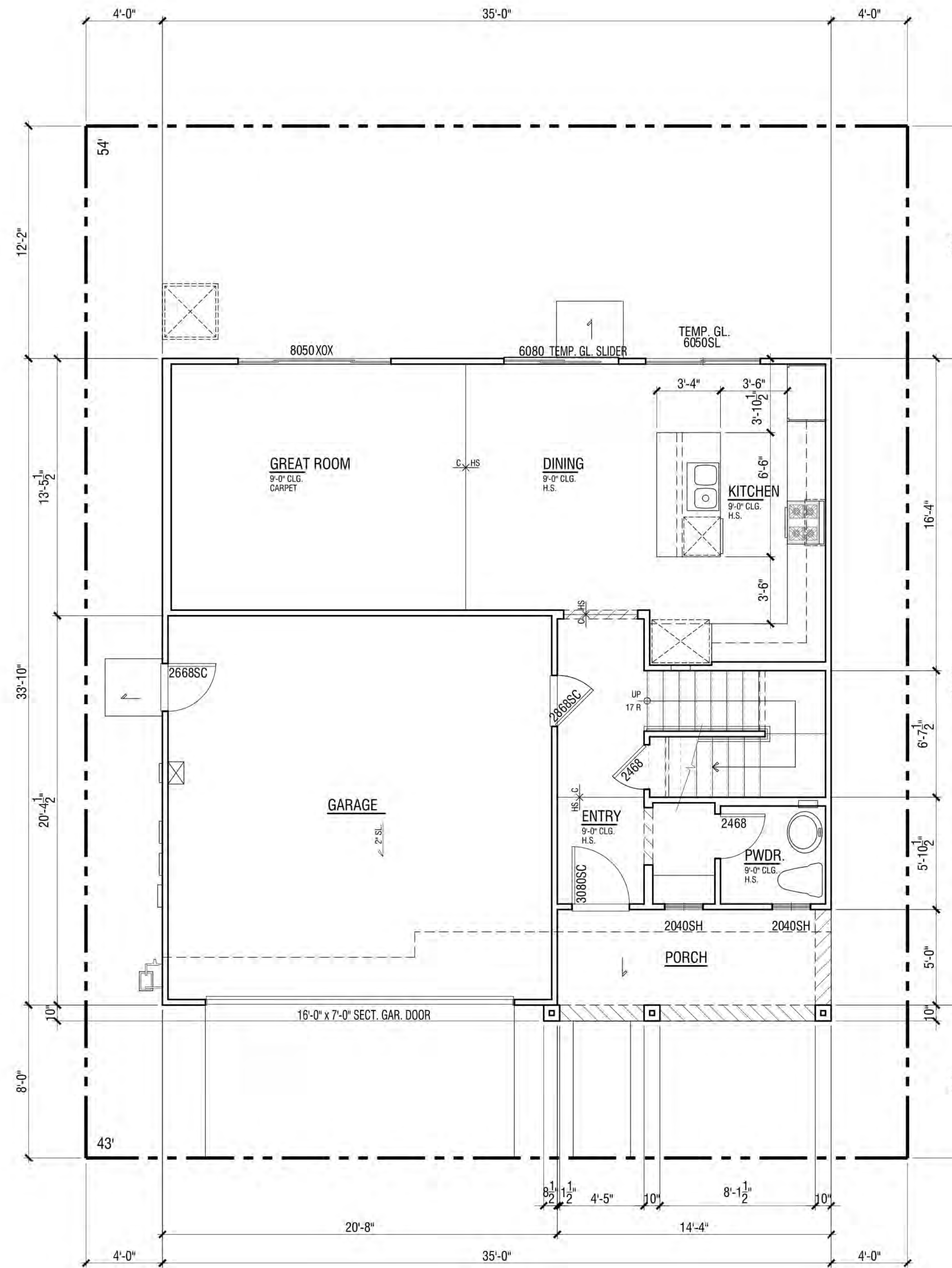
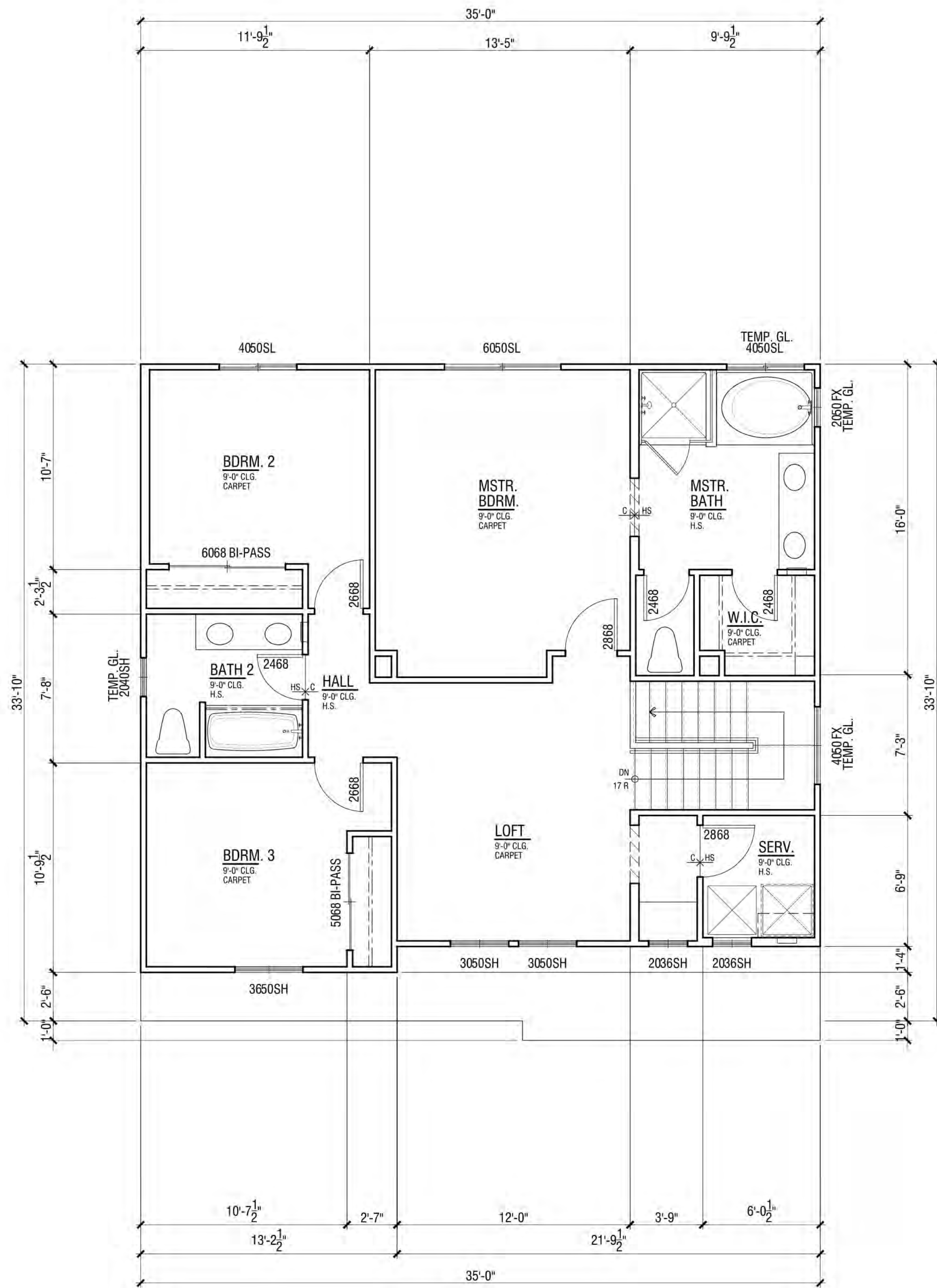


KEY MAP

ARCHITECTS . PLANNERS . DESIGNERS

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ORANGE COUNTY . LOS ANGELES . BAY AREA



FLOOR PLAN | PLAN 1A

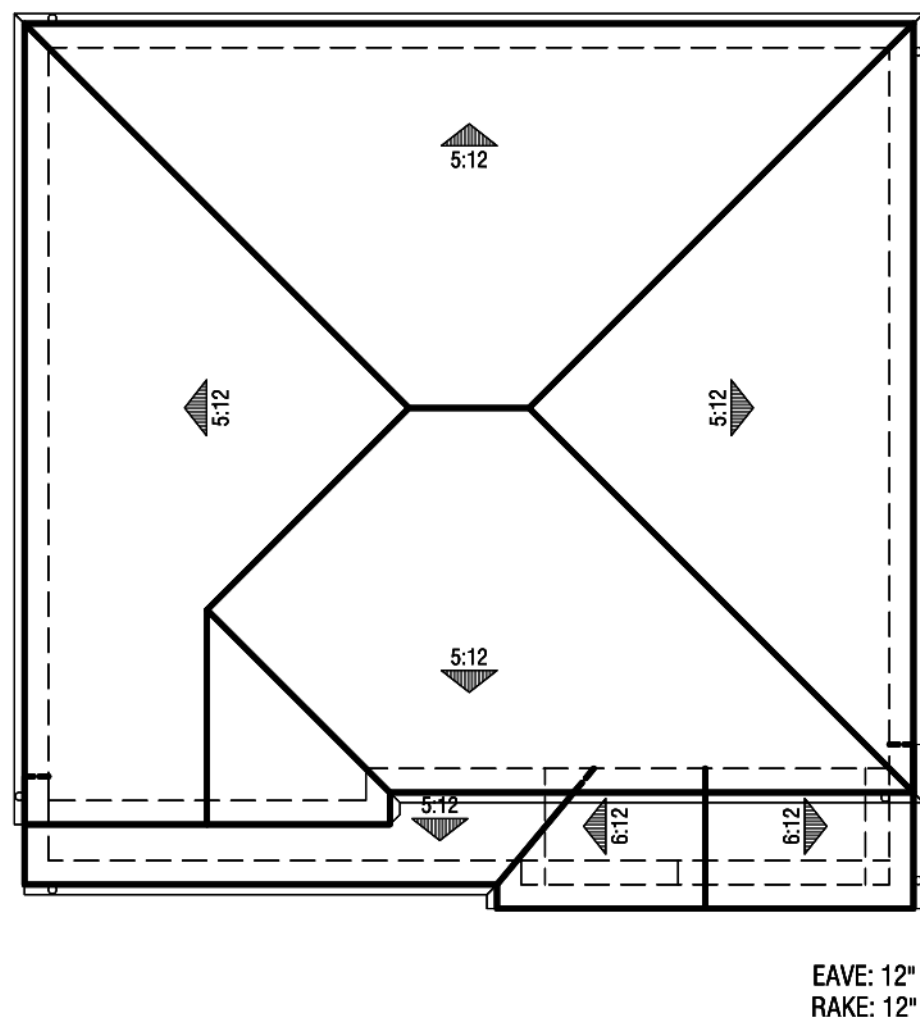
FLOOR AREA TABLE	PLAN 1A
LOWER FLOOR PLAN	696 SQ. FT.
UPPER FLOOR PLAN	1001 SQ. FT.
TOTAL	1697 SQ. FT.
2-BAY GARAGE	417 SQ. FT.
COVERED ENTRY/PORCH	84 SQ. FT.

NOTE: SQUARE FOOTAGE MAY VARY DUE TO METHOD OF CALCULATION

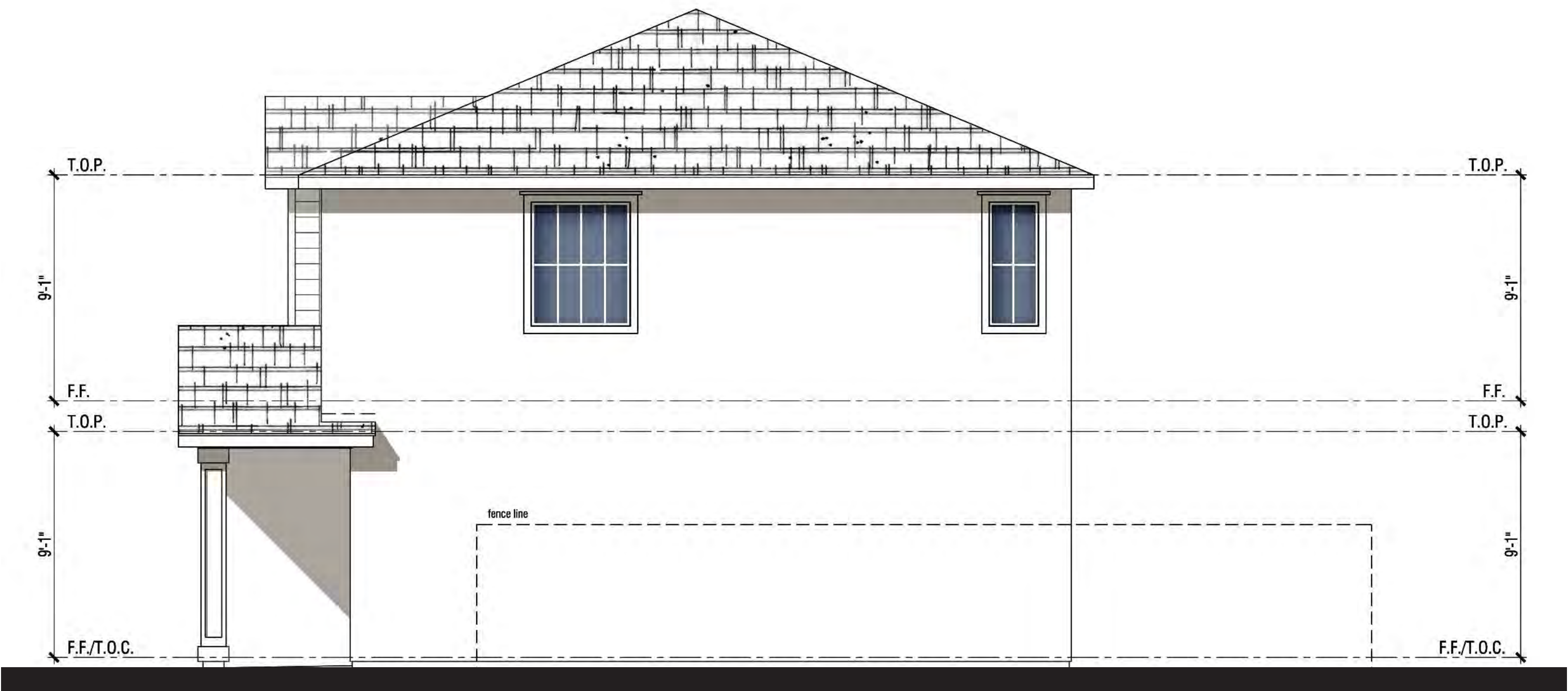
NEIGHBORHOOD D1 & D2

ALVES RANCH

PITTSBURG, CA



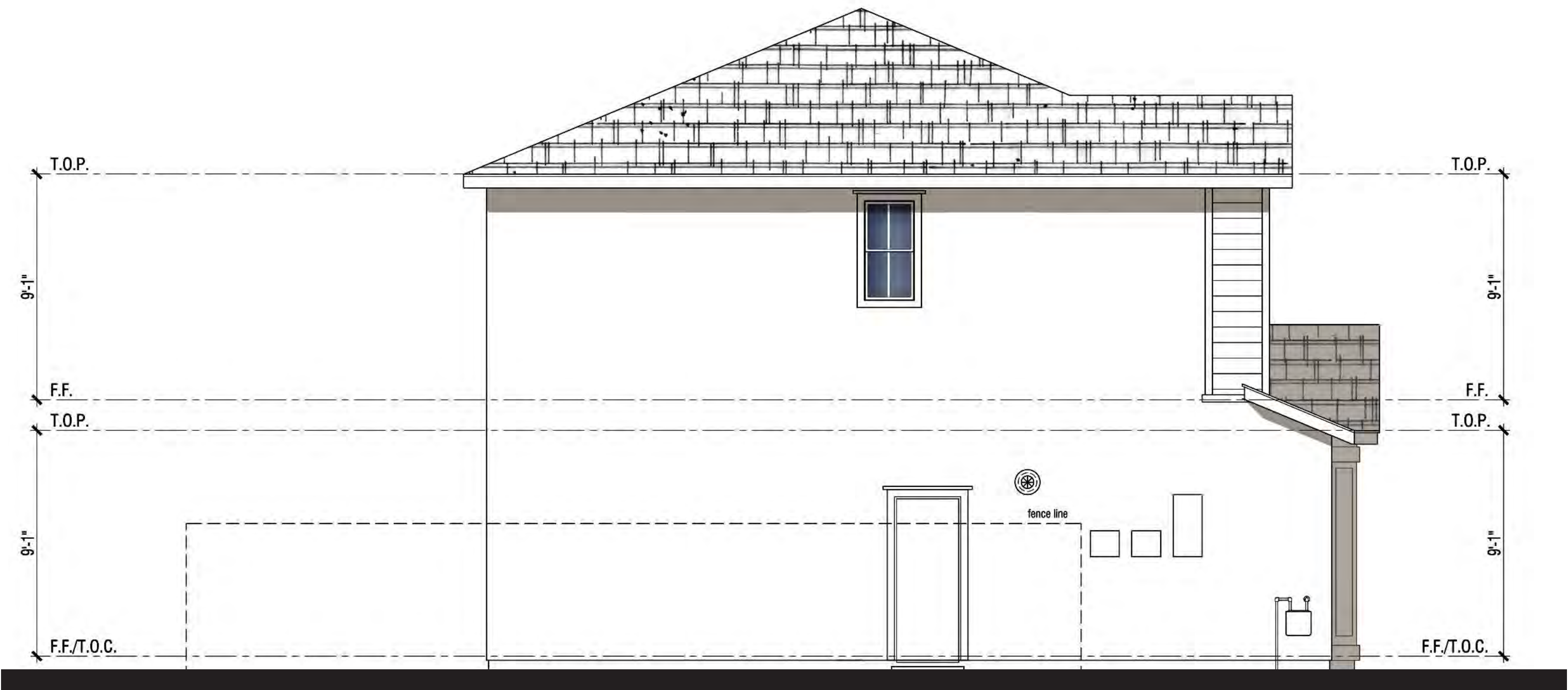
Roof Plan
@ 1' = 8"



Right Elevation



Rear Elevation



Left Elevation



Front Elevation

MATERIAL **STYLE ELEMENTS 'A' TRADITIONAL**

- Roof: Composition Shingle
- Fascia: 2X6 Wood Typical
- Gable: Horizontal Lap Siding
- Exterior: Stucco (16/20 Sand Finish)
- Window & Door Trim: Stucco over Foam Trim per Elevation Style
- Entry Door: Decorative Front Entry Door
- Garage Door: Decorative Metal Roll-Up Garage Door per Elevation Style

PLAN 1A | ELEVATION WRAPS & ROOF PLAN

NEIGHBORHOOD D1 & D2

ALVES RANCH

PITTSBURG, CA

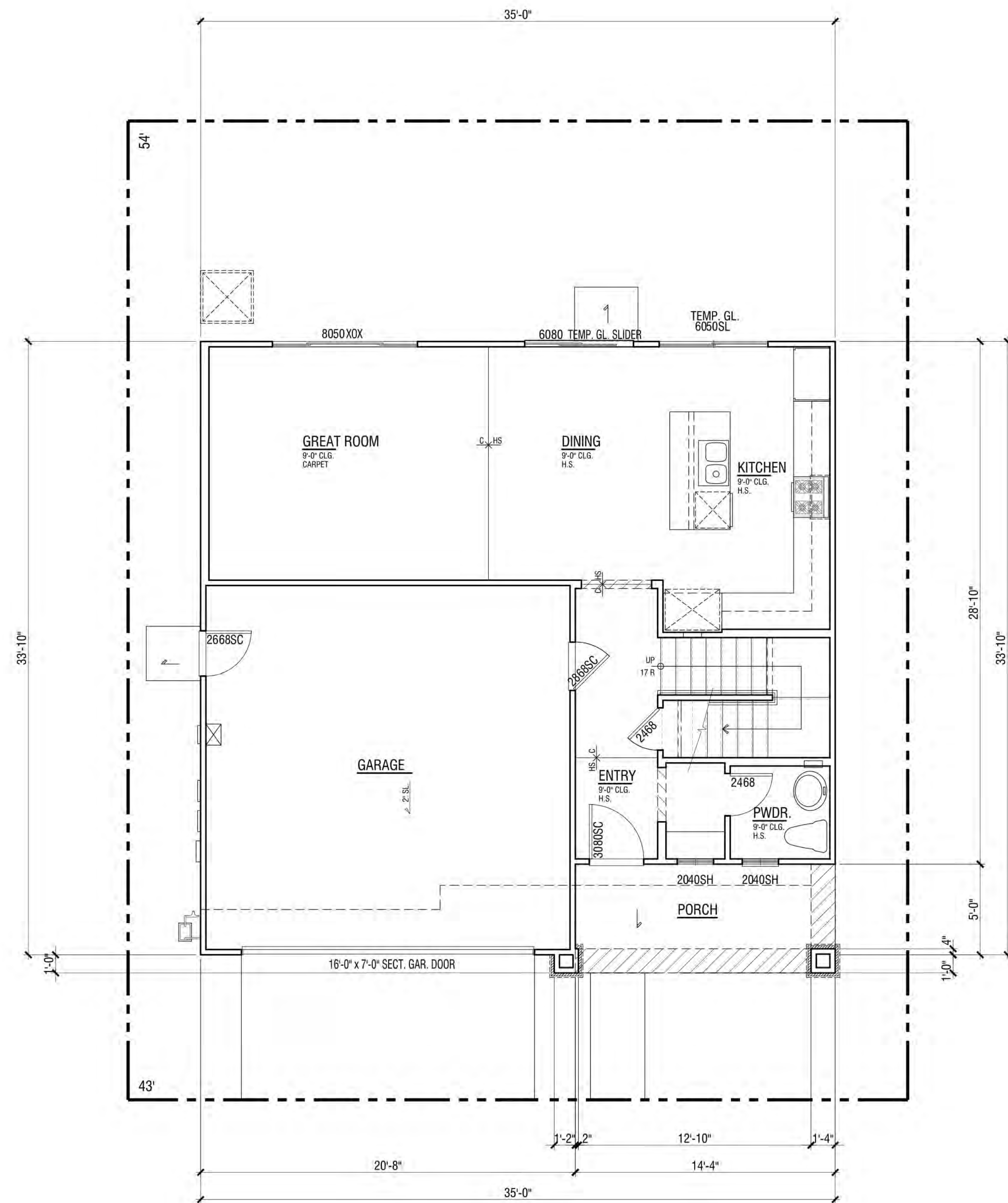
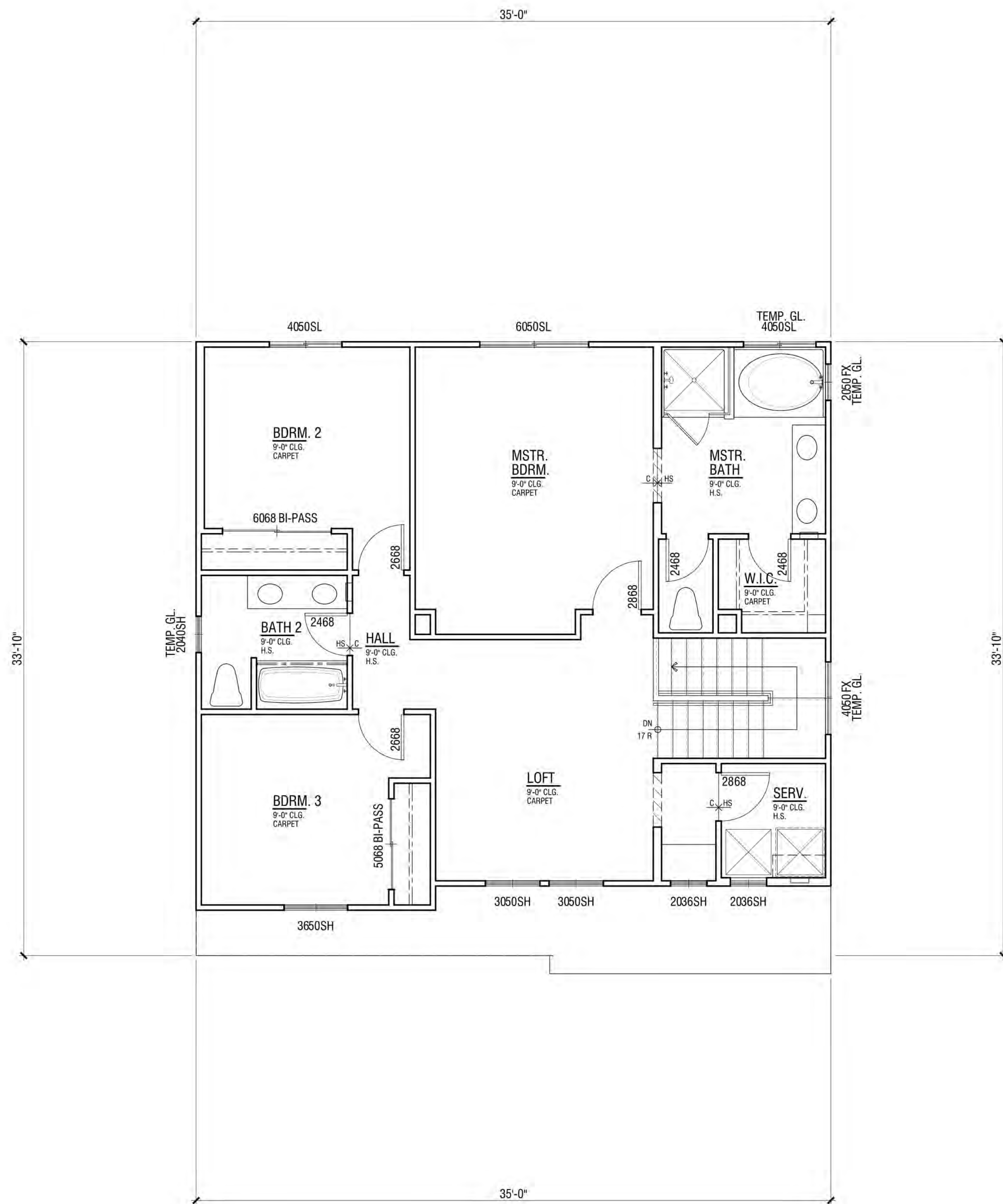
Note: Artist's Conception; Colors, Materials And Application May Vary.

Scheme# 1

A2.3

FORMAL SUBMITTAL

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FLOOR PLAN | PLAN 1B

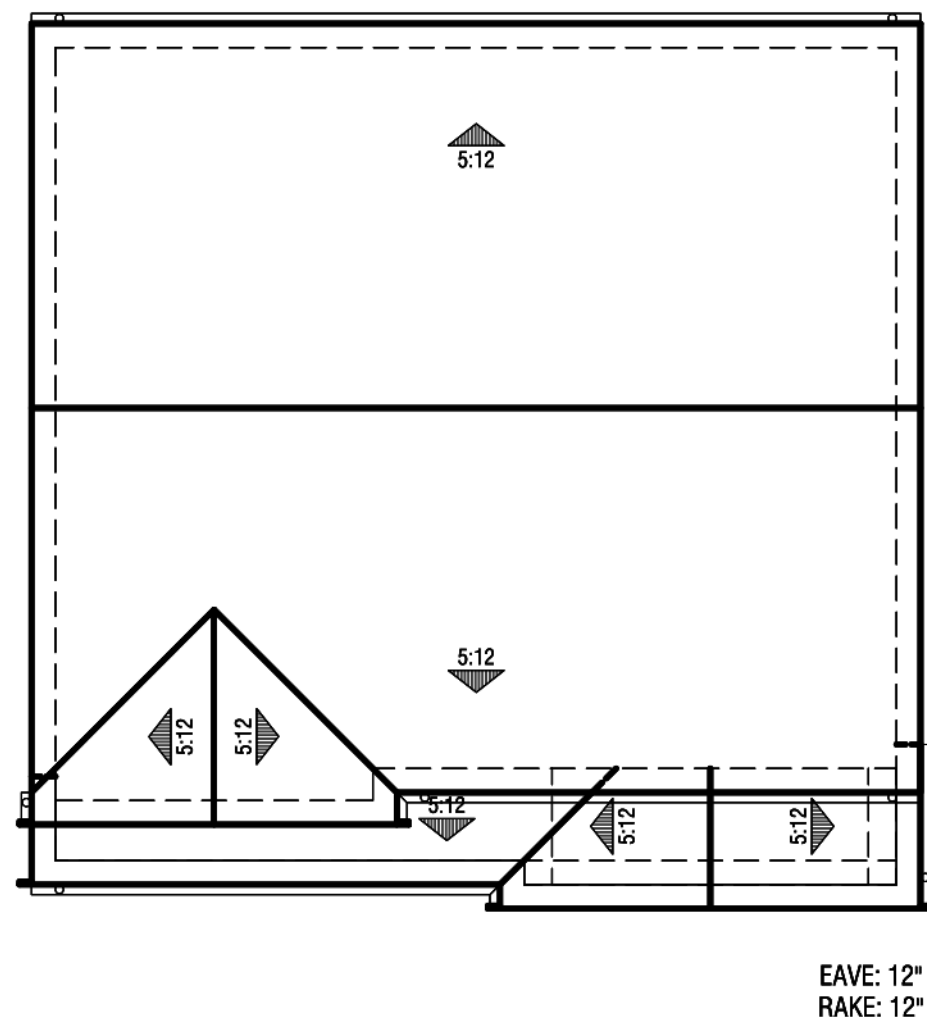
FLOOR AREA TABLE	PLAN 1B
LOWER FLOOR PLAN	696 SQ. FT.
UPPER FLOOR PLAN	1001 SQ. FT.
TOTAL	1697 SQ. FT.
2-BAY GARAGE	417 SQ. FT.
COVERED ENTRY/PORCH	86 SQ. FT.

NOTE: SQUARE FOOTAGE MAY VARY DUE TO METHOD OF CALCULATION

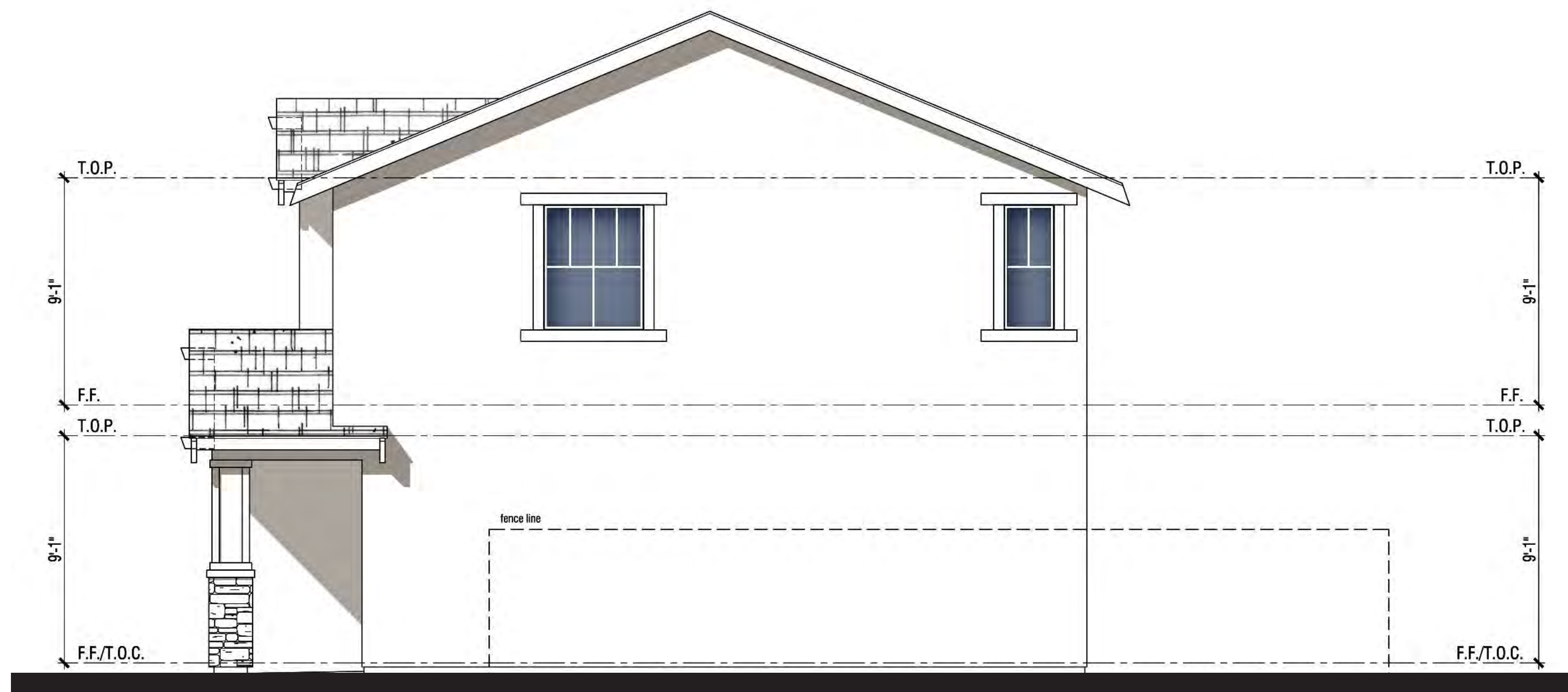
NEIGHBORHOOD D1 & D2

ALVES RANCH

PITTSBURG, CA



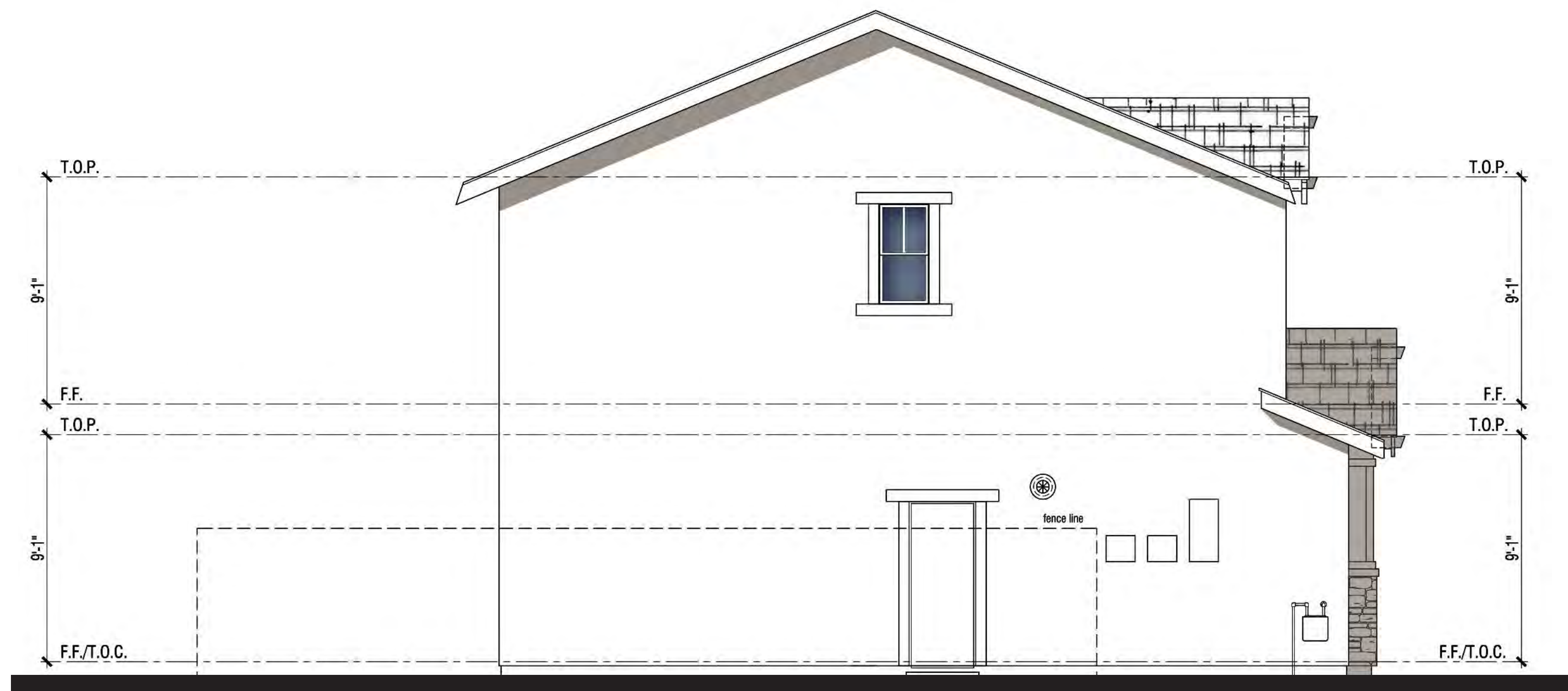
Roof Plan
@ 1' = 8"



Right Elevation



Rear Elevation



Left Elevation



Front Elevation

MATERIAL **STYLE ELEMENTS 'B' BUNGALOW**

Roof:	Composition Shingle
Fascia:	2X6 Wood Typical
Gable:	Wood Outlookers with Board and Batten
Exterior:	Stucco (16/20 Sand Finish)
Window & Door Trim:	Stucco over Foam Trim per Elevation Style
Entry Door:	Decorative Front Entry Door
Stone:	Manufactured Stone Veneer
Garage Door:	Decorative Metal Roll-Up Garage Door per Elevation Style

PLAN 1B | ELEVATION WRAPS & ROOF PLAN

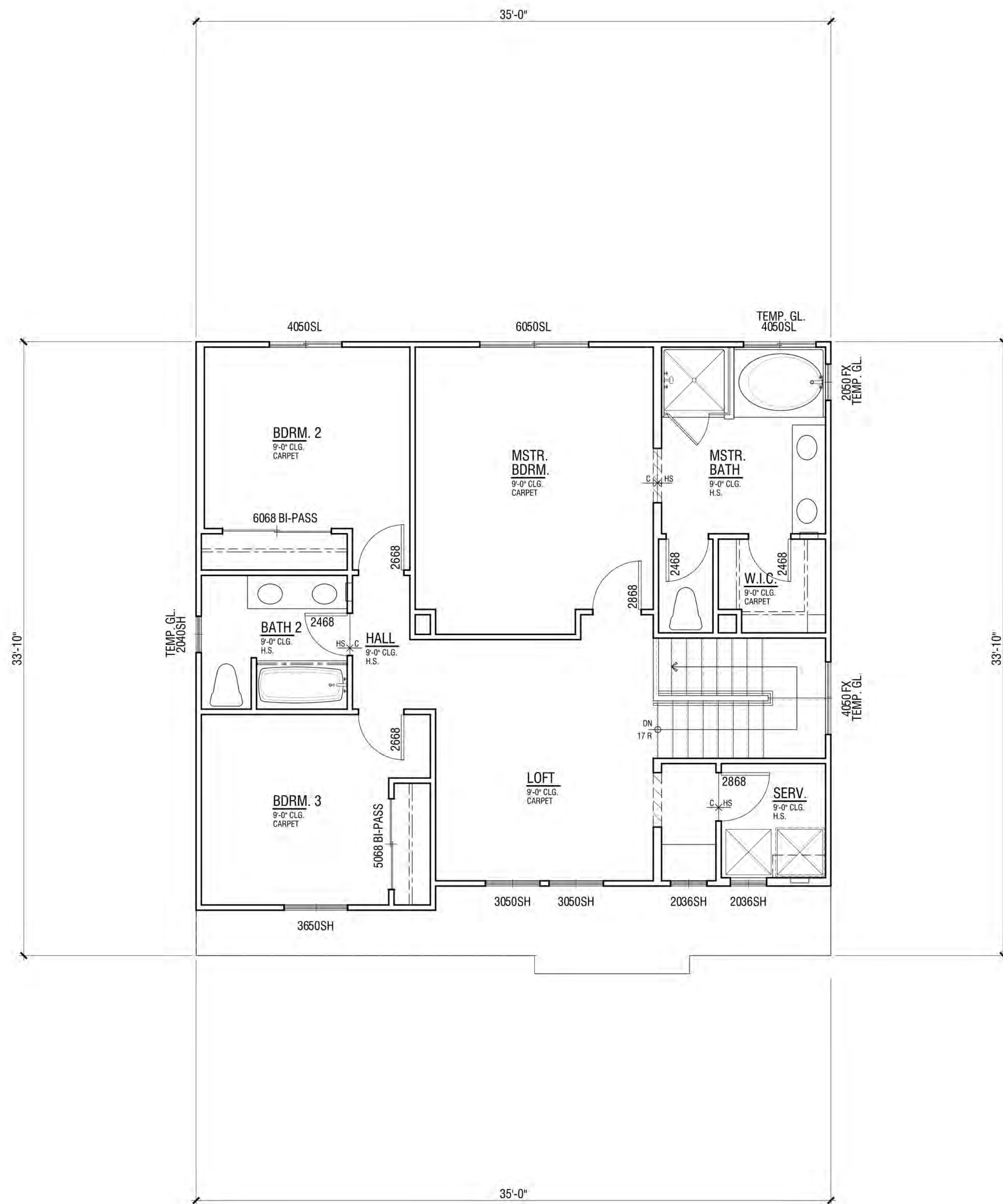
NEIGHBORHOOD D1 & D2

ALVES RANCH

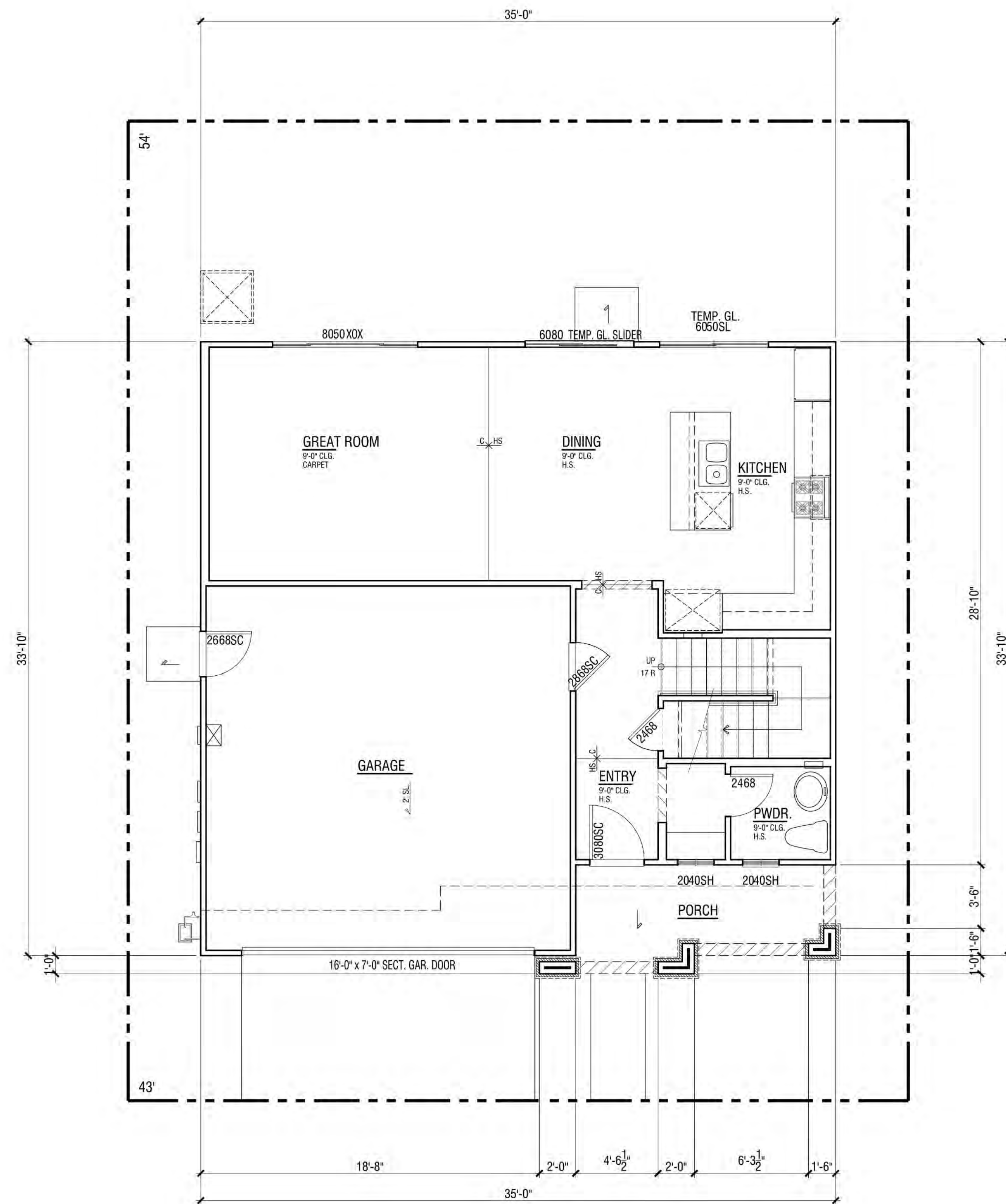
PITTSBURG, CA

Note: Artist's Conception; Colors, Materials And Application May Vary.

Scheme# 5



UPPER FLOOR PLAN



LOWER FLOOR PLAN

ADDENDA FLOOR PLAN NOTES

NOTE: SHADED WALLS INDICATE AREAS THAT ARE DIFFERENT THAN THE BASE FLOOR PLAN

NOTE: REFER TO CIVIL AND LANDSCAPE DRAWINGS BY OTHERS FOR ALL DRIVEWAYS AND SIDEWALK LOCATIONS.

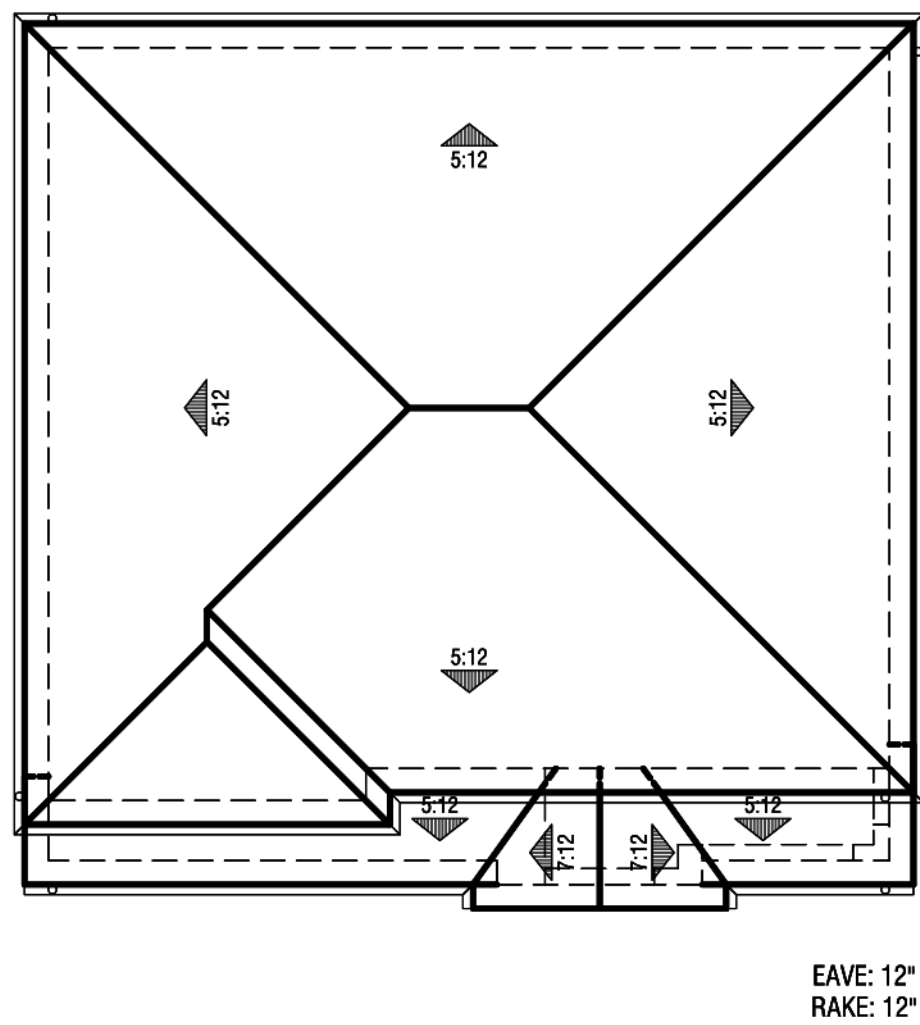
REFER TO BASE PLAN SHEET A1.1 FOR ADDITIONAL NOTES AND DIMENSIONS.



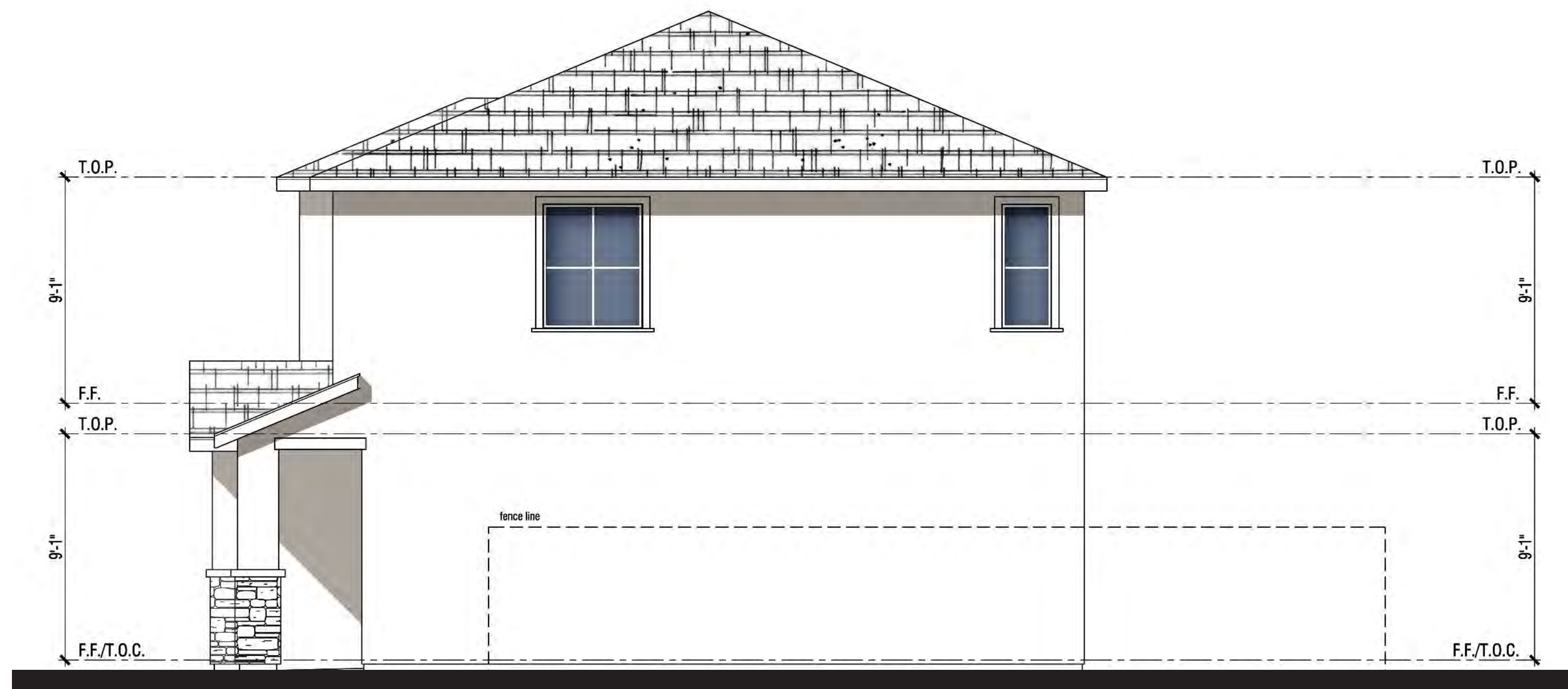
FLOOR PLAN | PLAN 1C

FLOOR AREA TABLE	PLAN 1C
LOWER FLOOR PLAN	696 SQ. FT.
UPPER FLOOR PLAN	1001 SQ. FT.
TOTAL	1697 SQ. FT.
2-BAY GARAGE	417 SQ. FT.
COVERED ENTRY/PORCH	78 SQ. FT.

NOTE: SQUARE FOOTAGE MAY VARY DUE TO METHOD OF CALCULATION



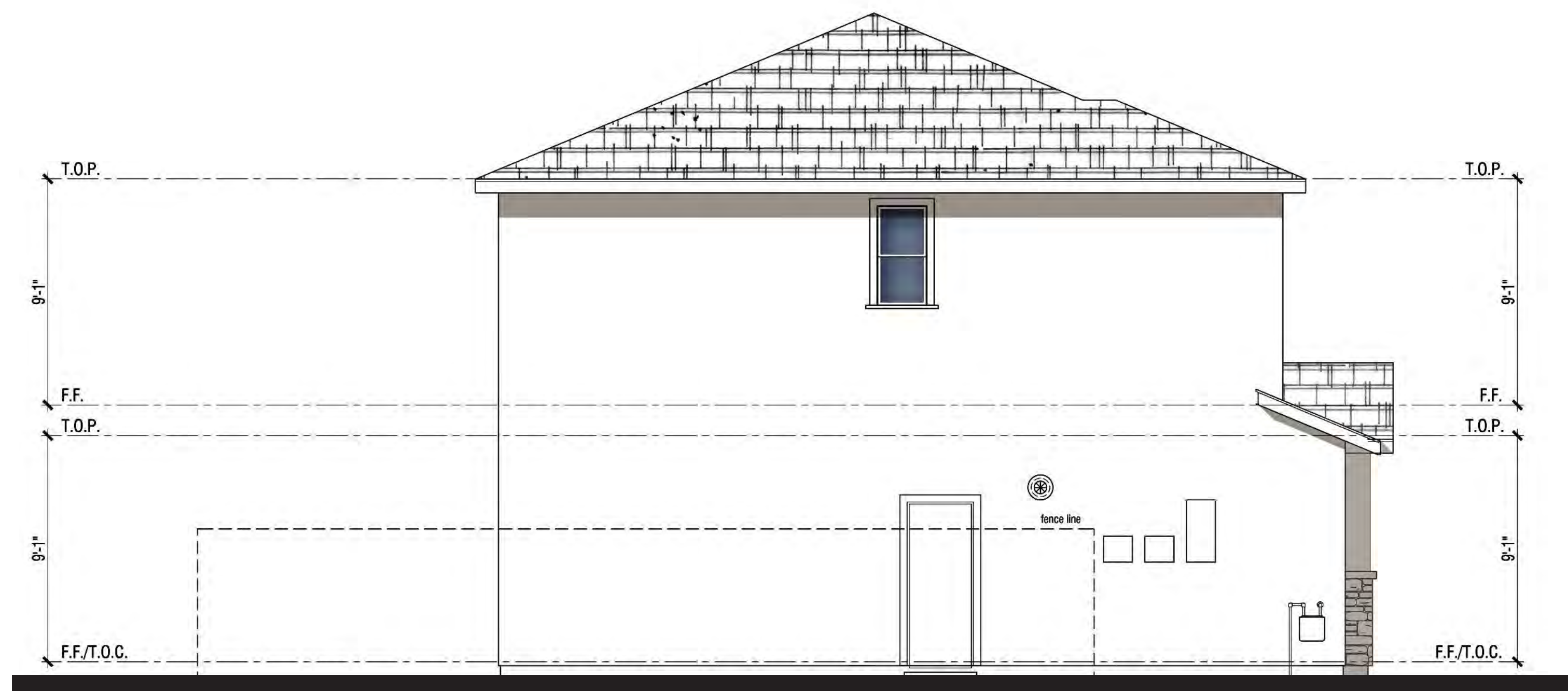
Roof Plan
@ 1' = 8"



Right Elevation



Rear Elevation



Left Elevation



Front Elevation

MATERIAL **STYLE ELEMENTS 'C' COTTAGE**

Roof: Composition Shingle
Fascia: 2X6 Wood Typical
Exterior: Stucco (16/20 Sand Finish)
Window & Door Trim: Stucco over Foam Trim per Elevation Style
Entry Door: Decorative Front Entry Door
Veneer: Manufactured Stone Veneer
Garage Door: Decorative Metal Roll-Up Garage Door per Elevation Style

PLAN 1C | ELEVATION WRAPS & ROOF PLAN

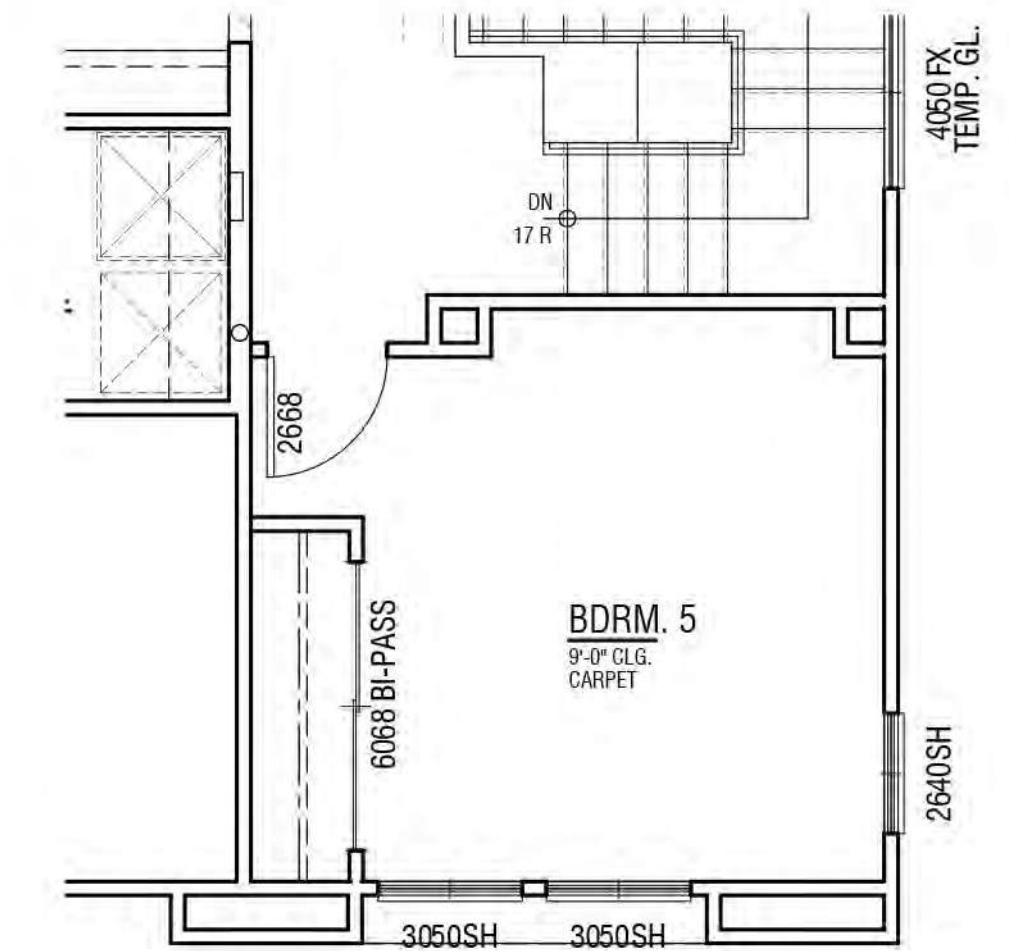
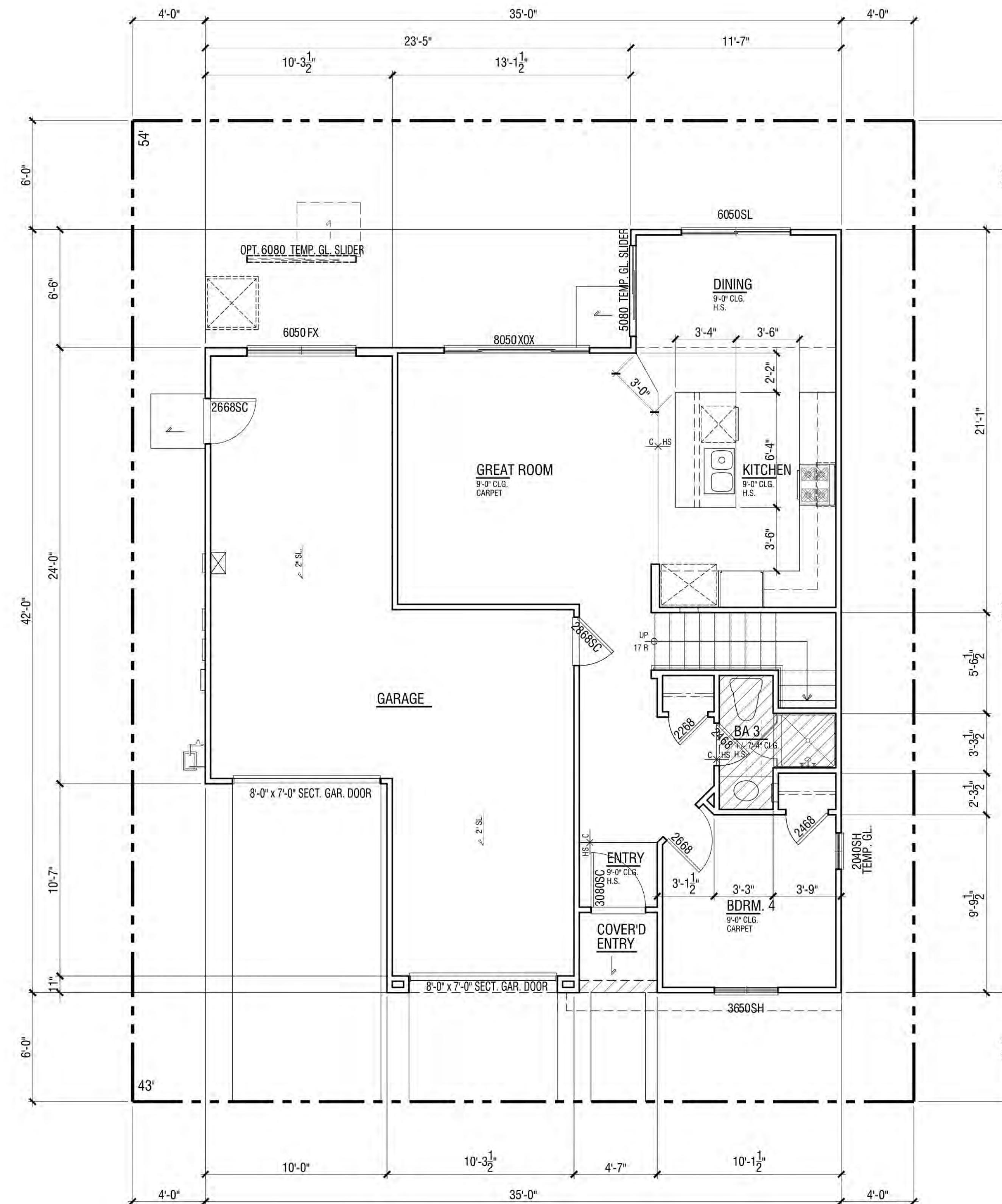
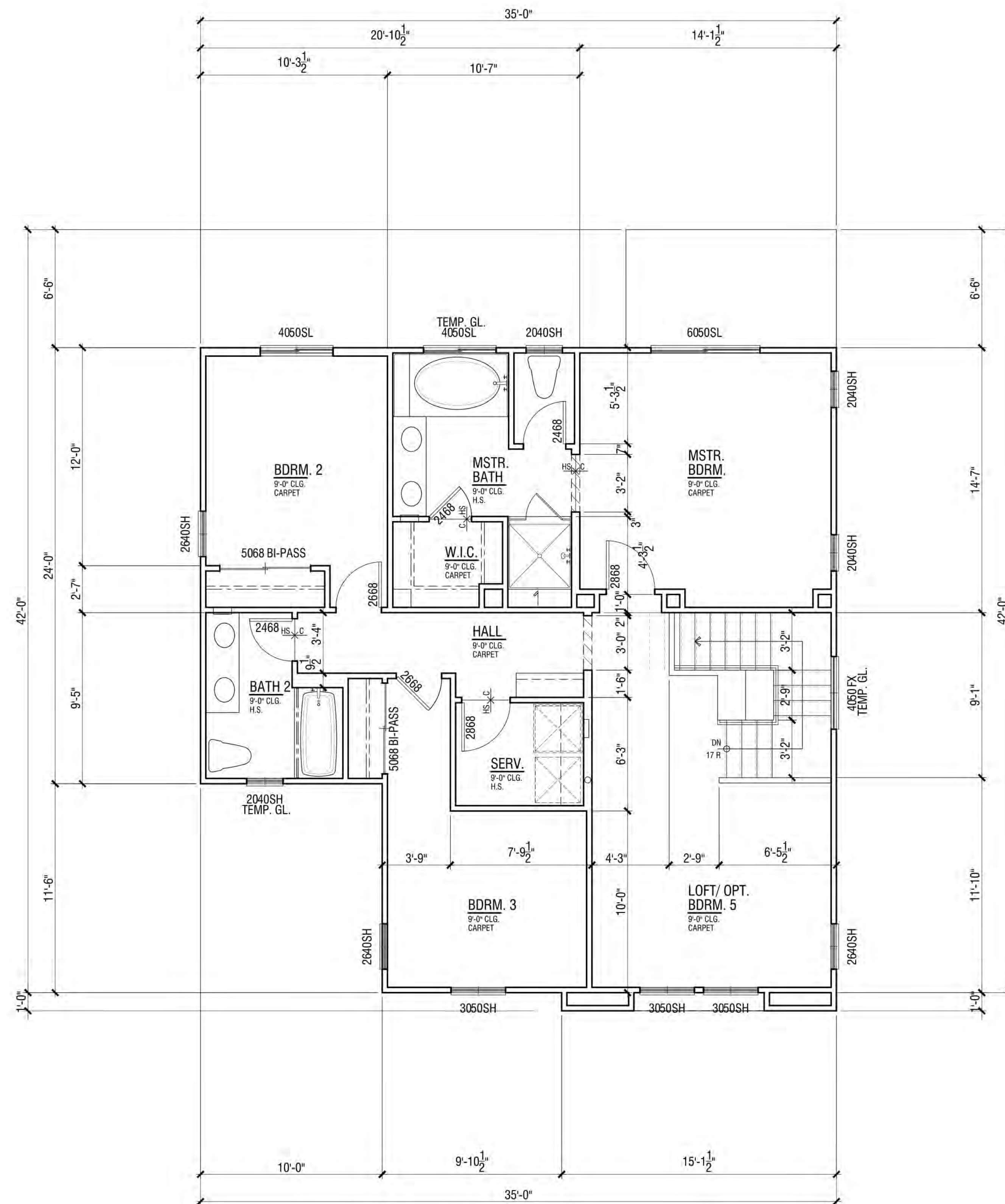
NEIGHBORHOOD D1 & D2

ALVES RANCH

PITTSBURG, CA

Note: Artist's Conception; Colors, Materials And Application May Vary.

Scheme# 9

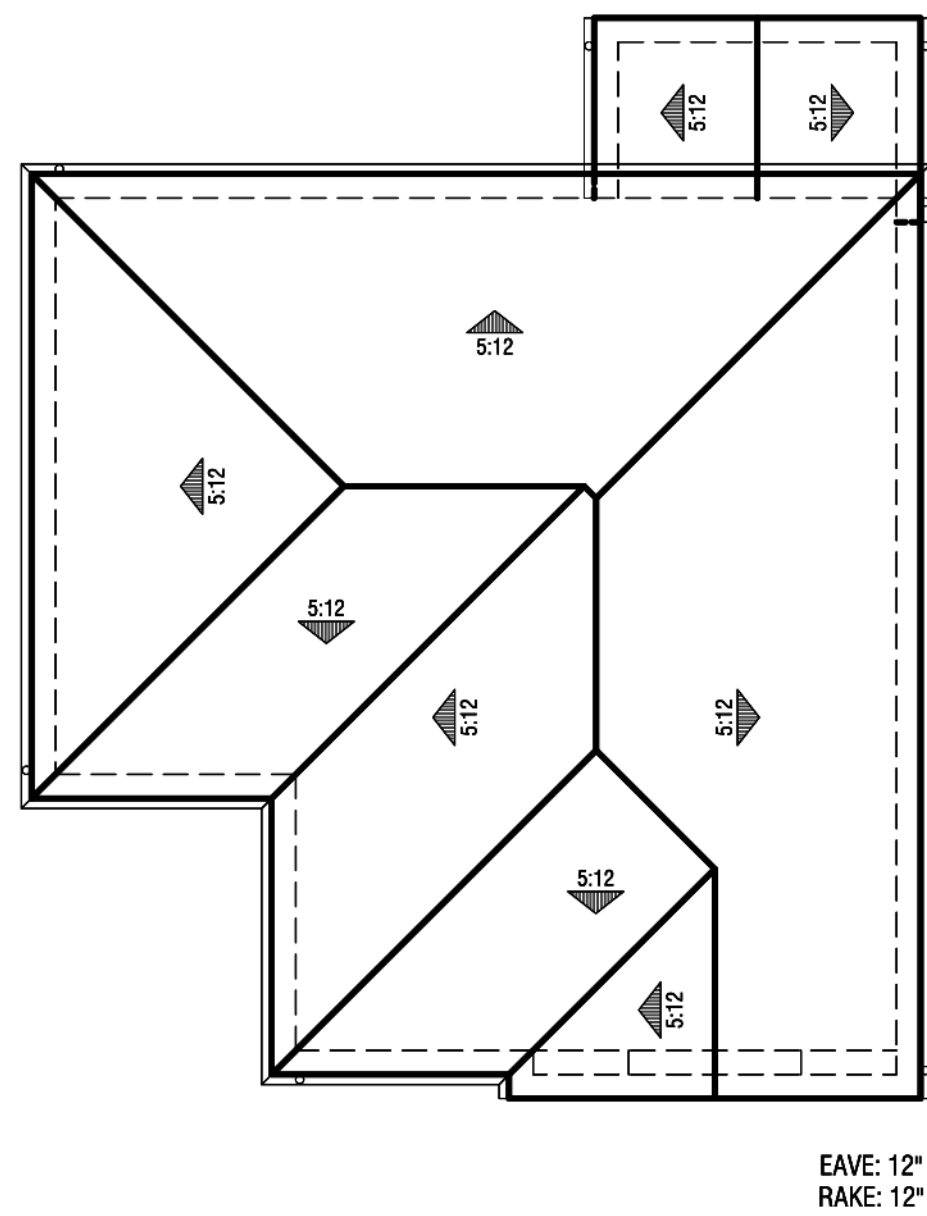


OPT. BEDROOM 5

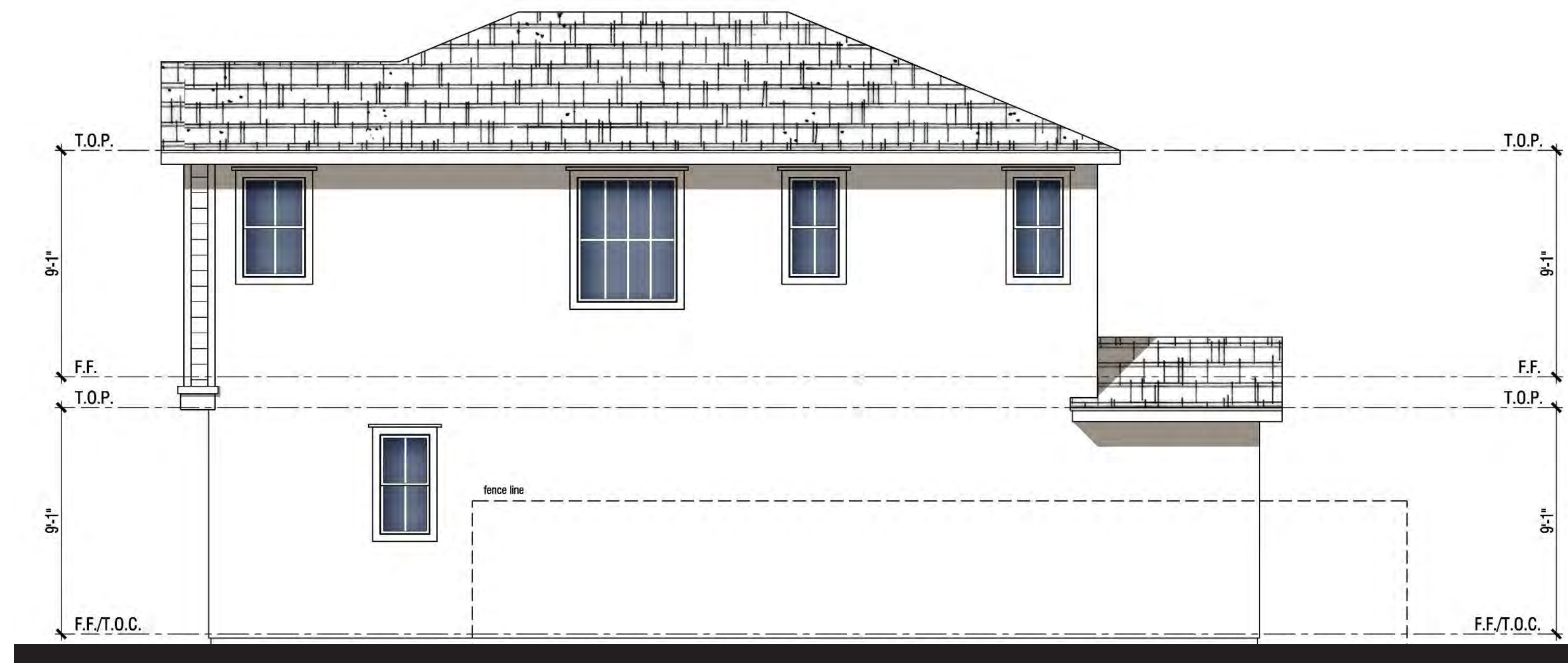
FLOOR PLAN | PLAN 2A

FLOOR AREA TABLE	PLAN 2A
LOWER FLOOR PLAN	721 SQ. FT.
UPPER FLOOR PLAN	1071 SQ. FT.
TOTAL	1792 SQ. FT.
2-BAY GARAGE	456 SQ. FT.
COVERED ENTRY/PORCH	19 SQ. FT.

NOTE: SQUARE FOOTAGE MAY VARY DUE TO METHOD OF CALCULATION



Roof Plan
@ 1' = 8"



Right Elevation



Rear Elevation



Left Elevation



Front Elevation

MATERIAL **STYLE ELEMENTS 'A' TRADITIONAL**

Roof: Composition Shingle
Fascia: 2X6 Wood Typical
Gable: Horizontal Lap Siding
Exterior: Stucco (16/20 Sand Finish)
Window & Door Trim: Stucco over Foam Trim per Elevation Style
Entry Door: Decorative Front Entry Door
Garage Door: Decorative Metal Roll-Up Garage Door per Elevation Style

PLAN 2A | ELEVATION WRAPS & ROOF PLAN

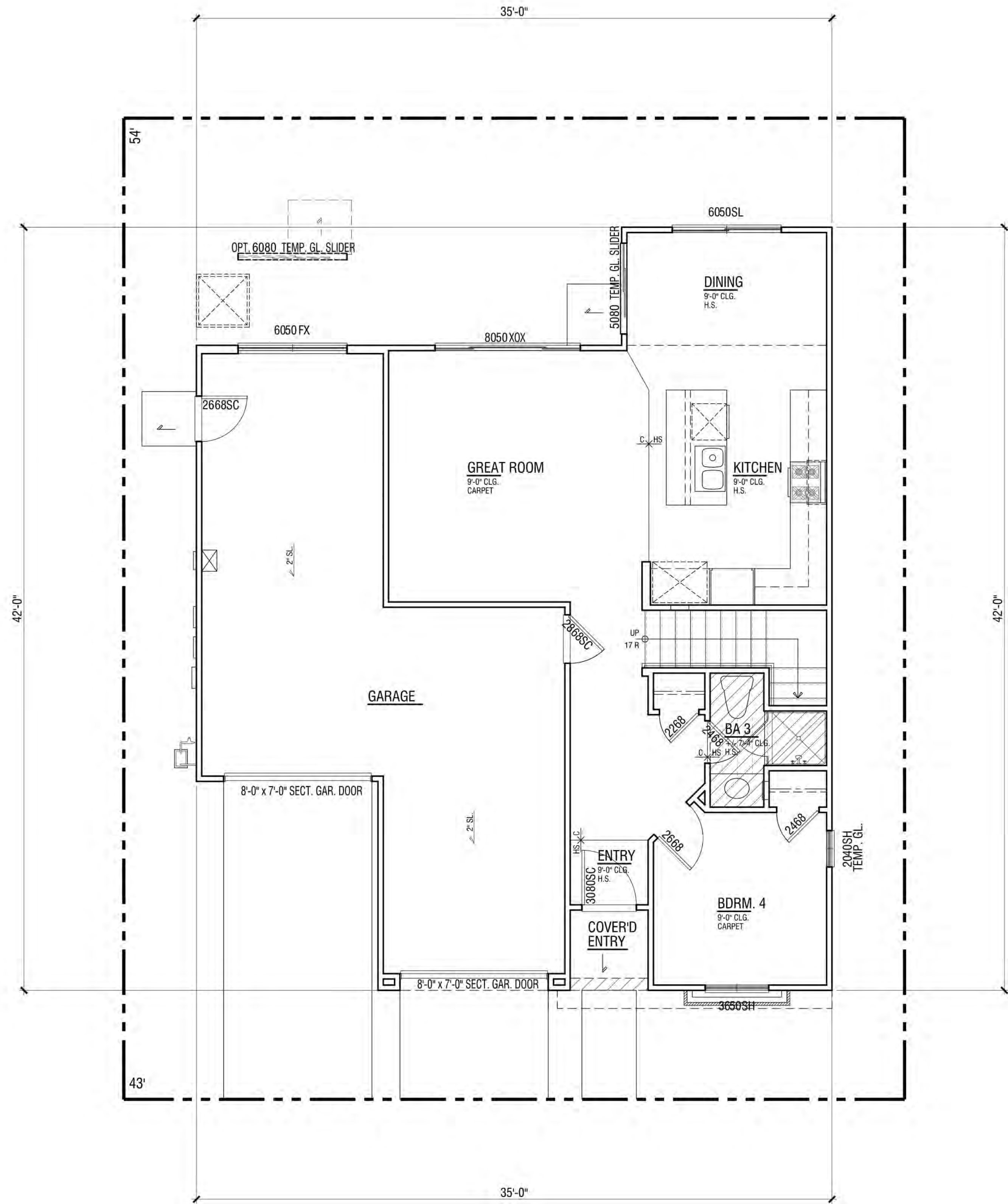
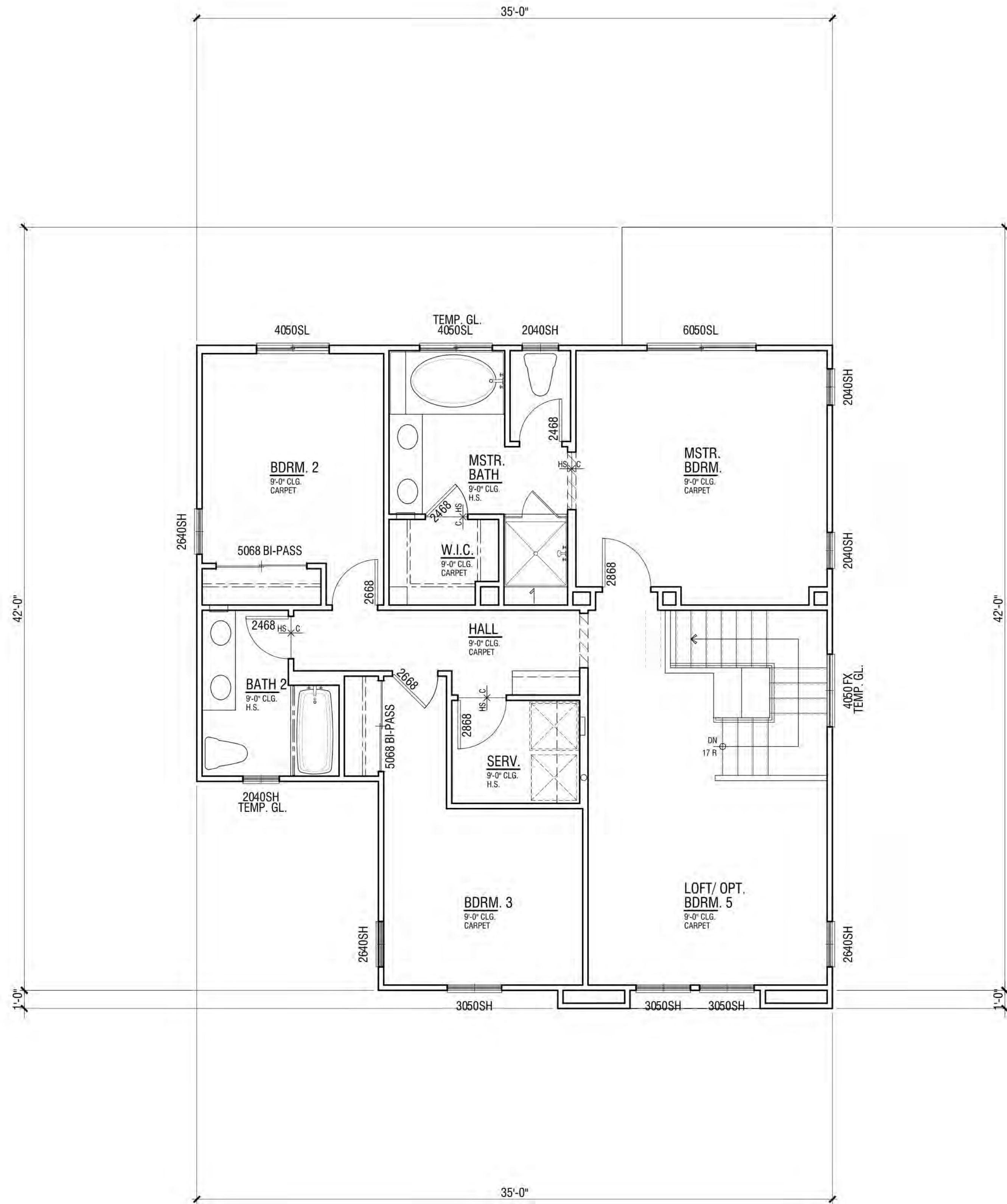
NEIGHBORHOOD D1 & D2

ALVES RANCH

PITTSBURG, CA

Note: Artist's Conception; Colors, Materials And Application May Vary.

Scheme# 2



FLOOR PLAN | PLAN 2B

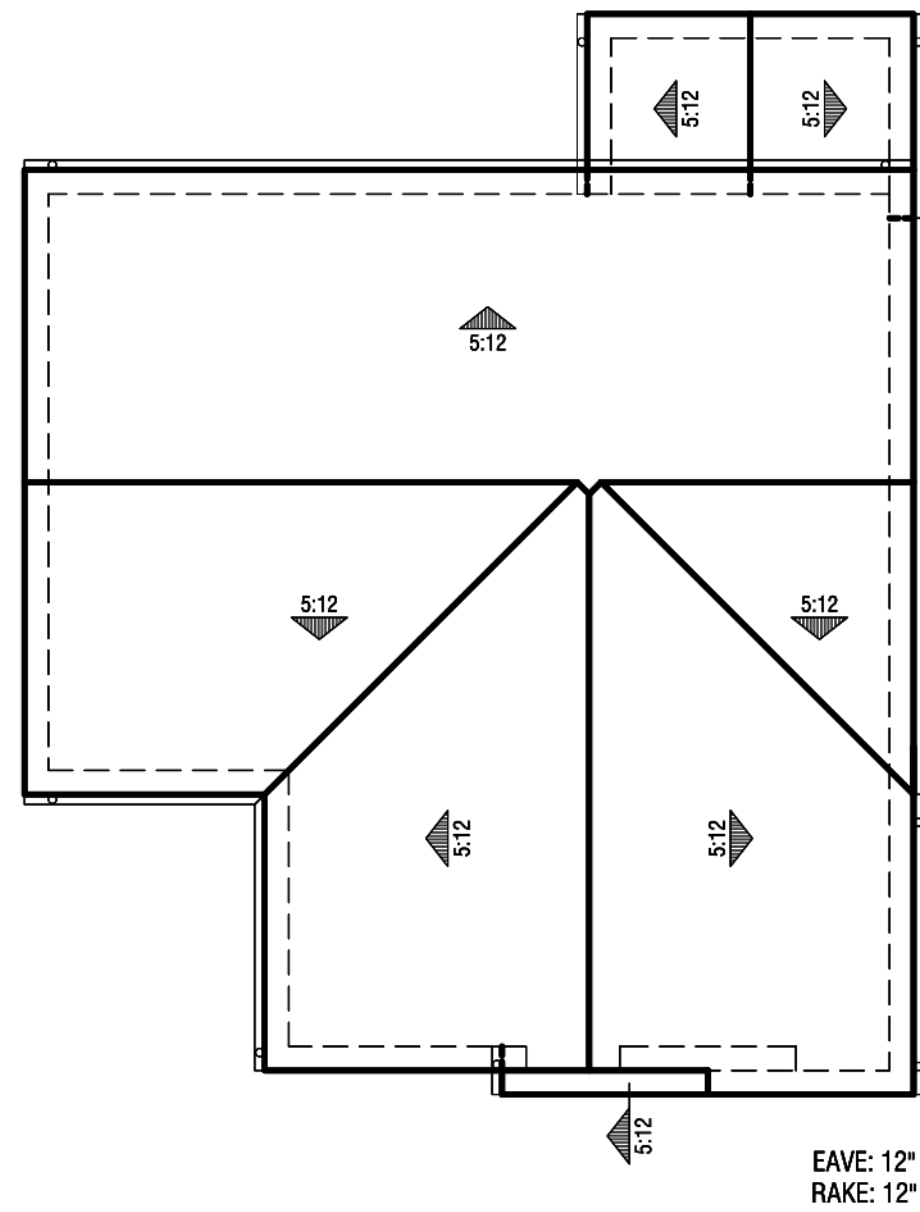
FLOOR AREA TABLE	PLAN 2B
LOWER FLOOR PLAN	721 SQ. FT.
UPPER FLOOR PLAN	1070 SQ. FT.
TOTAL	1792 SQ. FT.
2-BAY GARAGE	456 SQ. FT.
COVERED ENTRY/PORCH	19 SQ. FT.

NOTE: SQUARE FOOTAGE MAY VARY DUE TO METHOD OF CALCULATION

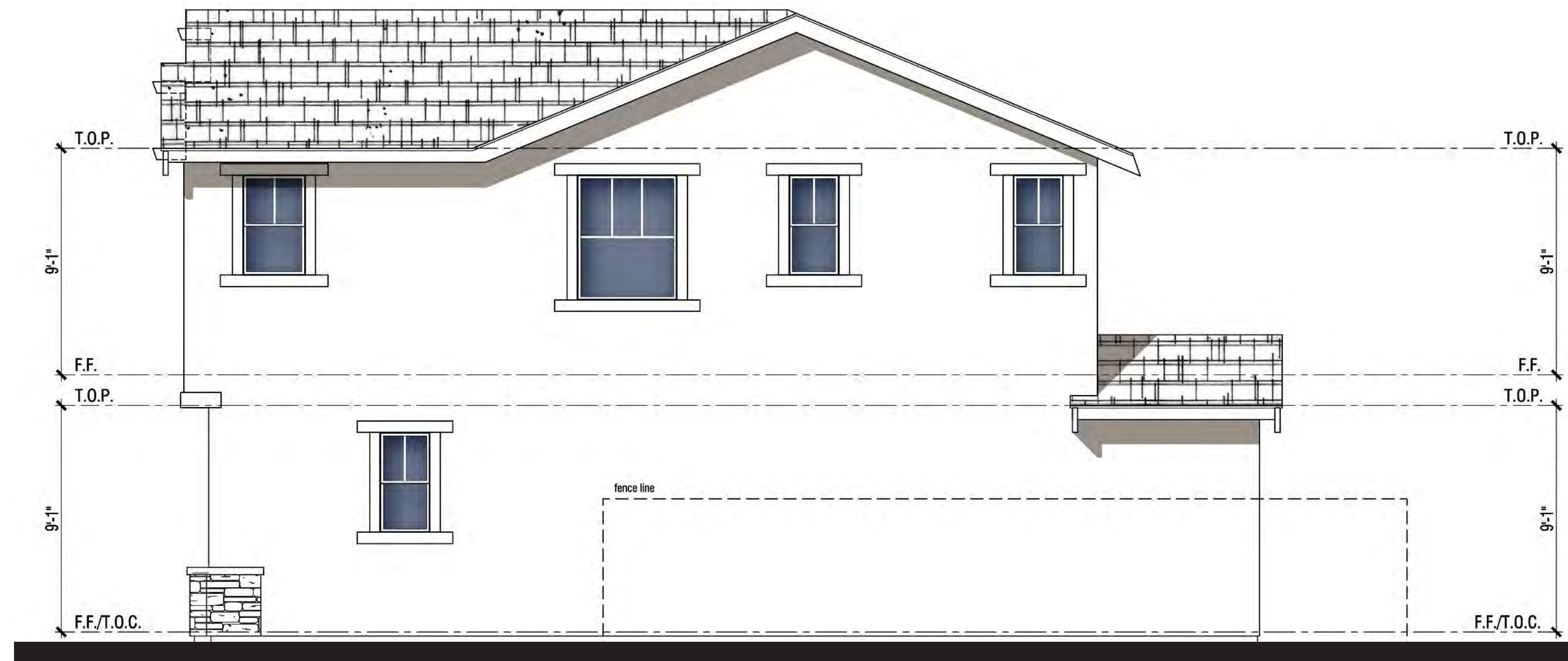
NEIGHBORHOOD D1 & D2

ALVES RANCH

PITTSBURG, CA



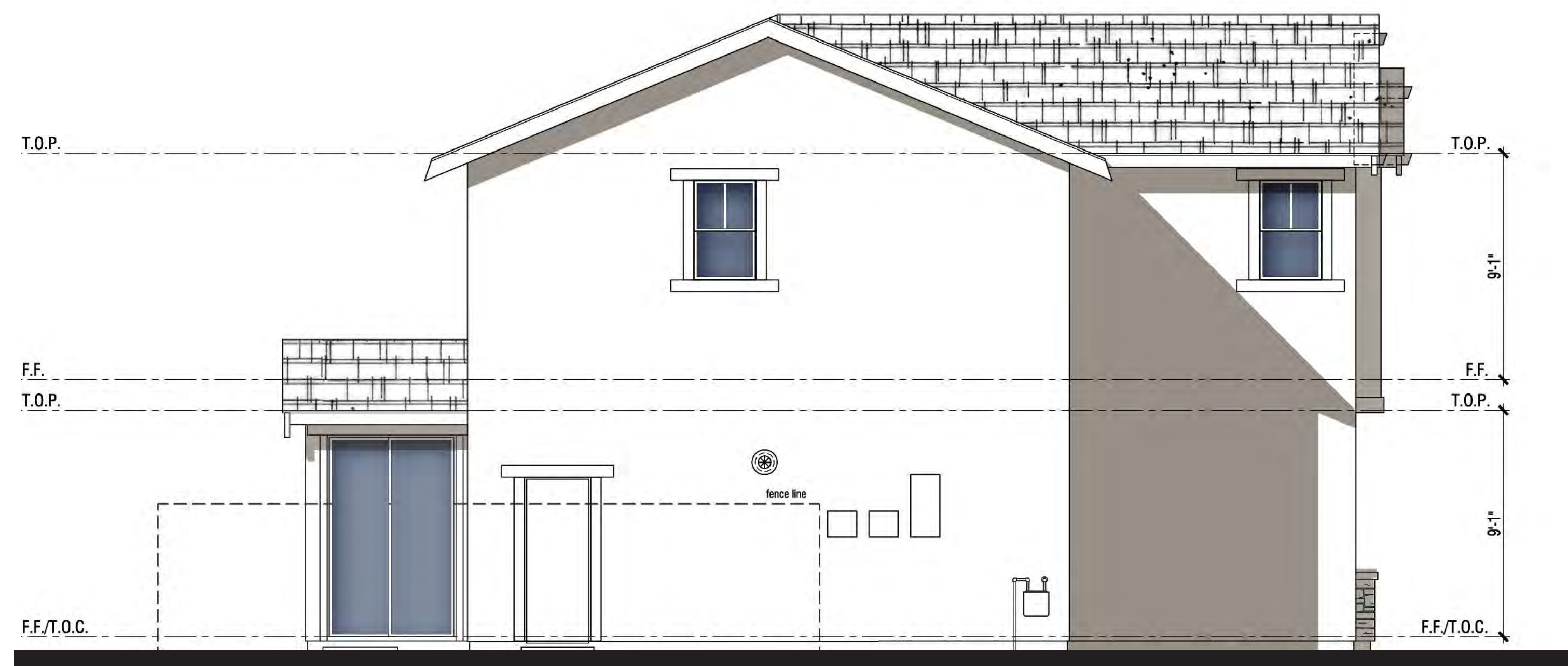
Roof Plan
@ 1' = 8"



Right Elevation



Rear Elevation



Left Elevation



Front Elevation

MATERIAL **STYLE ELEMENTS 'B' BUNGALOW**

Roof:	Composition Shingle
Fascia:	2X6 Wood Typical
Gable:	Wood Outlookers with Board and Batten
Exterior:	Stucco (16/20 Sand Finish)
Window & Door Trim:	Stucco over Foam Trim per Elevation Style
Entry Door:	Decorative Front Entry Door
Stone:	Manufactured Stone Veneer
Garage Door:	Decorative Metal Roll-Up Garage Door per Elevation Style

PLAN 2B | ELEVATION WRAPS & ROOF PLAN

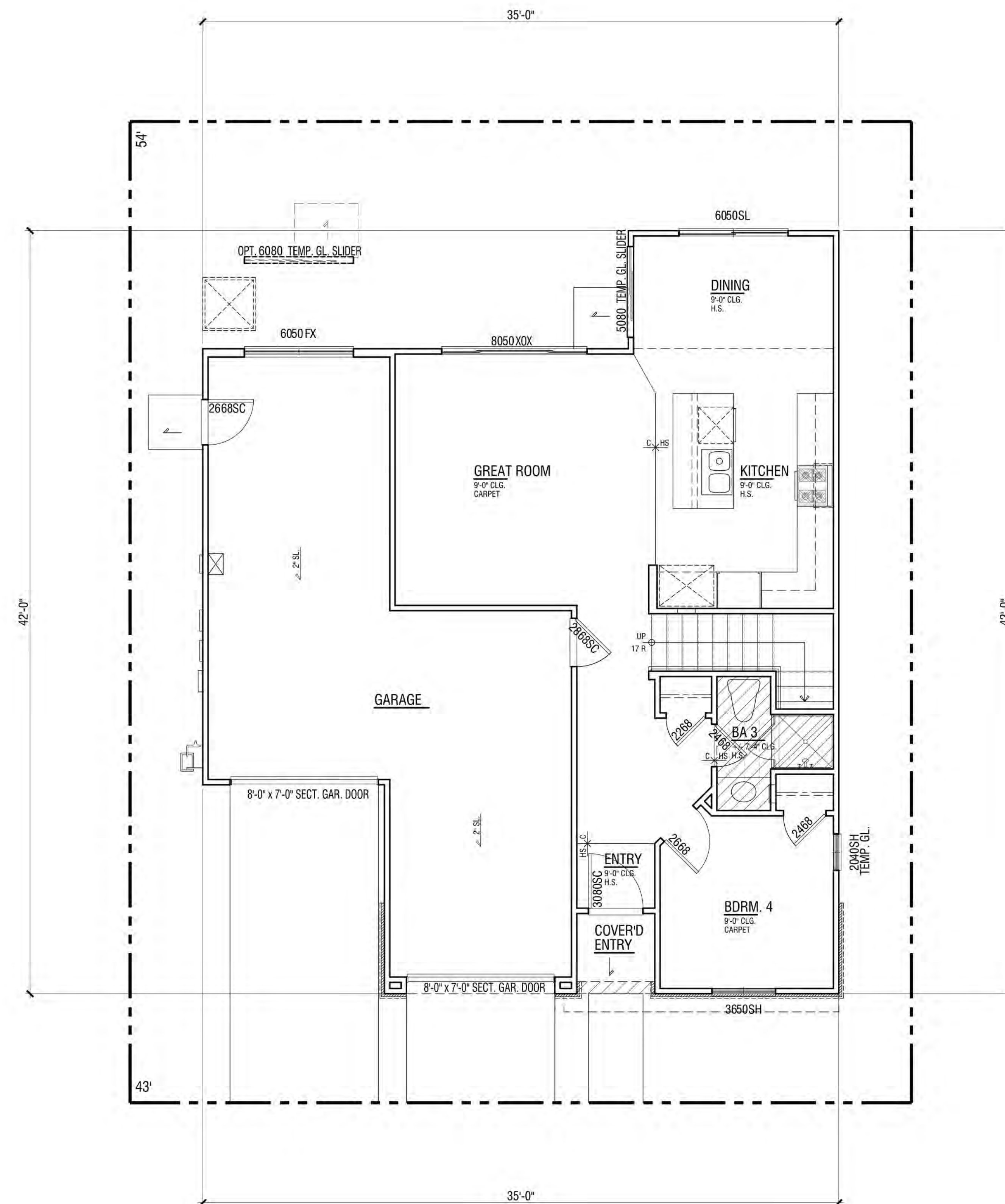
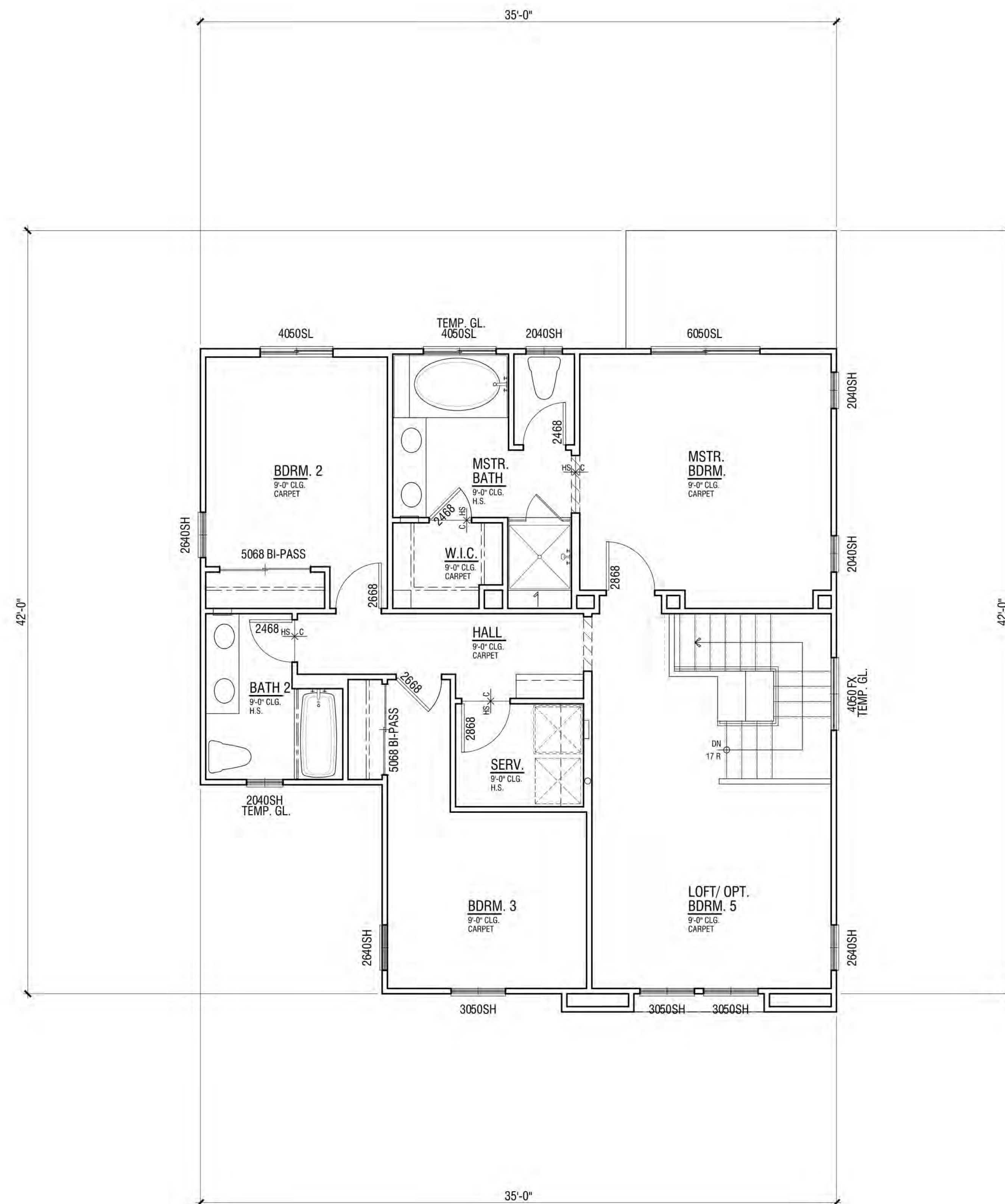
NEIGHBORHOOD D1 & D2

ALVES RANCH

PITTSBURG, CA

Note: Artist's Conception; Colors, Materials And Application May Vary.

Scheme# 7



UPPER FLOOR PLAN

LOWER FLOOR PLAN

NEIGHBORHOOD D1 & D2

ALVES RANCH

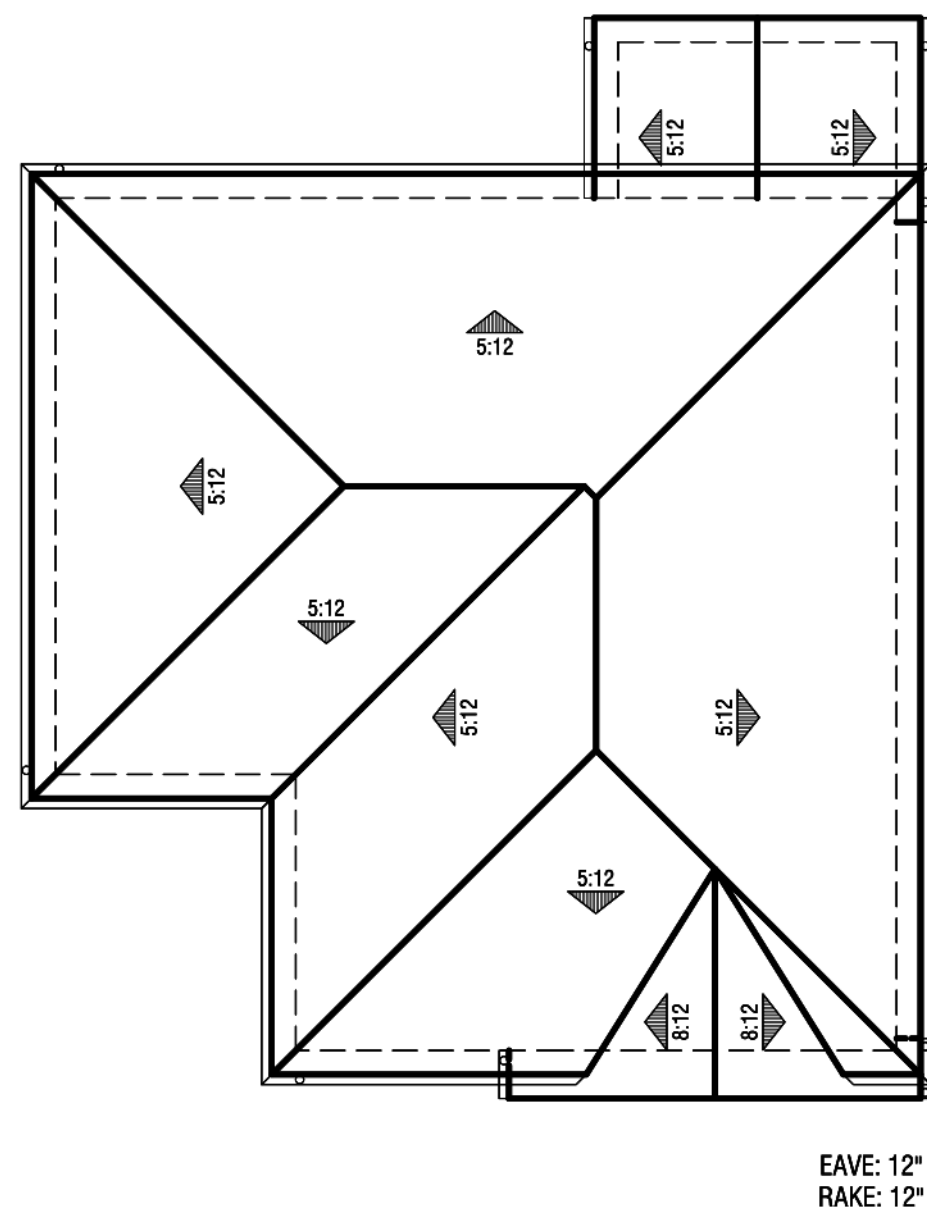
PITTSBURG, CA

FLOOR PLAN | PLAN 2C

FLOOR AREA TABLE	PLAN 2C
LOWER FLOOR PLAN	721 SQ. FT.
UPPER FLOOR PLAN	1070 SQ. FT.
TOTAL	1792 SQ. FT.
2-BAY GARAGE	456 SQ. FT.
COVERED ENTRY/PORCH	19 SQ. FT.

NOTE: SQUARE FOOTAGE MAY VARY DUE TO METHOD OF CALCULATION





Roof Plan
@ 1' = 8"



Right Elevation



Rear Elevation



Left Elevation



Front Elevation

MATERIAL **STYLE ELEMENTS 'C' COTTAGE**

Roof:	Composition Shingle
Fascia:	2X6 Wood Typical
Exterior:	Stucco (16/20 Sand Finish)
Window & Door Trim:	Stucco over Foam Trim per Elevation Style
Entry Door:	Decorative Front Entry Door
Veneer:	Manufactured Stone Veneer
Garage Door:	Decorative Metal Roll-Up Garage Door per Elevation Style

PLAN 2C | ELEVATION WRAPS & ROOF PLAN

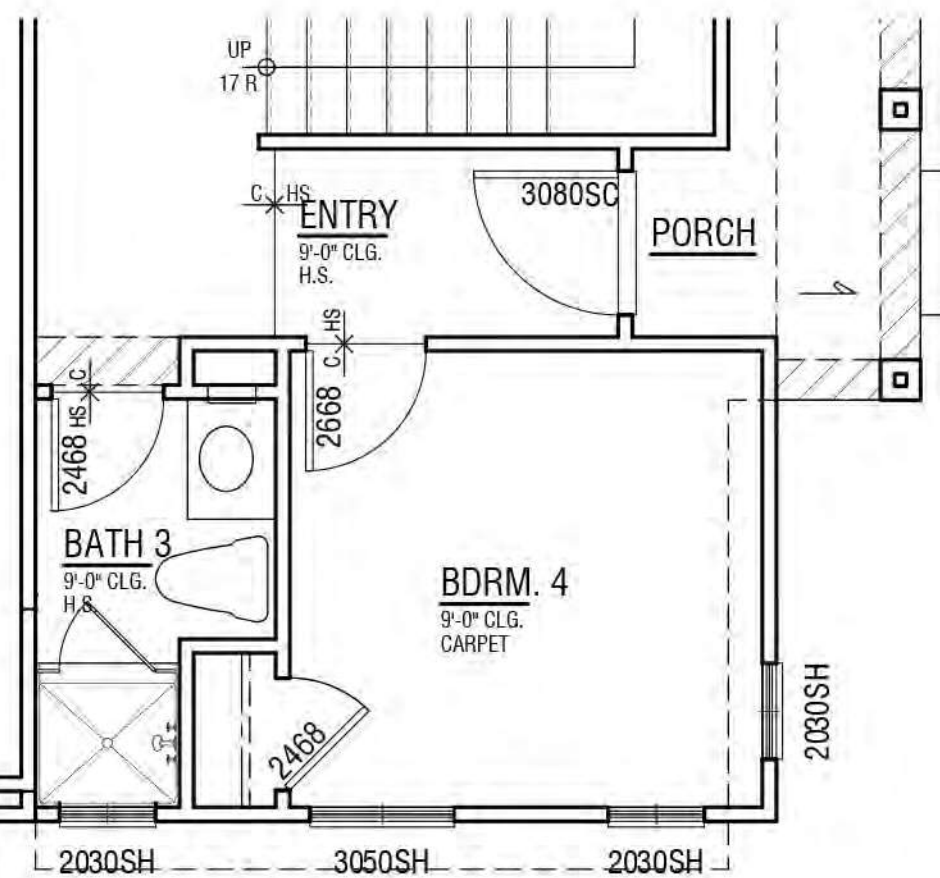
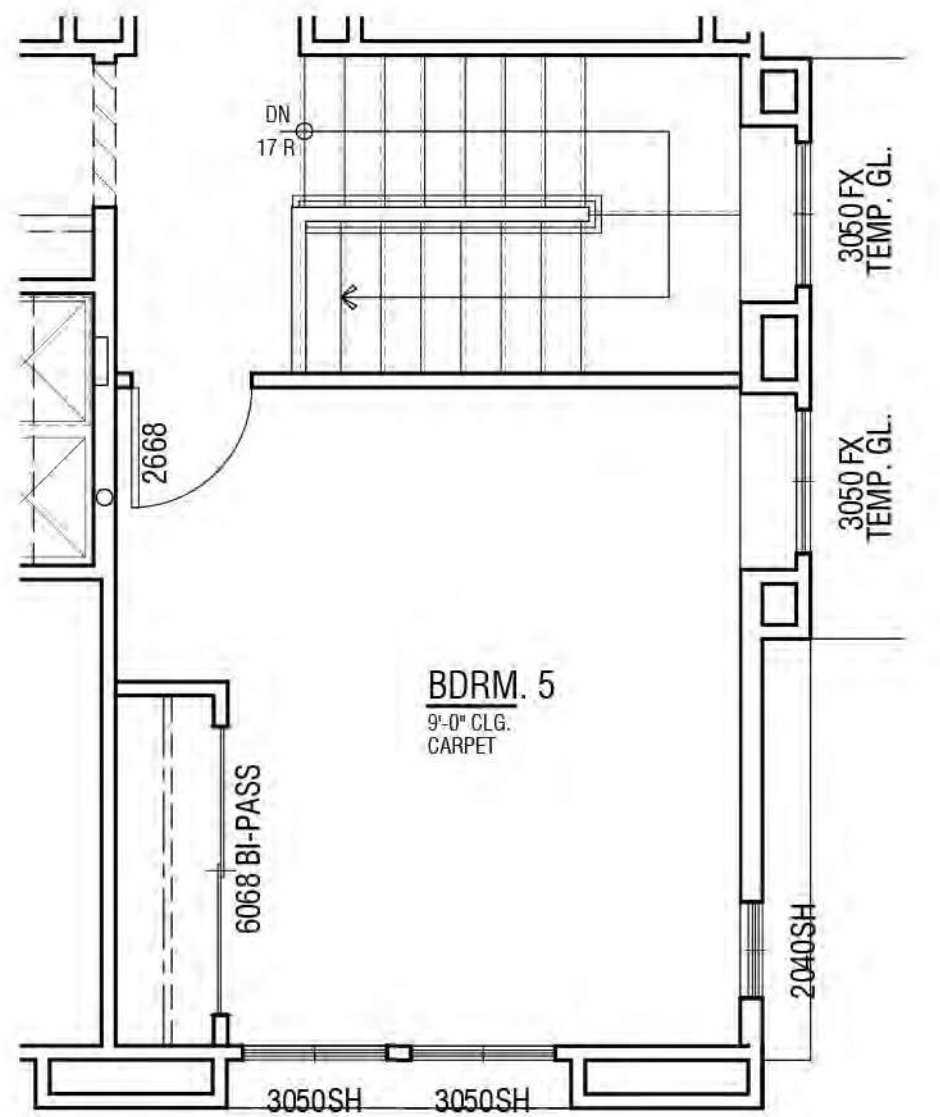
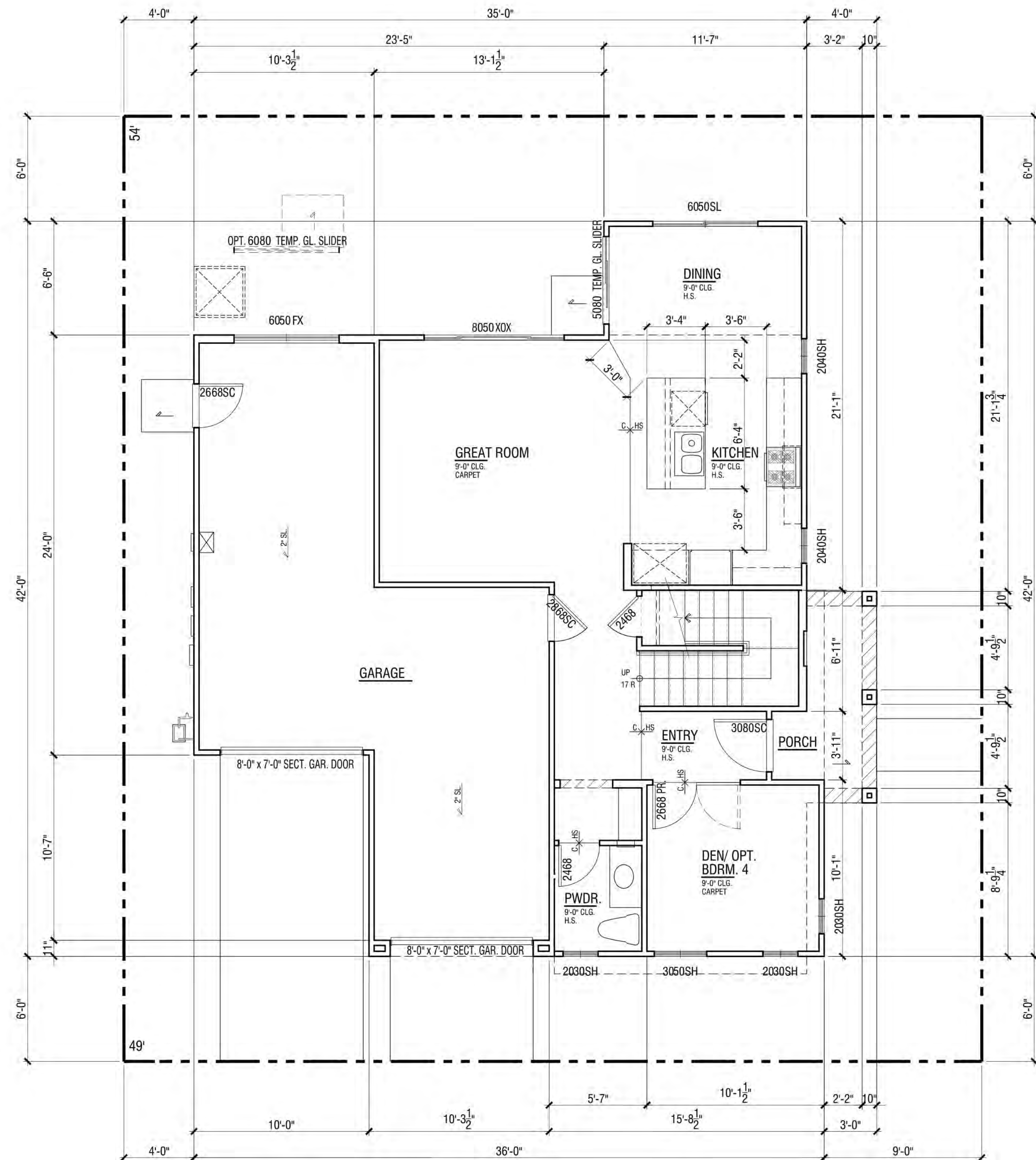
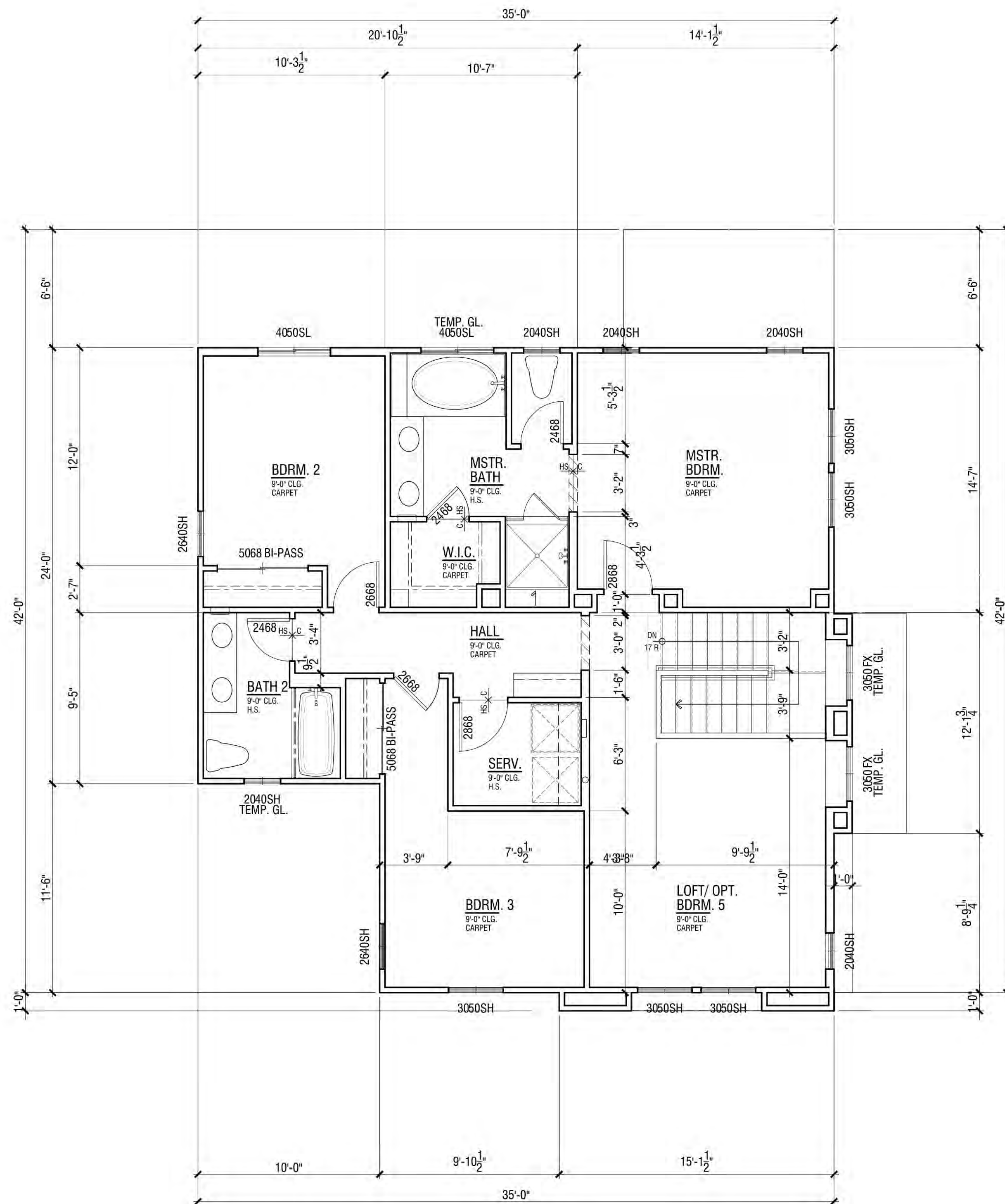
NEIGHBORHOOD D1 & D2

ALVES RANCH

PITTSBURG, CA

Note: Artist's Conception; Colors, Materials And Application May Vary.

Scheme# 11



FLOOR PLAN | PLAN 2XA

FLOOR AREA TABLE	PLAN 2XA
LOWER FLOOR PLAN	744 SQ. FT.
UPPER FLOOR PLAN	1065 SQ. FT.
TOTAL	1809 SQ. FT.
2-BAY GARAGE	455 SQ. FT.
COVERED ENTRY/PORCH	55 SQ. FT.

NOTE: SQUARE FOOTAGE MAY VARY DUE TO METHOD OF CALCULATION

NEIGHBORHOOD D1 & D2

ALVES RANCH

PITTSBURG, CA

LOWER FLOOR PLAN



A2.14

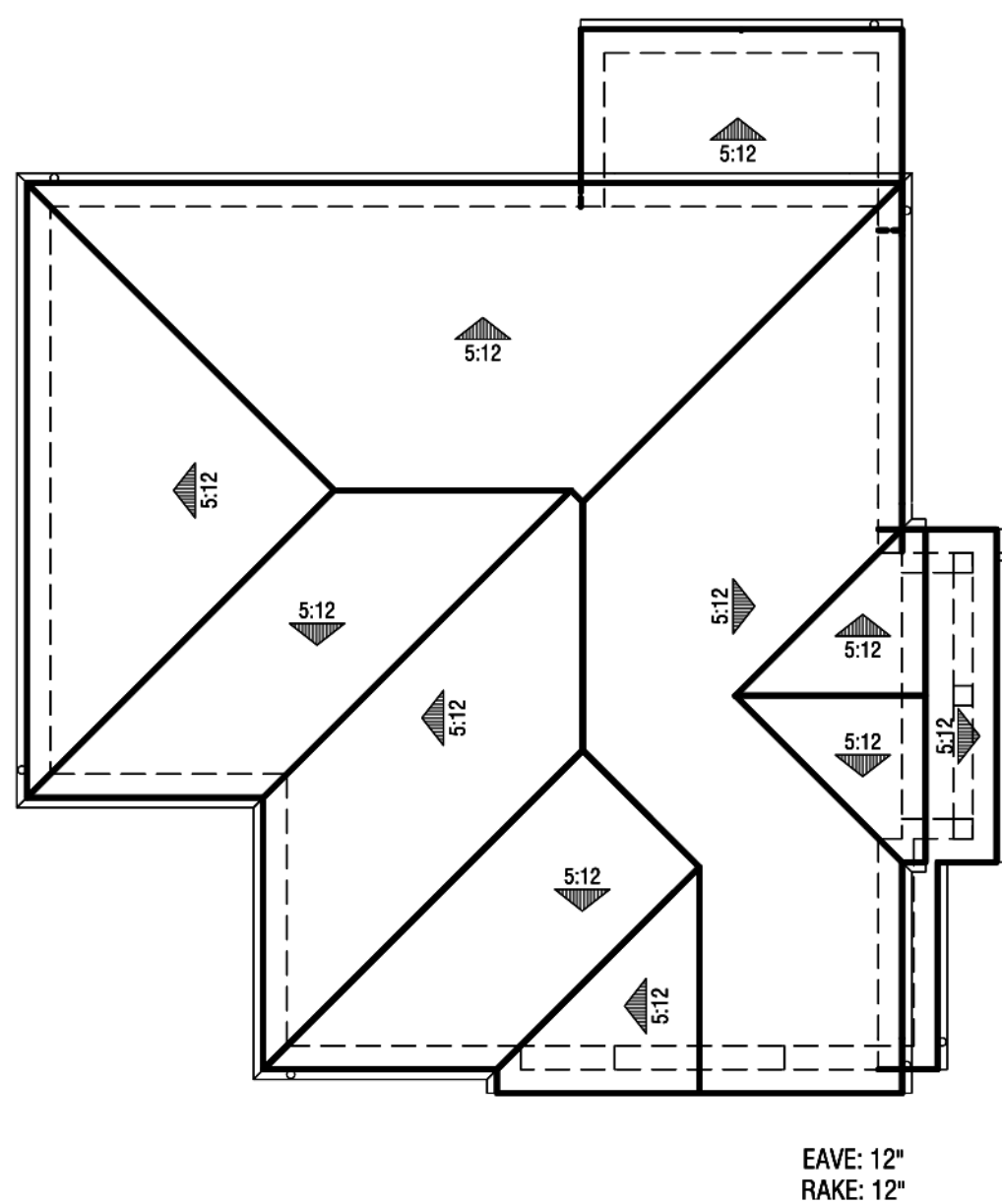
FORMAL SUBMITTAL

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ARCHITECTS . PLANNERS . DESIGNERS

WHA.

ORANGE COUNTY . LOS ANGELES . BAY AREA



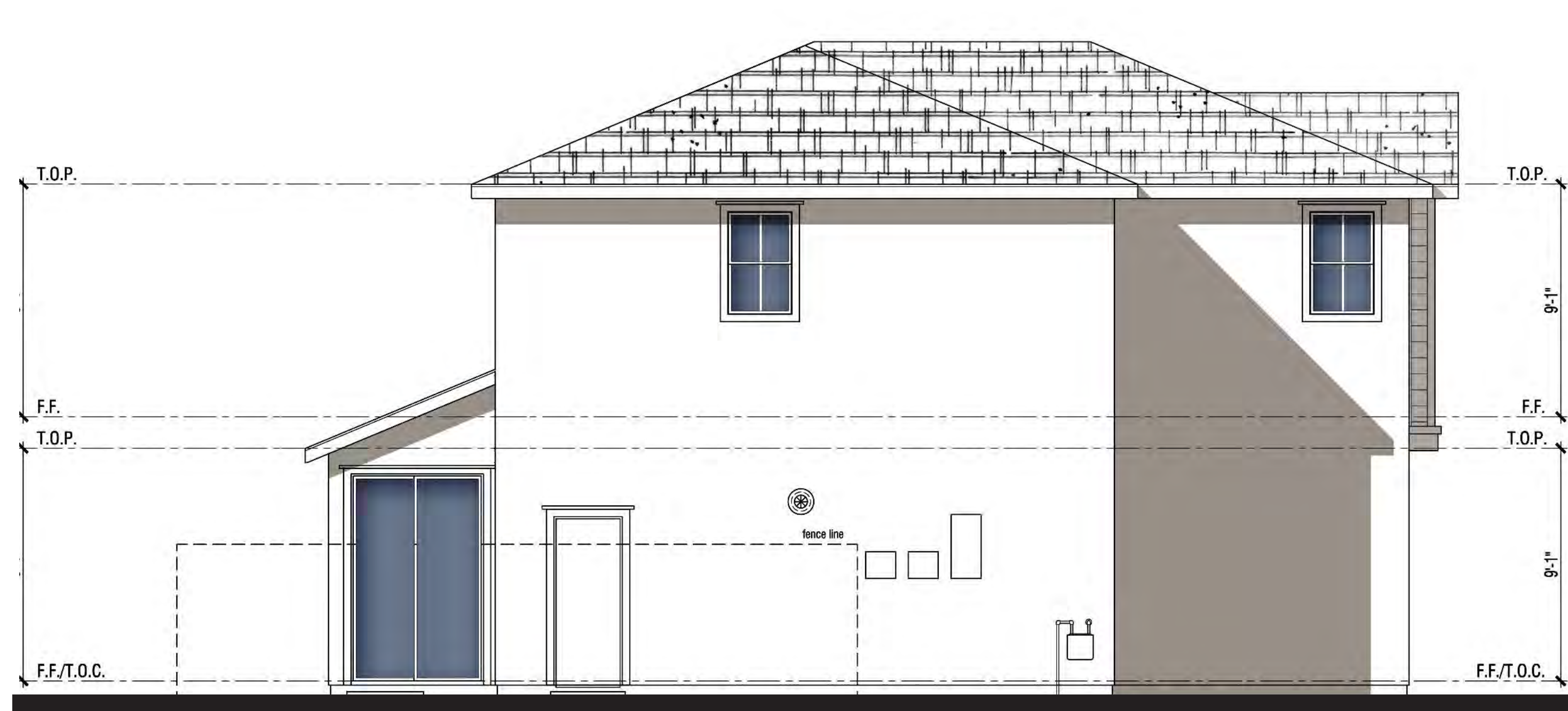
Roof Plan
@ 1' = 8"



Right Elevation



Rear Elevation



Left Elevation



Front Elevation

MATERIAL **STYLE ELEMENTS 'A' TRADITIONAL**

Roof: Composition Shingle
 Fascia: 2X6 Wood Typical
 Gable: Horizontal Lap Siding
 Exterior: Stucco (16/20 Sand Finish)
 Window & Door Trim: Stucco over Foam Trim per Elevation Style
 Entry Door: Decorative Front Entry Door
 Garage Door: Decorative Metal Roll-Up Garage Door per Elevation Style

PLAN 2XA | ELEVATION WRAPS & ROOF PLAN

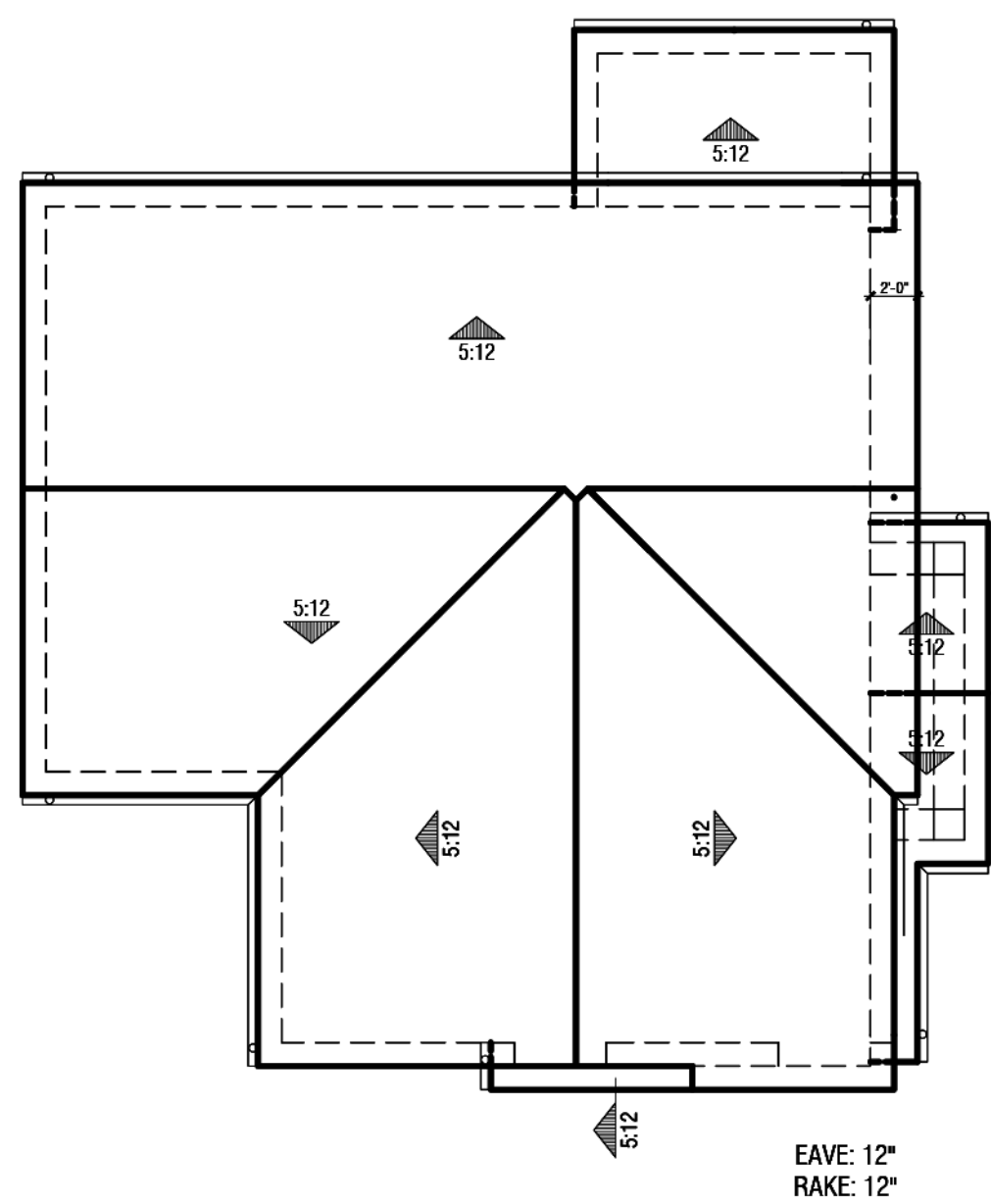
NEIGHBORHOOD D1 & D2

ALVES RANCH

PITTSBURG, CA

Note: Artist's Conception; Colors, Materials And Application May Vary.

Scheme# 3



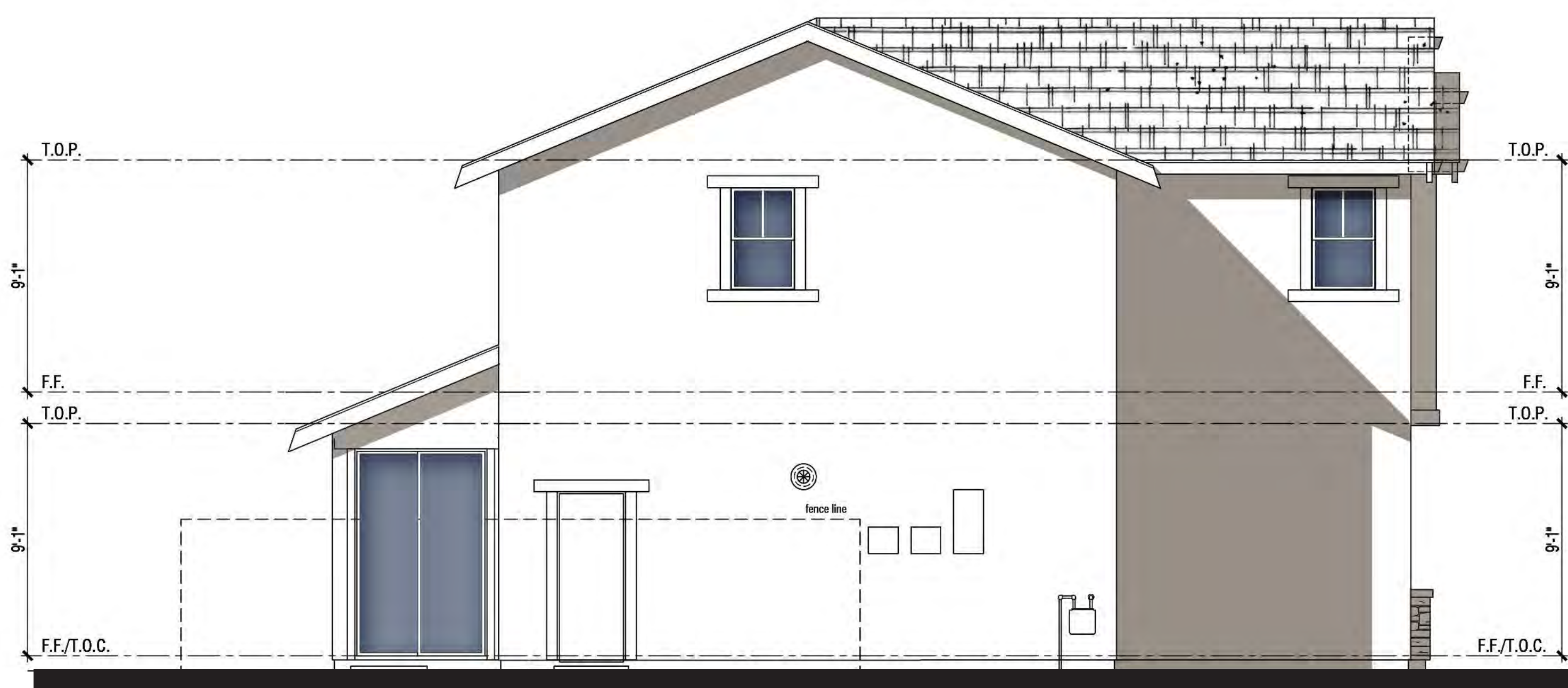
Roof Plan
@ 1' = 8"



Right Elevation



Rear Elevation



Left Elevation



Front Elevation

MATERIAL **STYLE ELEMENTS 'B' BUNGALOW**

- Roof: Composition Shingle
- Fascia: 2X6 Wood Typical
- Gable: Wood Outlookers with Board and Batten
- Exterior: Stucco (16/20 Sand Finish)
- Window & Door Trim: Stucco over Foam Trim per Elevation Style
- Entry Door: Decorative Front Entry Door
- Stone: Manufactured Stone Veneer
- Garage Door: Decorative Metal Roll-Up Garage Door per Elevation Style

PLAN 2XB | ELEVATION WRAPS & ROOF PLAN

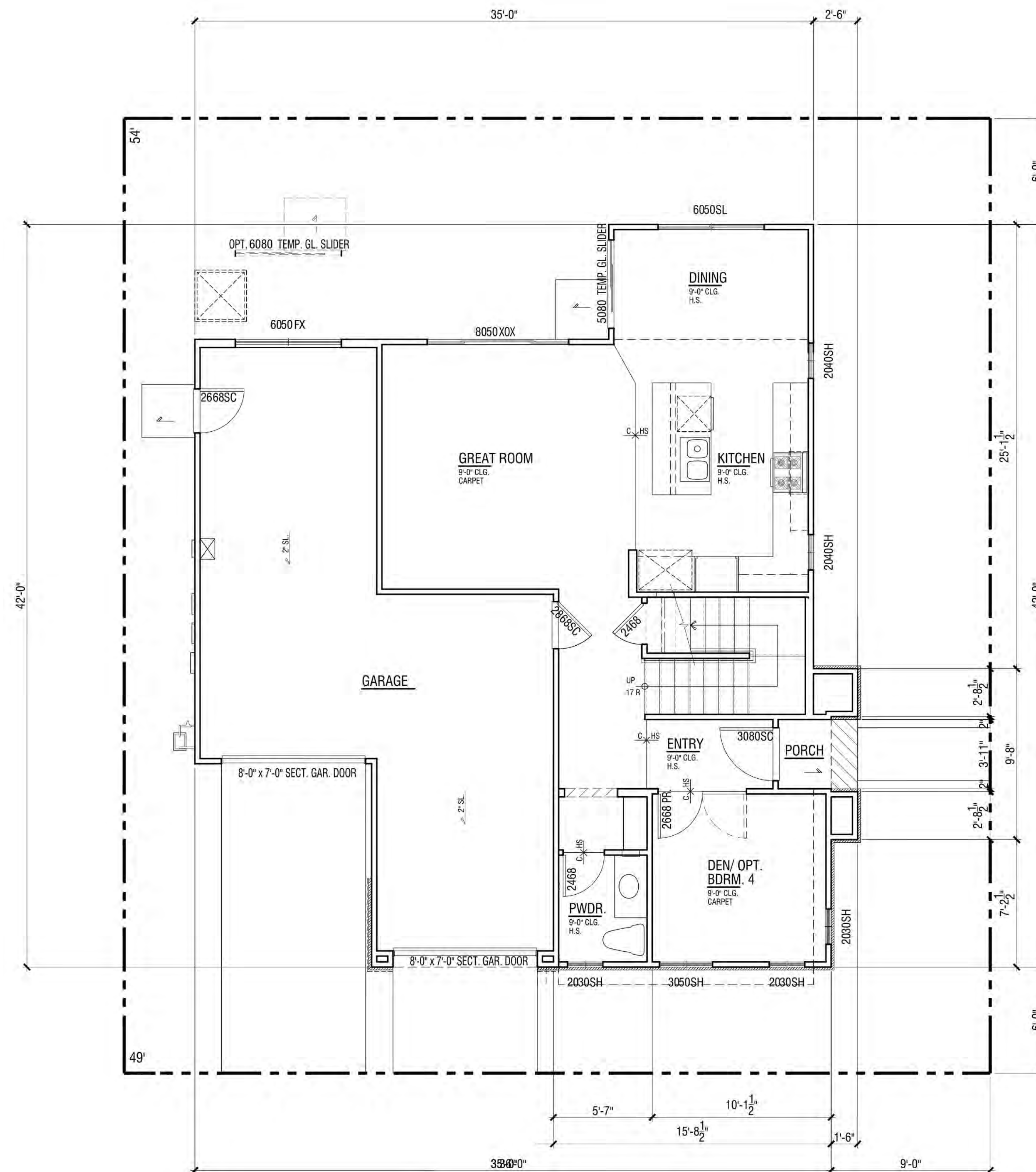
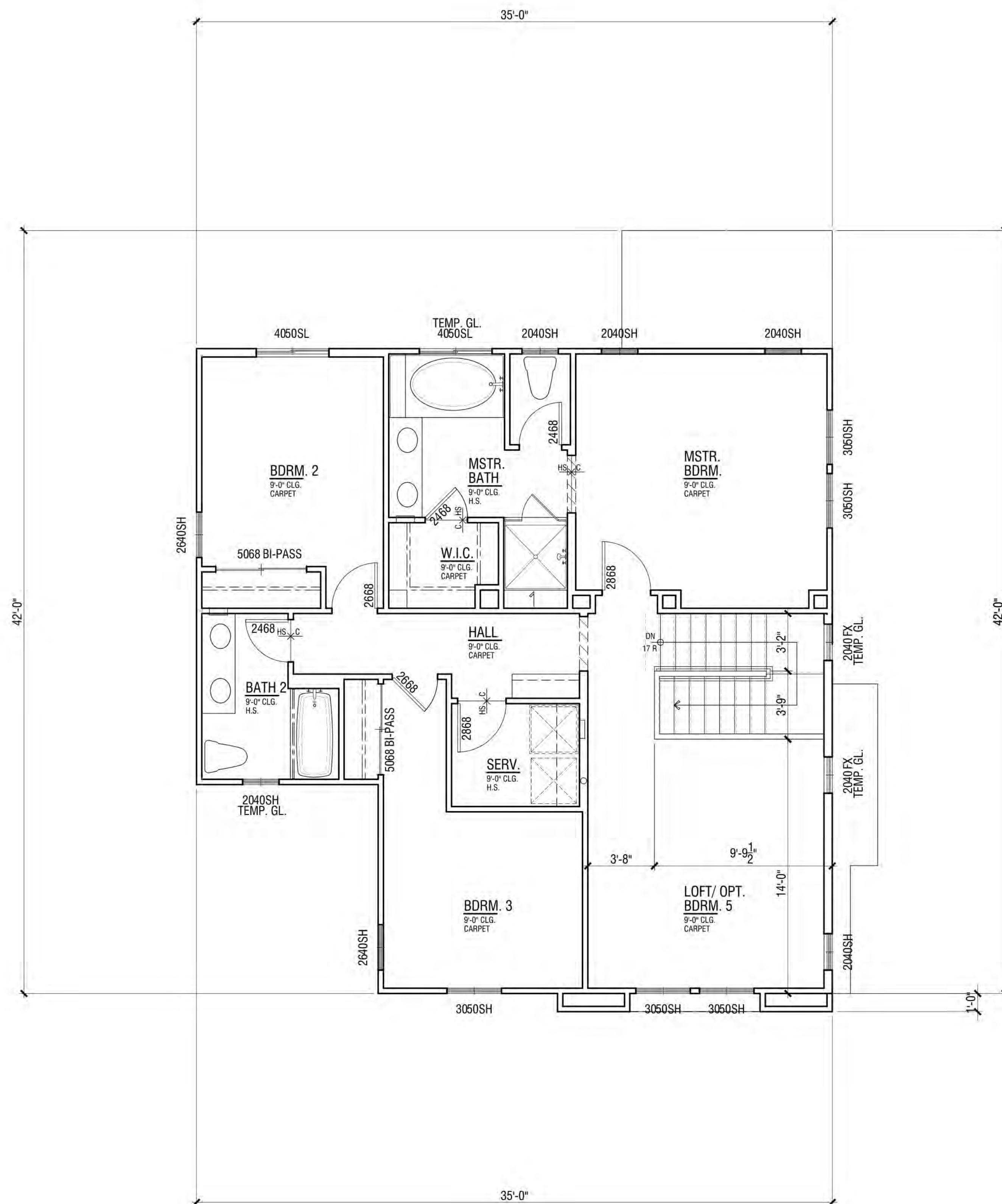
NEIGHBORHOOD D1 & D2

ALVES RANCH

PITTSBURG, CA

Scheme# 6

Note: Artist's Conception; Colors, Materials And Application May Vary.



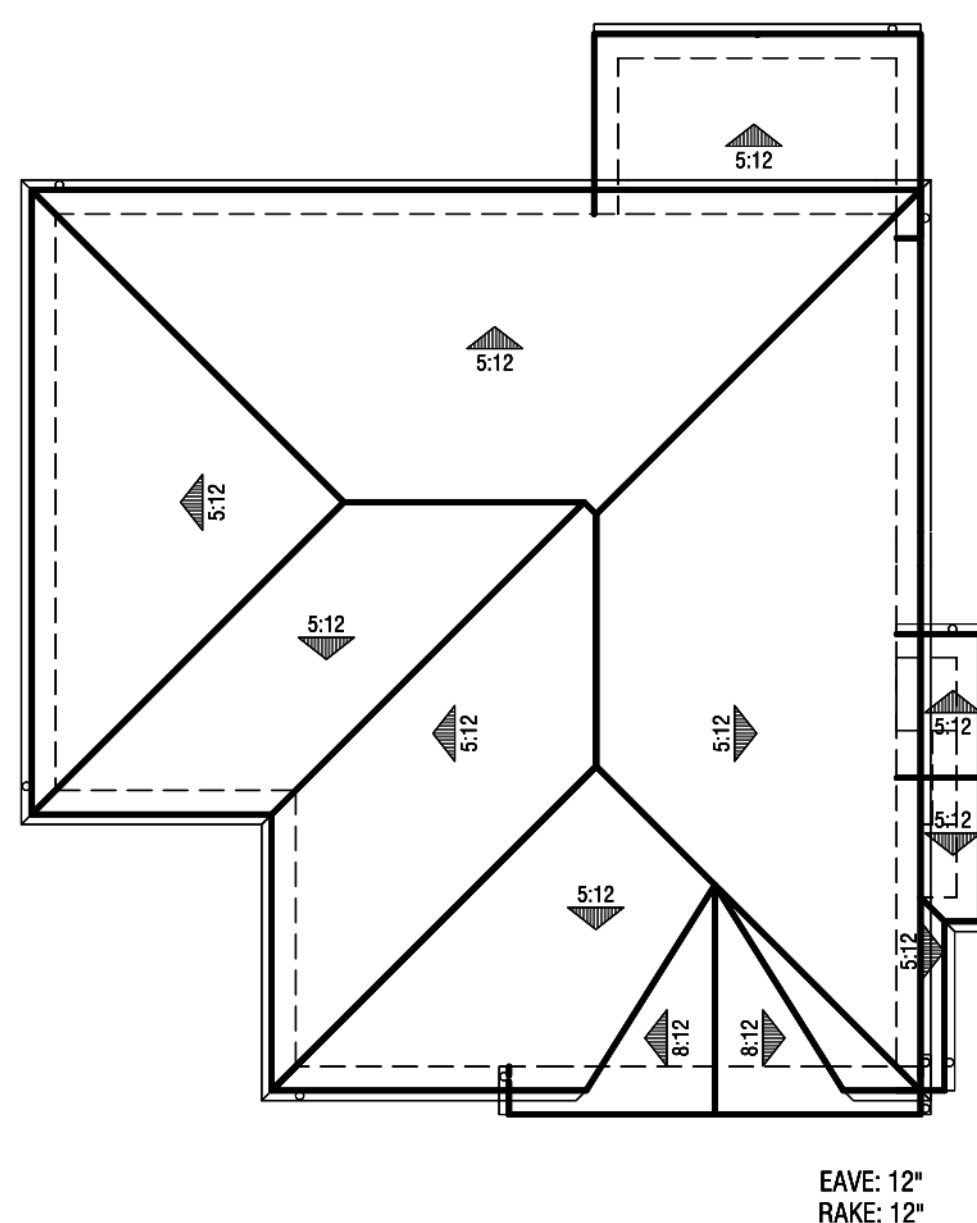
UPPER FLOOR PLAN

LOWER FLOOR PLAN

FLOOR PLAN | PLAN 2XC

FLOOR AREA TABLE	PLAN 2XC
LOWER FLOOR PLAN	744 SQ. FT.
UPPER FLOOR PLAN	1065 SQ. FT.
TOTAL	1809 SQ. FT.
2-BAY GARAGE	455 SQ. FT.
COVERED ENTRY/PORCH	18 SQ. FT.

NOTE: SQUARE FOOTAGE MAY VARY DUE TO METHOD OF CALCULATION



Roof Plan
@ 1' = 8"



Right Elevation



Rear Elevation



Left Elevation



Front Elevation

MATERIAL **STYLE ELEMENTS 'C' COTTAGE**

Roof: Composition Shingle
Fascia: 2X6 Wood Typical
Exterior: Stucco (16/20 Sand Finish)
Window & Door Trim: Stucco over Foam Trim per Elevation Style
Entry Door: Decorative Front Entry Door
Veneer: Manufactured Stone Veneer
Garage Door: Decorative Metal Roll-Up Garage Door per Elevation Style

PLAN 2XC | ELEVATION WRAPS & ROOF PLAN

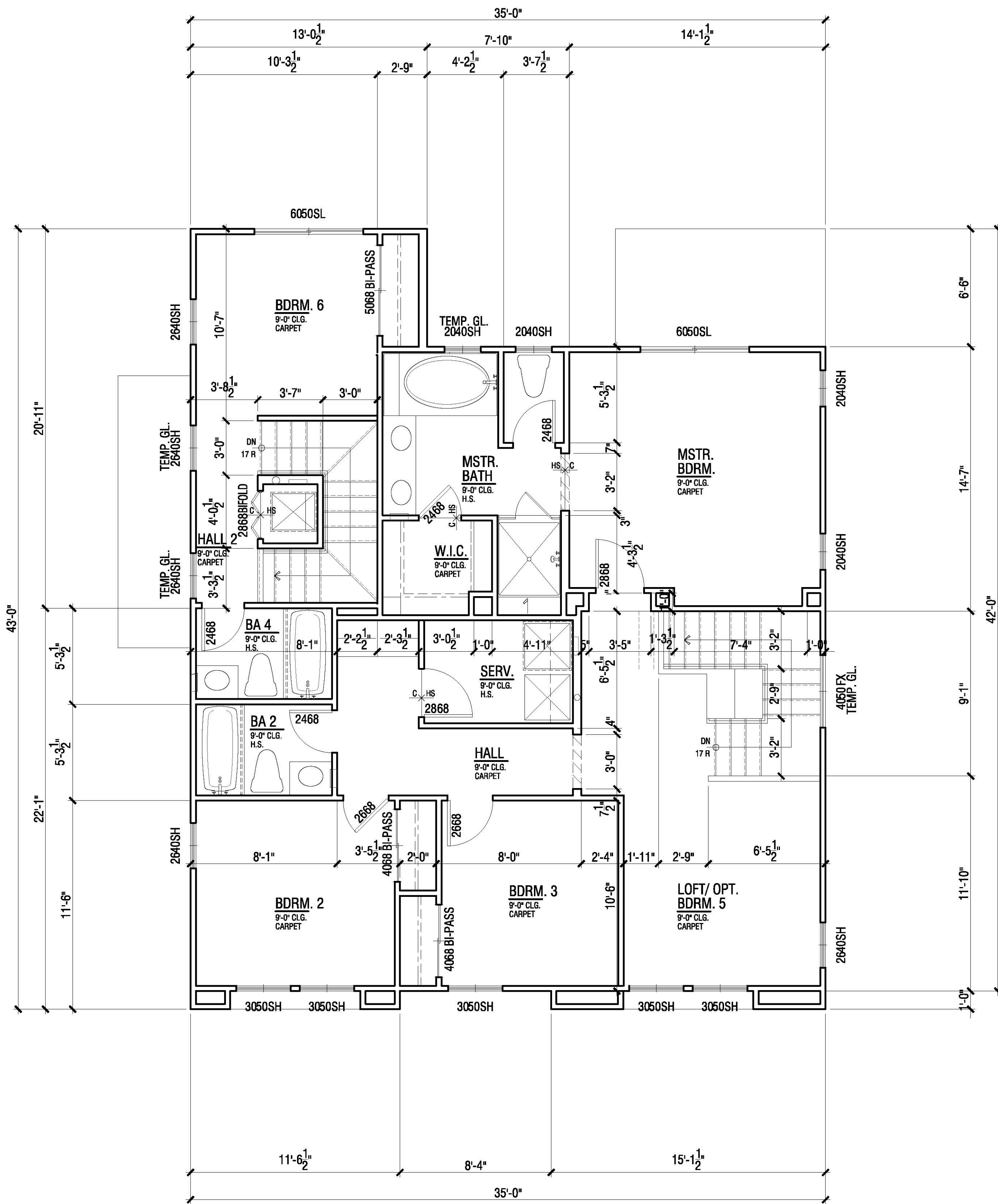
NEIGHBORHOOD D1 & D2

ALVES RANCH

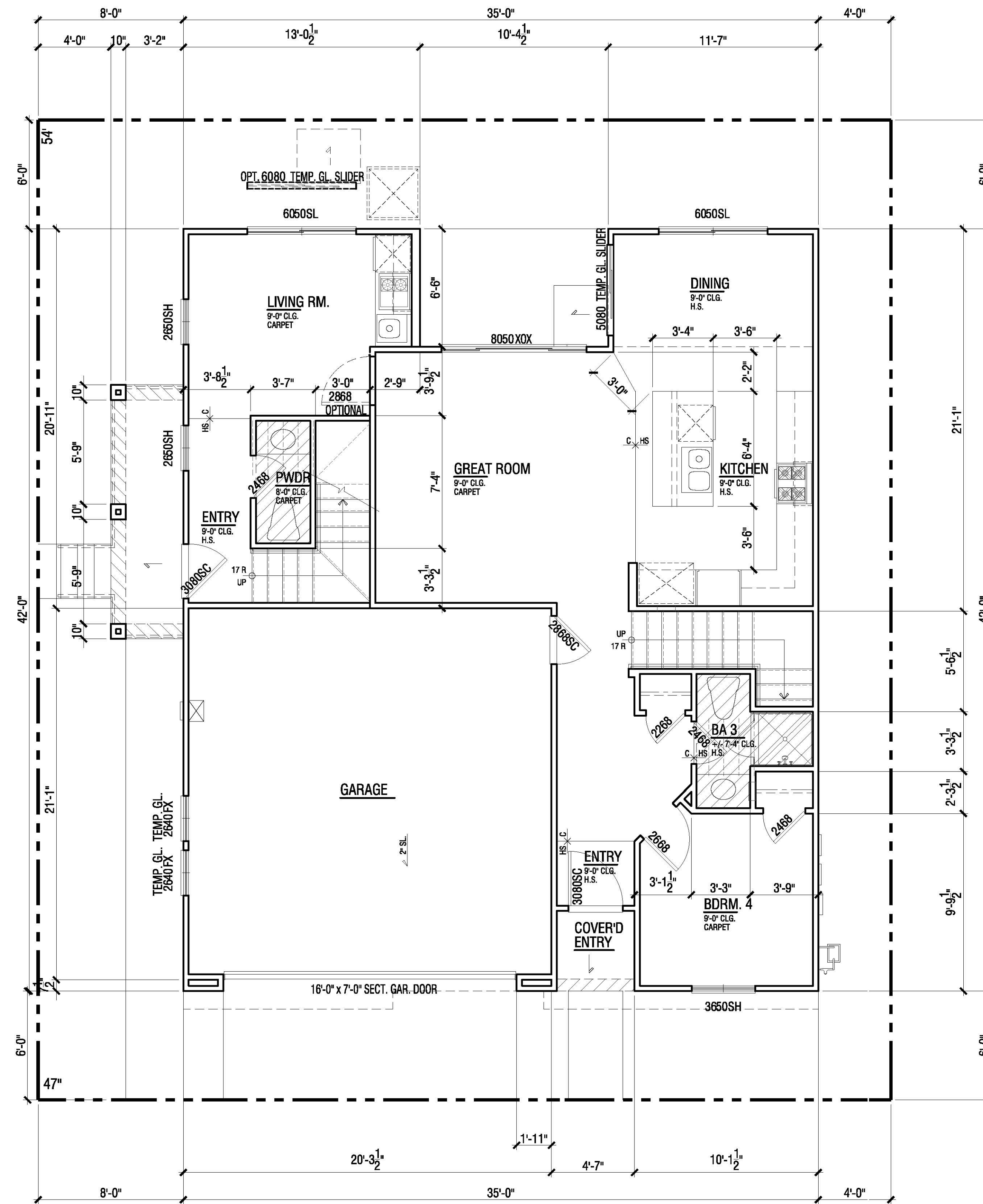
PITTSBURG, CA

Note: Artist's Conception; Colors, Materials And Application May Vary.

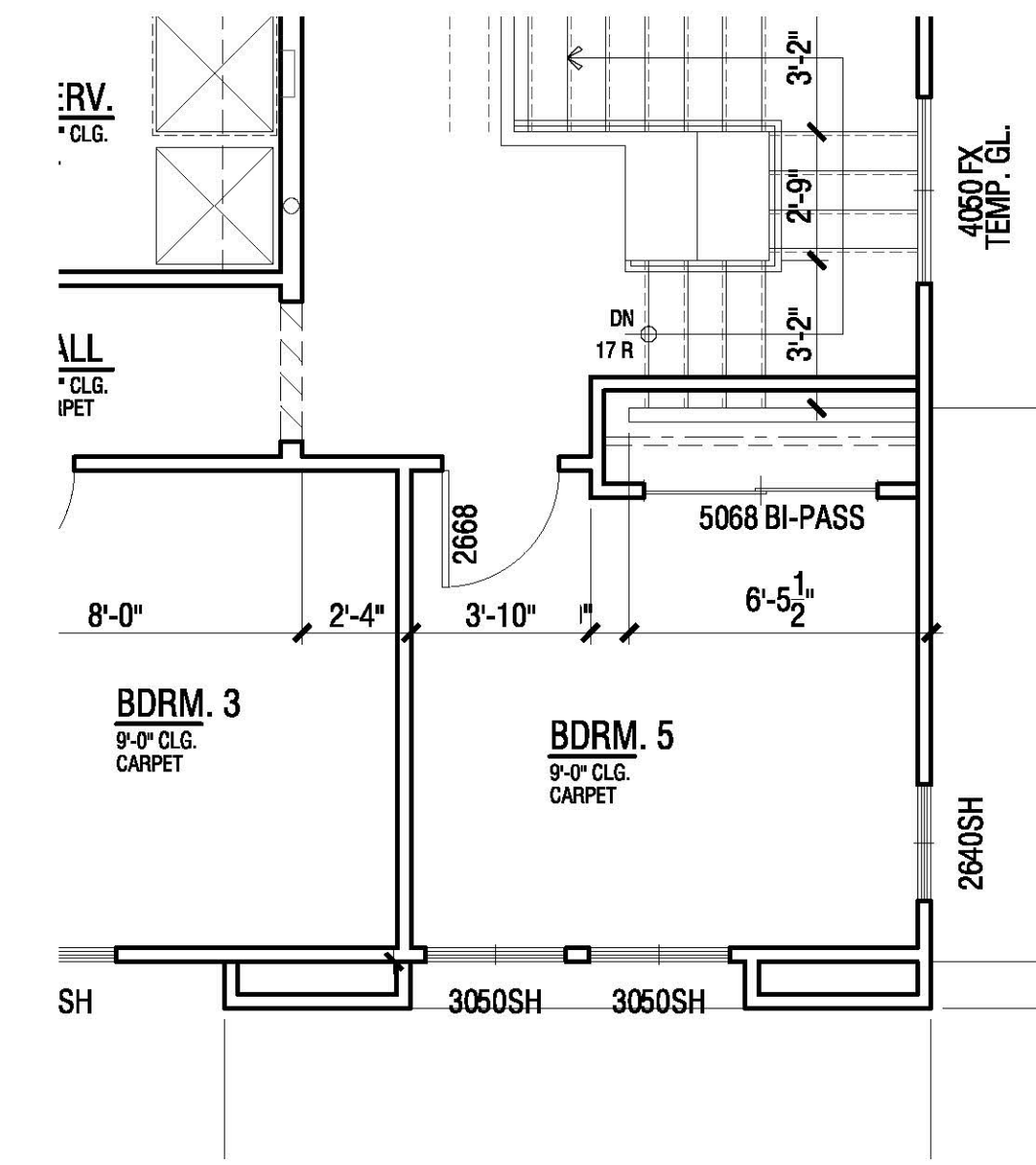
Scheme# 10



UPPER FLOOR PLAN



LOWER FLOOR PLAN



OPT. BEDROOM 5

FLOOR PLAN | PLAN 2ZA

FLOOR AREA TABLE	PLAN 2ZA
LOWER FLOOR PLAN	721 SQ. FT.
UPPER FLOOR PLAN	1019 SQ. FT.
TOTAL	1740 SQ. FT.
2-BAY GARAGE	416 SQ. FT.
COVERED ENTRY/PORCH	19 SQ. FT.

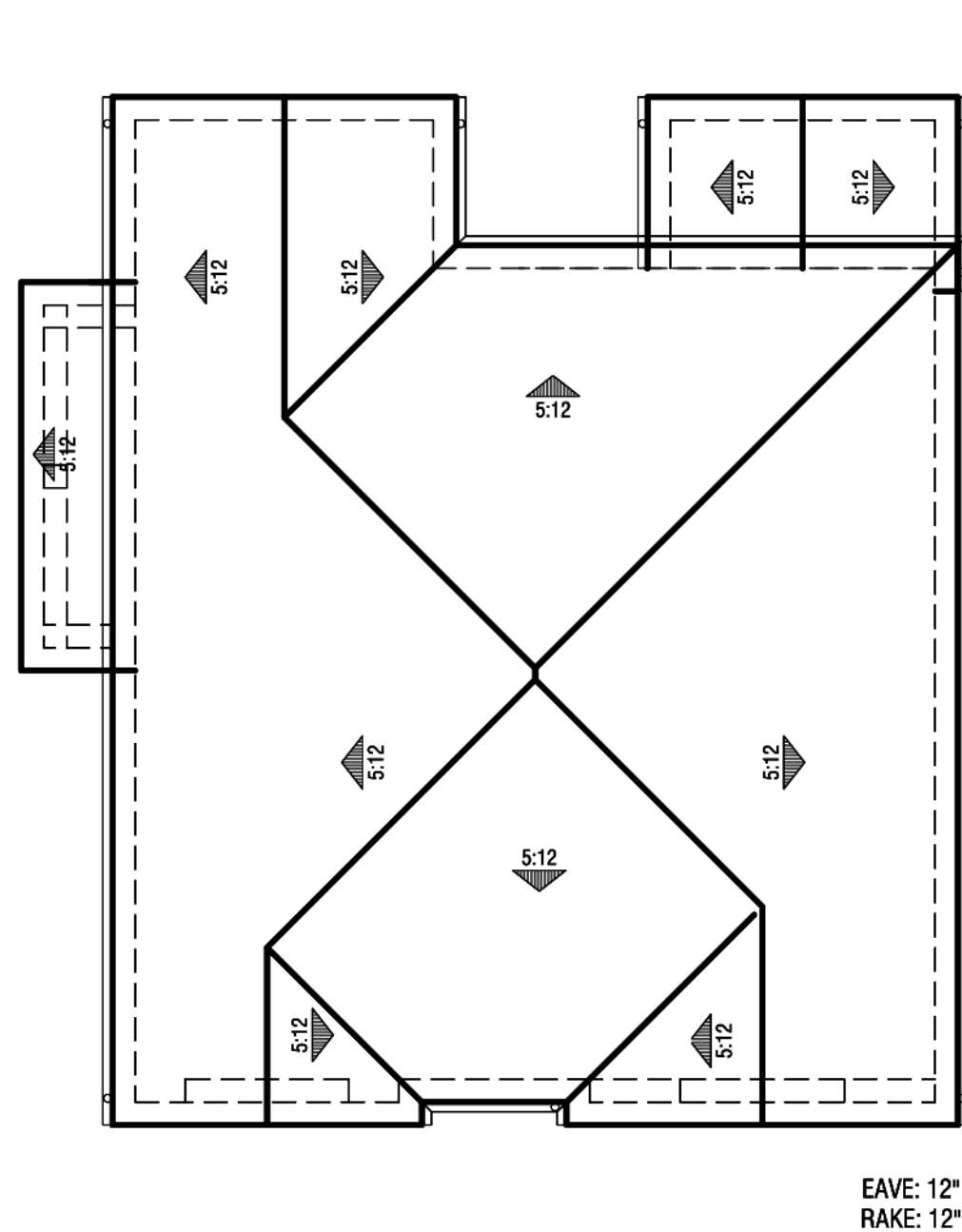
NOTE: SQUARE FOOTAGE MAY VARY DUE TO METHOD OF CALCULATION

FLOOR AREA TABLE	PLAN 2ZA (ADU)
LOWER FLOOR PLAN	232 SQ. FT.
UPPER FLOOR PLAN	220 SQ. FT.
TOTAL	452 SQ. FT.

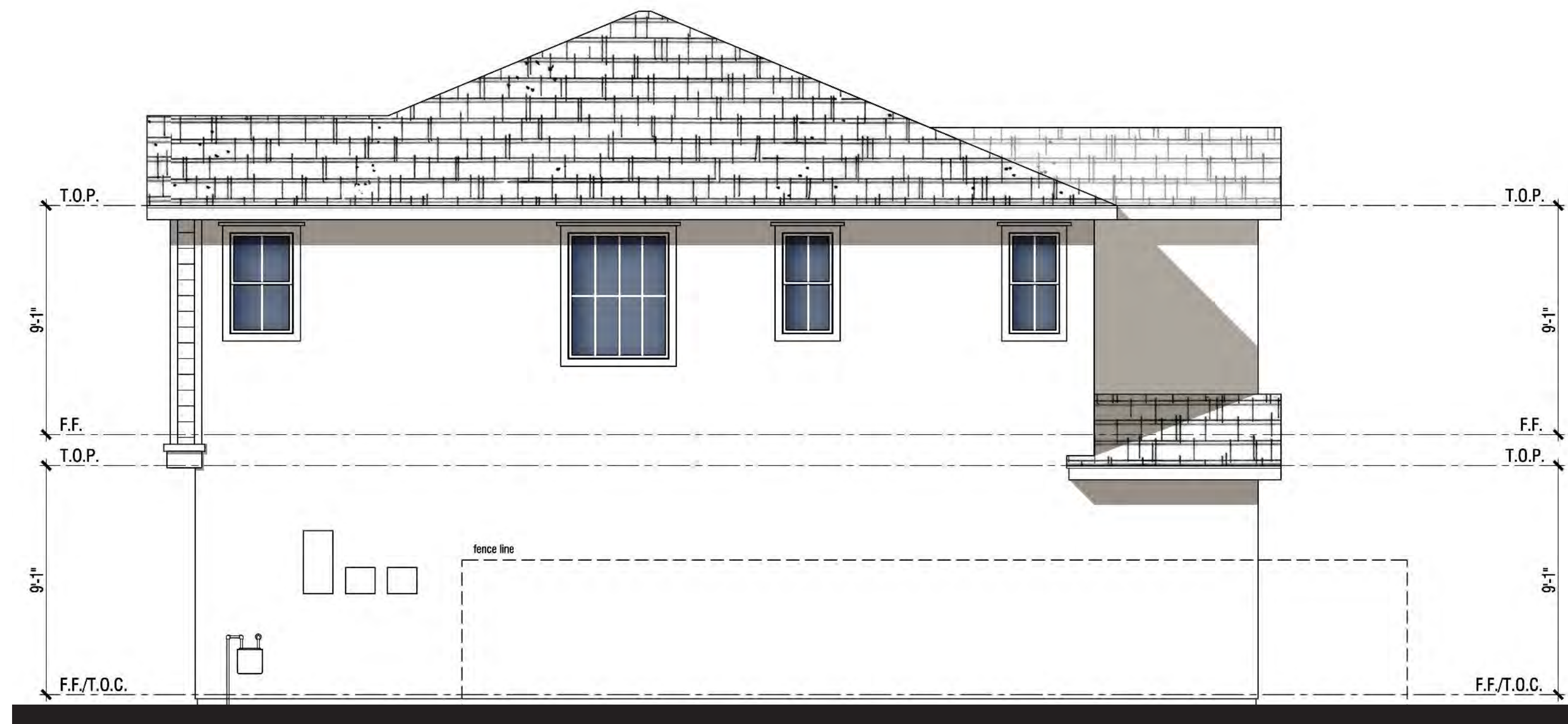
NEIGHBORHOOD D1 & D2

ALVES RANCH

PITTSBURG, CA



Roof Plan
@ 1' = 8"



Right Elevation



Rear Elevation



Left Elevation



Front Elevation

Note: Artist's Conception; Colors, Materials And Application May Vary.

Scheme# 2

MATERIAL **STYLE ELEMENTS 'A' TRADITIONAL**

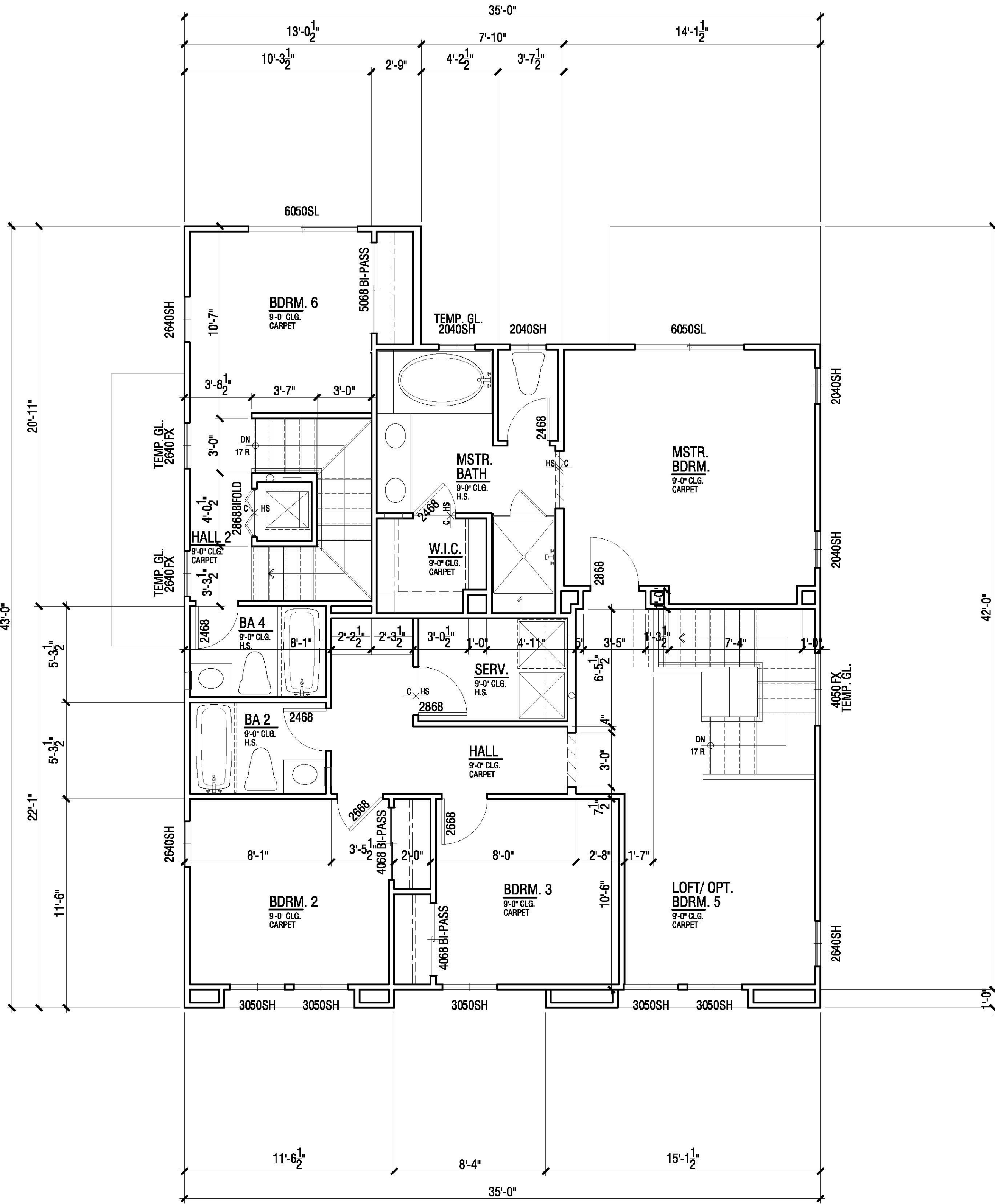
Roof: Composition Shingle
Fascia: 2X6 Wood Typical
Gable: Horizontal Lap Siding
Exterior: Stucco (16/20 Sand Finish)
Window & Door Trim: Stucco over Foam Trim per Elevation Style
Entry Door: Decorative Front Entry Door
Garage Door: Decorative Metal Roll-Up Garage Door per Elevation Style

PLAN 2ZA | ELEVATION WRAP & ROOF PLAN

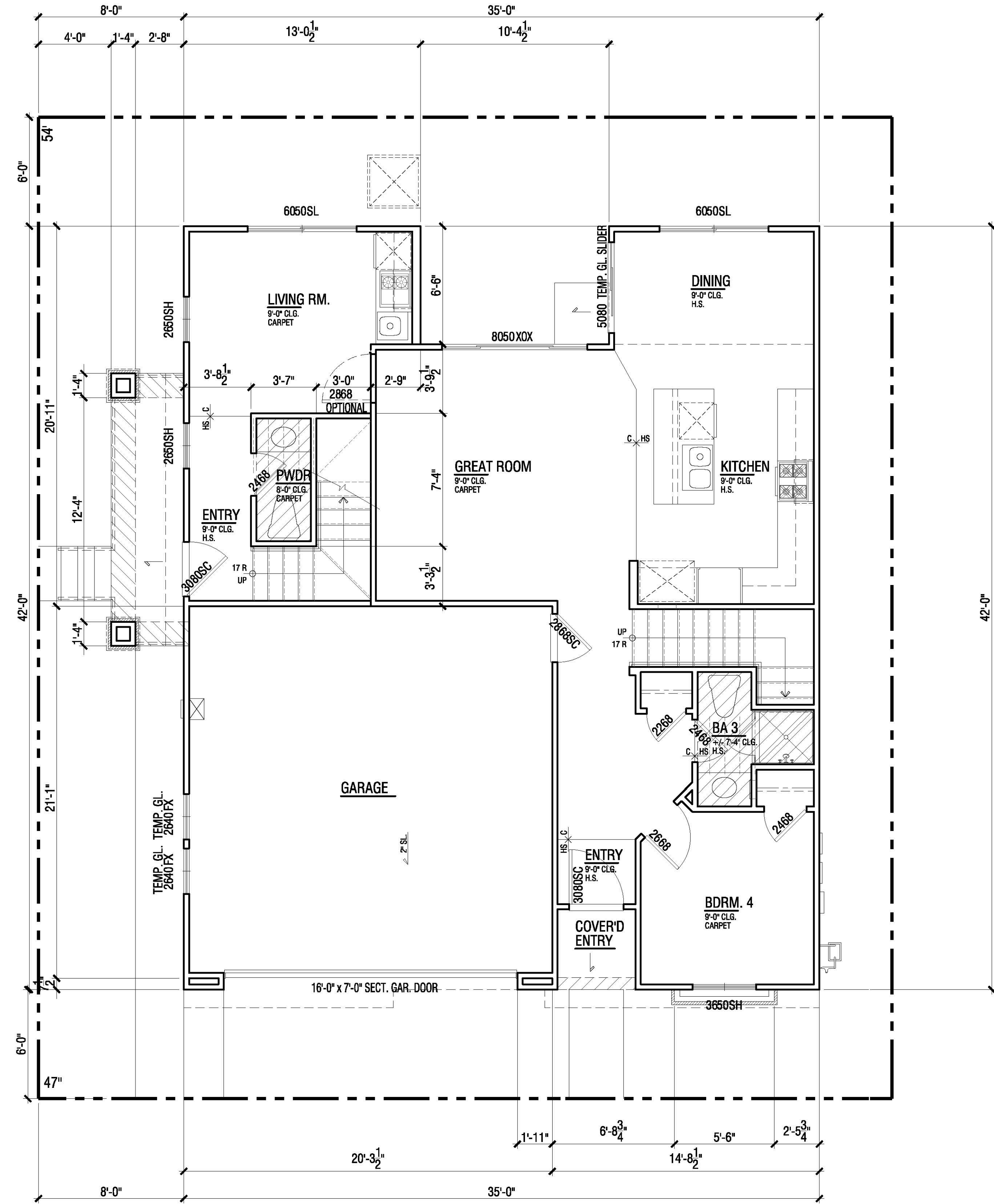
NEIGHBORHOOD D1 & D2

ALVES RANCH

PITTSBURG, CA



UPPER FLOOR PLAN



LOWER FLOOR PLAN

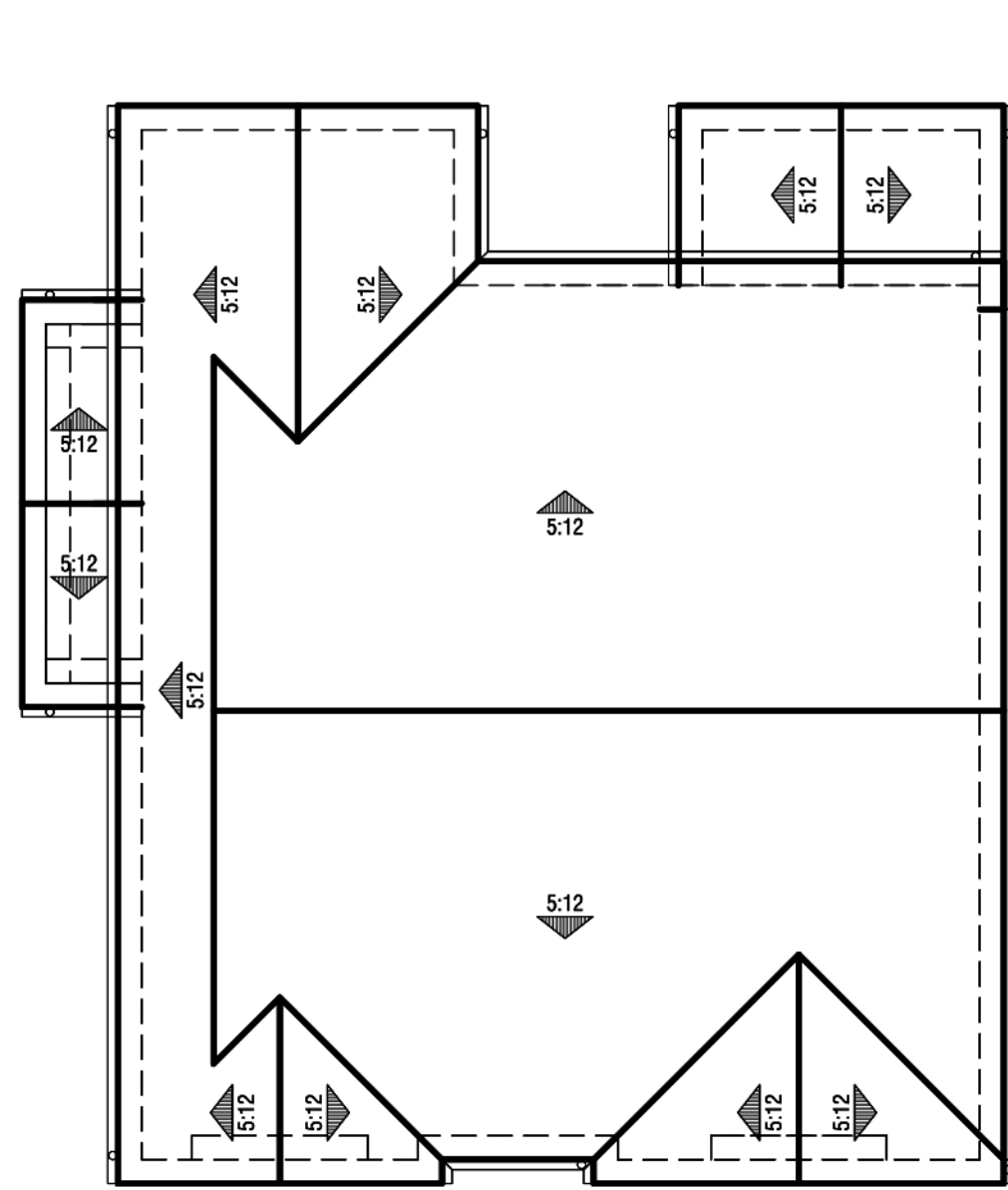
FLOOR PLAN | PLAN 2ZB

FLOOR AREA TABLE	PLAN 2ZB
LOWER FLOOR PLAN	721 SQ. FT.
UPPER FLOOR PLAN	1019 SQ. FT.
TOTAL	1740 SQ. FT.
2-BAY GARAGE	416 SQ. FT.
COVERED ENTRY/PORCH	19 SQ. FT.

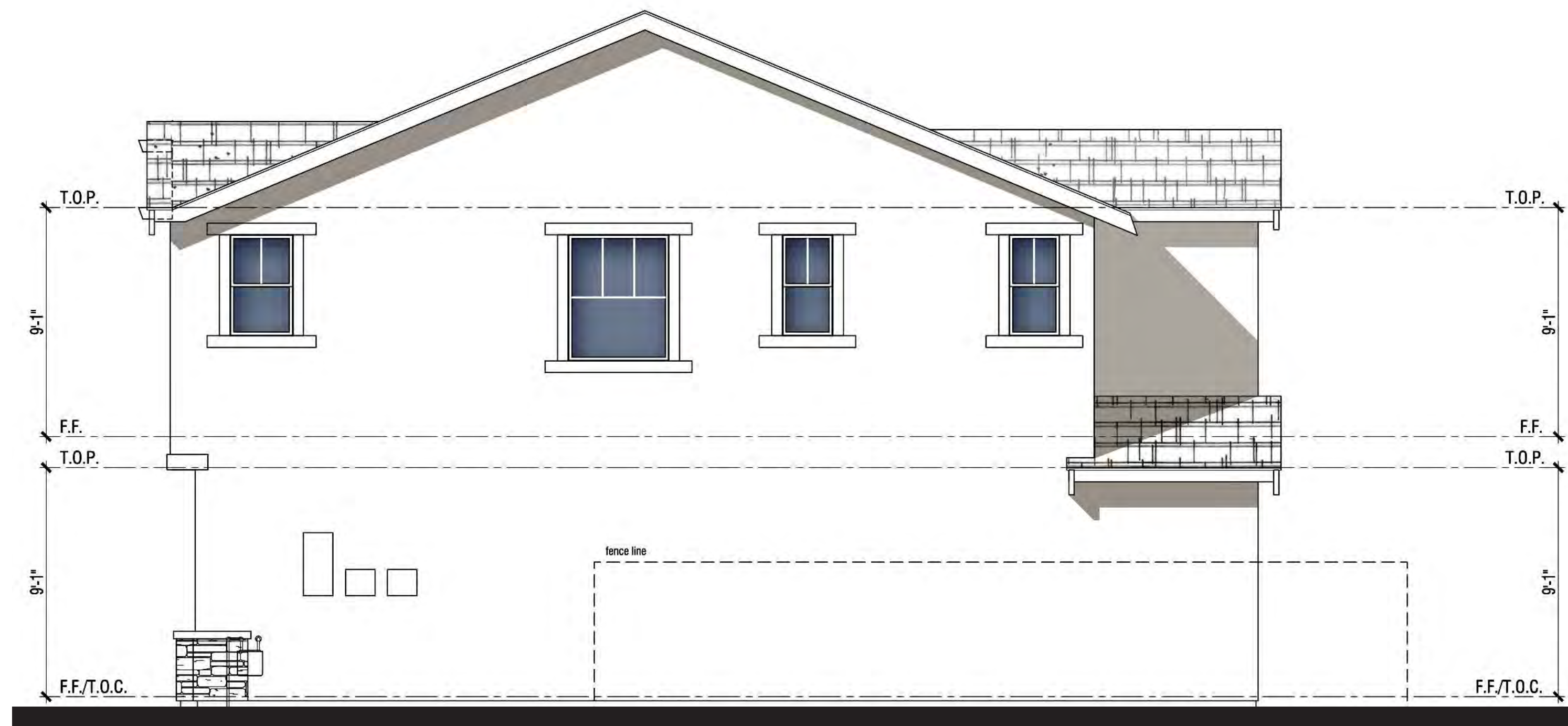
NOTE: SQUARE FOOTAGE MAY VARY DUE TO METHOD OF CALCULATION

FLOOR AREA TABLE	PLAN 2ZB (ADU)
LOWER FLOOR PLAN	232 SQ. FT.
UPPER FLOOR PLAN	220 SQ. FT.
TOTAL	452 SQ. FT.

NEIGHBORHOOD D1 & D2
ALVES RANCH
PITTSBURG, CA



Roof Plan
@ 1' = 8"



Right Elevation



Rear Elevation



Left Elevation



Front Elevation

MATERIAL **STYLE ELEMENTS 'B' BUNGALOW**

- Roof: Composition Shingle
- Fascia: 2X6 Wood Typical
- Gable: Wood Outlookers with Board and Batten
- Exterior: Stucco (16/20 Sand Finish)
- Window & Door Trim: Stucco over Foam Trim per Elevation Style
- Entry Door: Decorative Front Entry Door
- Stone: Manufactured Stone Veneer
- Garage Door: Decorative Metal Roll-Up Garage Door per Elevation Style

PLAN 22B | ELEVATION WRAPS & ROOF PLAN

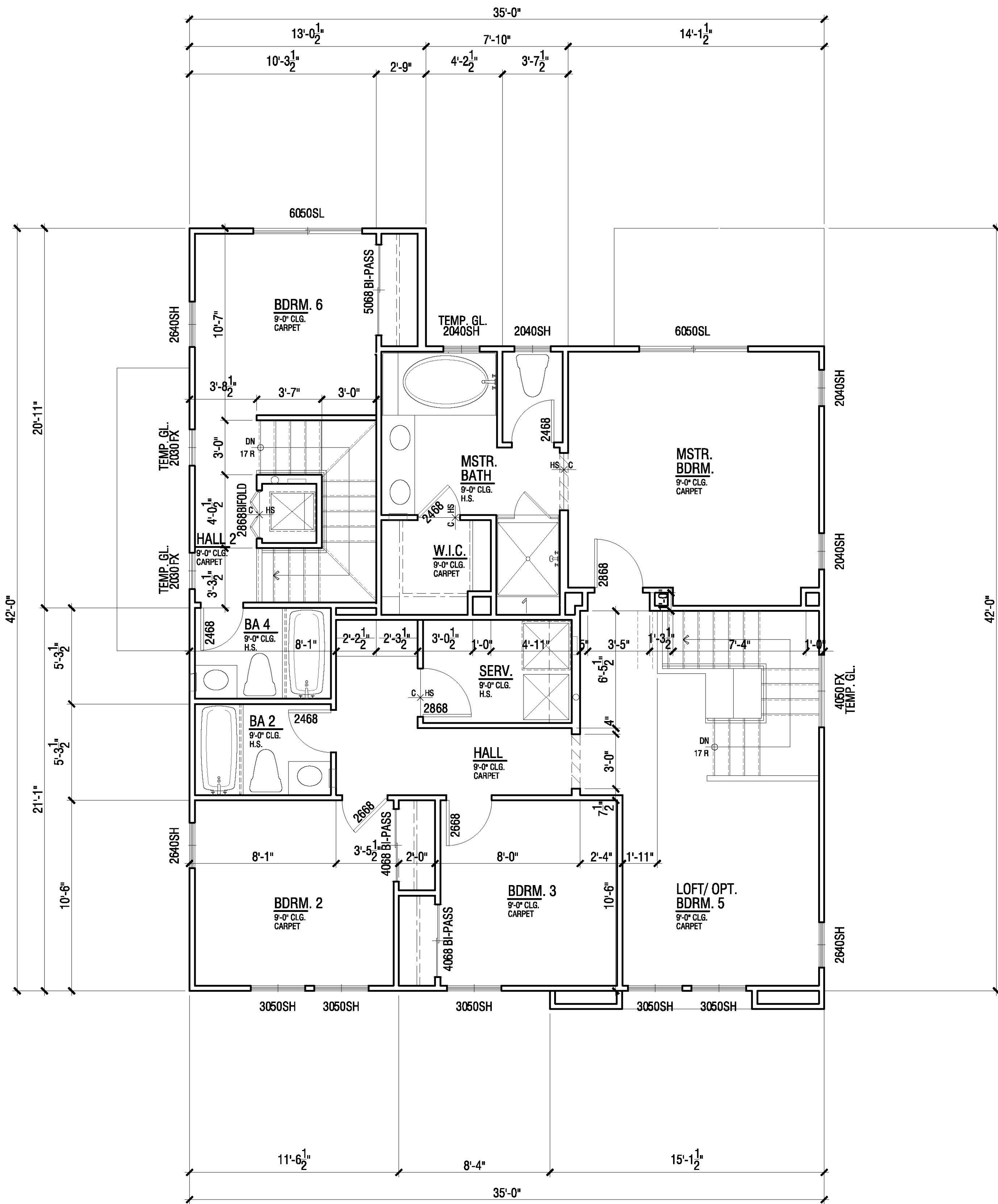
NEIGHBORHOOD D1 & D2

ALVES RANCH

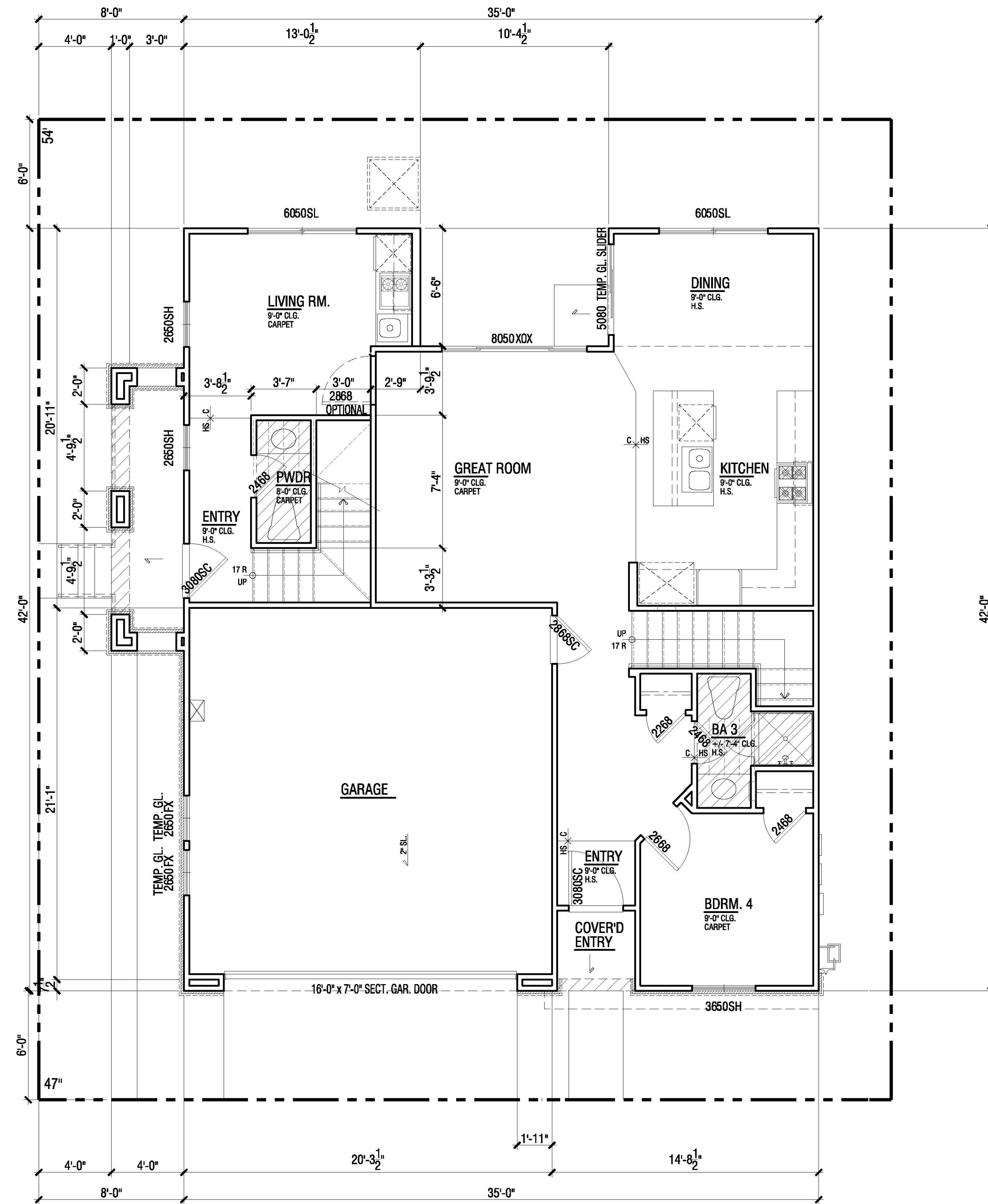
PITTSBURG, CA

Note: Artist's Conception; Colors, Materials And Application May Vary.

Scheme# 8



UPPER FLOOR PLAN



LOWER FLOOR PLAN

FLOOR PLAN | PLAN 2ZC

FLOOR AREA TABLE	PLAN 2ZC
LOWER FLOOR PLAN	721 SQ. FT.
UPPER FLOOR PLAN	1019 SQ. FT.
TOTAL	1740 SQ. FT.
2-BAY GARAGE	416 SQ. FT.
COVERED ENTRY/PORCH	19 SQ. FT.

NOTE: SQUARE FOOTAGE MAY VARY DUE TO METHOD OF CALCULATION

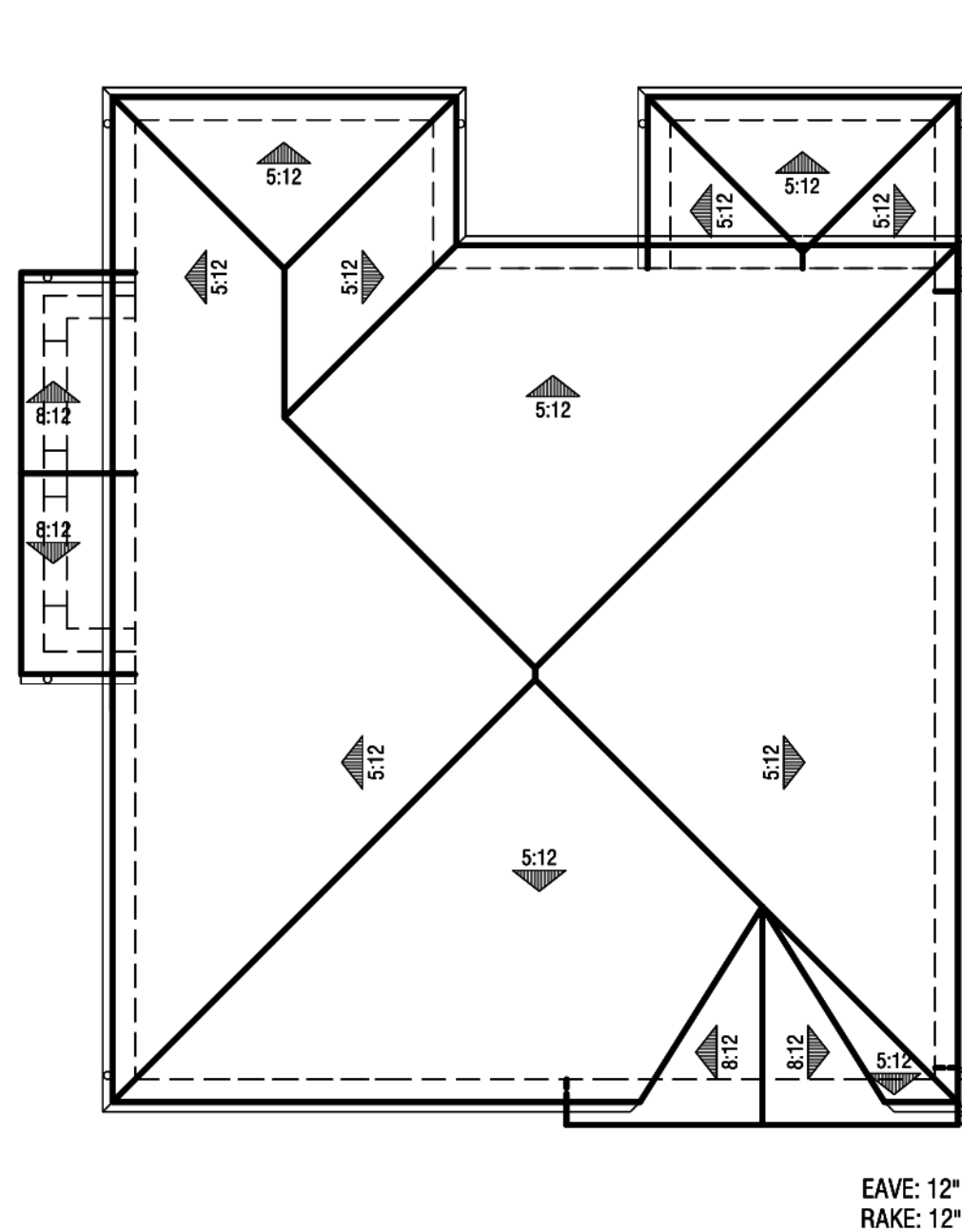
FLOOR AREA TABLE	PLAN 2ZC (ADU)
LOWER FLOOR PLAN	232 SQ. FT.
UPPER FLOOR PLAN	220 SQ. FT.
TOTAL	452 SQ. FT.

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

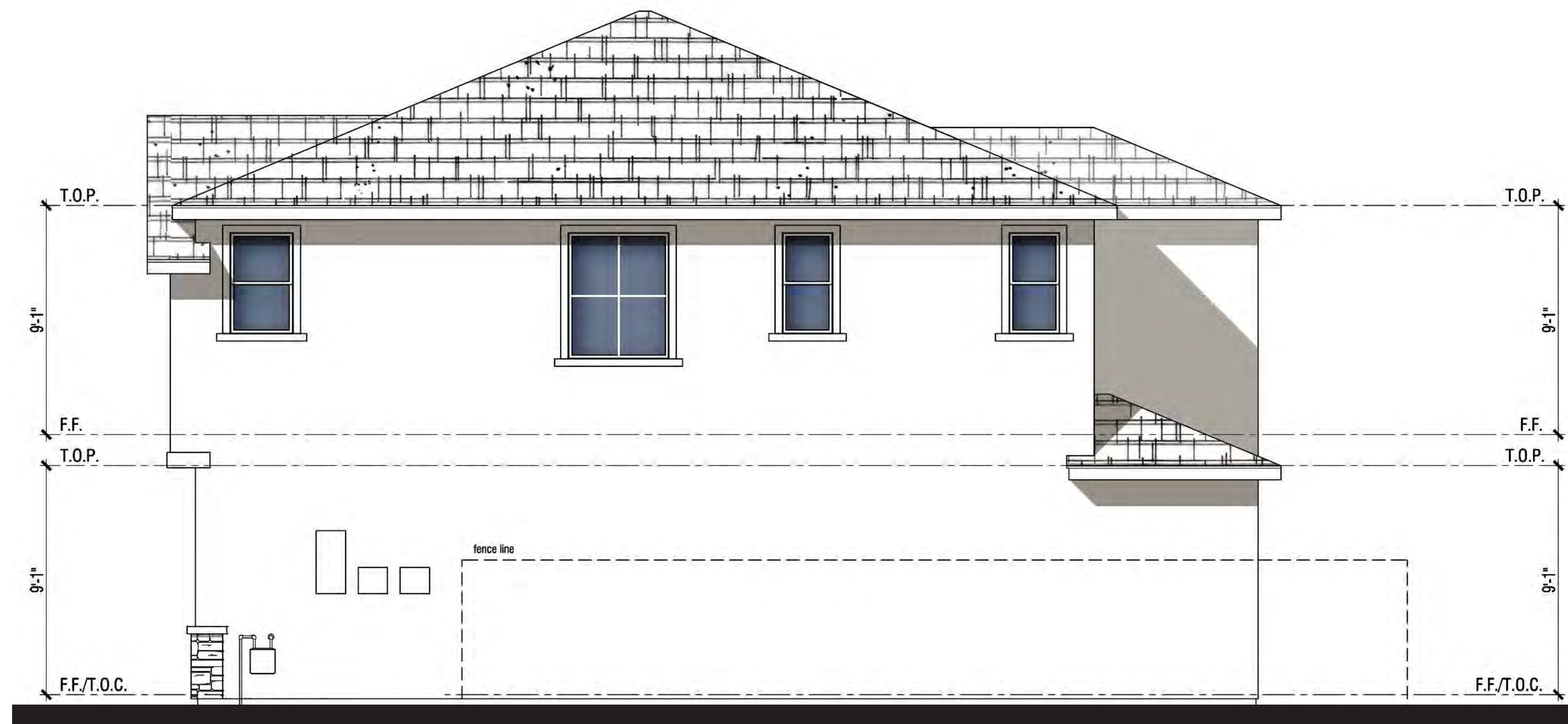
NEIGHBORHOOD D1 & D2

ALVES RANCH

PITTSBURG, CA



Roof Plan
@ 1' = 8"



Right Elevation



Rear Elevation



Left Elevation



Front Elevation

MATERIAL **STYLE ELEMENTS 'C' COTTAGE**

Roof: Composition Shingle
 Fascia: 2X6 Wood Typical
 Exterior: Stucco (16/20 Sand Finish)
 Window & Door Trim: Stucco over Foam Trim per Elevation Style
 Entry Door: Decorative Front Entry Door
 Veneer: Manufactured Stone Veneer
 Garage Door: Decorative Metal Roll-Up Garage Door per Elevation Style

PLAN 22C | ELEVATION WRAPS & ROOF PLAN

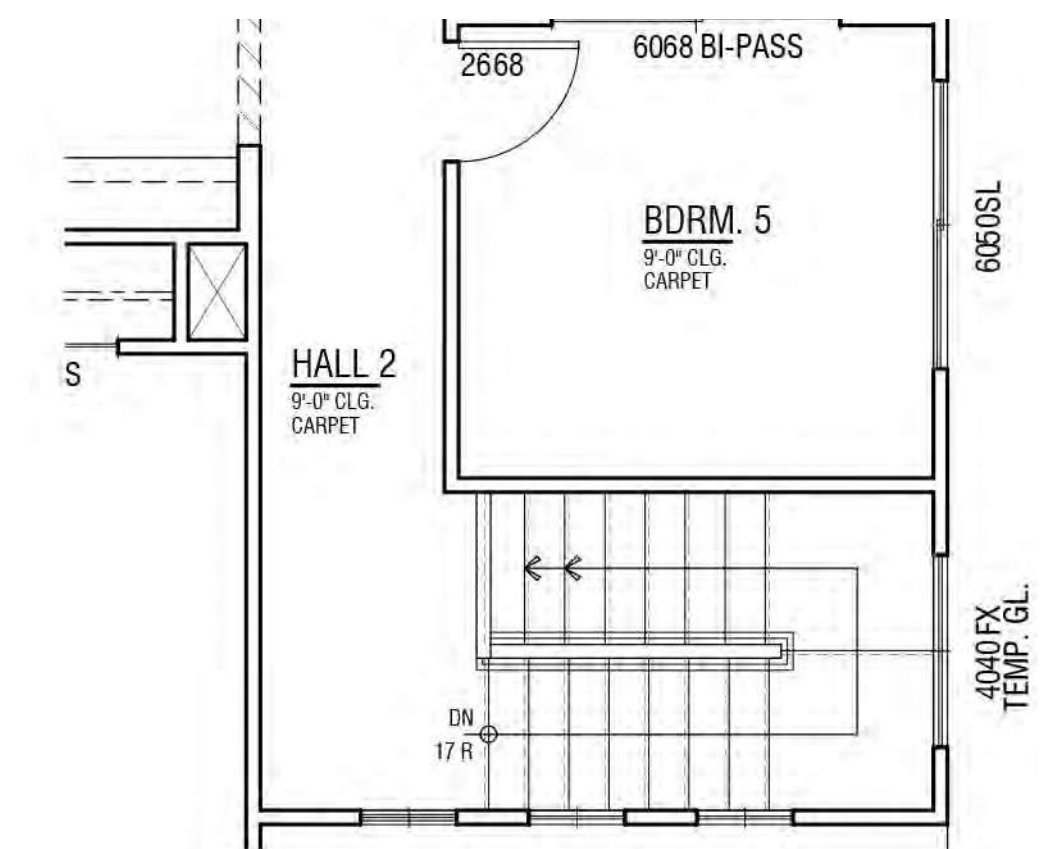
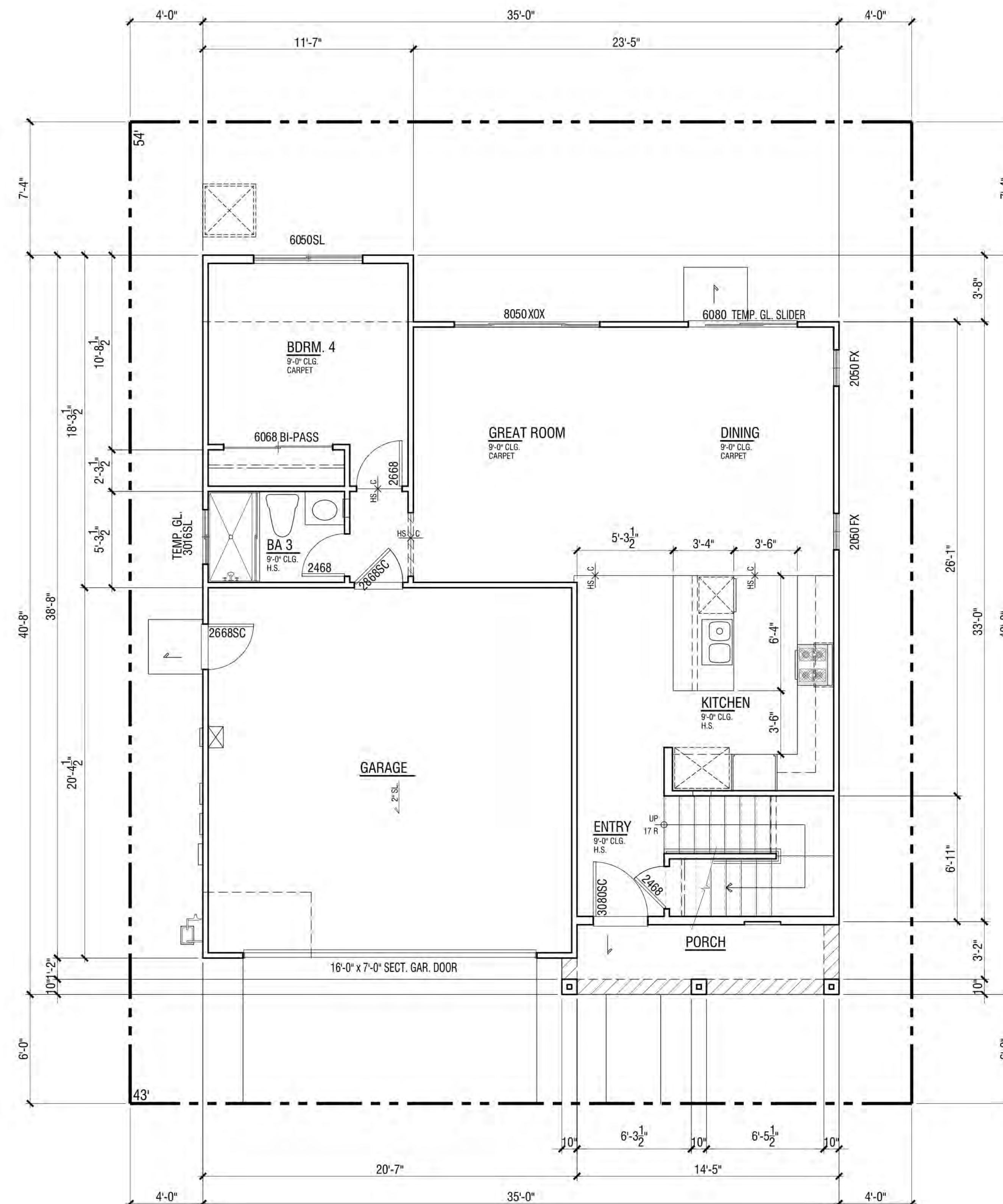
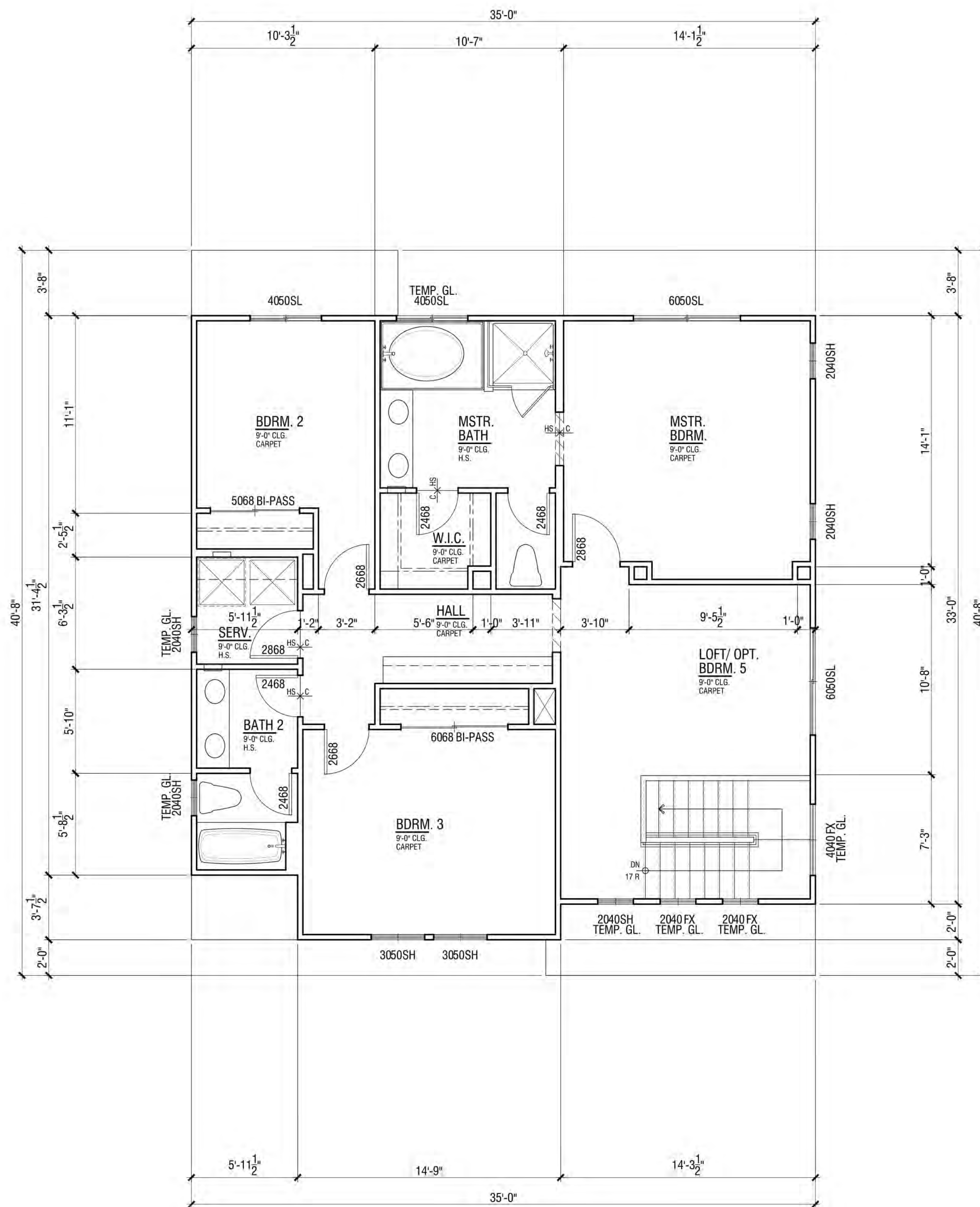
NEIGHBORHOOD D1 & D2

ALVES RANCH

PITTSBURG, CA

Note: Artist's Conception; Colors, Materials And Application May Vary.

Scheme# 12



FLOOR PLAN | PLAN 3A

FLOOR AREA TABLE	PLAN 3A
LOWER FLOOR PLAN	825 SQ. FT.
UPPER FLOOR PLAN	1109 SQ. FT.
TOTAL	1934 SQ. FT.
2-BAY GARAGE	414 SQ. FT.
COVERED ENTRY/PORCH	58 SQ. FT.

NOTE: SQUARE FOOTAGE MAY VARY DUE TO METHOD OF CALCULATION

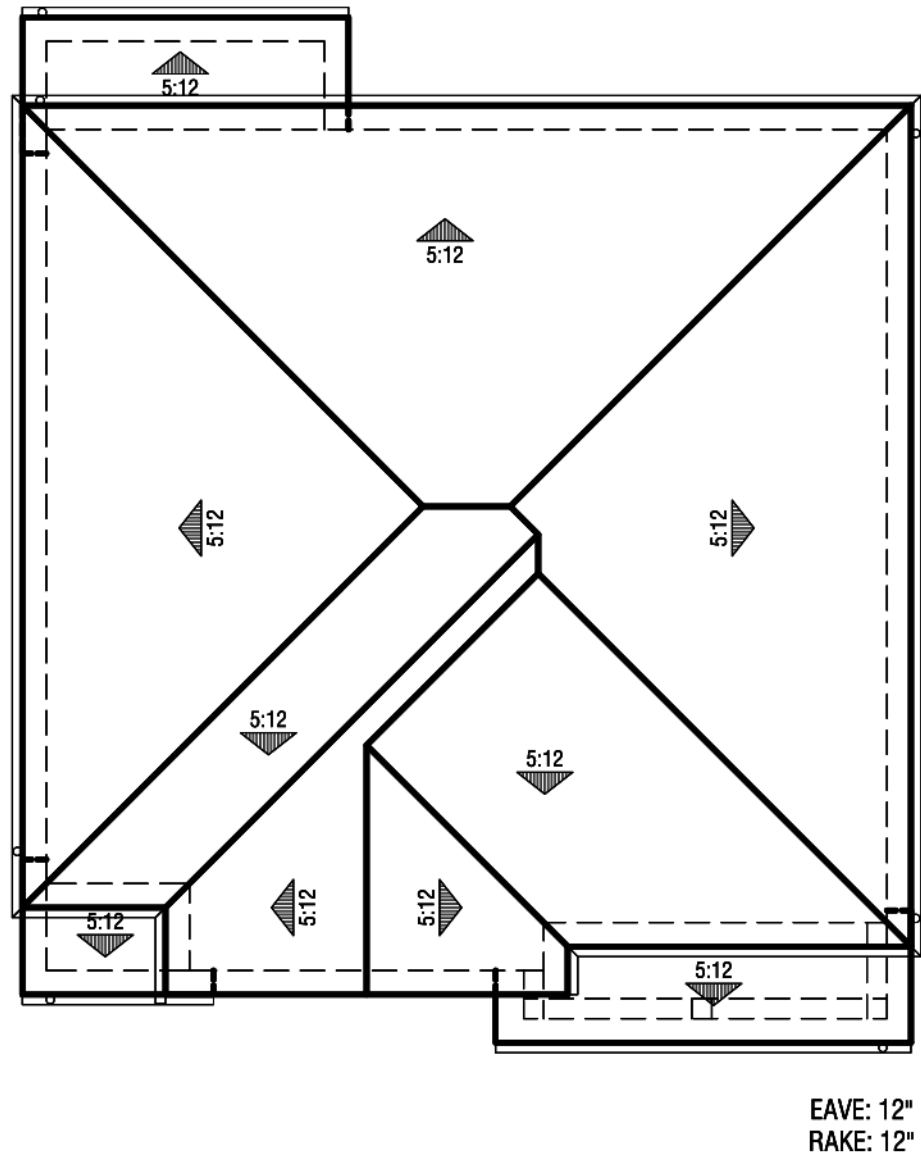
NEIGHBORHOOD D1 & D2

ALVES RANCH

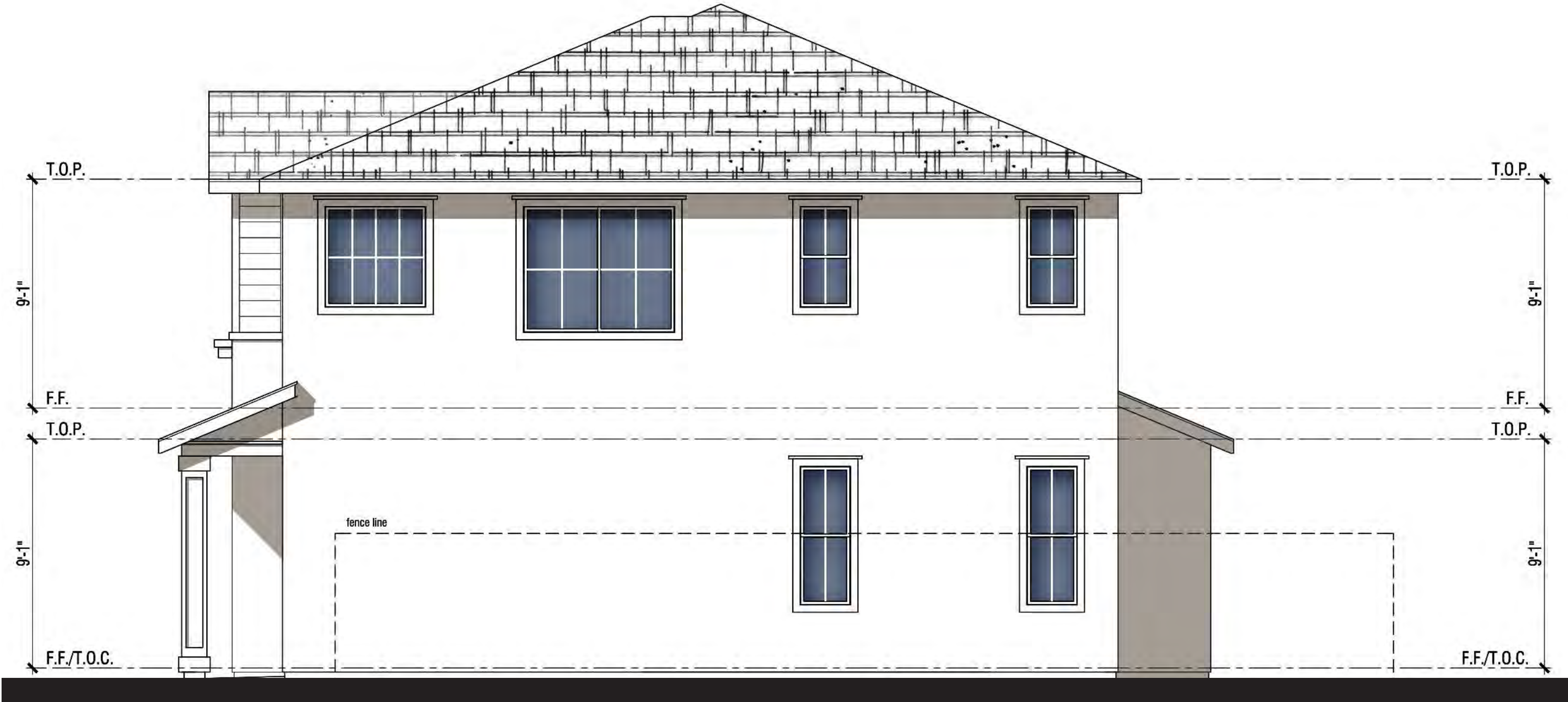
PITTSBURG, CA

LOWER FLOOR PLAN

UPPER FLOOR PLAN



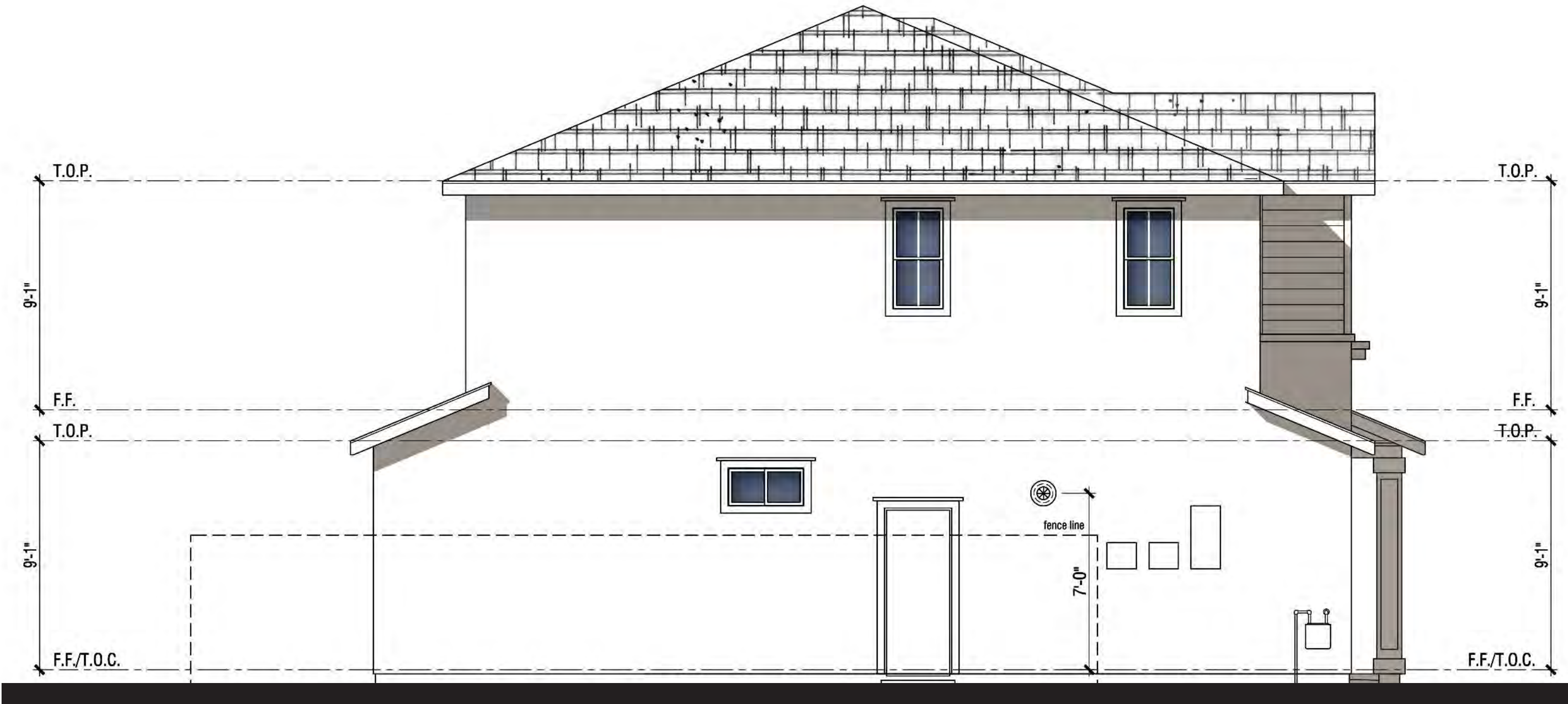
Roof Plan
@ 1' = 8"



Right Elevation



Rear Elevation



Left Elevation



Front Elevation

MATERIAL **STYLE ELEMENTS 'A' TRADITIONAL**

- Roof: Composition Shingle
- Fascia: 2X6 Wood Typical
- Gable: Horizontal Lap Siding
- Exterior: Stucco (16/20 Sand Finish)
- Window & Door Trim: Stucco over Foam Trim per Elevation Style
- Entry Door: Decorative Front Entry Door
- Garage Door: Decorative Metal Roll-Up Garage Door per Elevation Style

PLAN 3A | ELEVATION WRAPS & ROOF PLAN

NEIGHBORHOOD D1 & D2

ALVES RANCH

PITTSBURG, CA

Note: Artist's Conception; Colors, Materials And Application May Vary.

Scheme# 4

A2.27

FORMAL SUBMITTAL

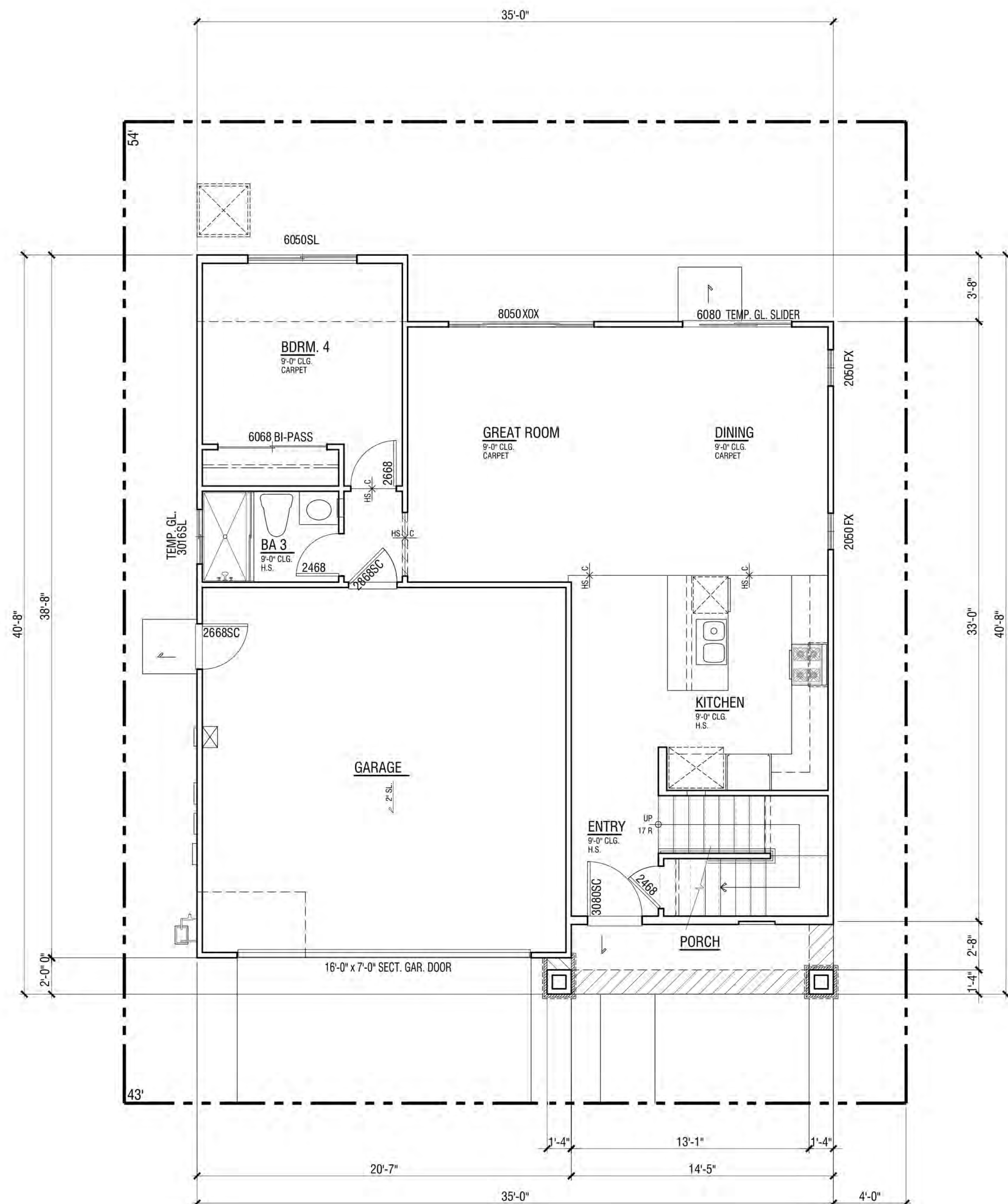
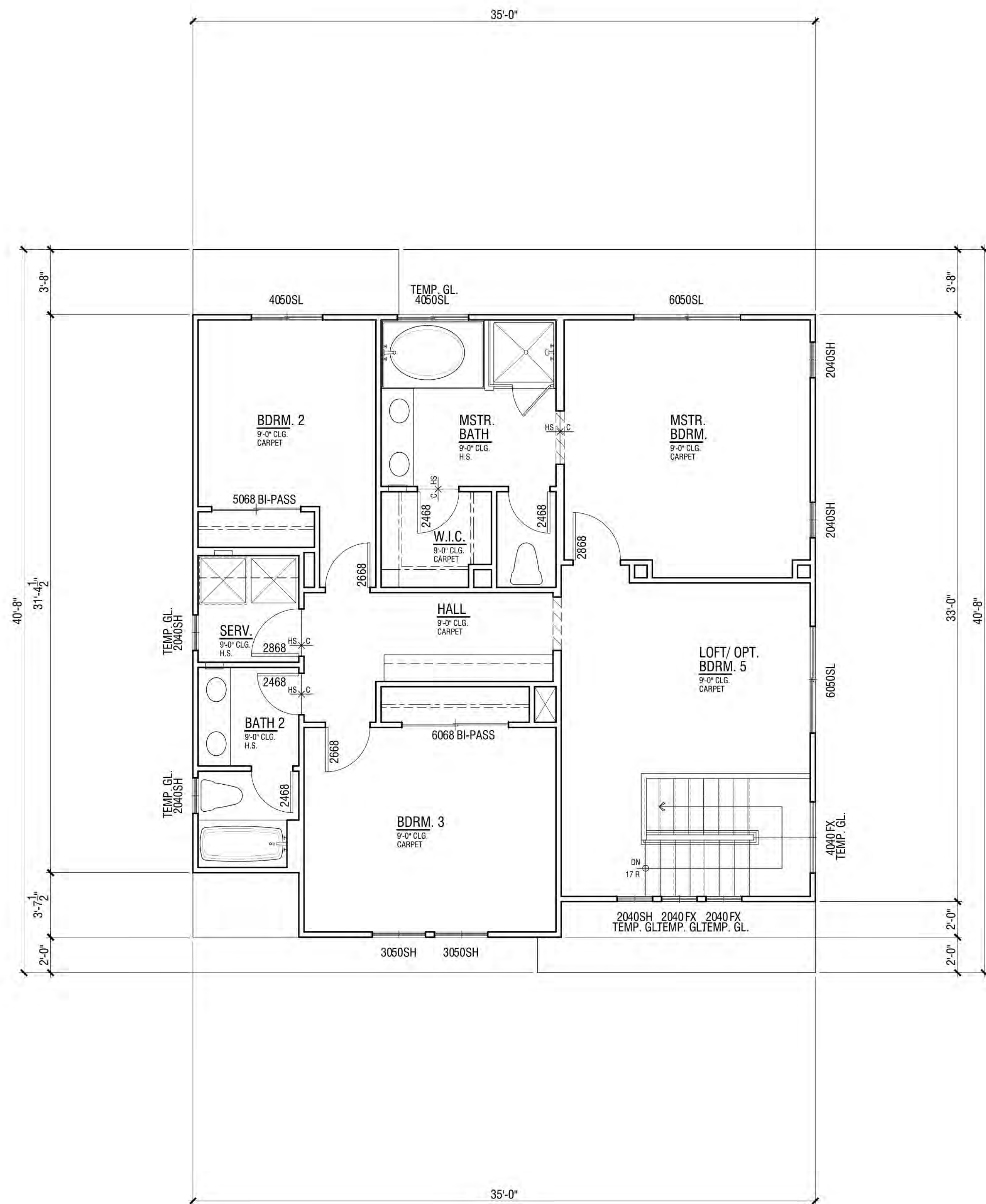
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ARCHITECTS . PLANNERS . DESIGNERS



ORANGE COUNTY . LOS ANGELES . BAY AREA





FLOOR PLAN | PLAN 3B

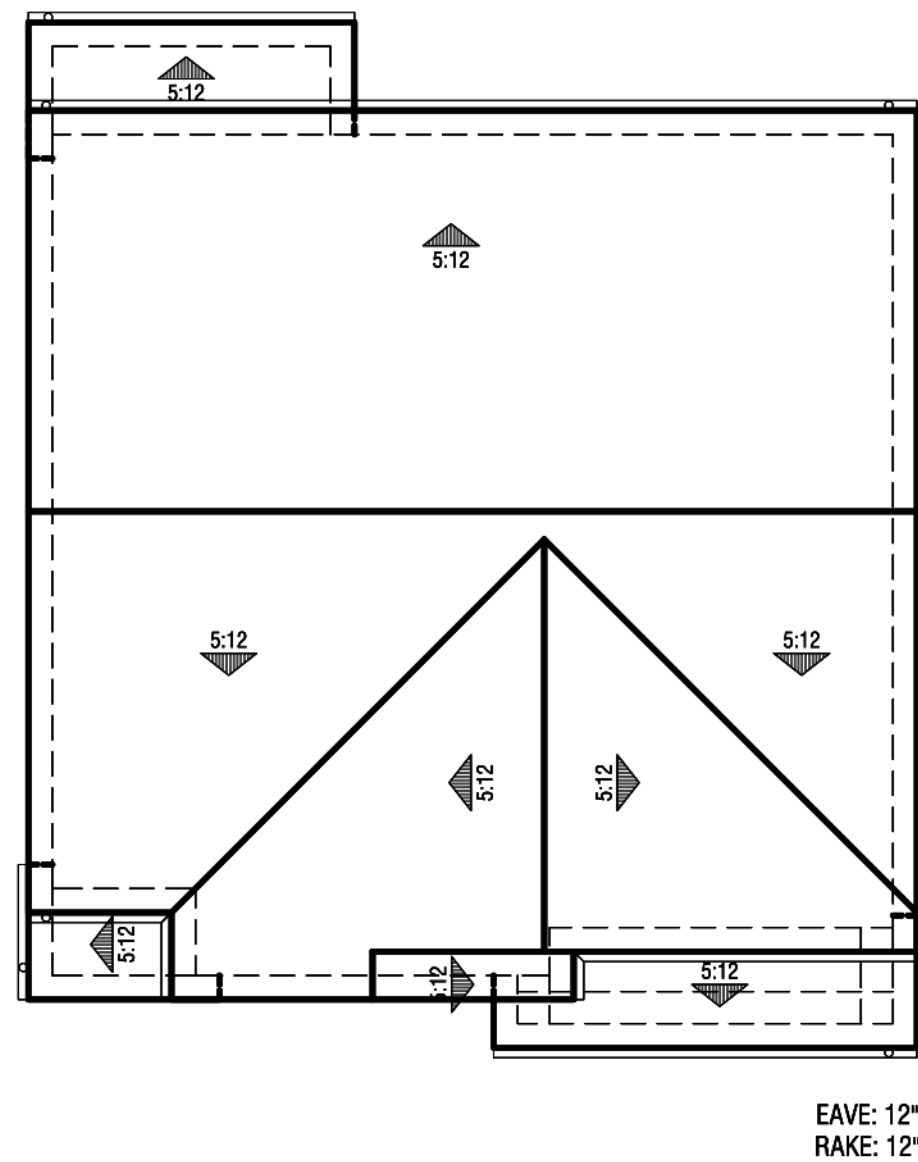
FLOOR AREA TABLE	PLAN 1B
LOWER FLOOR PLAN	825 SQ. FT.
UPPER FLOOR PLAN	1109 SQ. FT.
TOTAL	1934 SQ. FT.
2-BAY GARAGE	414 SQ. FT.
COVERED ENTRY/PORCH	58 SQ. FT.

NOTE: SQUARE FOOTAGE MAY VARY DUE TO METHOD OF CALCULATION

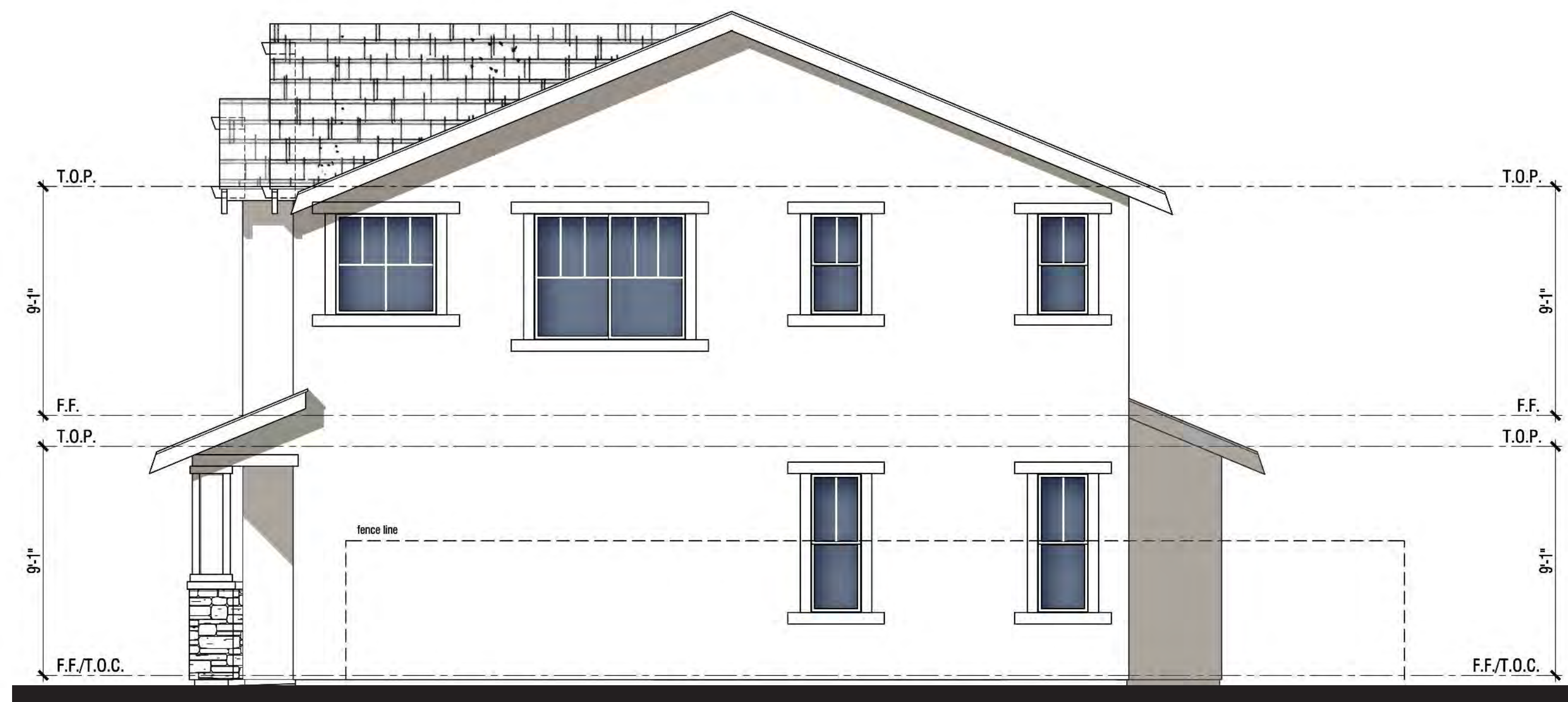
NEIGHBORHOOD D1 & D2

ALVES RANCH

PITTSBURG, CA



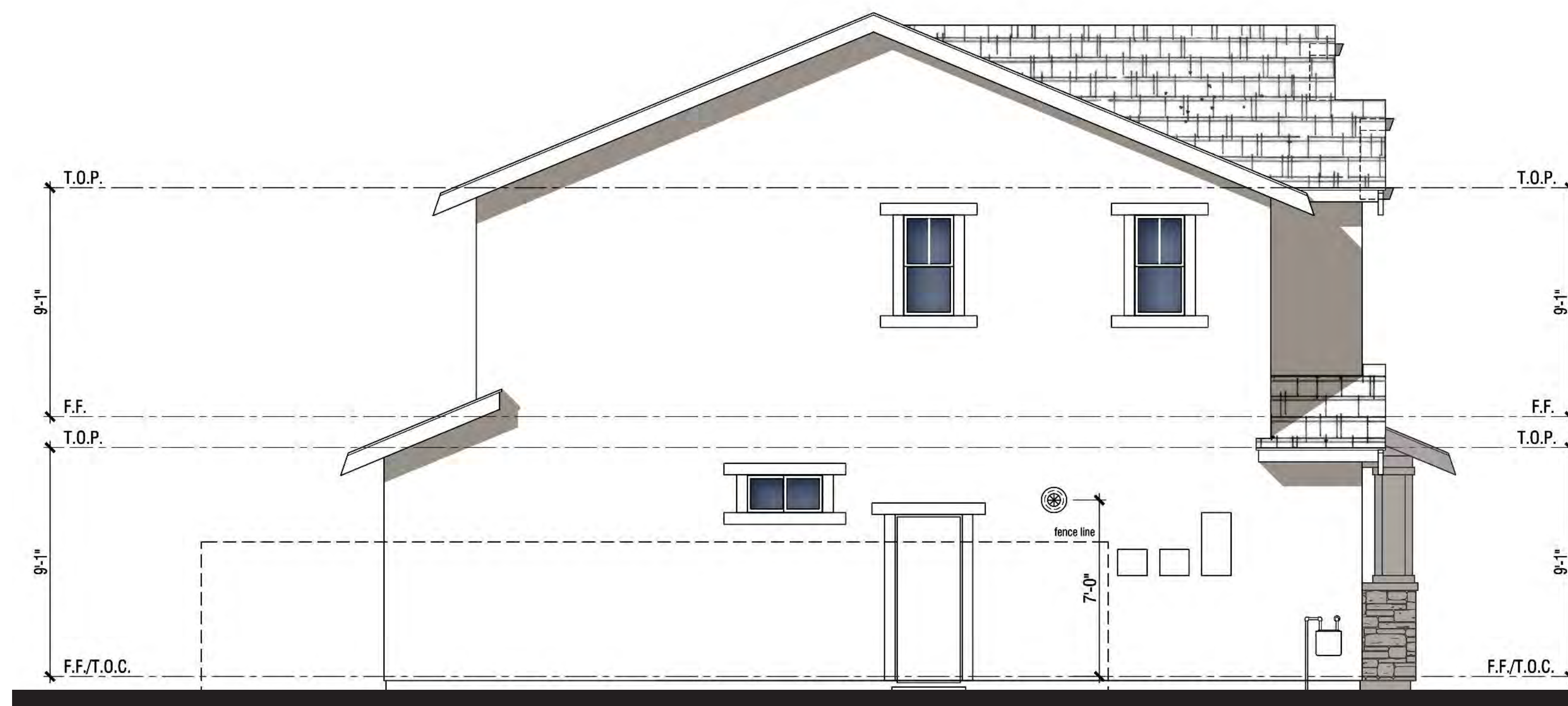
Roof Plan
@ 1' = 8"



Right Elevation



Rear Elevation



Left Elevation



Front Elevation

MATERIAL **STYLE ELEMENTS 'B' BUNGALOW**

- Roof: Composition Shingle
- Fascia: 2X6 Wood Typical
- Gable: Wood Outlookers with Board and Batten
- Exterior: Stucco (16/20 Sand Finish)
- Window & Door Trim: Stucco over Foam Trim per Elevation Style
- Entry Door: Decorative Front Entry Door
- Stone: Manufactured Stone Veneer
- Garage Door: Decorative Metal Roll-Up Garage Door per Elevation Style

PLAN 3B | ELEVATION WRAPS & ROOF PLAN

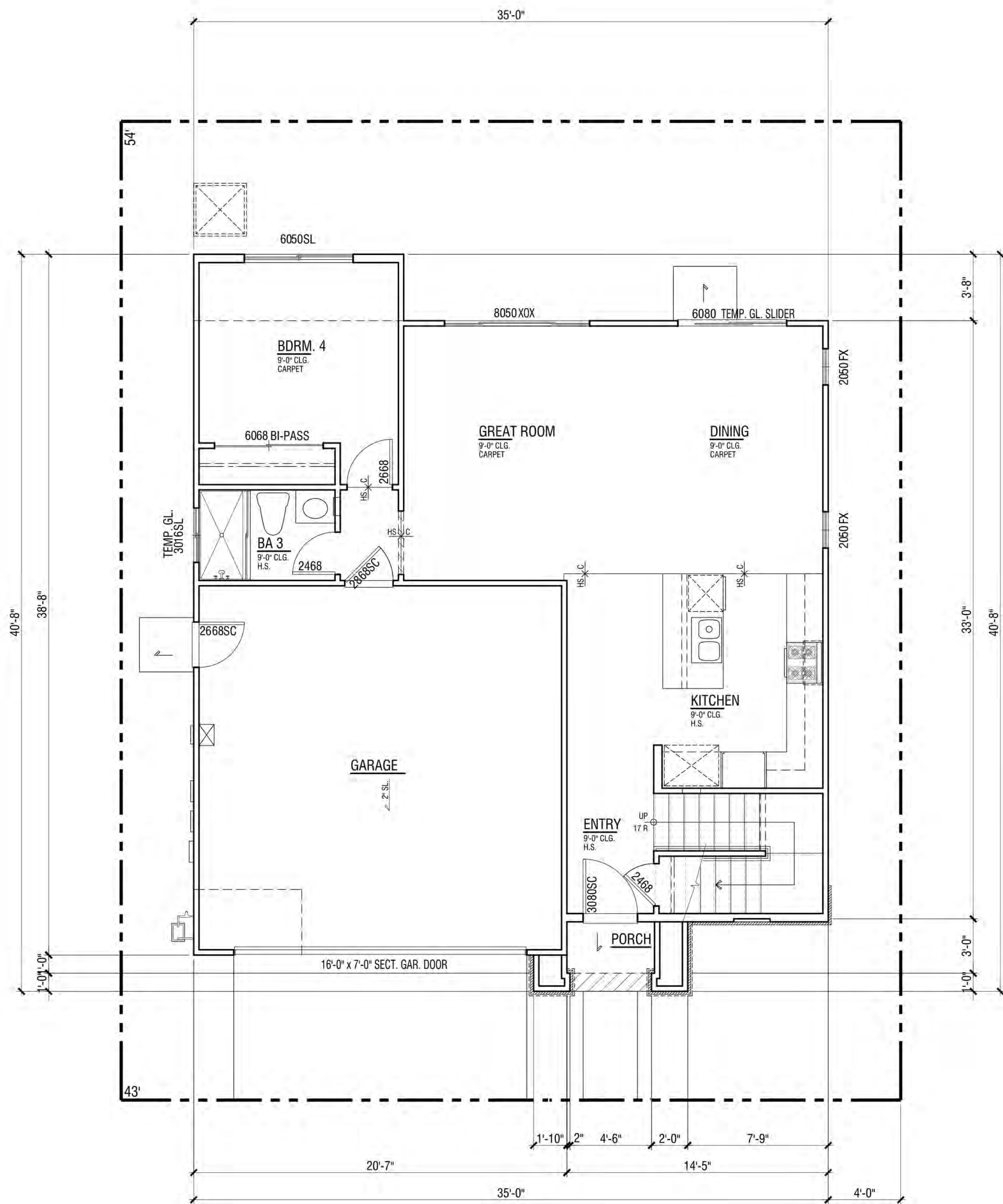
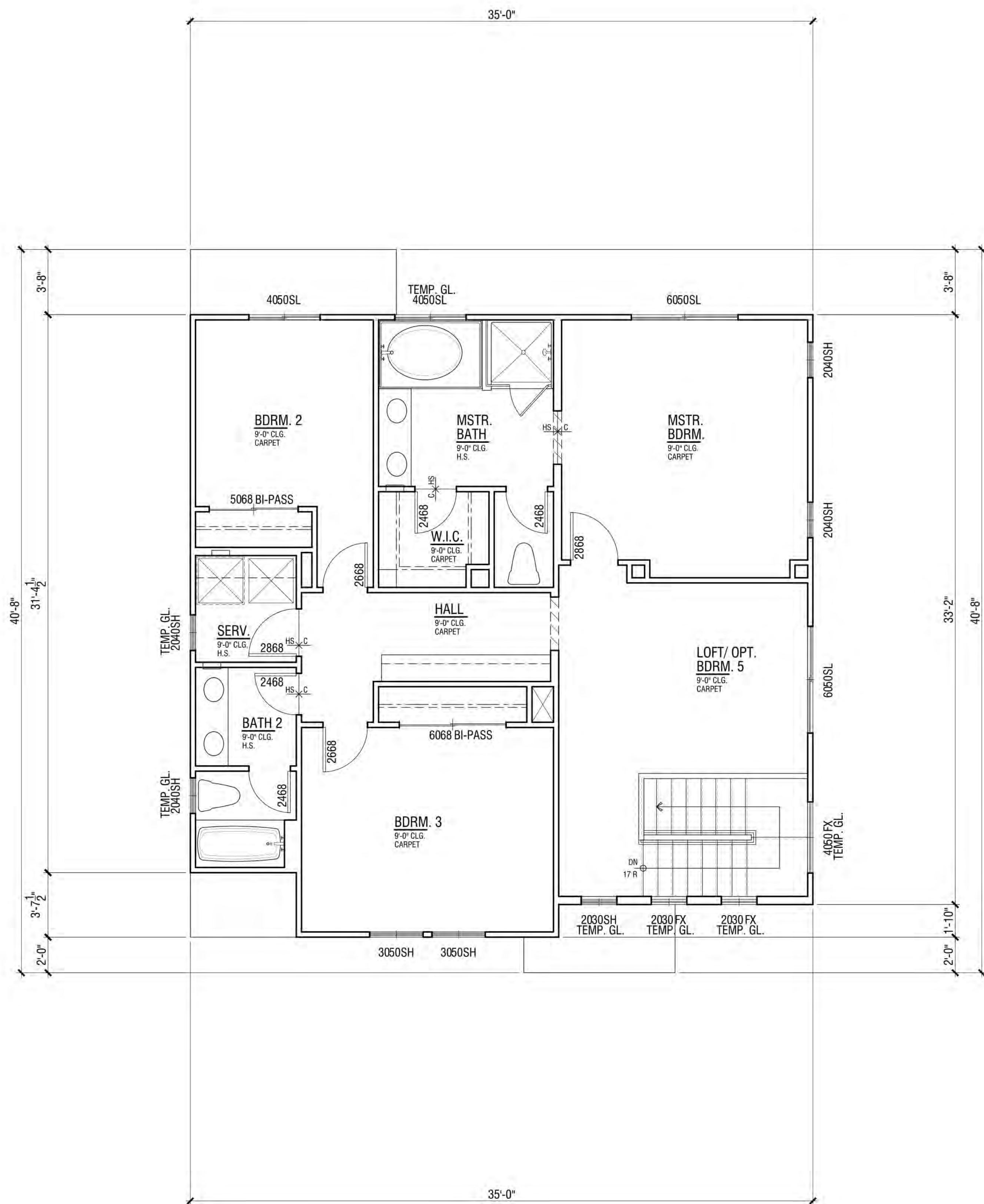
NEIGHBORHOOD D1 & D2

ALVES RANCH

PITTSBURG, CA

Note: Artist's Conception; Colors, Materials And Application May Vary.

Scheme# 7



FLOOR PLAN | PLAN 3C

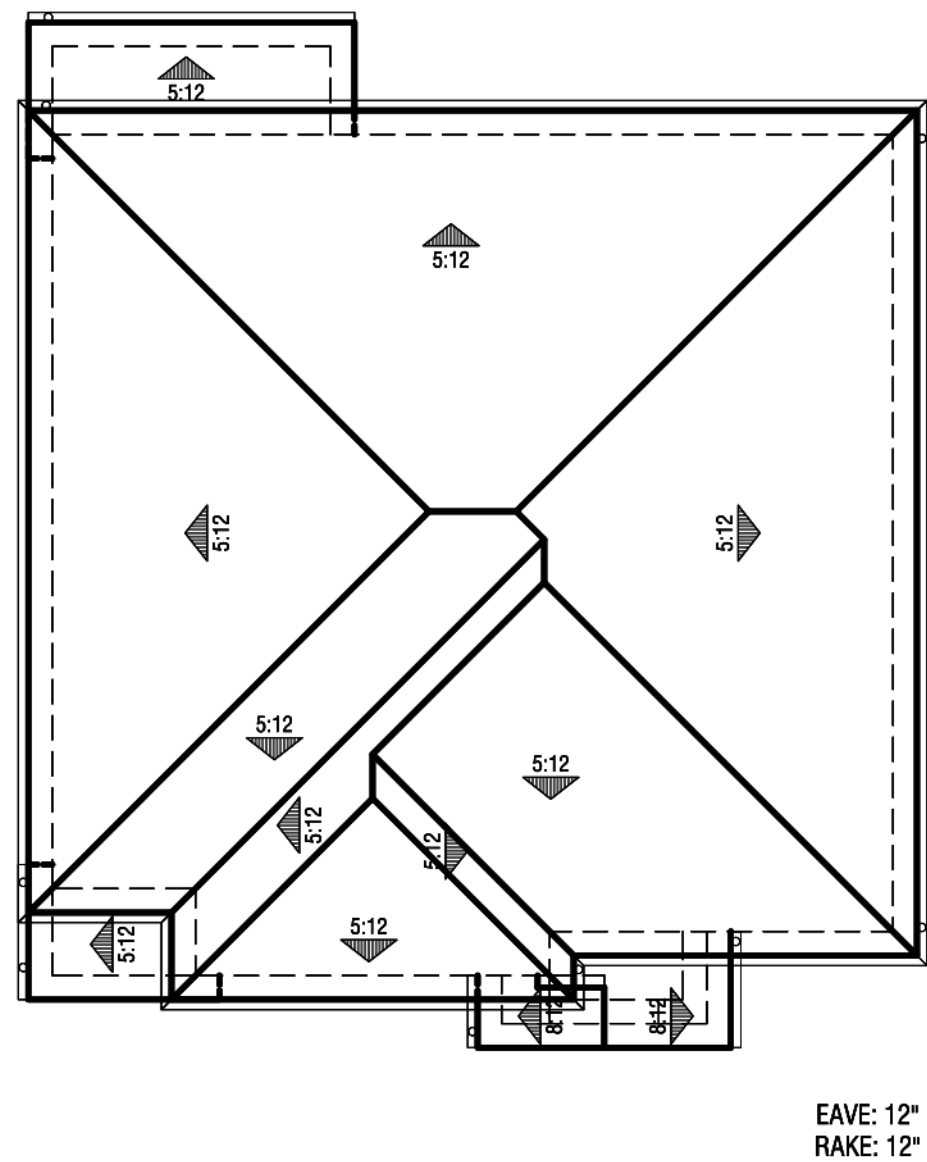
FLOOR AREA TABLE	PLAN 1C
LOWER FLOOR PLAN	825 SQ. FT.
UPPER FLOOR PLAN	1109 SQ. FT.
TOTAL	1934 SQ. FT.
2-BAY GARAGE	414 SQ. FT.
COVERED ENTRY/PORCH	22 SQ. FT.

NOTE: SQUARE FOOTAGE MAY VARY DUE TO METHOD OF CALCULATION

NEIGHBORHOOD D1 & D2

ALVES RANCH

PITTSBURG, CA



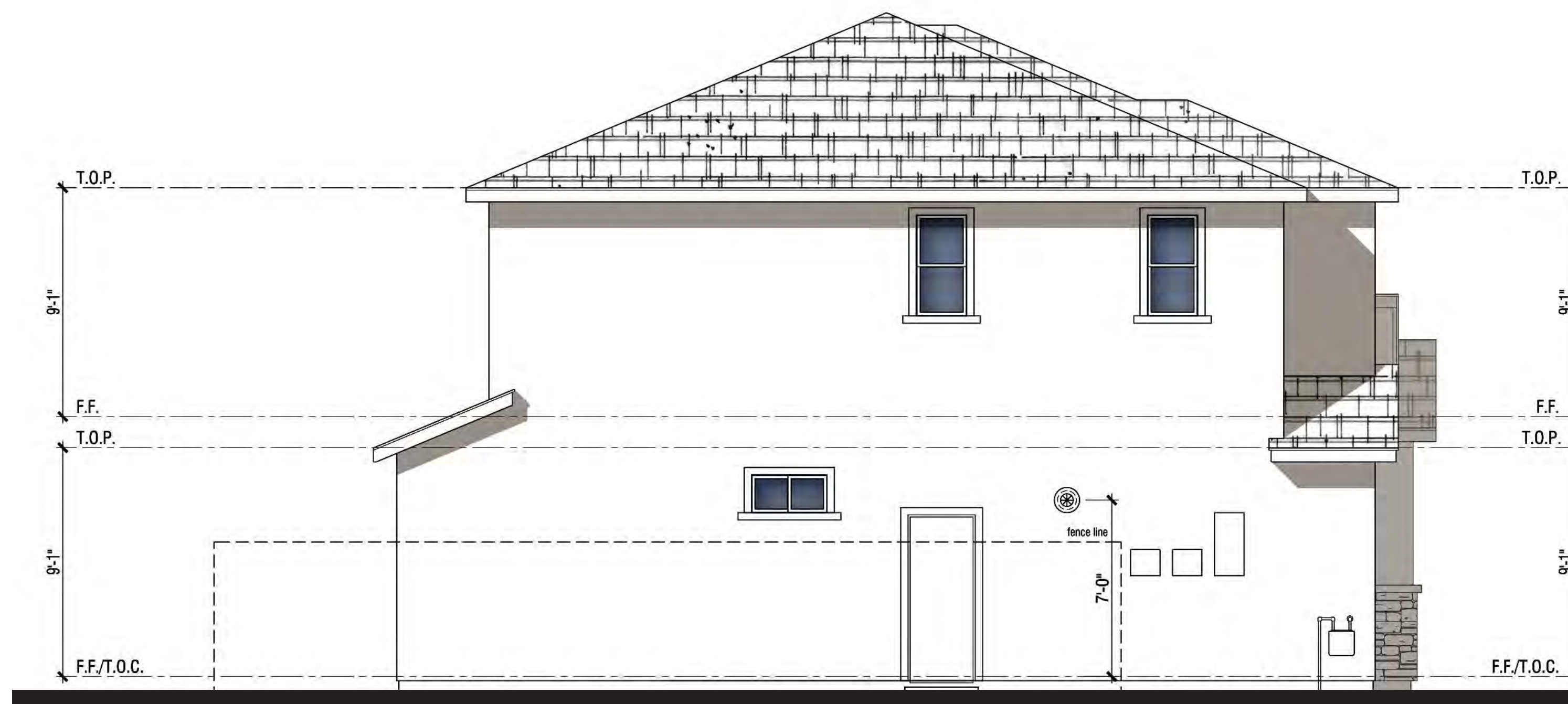
Roof Plan
@ 1' = 8"



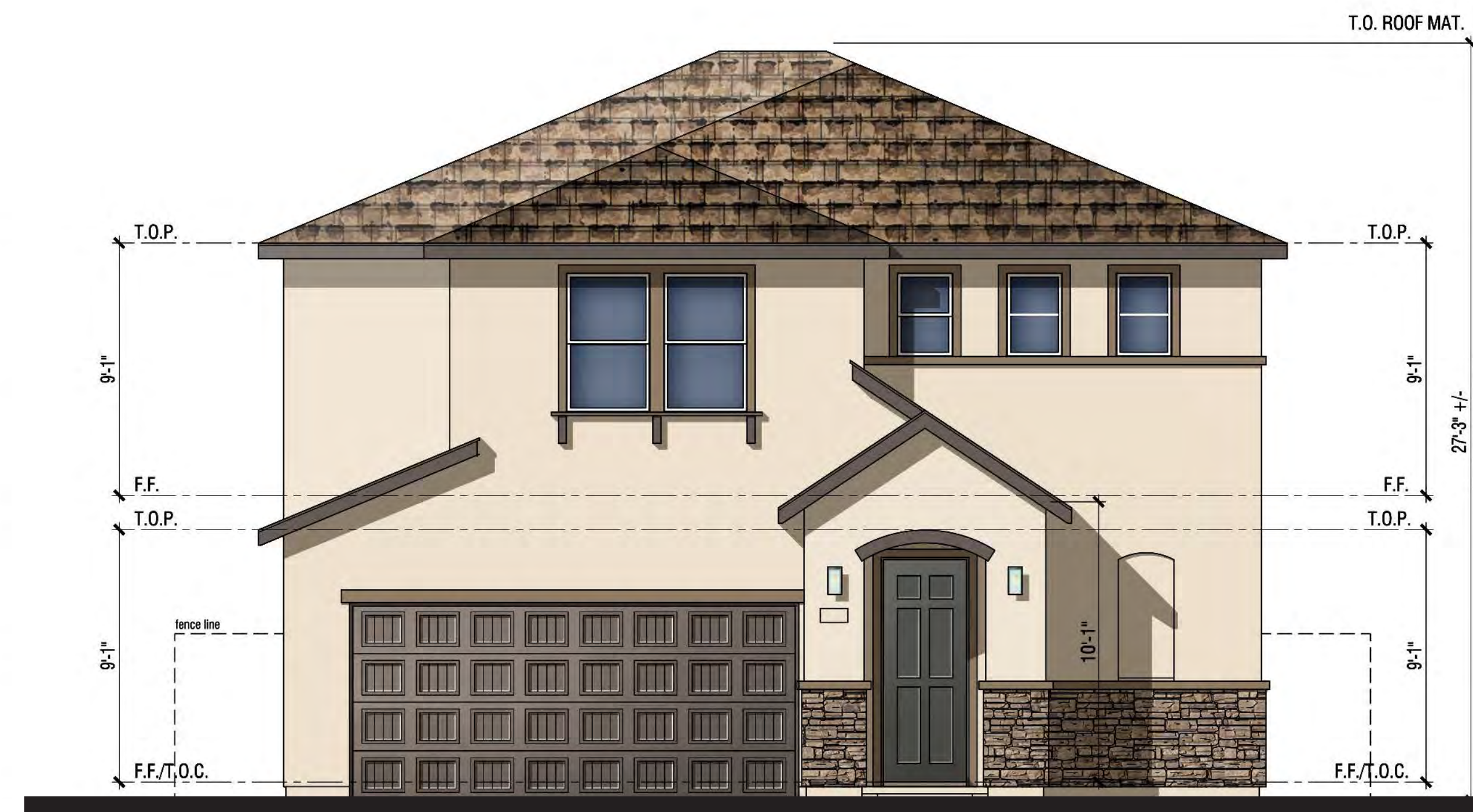
Right Elevation



Rear Elevation



Left Elevation



Front Elevation

MATERIAL **STYLE ELEMENTS 'C' COTTAGE**

Roof: Composition Shingle
Fascia: 2X6 Wood Typical
Exterior: Stucco (16/20 Sand Finish)
Window & Door Trim: Stucco over Foam Trim per Elevation Style
Entry Door: Decorative Front Entry Door
Veneer: Manufactured Stone Veneer
Garage Door: Decorative Metal Roll-Up Garage Door per Elevation Style

PLAN 3C | ELEVATION WRAPS & ROOF PLAN

NEIGHBORHOOD D1 & D2

ALVES RANCH

PITTSBURG, CA

Note: Artist's Conception; Colors, Materials And Application May Vary.

Scheme# 9



Number	Date	Description
1	06/26/18	Various updates for City comments to combine schemes for a total of 12 only for the entire development.



Number	Date	Description
1	06/26/18	Various updates for City comments to combine schemes for a total of 12 only for the entire development.

Scheme 2



Number	Date	Description
1	06/25/18	Various updates for City comments to combine schemes for a total of 12 only for the entire development.



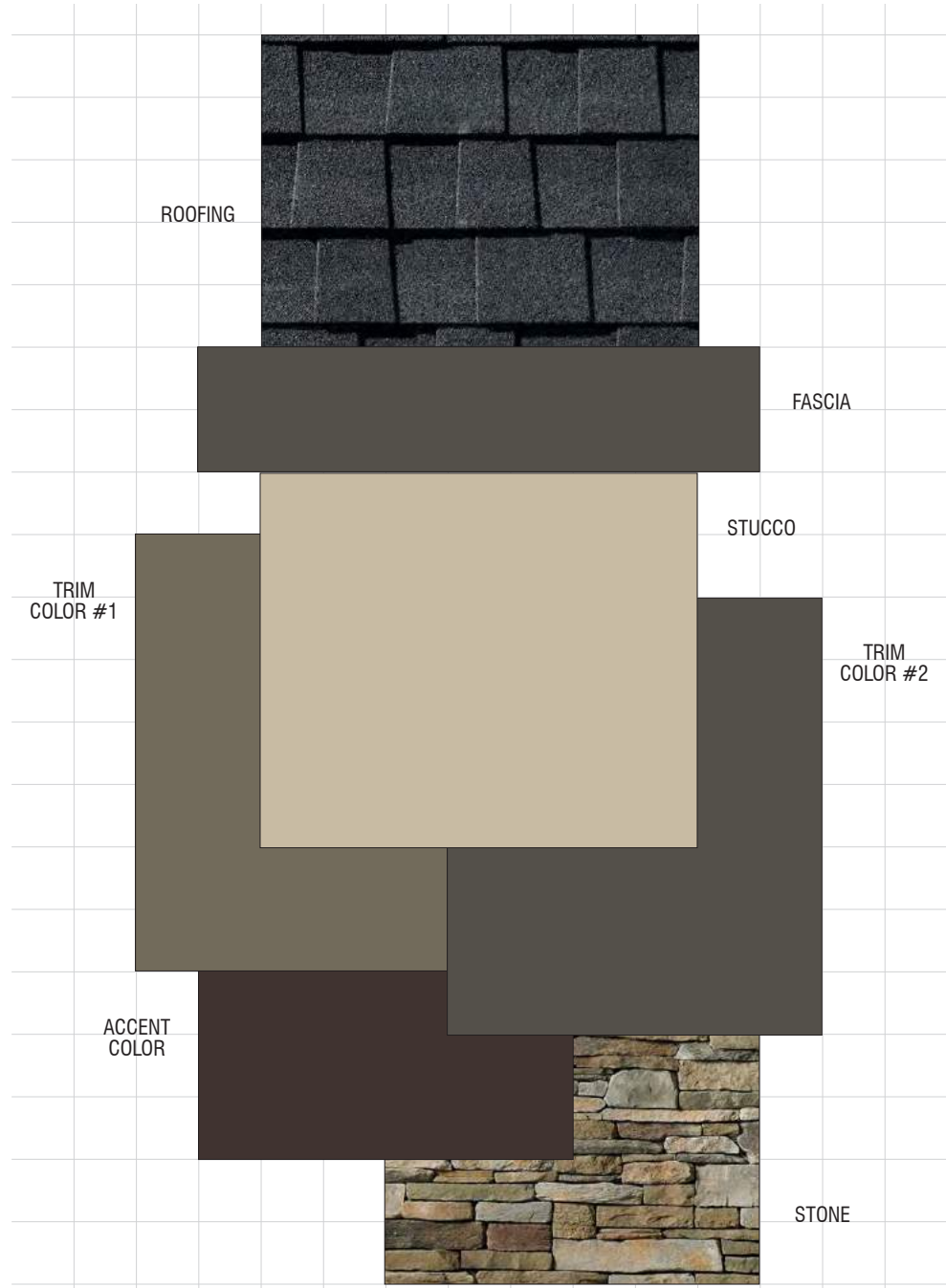
Number	Date	Description
1	06/26/18	Various updates for City comments to combine schemes for a total of 12 only for the entire development.

Scheme 4

ALVES RANCH

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ALVES RANCH (SFD, ALLEY & DUETS)
Pittsburg, California
WILLIAM LYON HOMES
June 26, 2018 | 2017404

SCHEME 5
'B' Elevations Only
Bungalow

'ALVES RANCH (SFD, ALLEY & DUETS)

Pittsburg, California
WILLIAM LYON HOMES
April 11, 2018 | 2017404.00

Exterior Color & Materials

'SCHEME 5 OF 12

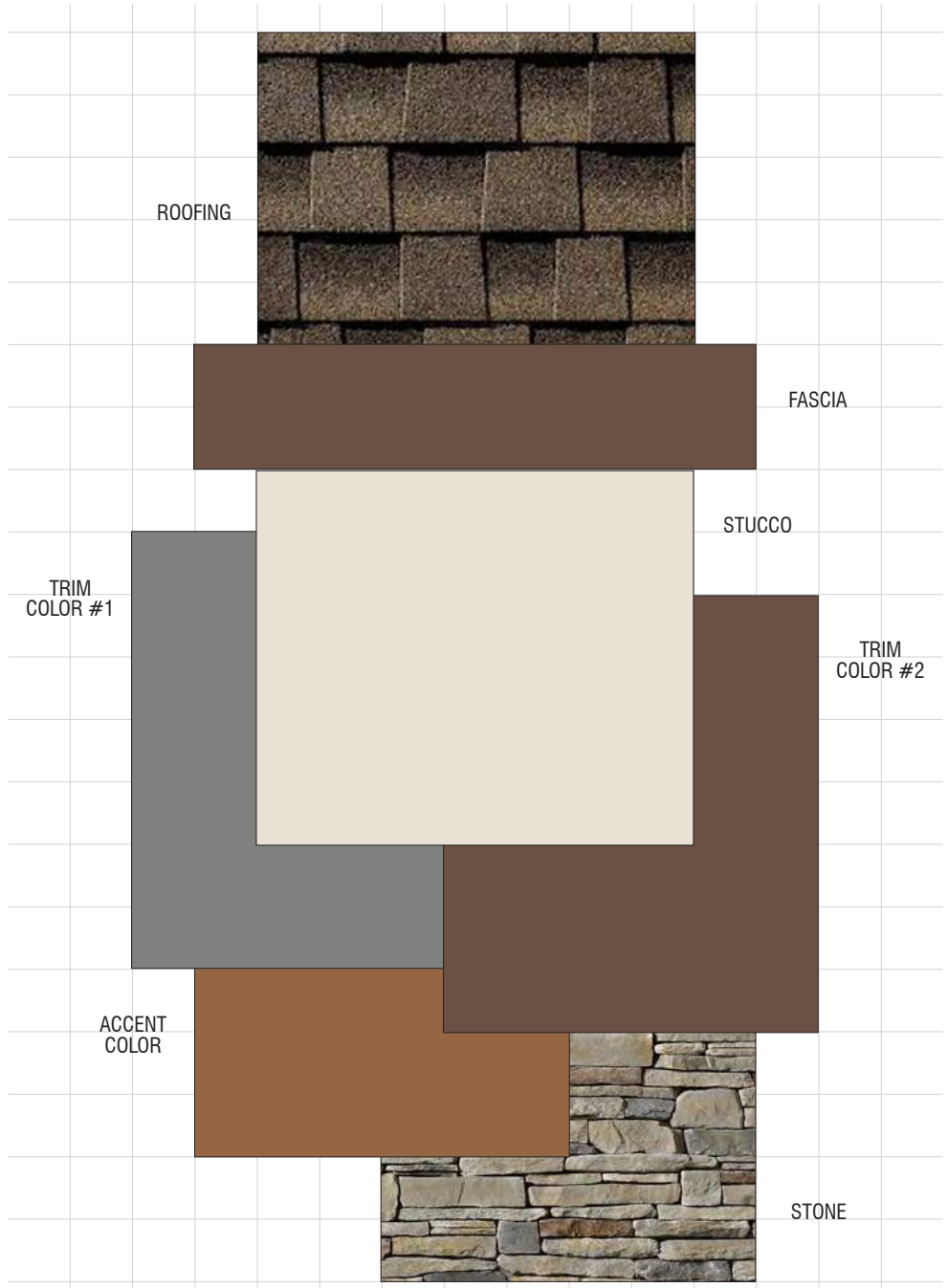
'B' ELEVATIONS ONLY, BUNGALOW

Material	Color	Manufacturer
Roofing: Composition Shingle	Charcoal Timberline HD	GAF
Vinyl Windows (factory finish)	White	TBD
Manufactured Stone (standard raked joints)	Bucks County Southern LedgeStone	Cultured by Boral
Mortar @ Stone	Khaki	Orco
Gutters & Downspouts	Match adjacent color	Sherwin Williams
Stucco (16/20 sand finish)	SW 6149 Relaxed Khaki	Sherwin Williams
Trim Color #1 (applied to): Board & Battens @ Gables Columns Panel Detail Trim	SW 6173 Cocoon	Sherwin Williams
Trim Color #2 (applied to): Eaves Fascia Garage Doors Outlookers	SW 7048 Urban Bronze	Sherwin Williams
Accent Color (applied to): Front Door	SW 6006 Black Bean	Sherwin Williams
Weatherstrip @ Garage Door	Terra Bronze	Fehr Bros

NOTE: Notify WHA if any variation occurs between these schemes and the construction documents prior to purchase.
Contact: Lily Martinez (925) 453-1700.

REVISIONS:

Number	Date	Description
1	06/26/18	Various updates for City comments to combine schemes for a total of 12 only for the entire development.



ALVES RANCH (SFD, ALLEY & DUETS)
Pittsburg, California
WILLIAM LYON HOMES
June 26, 2018 | 2017404

SCHEME 6
'B' Elevations Only
Bungalow

'ALVES RANCH (SFD, ALLEY & DUETS)

Pittsburg, California
WILLIAM LYON HOMES
April 11, 2018 | 2017404.00

Exterior Color & Materials

'SCHEME 6 OF 12

'B' ELEVATIONS ONLY, BUNGALOW

Material	Color	Manufacturer
Roofing: Composition Shingle	Charcoal Timberline HD	GAF
Vinyl Windows (factory finish)	White	TBD
Manufactured Stone (standard raked joints)	Echo Ridge Southern LedgeStone	Cultured by Boral
Mortar @ Stone	Grey	Orco
Gutters & Downspouts	Match adjacent color	Sherwin Williams
Stucco (16/20 sand finish)	SW 6154 Neave	Sherwin Williams
Trim Color #1 (applied to): Board & Battens @ Gables Columns Panel Detail Trim	SW 7067 Cityscape	Sherwin Williams
Trim Color #2 (applied to): Eaves Fascia Garage Doors Outlookers	SW 7520 Plantation Shutters	Sherwin Williams
Accent Color (applied to): Front Door	SW 0045 Antiquarian Brown	Sherwin Williams
Weatherstrip @ Garage Door	Gray	Fehr Bros

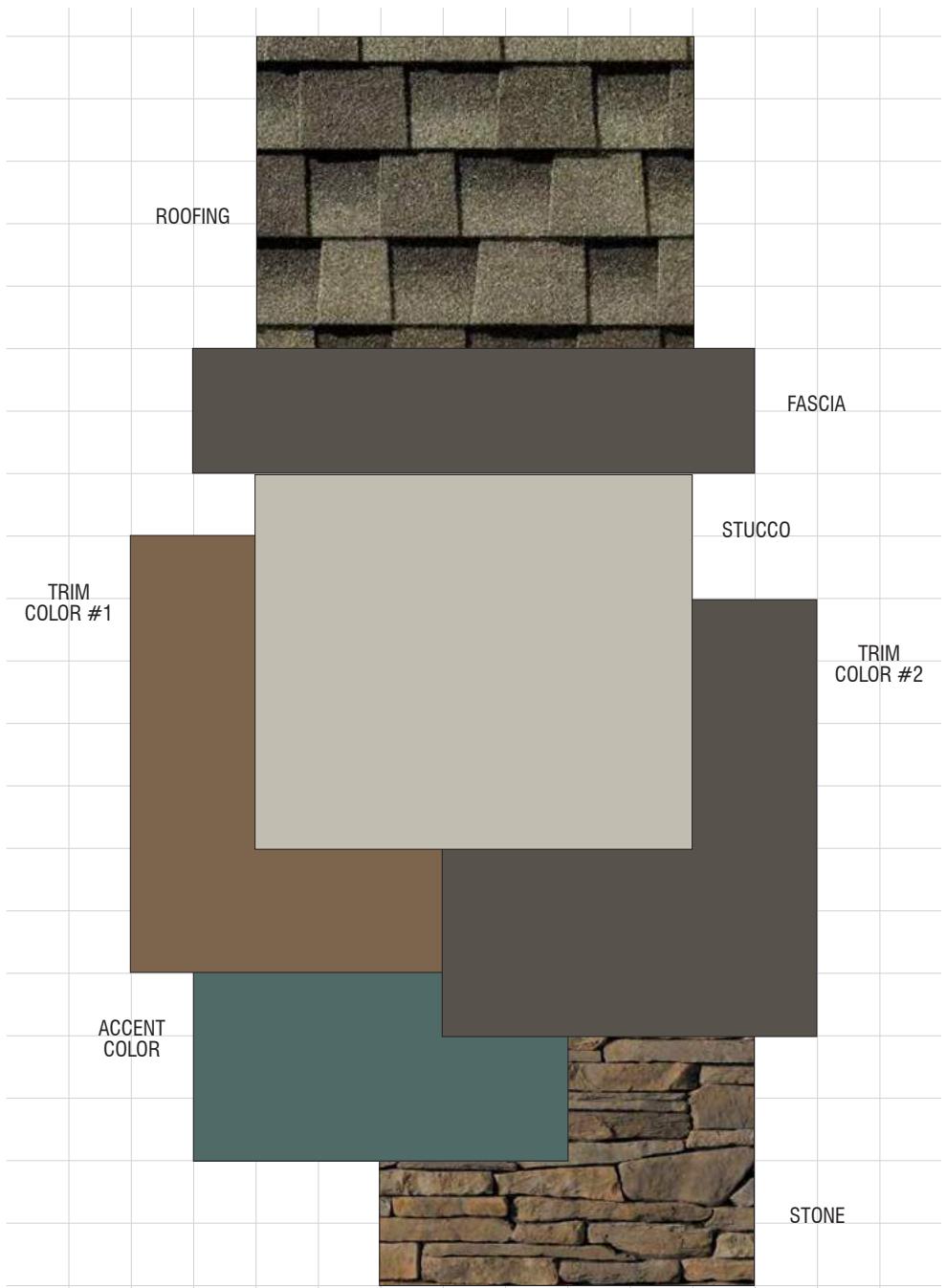
NOTE: Notify WHA if any variation occurs between these schemes and the construction documents prior to purchase.
Contact: Lily Martinez (925) 453-1700.

REVISIONS:

Number	Date	Description
1	06/26/18	Various updates for City comments to combine schemes for a total of 12 only for the entire development.

Scheme 5

Scheme 6



ALVES RANCH (SFD, ALLEY & DUETS)
Pittsburg, California
WILLIAM LYON HOMES
June 26, 2018 | 2017404

SCHEME 7
'B' Elevations Only
Bungalow

'ALVES RANCH (SFD, ALLEY & DUETS)

Pittsburg, California
WILLIAM LYON HOMES
April 11, 2018 | 2017404.00

Exterior Color & Materials

'SCHEME 7 OF 12

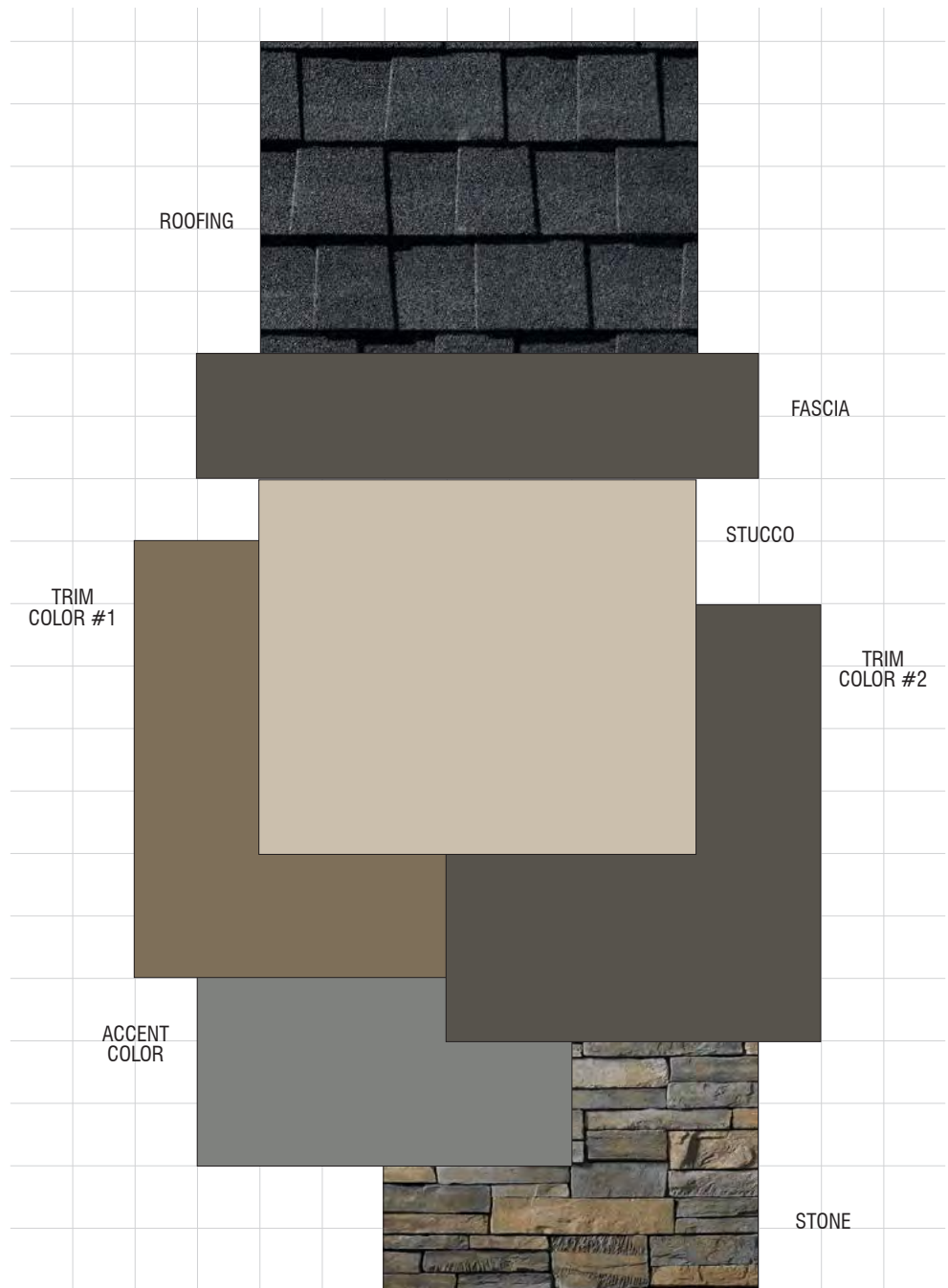
'B' ELEVATIONS ONLY, BUNGALOW

Material	Color	Manufacturer
Roofing: Composition Shingle	Weathered Wood Timberline HD	GAF
Vinyl Windows (factory finish)	White	TBD
Manufactured Stone (standard raked joints)	Hudson Bay Southern LedgeStone	Cultured by Boral
Mortar @ Stone	Misty Cove	Orco
Gutters & Downspouts	Match adjacent color	Sherwin Williams
Stucco (16/20 sand finish)	SW 2644 Roxcroft Mist Gray	Sherwin Williams
Trim Color #1 (applied to): Board & Battens @ Gables Columns Panel Detail Trim	SW 6103 Tea Chest	Sherwin Williams
Trim Color #2 (applied to): Eaves Fascia Garage Doors Outlookers	SW 7645 Thunder Gray	Sherwin Williams
Accent Color (applied to): Front Door	SW 2810 Rookwood Sash Green	Sherwin Williams
Weatherstrip @ Garage Door	Golden Oak	Fehr Bros

NOTE: Notify WHA if any variation occurs between these schemes and the construction documents prior to purchase.
Contact: Lily Martinez (925) 453-1700.

REVISIONS:

Number	Date	Description
1	06/26/18	Various updates for City comments to combine schemes for a total of 12 only for the entire development.



ALVES RANCH (SFD, ALLEY & DUETS)
Pittsburg, California
WILLIAM LYON HOMES
June 26, 2018 | 2017404

SCHEME 8
'B' Elevations Only
Bungalow

'ALVES RANCH (SFD, ALLEY & DUETS)

Pittsburg, California
WILLIAM LYON HOMES
April 11, 2018 | 2017404.00

Exterior Color & Materials

'SCHEME 8 OF 12

'B' ELEVATIONS ONLY, BUNGALOW

Material	Color	Manufacturer
Roofing: Composition Shingle	Charcoal Timberline HD	GAF
Vinyl Windows (factory finish)	White	TBD
Manufactured Stone (standard raked joints)	Skyline Country LedgeStone	Cultured by Boral
Mortar @ Stone	Misty Cove	Orco
Gutters & Downspouts	Match adjacent color	Sherwin Williams
Stucco (16/20 sand finish)	SW 7547 Sandbar	Sherwin Williams
Trim Color #1 (applied to): Board & Battens @ Gables Columns Panel Detail Trim	SW 6159 High Tea	Sherwin Williams
Trim Color #2 (applied to): Eaves Fascia Garage Doors Outlookers	SW 7645 Thunder Gray	Sherwin Williams
Accent Color (applied to): Front Door	SW 7067 Cityscape	Sherwin Williams
Weatherstrip @ Garage Door	Bronze	Fehr Bros

NOTE: Notify WHA if any variation occurs between these schemes and the construction documents prior to purchase.
Contact: Lily Martinez (925) 453-1700.

REVISIONS:

Number	Date	Description
1	06/26/18	Various updates for City comments to combine schemes for a total of 12 only for the entire development.

Scheme 7

Scheme 8

COLOR & MATERIALS - 'B' BUNGALOW

NEIGHBORHOOD D1 & D2

ALVES RANCH

PITTSBURG, CA

A2.33

FORMAL SUBMITTAL

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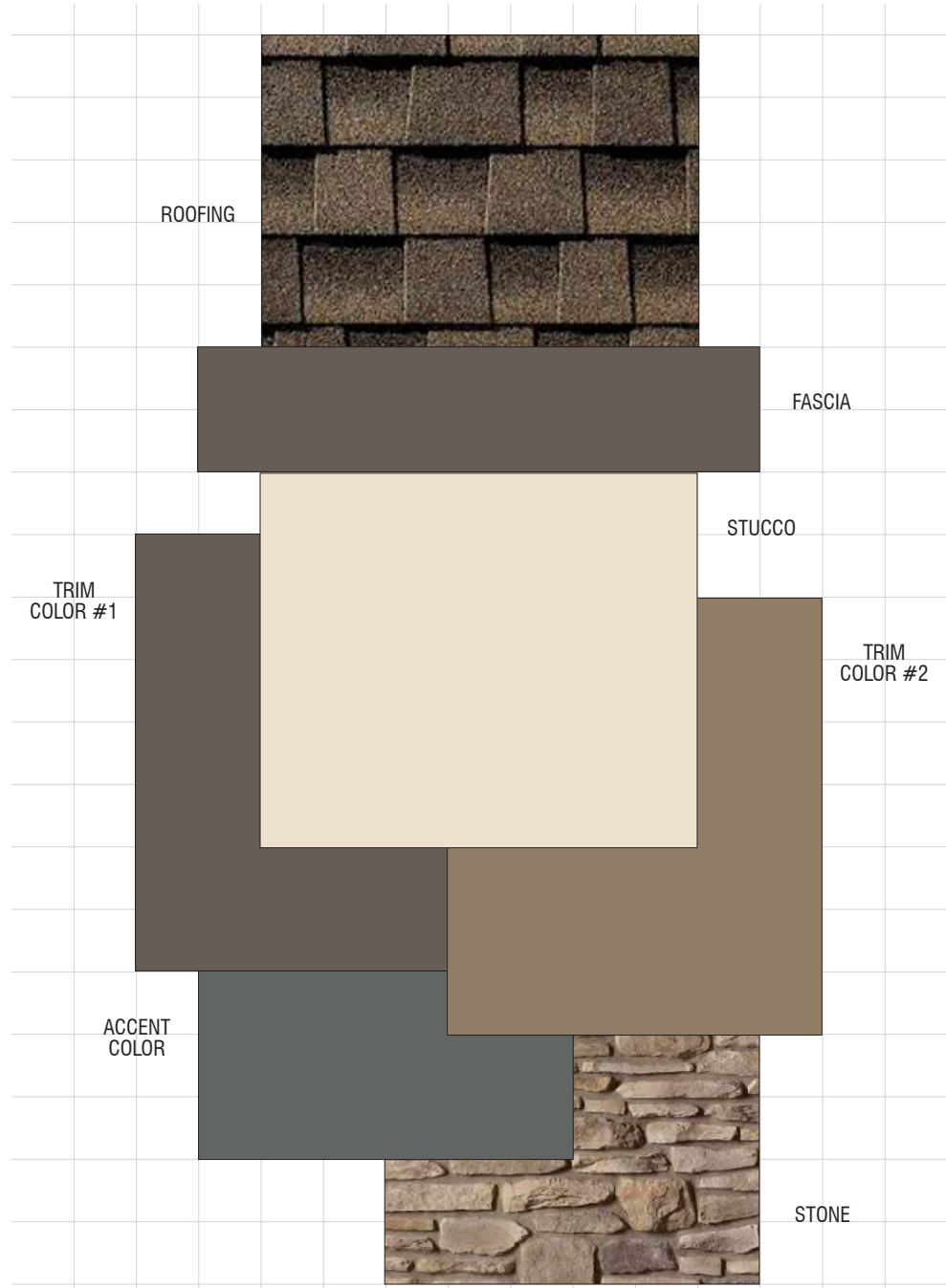
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ORANGE COUNTY . LOS ANGELES . BAY AREA



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ALVES RANCH (SFD, ALLEY & DUETS)
Pittsburg, California
WILLIAM LYON HOMES
June 26, 2018 | 2017404

SCHEME 9
'C' Elevations Only
Cottage

1ALVES RANCH (SFD, ALLEY & DUETS)

Pittsburg, California
WILLIAM LYON HOMES
April 11, 2018 | 2017404.00

Exterior Color & Materials

SCHEME 9 OF 12

'C' ELEVATIONS ONLY, COTTAGE

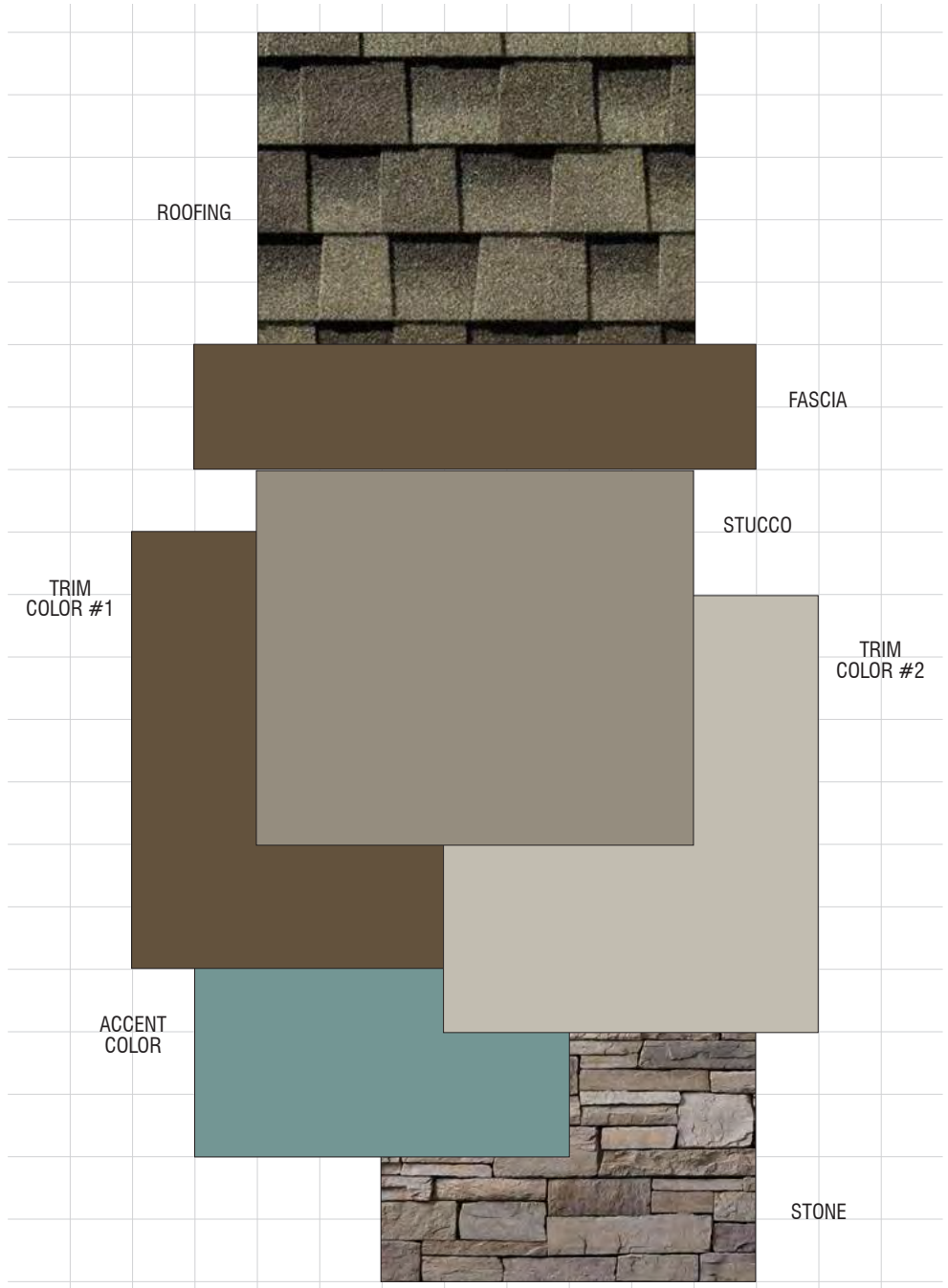
Material	Color	Manufacturer
Roofing: Composition Shingle	Barkwood Timberline HD	GAF
Vinyl Windows (factory finish)	White	TBD
Manufactured Stone (standard raked joints)	Palatino Del Mare LedgeStone	Cultured by Boral
Mortar @ Stone	Light Khaki	Orco
Gutters & Downspouts	Match adjacent color	Sherwin Williams
Stucco (16/20 sand finish)	SW 7571 Casa Blanca	Sherwin Williams
Trim Color #1 (applied to): Board & Batten Siding Eaves Fascia Gable Siding Garage Door @ SFD & Alley Louvered Vents Pot Shelves	SW 7505 Manor House	Sherwin Williams
Trim Color #2 (applied to): Garage Doors @ Duets Trim	SW 7550 Resort Tan	Sherwin Williams
Accent Color (applied to): Front Door Shutters	SW 2848 Roycroft Pewter	Sherwin Williams
Weatherstrip @ Garage Door	Match adjacent color	Fehr Bros

NOTE: Notify WHA if any variation occurs between these schemes and the construction documents prior to purchase.
Contact: Lily Marzette (951) 455-1700.

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REVISIONS:

Number	Date	Description
1	06/26/18	Various updates for City comments to combine schemes for a total of 12 only for the entire development.



ALVES RANCH (SFD, ALLEY & DUETS)
Pittsburg, California
WILLIAM LYON HOMES
June 26, 2018 | 2017404

SCHEME 10
'C' Elevations Only
Cottage

1ALVES RANCH (SFD, ALLEY & DUETS)

Pittsburg, California
WILLIAM LYON HOMES
April 11, 2018 | 2017404.00

Exterior Color & Materials

SCHEME 10 OF 12

'C' ELEVATIONS ONLY, COTTAGE

Material	Color	Manufacturer
Roofing: Composition Shingle	Weathered Wood Timberline HD	GAF
Vinyl Windows (factory finish)	White	TBD
Manufactured Stone (standard raked joints)	Ashtail Country LedgeStone	Cultured by Boral
Mortar @ Stone	Khaki	Orco
Gutters & Downspouts	Match adjacent color	Sherwin Williams
Stucco (16/20 sand finish)	SW 9172 Studio Clay	Sherwin Williams
Trim Color #1 (applied to): Board & Batten Siding Eaves Fascia Gable Siding Garage Door @ SFD & Alley Louvered Vents Pot Shelves	SW 7545 Pier	Sherwin Williams
Trim Color #2 (applied to): Garage Doors @ Duets Trim	SW 2844 Roycroft Mist Gray	Sherwin Williams
Accent Color (applied to): Front Door Shutters	SW 0020 Peacock Plume	Sherwin Williams
Weatherstrip @ Garage Door	Match adjacent color	Fehr Bros

NOTE: Notify WHA if any variation occurs between these schemes and the construction documents prior to purchase.
Contact: Lily Marzette (951) 455-1700.

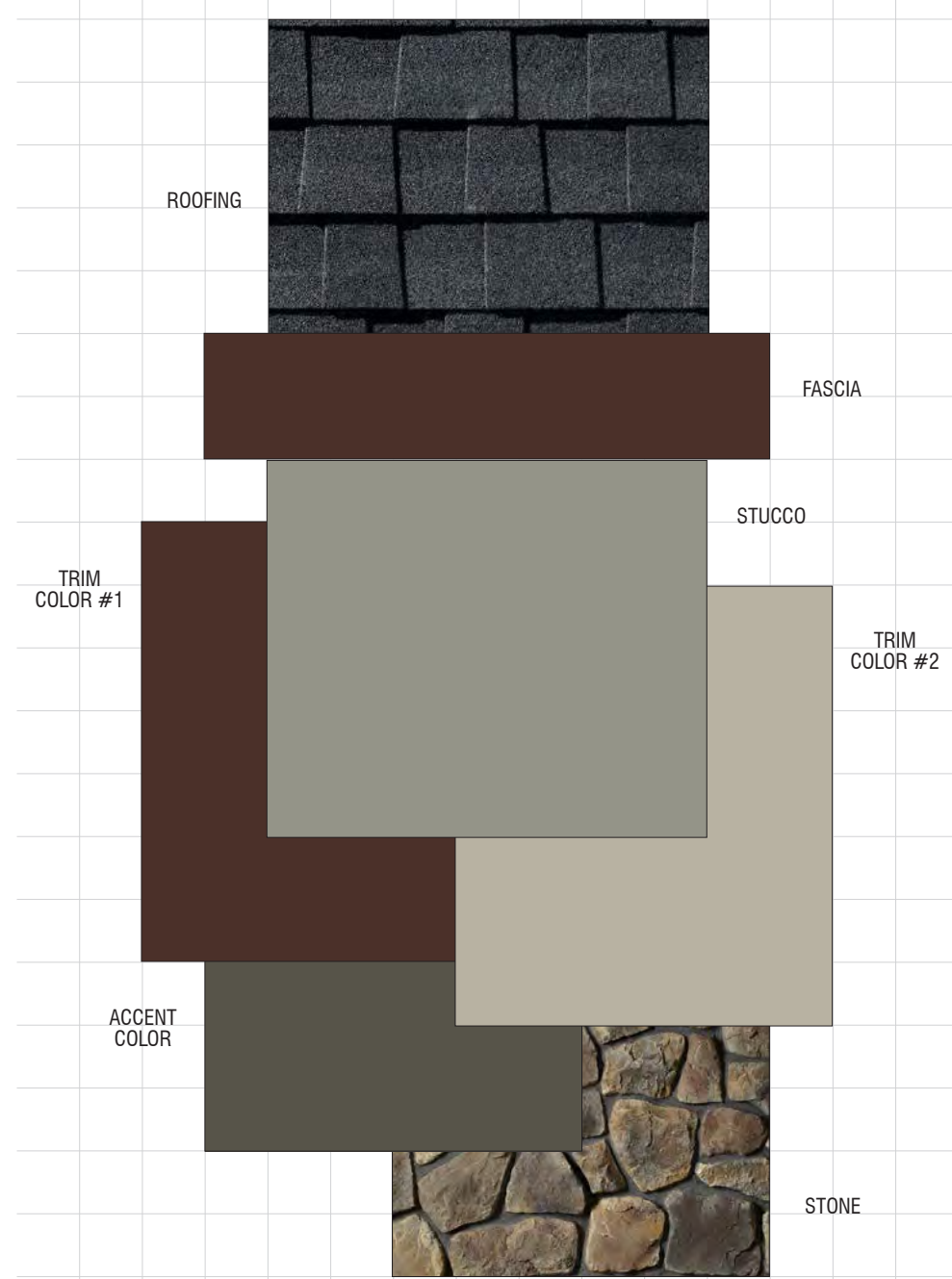
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REVISIONS:

Number	Date	Description
1	06/26/18	Various updates for City comments to combine schemes for a total of 12 only for the entire development.

Scheme 9

Scheme 10



ALVES RANCH (SFD, ALLEY & DUETS)
Pittsburg, California
WILLIAM LYON HOMES
June 26, 2018 | 2017404

SCHEME 11
'C' Elevations Only
Cottage

1ALVES RANCH (SFD, ALLEY & DUETS)

Pittsburg, California
WILLIAM LYON HOMES
April 11, 2018 | 2017404.00

Exterior Color & Materials

SCHEME 11 OF 12

'C' ELEVATIONS ONLY, COTTAGE

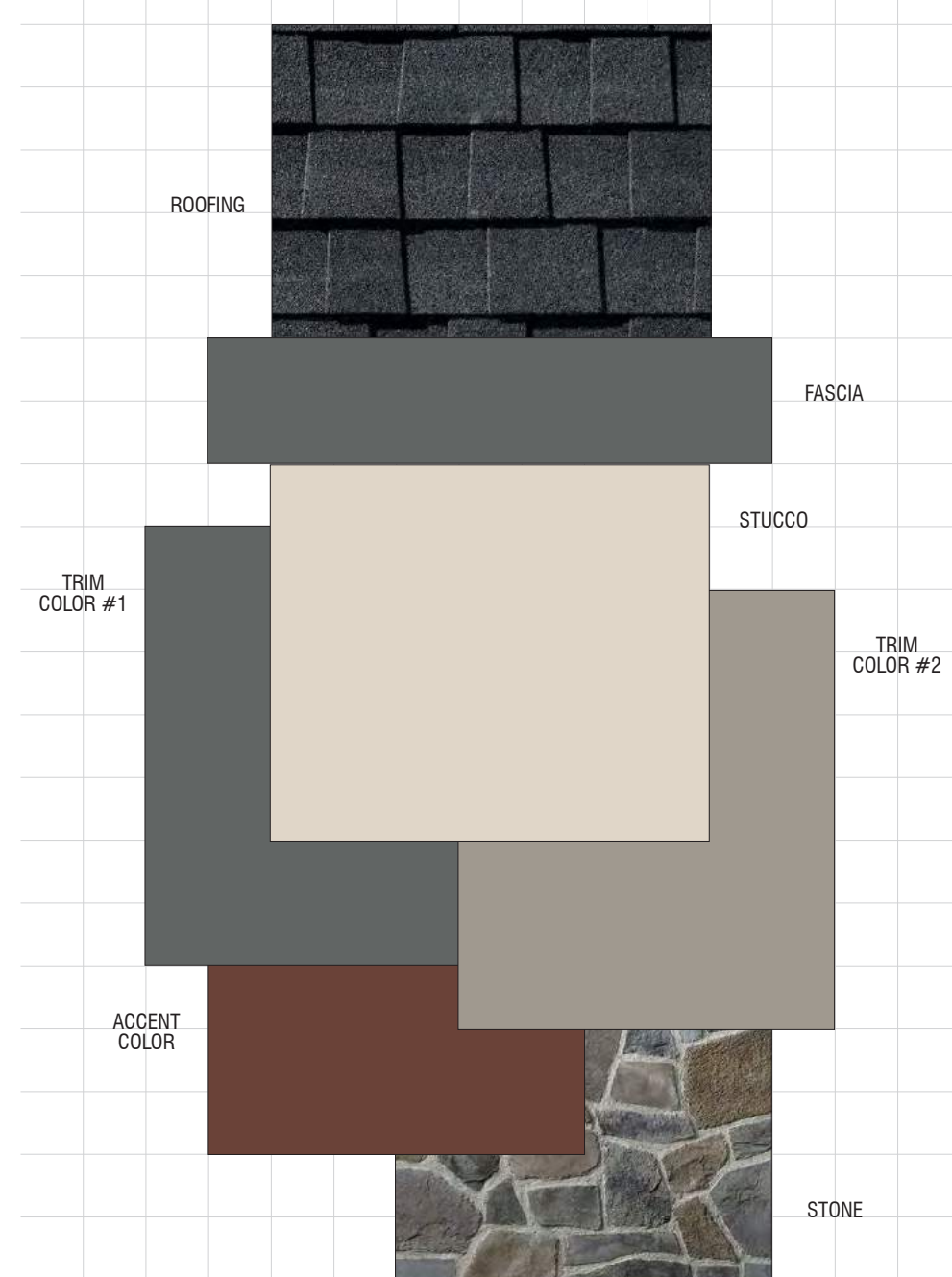
Material	Color	Manufacturer
Roofing: Composition Shingle	Charcoal Timberline HD	GAF
Vinyl Windows (factory finish)	White	TBD
Manufactured Stone (standard raked joints)	Wolf Creek Dressed Fieldstone	Cultured by Boral
Mortar @ Stone	Khaki	Orco
Gutters & Downspouts	Match adjacent color	Sherwin Williams
Stucco (16/20 sand finish)	SW 9131 Cornwall Slate	Sherwin Williams
Trim Color #1 (applied to): Board & Batten Siding Eaves Fascia Gable Siding Garage Door @ SFD & Alley Louvered Vents Pot Shelves	SW 9182 Rope Marron	Sherwin Williams
Trim Color #2 (applied to): Garage Doors @ Duets Trim	SW 0049 Silver Gray	Sherwin Williams
Accent Color (applied to): Front Door Shutters	SW 2846 Roycroft Bronze Green	Sherwin Williams
Weatherstrip @ Garage Door	Match adjacent color	Fehr Bros

NOTE: Notify WHA if any variation occurs between these schemes and the construction documents prior to purchase.
Contact: Lily Marzette (951) 455-1700.

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REVISIONS:

Number	Date	Description
1	06/26/18	Various updates for City comments to combine schemes for a total of 12 only for the entire development.



ALVES RANCH (SFD, ALLEY & DUETS)
Pittsburg, California
WILLIAM LYON HOMES
June 26, 2018 | 2017404

SCHEME 12
'C' Elevations Only
Cottage

1ALVES RANCH (SFD, ALLEY & DUETS)

Pittsburg, California
WILLIAM LYON HOMES
April 11, 2018 | 2017404.00

Exterior Color & Materials

SCHEME 12 OF 12

'C' ELEVATIONS ONLY, COTTAGE

Material	Color	Manufacturer
Roofing: Composition Shingle	Charcoal Timberline HD	GAF
Vinyl Windows (factory finish)	White	TBD
Manufactured Stone (standard raked joints)	Palisades Ancient Villa Fieldstone	Cultured by Boral
Mortar @ Stone	Misty Cove	Orco
Gutters & Downspouts	Match adjacent color	Sherwin Williams
Stucco (16/20 sand finish)	SW 7516 Kestrel White	Sherwin Williams
Trim Color #1 (applied to): Board & Batten Siding Eaves Fascia Gable Siding Garage Door @ SFD & Alley Louvered Vents Pot Shelves	SW 2848 Roycroft Pewter	Sherwin Williams
Trim Color #2 (applied to): Garage Doors @ Duets Trim	SW 7642 Pavestone	Sherwin Williams
Accent Color (applied to): Front Door Shutters	SW 2837 Aurora Brown	Sherwin Williams
Weatherstrip @ Garage Door	Match adjacent color	Fehr Bros

NOTE: Notify WHA if any variation occurs between these schemes and the construction documents prior to purchase.
Contact: Lily Marzette (951) 455-1700.

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REVISIONS:

Number	Date	Description
1	06/26/18	Various updates for City comments to combine schemes for a total of 12 only for the entire development.

Scheme 11

Scheme 12

COLOR & MATERIALS - 'C' COTTAGE

NEIGHBORHOOD D1 & D2

ALVES RANCH

PITTSBURG, CA

A2.34

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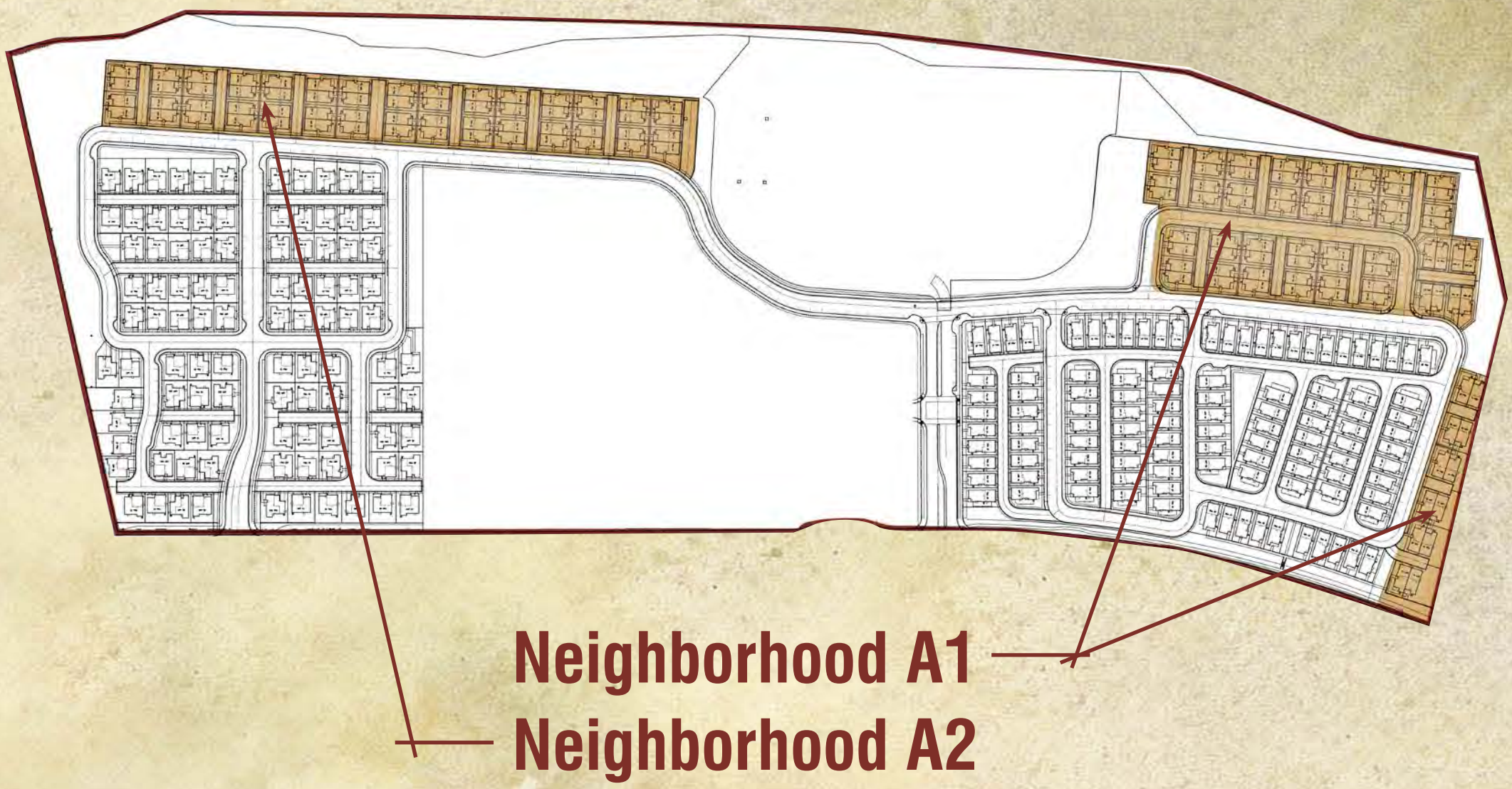
ORANGE COUNTY . LOS ANGELES . BAY AREA



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Neighborhood A₁ & A₂ *Duets*

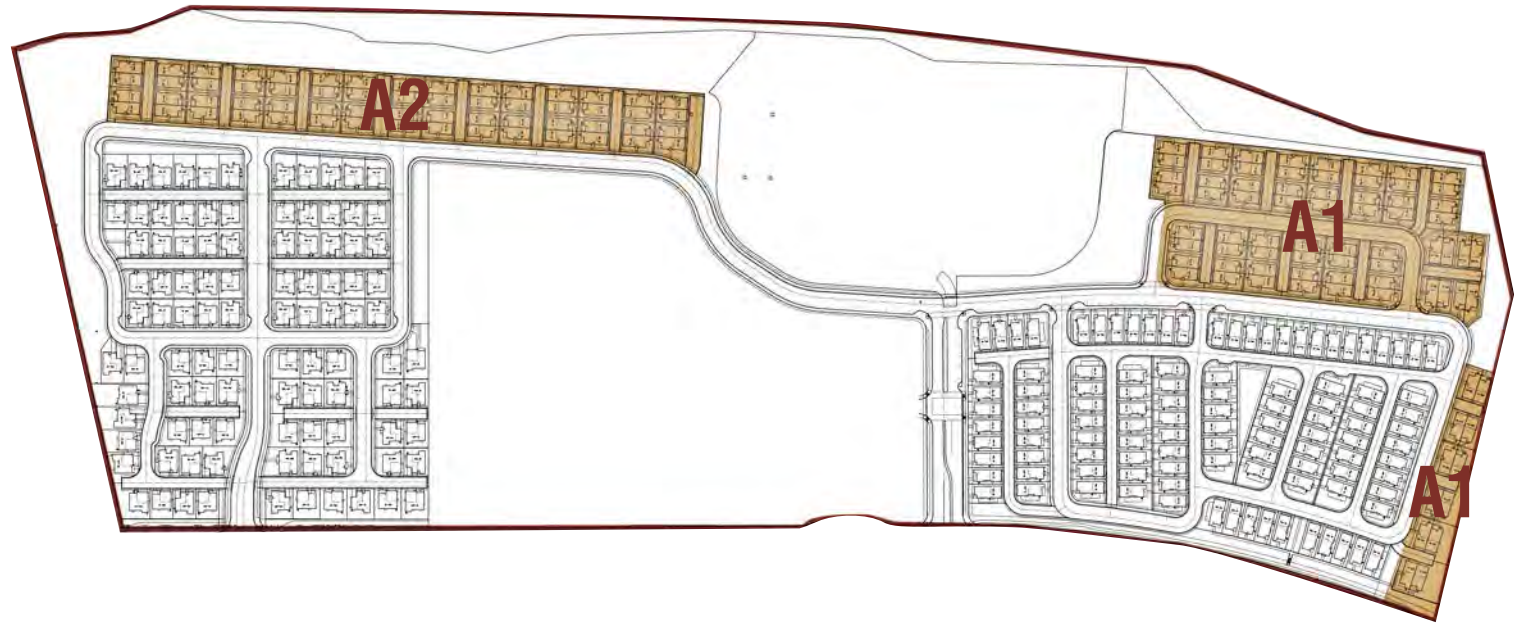


- A3.PP1 Plot Plan Neighborhood 1
- A3.PP2 Plot Plan Neighborhood 2
- A3.1 Street Scene
- A3.2 Plan 1A / 2A - Floor Plan
- A3.3 Plan 1A / 2A - Elevation Wraps
- A3.4 Plan 1B / 2B - Floor Plan
- A3.5 Plan 1B / 2B - Elevation Wraps
- A3.6 Plan 1C / 2C - Floor Plan
- A3.7 Plan 1C / 2C - Elevation Wraps
- A3.8 Plans 1& 2 / A, B& C - Roof Plans
- A3.9 Colo & Materials - 'A' Traditional
- A3.10 Color & Materials - 'B' Bungalow
- A3.11 Color & Materials - 'C' Cottage



	PLAN 1	38 DU	50%
	PLAN 2	38 DU	50%
TOTAL		76 DU	

- Notes:**
1. Site plan is for conceptual purposes only.
 2. Site plan must be reviewed by planning, building, and fire departments for code compliance.
 3. Base information per civil engineer.
 4. Civil engineer to verify all setbacks and grading information.
 5. Building Footprints might change due to the final design elevation style.
 6. Open space area is subject to change due to the balcony design of the elevation.
 7. Building setbacks are measured from property lines to building foundation lines.



CONCEPTUAL PLOT PLAN NEIGHBORHOOD 1

NEIGHBORHOOD A1 & A2

ALVES RANCH

PITTSBURG, CA

KEY MAP

ARCHITECTS . PLANNERS . DESIGNERS



ORANGE COUNTY . LOS ANGELES . BAY AREA

A3.PP1

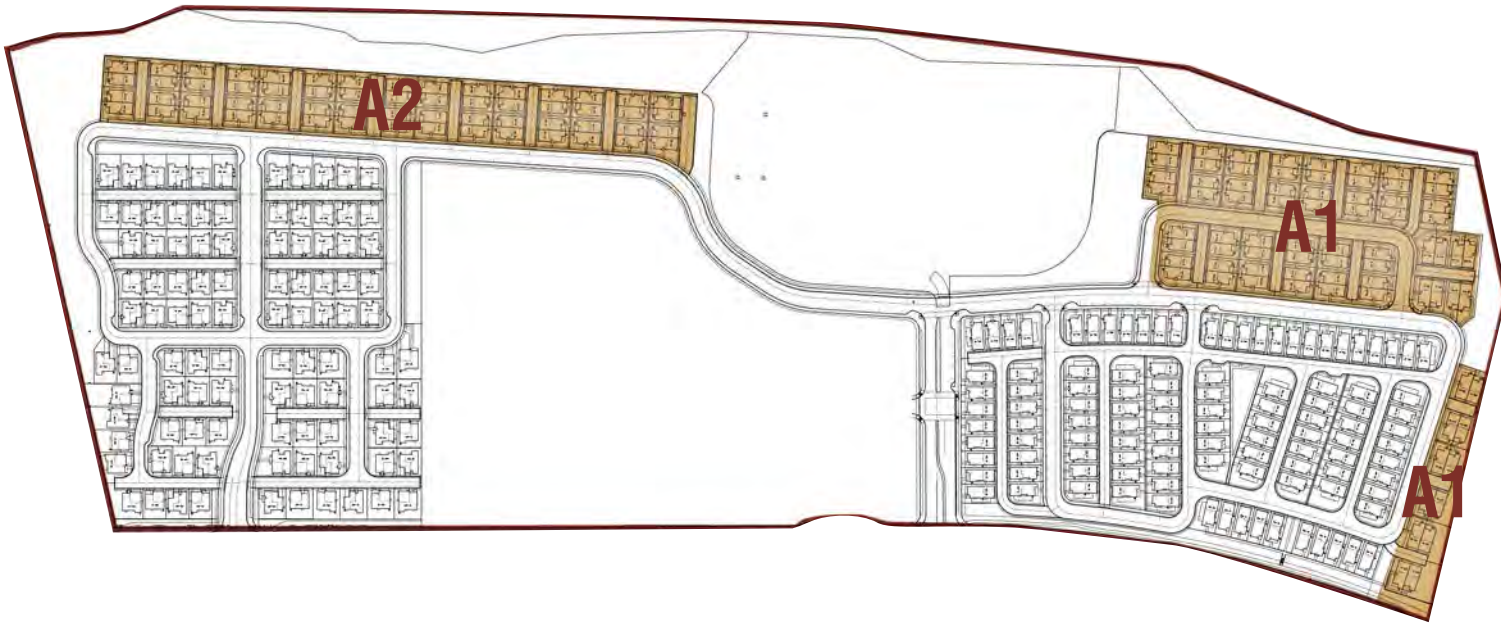
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	PLAN 1	30 DU	50%
	PLAN 2	30 DU	50%
TOTAL		60 DU	



- Notes:**
1. Site plan is for conceptual purposes only.
 2. Site plan must be reviewed by planning, building, and fire departments for code compliance.
 3. Base information per civil engineer.
 4. Civil engineer to verify all setbacks and grading information.
 5. Building Footprints might change due to the final design elevation style.
 6. Open space area is subject to change due to the balcony design of the elevation.
 7. Building setbacks are measured from property lines to building foundation lines.



KEY MAP

CONCEPTUAL PLOT PLAN NEIGHBORHOOD 2

NEIGHBORHOOD A1 & A2

ALVES RANCH

PITTSBURG, CA



Note: Artist's Conception; Colors, Materials And Application May Vary.

PLAN 2AR - LEFT

PLAN 2AR

PLAN 1AR

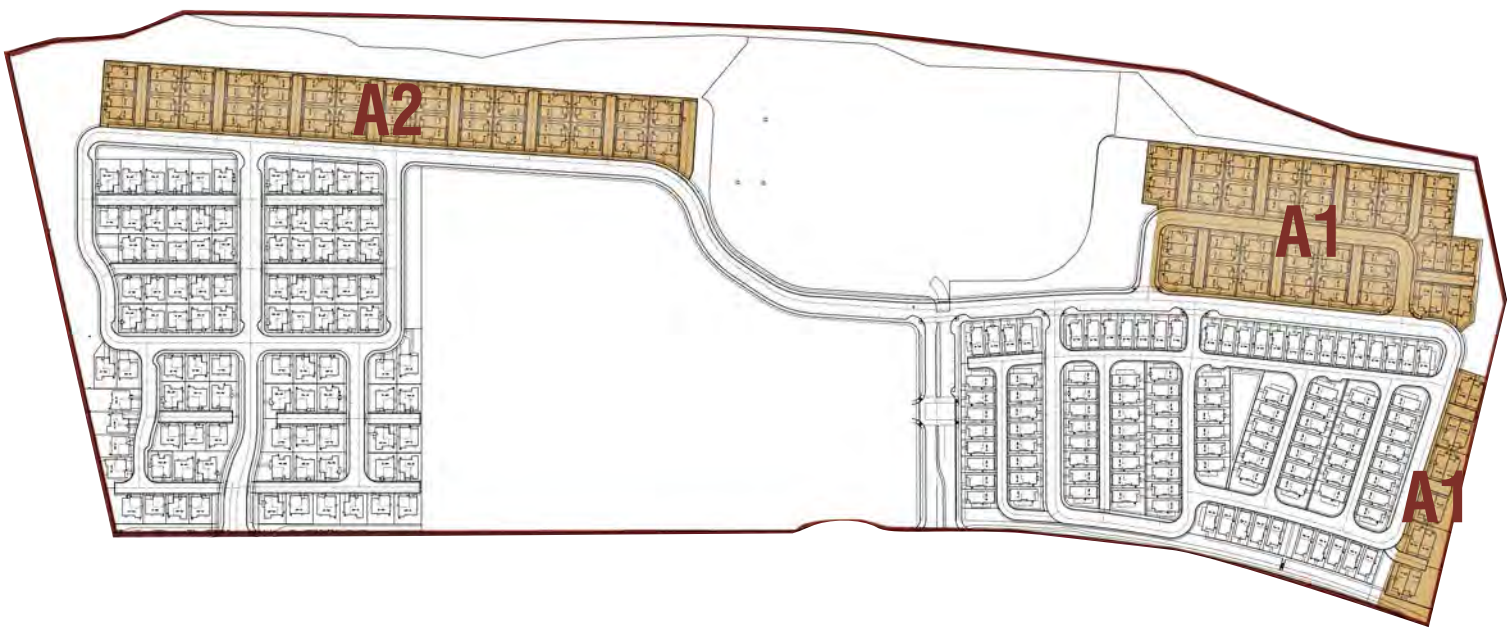
PLAN 1B

PLAN 2B

PLAN 2B - RIGHT

CONCEPTUAL STREETSCENE
NEIGHBORHOOD A1 & A2
ALVES RANCH

PITTSBURG, CA

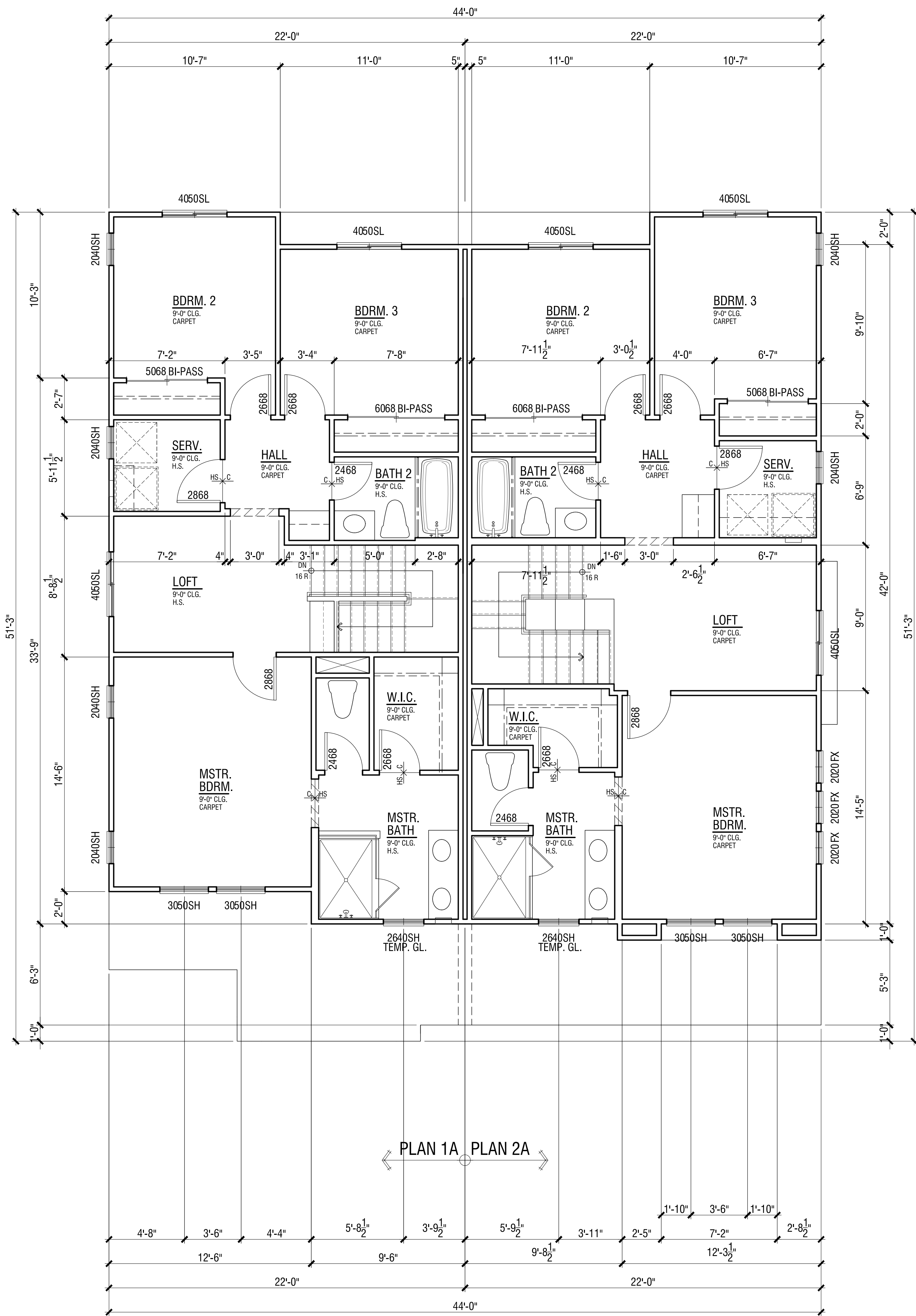


KEY MAP

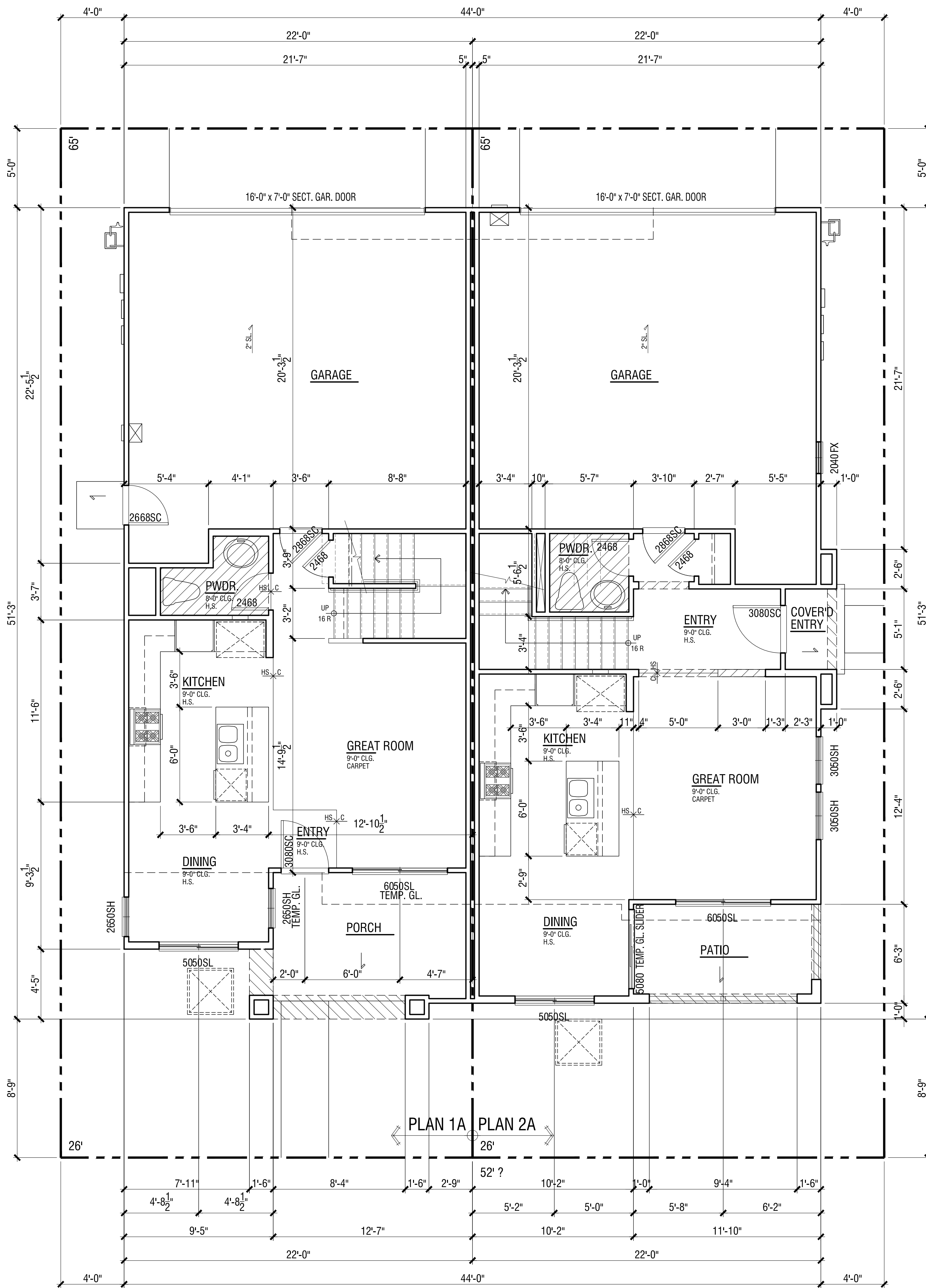
A3.1

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FORMAL SUBMITTAL



Second Floor



NEIGHBORHOOD A1 & A2

First Floor

FLOOR PLAN | PLAN 1A/2A

FLOOR AREA TABLE	PLAN 2A
LOWER FLOOR PLAN	554 SQ. FT.
UPPER FLOOR PLAN	883 SQ. FT.
TOTAL	1437 SQ. FT.
2-BAY GARAGE	466 SQ. FT.
COVERED ENTRY/PORCH	17 SQ. FT.

NOTE: SQUARE FOOTAGE MAY VARY DUE TO METHOD OF CALCULATION

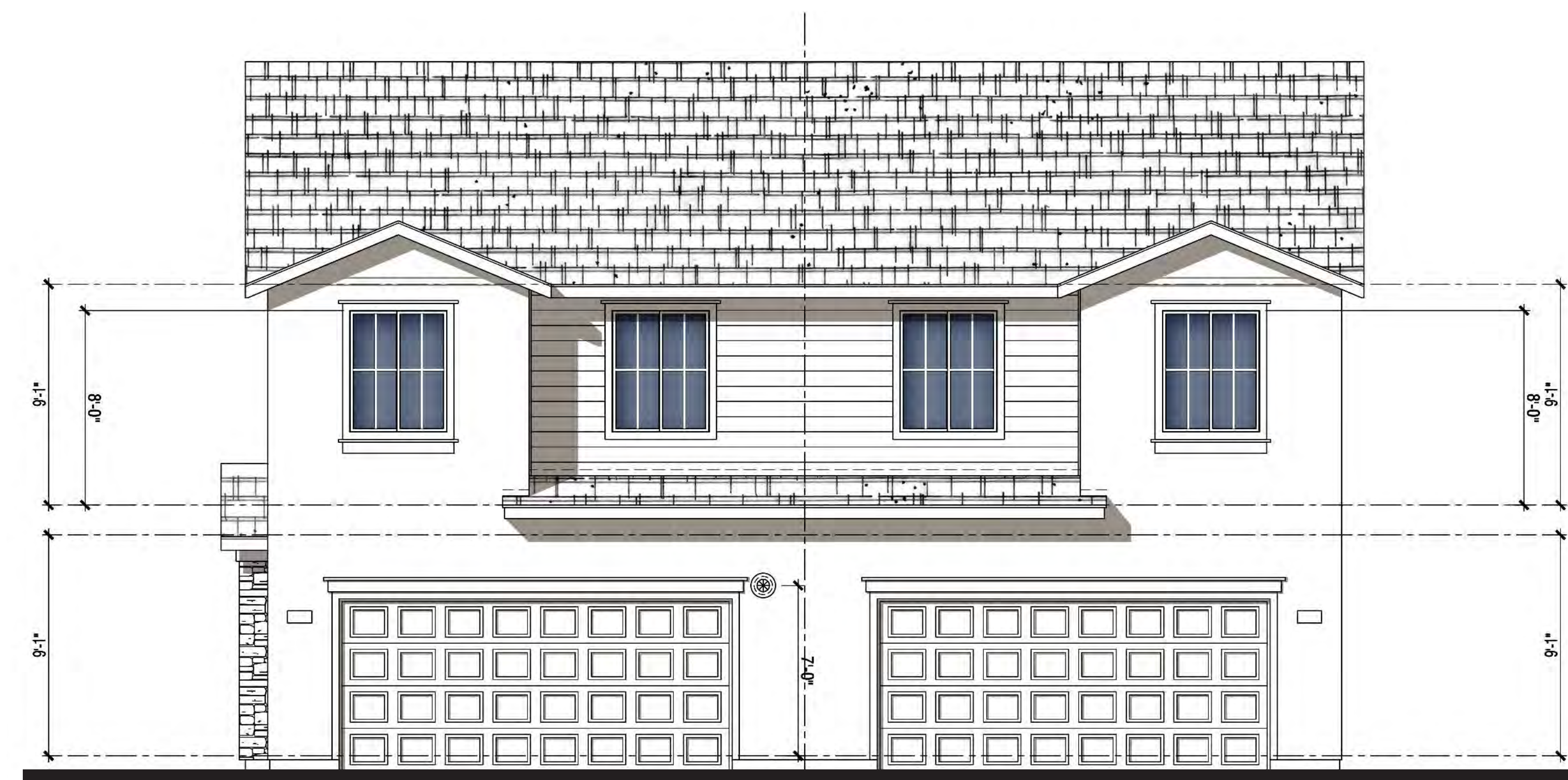
FLOOR AREA TABLE	PLAN 1A
LOWER FLOOR PLAN	512 SQ. FT.
UPPER FLOOR PLAN	863 SQ. FT.
TOTAL	1375 SQ. FT.
2-BAY GARAGE	458 SQ. FT.
COVERED ENTRY/PORCH	102 SQ. FT.

NOTE: SQUARE FOOTAGE MAY VARY DUE TO METHOD OF CALCULATION



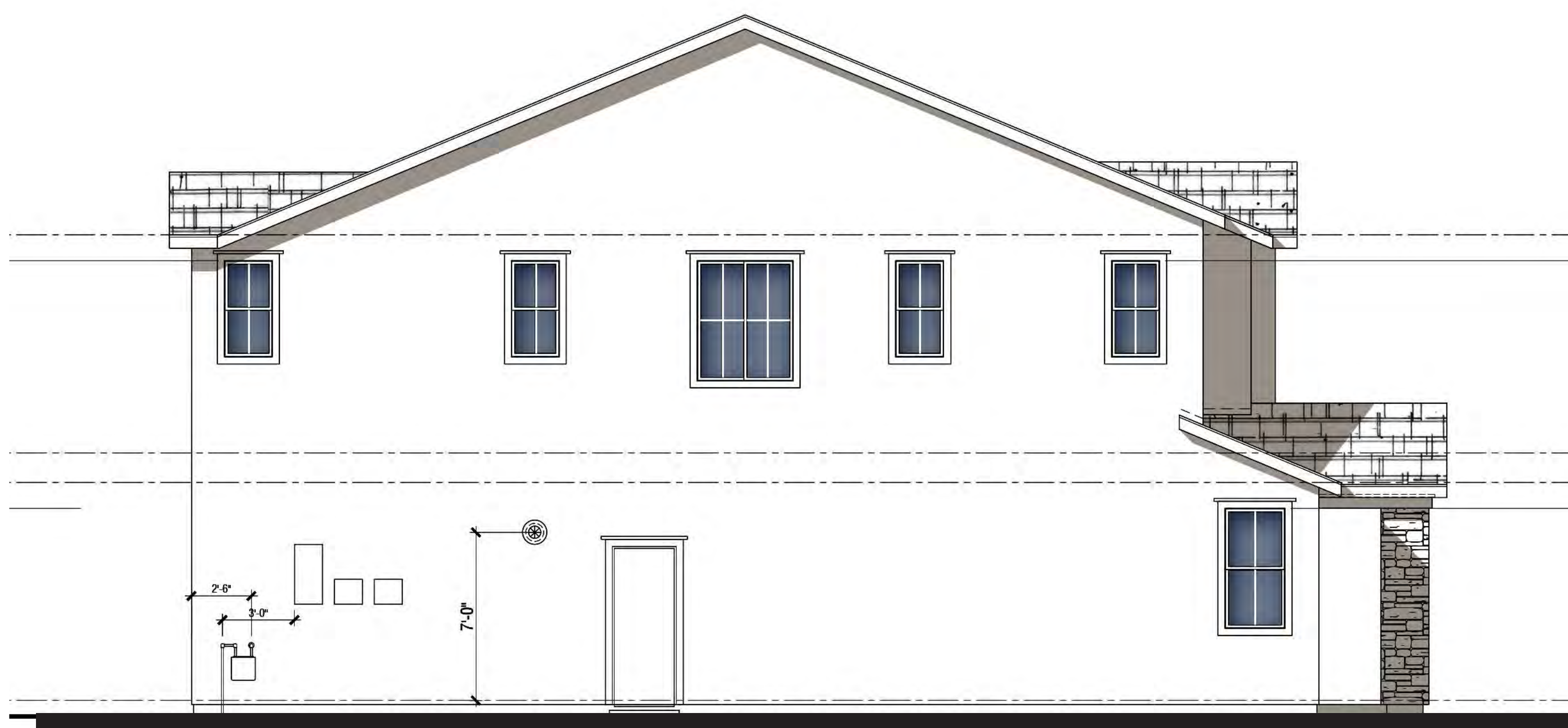
PLAN 2A

Right Elevation



PLAN 2A | PLAN 1A

Rear Elevation



PLAN 1A

Left Elevation



PLAN 1A | PLAN 2A

Front Elevation

MATERIAL

STYLE ELEMENTS 'A' TRADITIONAL

Roof: Composition Shingle
 Fascia: 2X6 Wood Typical
 Gable: Horizontal Lap Siding
 Exterior: Stucco (16/20 Sand Finish)
 Window & Door Trim: Stucco over Foam Trim per Elevation Style
 Garage Door: Decorative Metal Roll-Up Garage Door per Elevation Style

Left Elevation

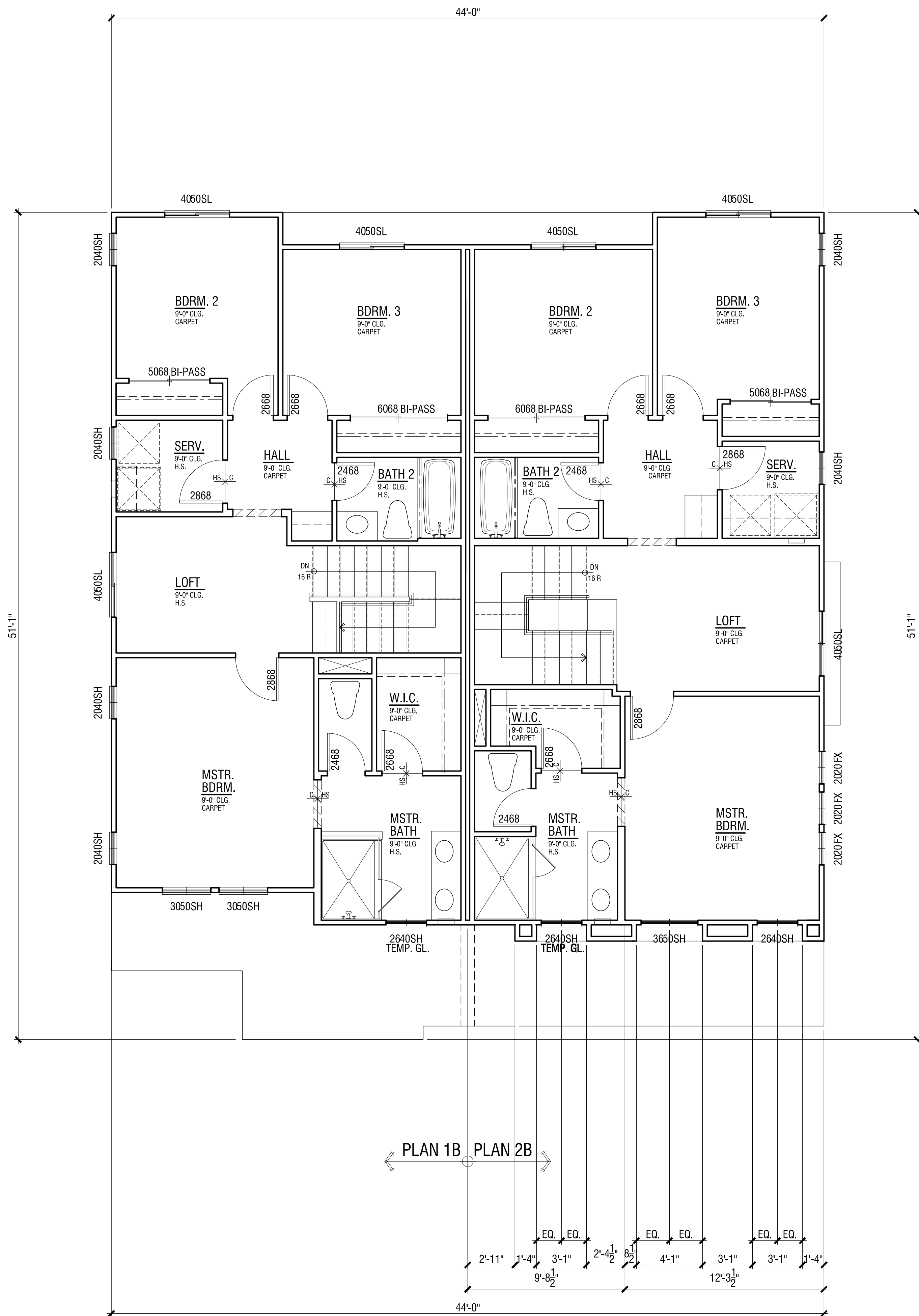
PLAN 1A/PLAN 2A | ELEVATION WRAPS

NEIGHBORHOOD A1 & A2

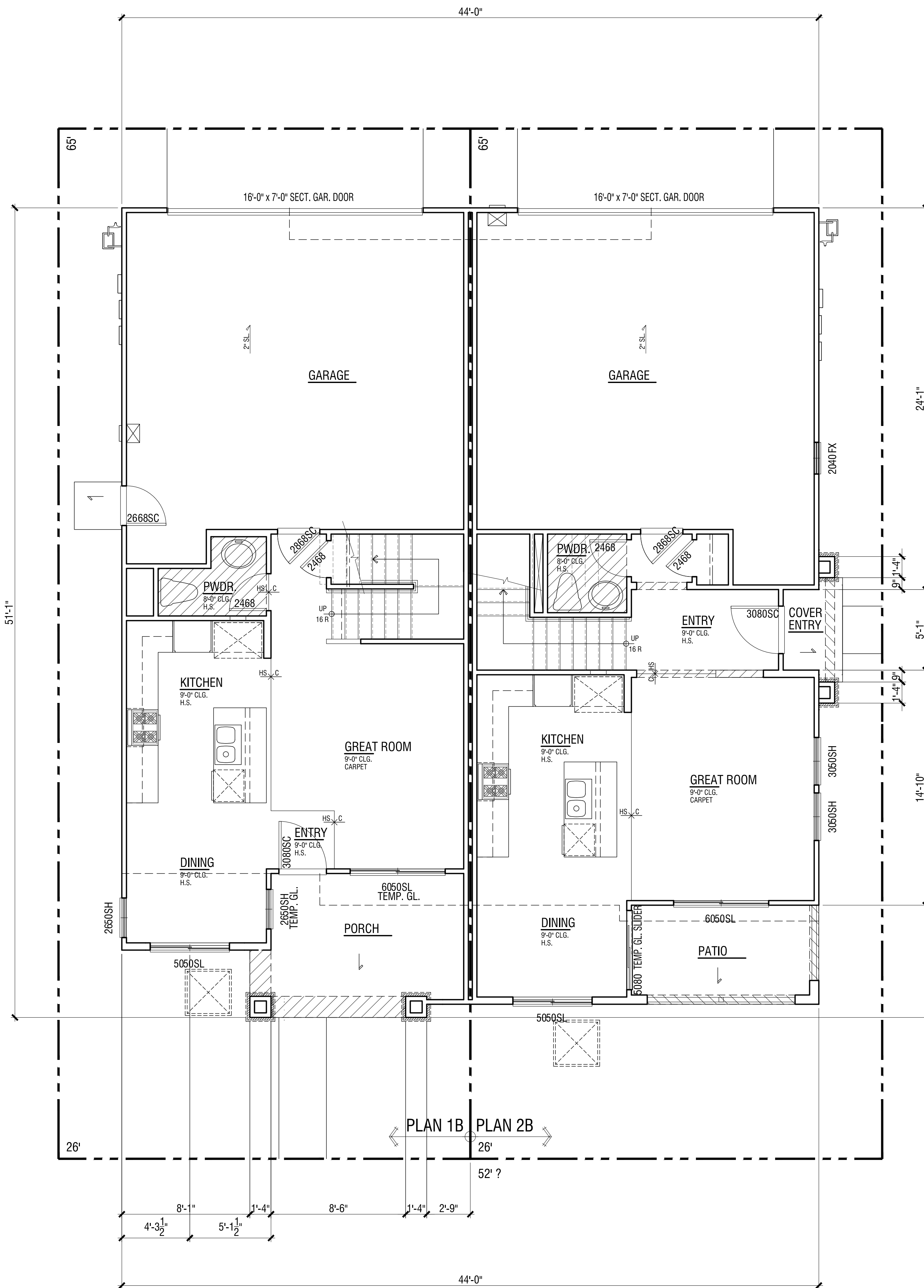
ALVES RANCH

PITTSBURG, CA

Scheme# 2



Second Floor



NEIGHBORHOOD A1 & A2

First Floor

FLOOR PLAN | PLAN 1B/2B

FLOOR AREA TABLE	PLAN 2B
LOWER FLOOR PLAN	554 SQ. FT.
UPPER FLOOR PLAN	883 SQ. FT.
TOTAL	1437 SQ. FT.
2-BAY GARAGE	466 SQ. FT.
COVERED ENTRY/PORCH	74 SQ. FT.

NOTE: SQUARE FOOTAGE MAY VARY DUE TO METHOD OF CALCULATION

FLOOR AREA TABLE	PLAN 1B
LOWER FLOOR PLAN	512 SQ. FT.
UPPER FLOOR PLAN	863 SQ. FT.
TOTAL	1375 SQ. FT.
2-BAY GARAGE	458 SQ. FT.
COVERED ENTRY/PORCH	111 SQ. FT.

NOTE: SQUARE FOOTAGE MAY VARY DUE TO METHOD OF CALCULATION



PLAN 2A

Right Elevation



PLAN 2B | PLAN 1B

Rear Elevation



PLAN 1B

STYLE ELEMENTS 'B' BUNGALOW

Left Elevation



Scheme# 7

PLAN 1B | PLAN 2B

Front Elevation

MATERIAL

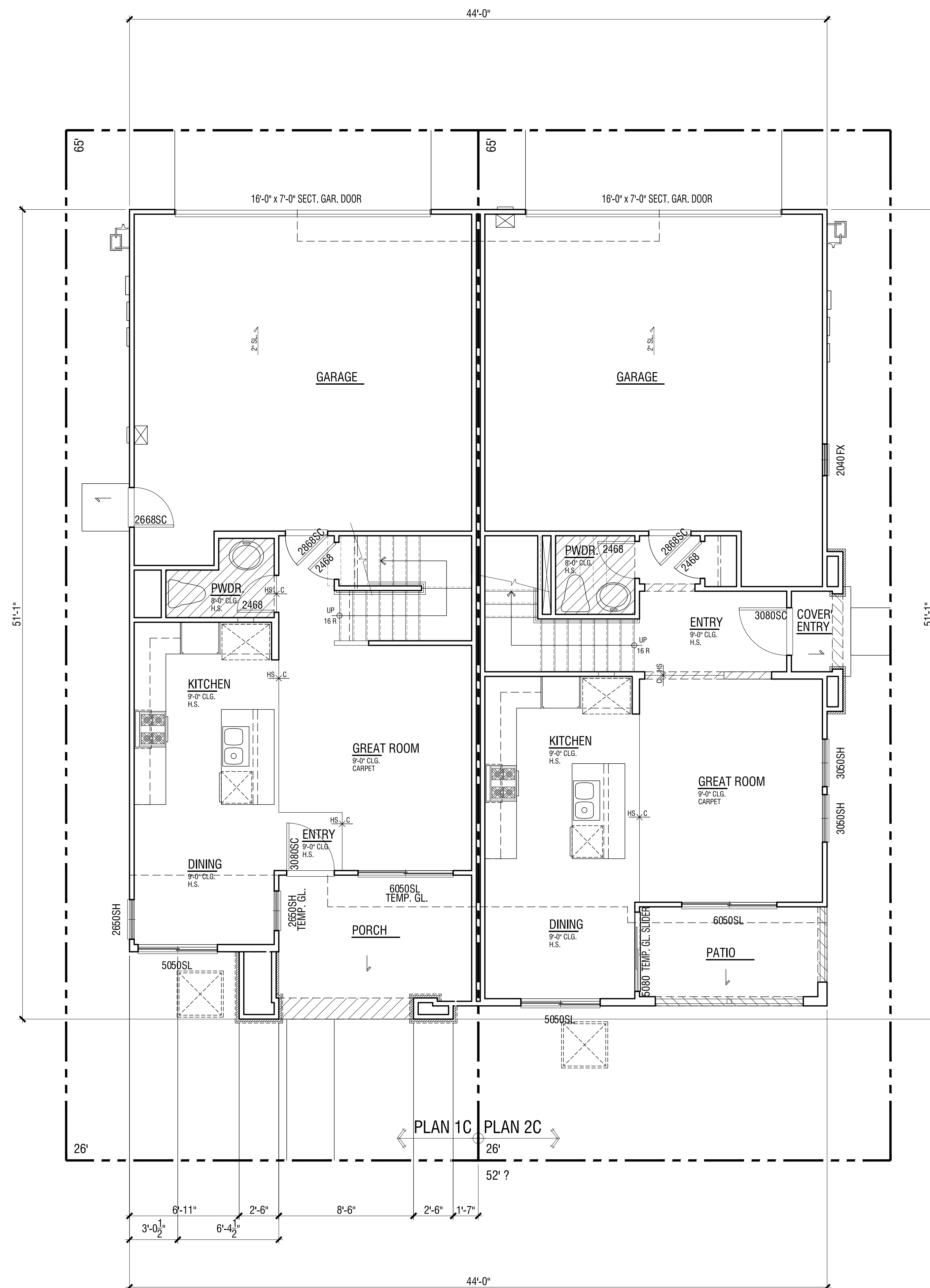
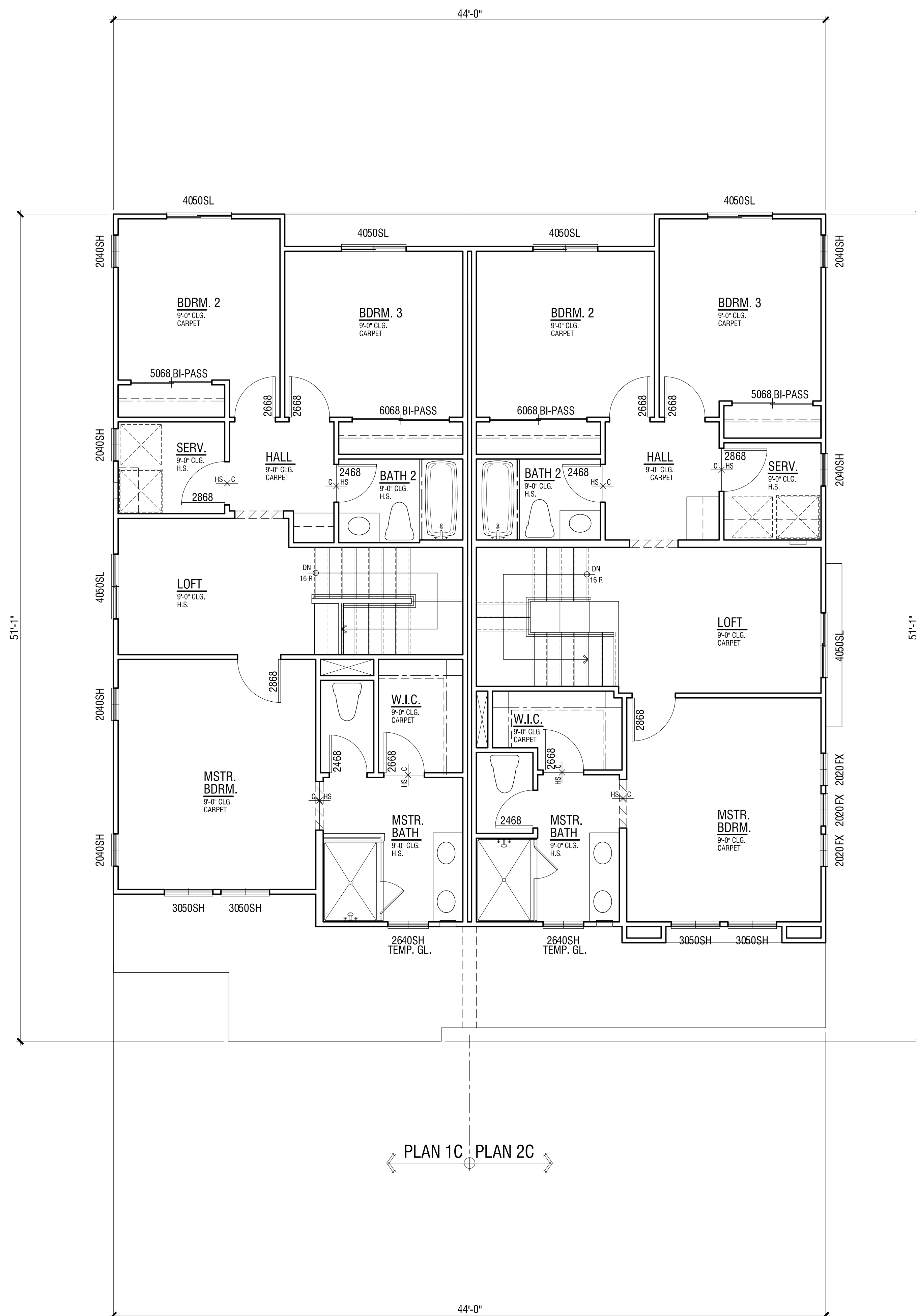
Roof: Composition Shingle
 Fascia: 2X6 Wood Typical
 Gable: Wood Outlookers with Board and Batten
 Exterior: Stucco (16/20 Sand Finish)
 Window & Door Trim: Stucco over Foam Trim per Elevation Style
 Stone: Manufactured Stone Veneer
 Garage Door: Decorative Metal Roll-Up Garage Door per Elevation Style

PLAN 1B/PLAN 2B | ELEVATION WRAPS

NEIGHBORHOOD A1 & A2

ALVES RANCH

PITTSBURG, CA



FLOOR PLAN | PLAN 1C/2C

FLOOR AREA TABLE	PLAN 2C
LOWER FLOOR PLAN	554 SQ. FT.
UPPER FLOOR PLAN	883 SQ. FT.
TOTAL	1437 SQ. FT.
2-BAY GARAGE	466 SQ. FT.
COVERED ENTRY/PORCH	74 SQ. FT.

NOTE: SQUARE FOOTAGE MAY VARY DUE TO METHOD OF CALCULATION

FLOOR AREA TABLE	PLAN 1C
LOWER FLOOR PLAN	512 SQ. FT.
UPPER FLOOR PLAN	863 SQ. FT.
TOTAL	1375 SQ. FT.
2-BAY GARAGE	458 SQ. FT.
COVERED ENTRY/PORCH	111 SQ. FT.

NOTE: SQUARE FOOTAGE MAY VARY DUE TO METHOD OF CALCULATION



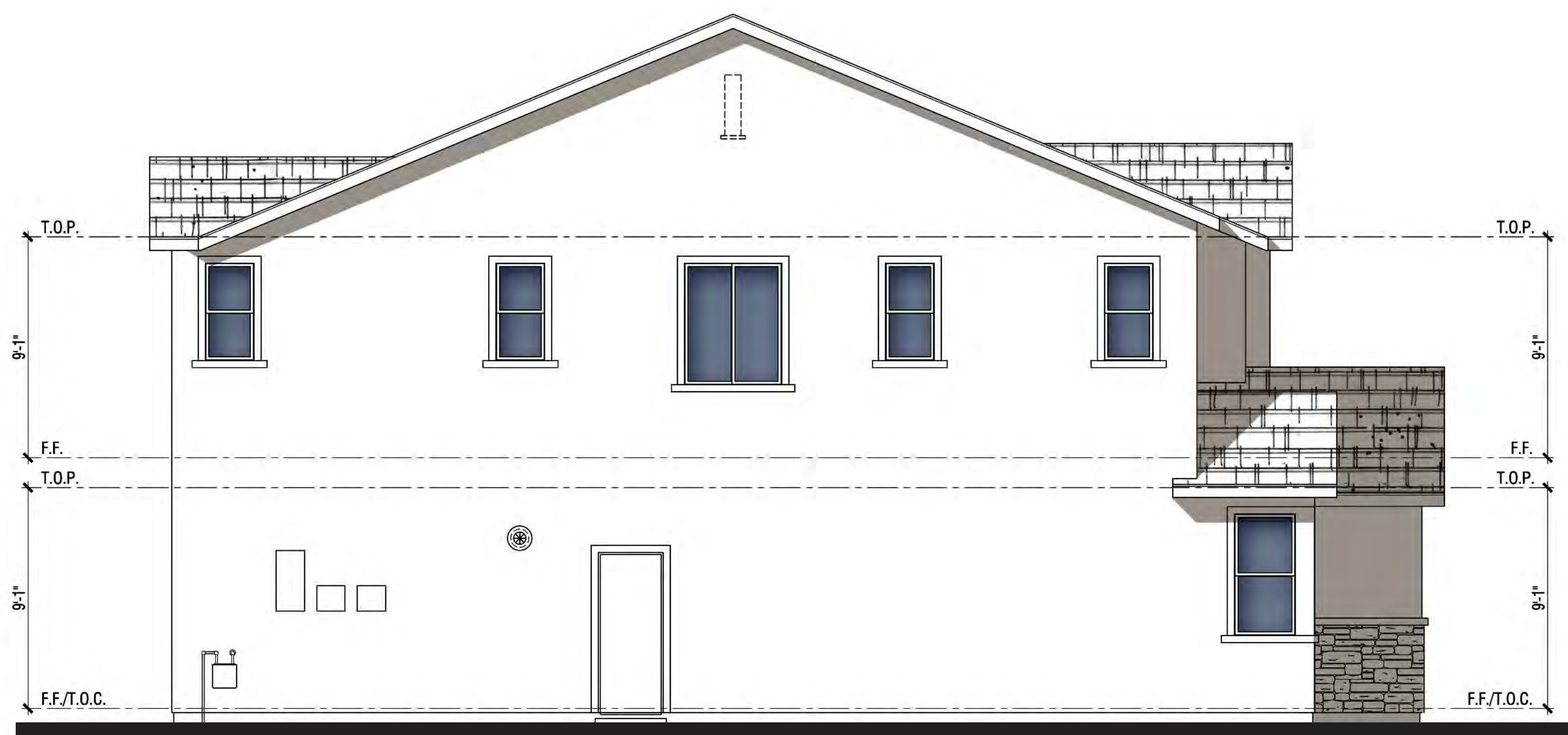
PLAN 2A

Right Elevation



PLAN 2C | PLAN 1C

Rear Elevation



PLAN 1C

STYLE ELEMENTS 'C' COTTAGE

Left Elevation



PLAN 1C | PLAN 2C

Front Elevation

MATERIAL

Roof: Composition Shingle
 Fascia: 2X6 Wood Typical
 Exterior: Stucco (16/20 Sand Finish)
 Window & Door Trim: Stucco over Foam Trim per Elevation Style
 Veneer: Manufactured Stone Veneer
 Garage Door: Decorative Metal Roll-Up Garage Door per Elevation Style

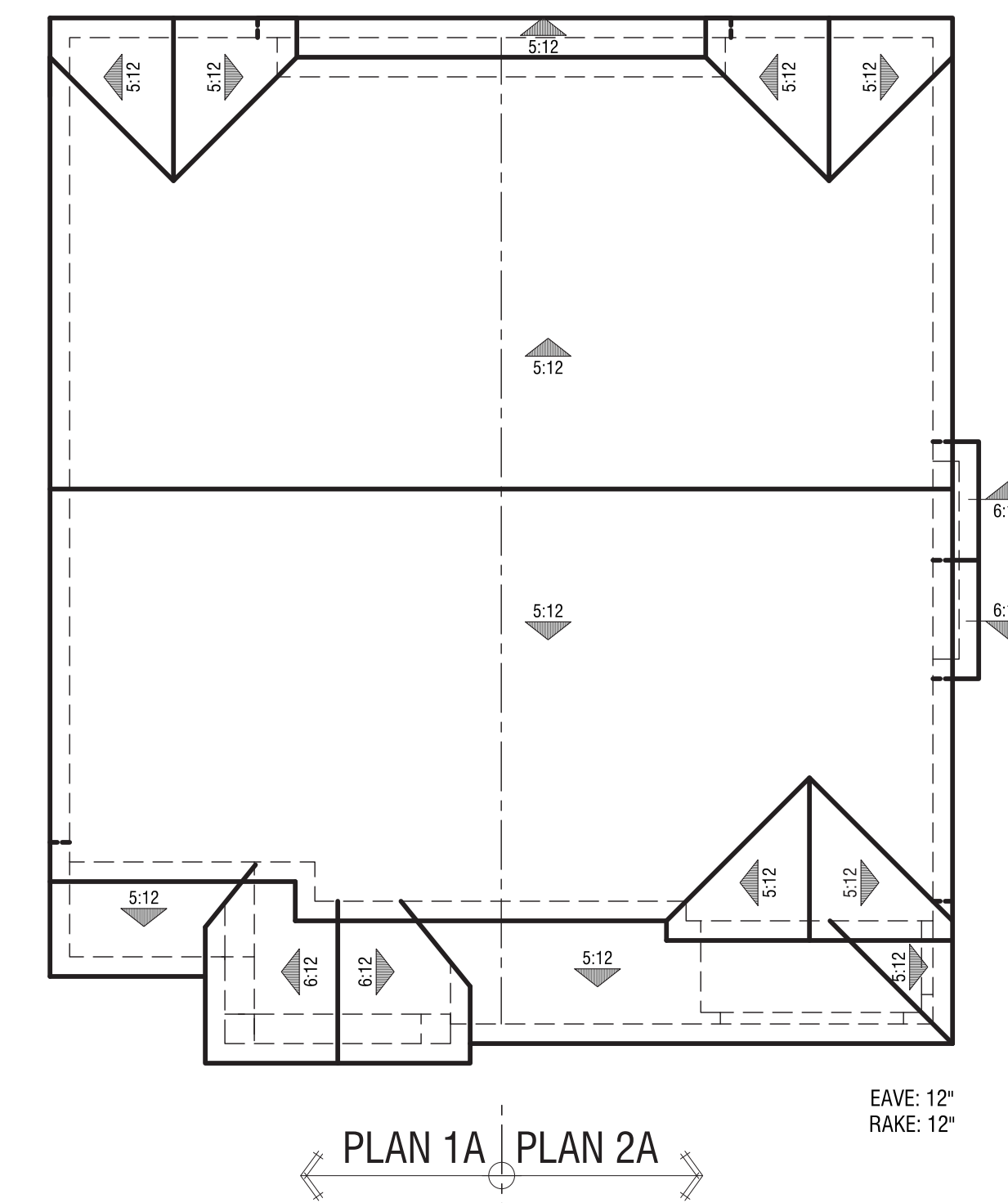
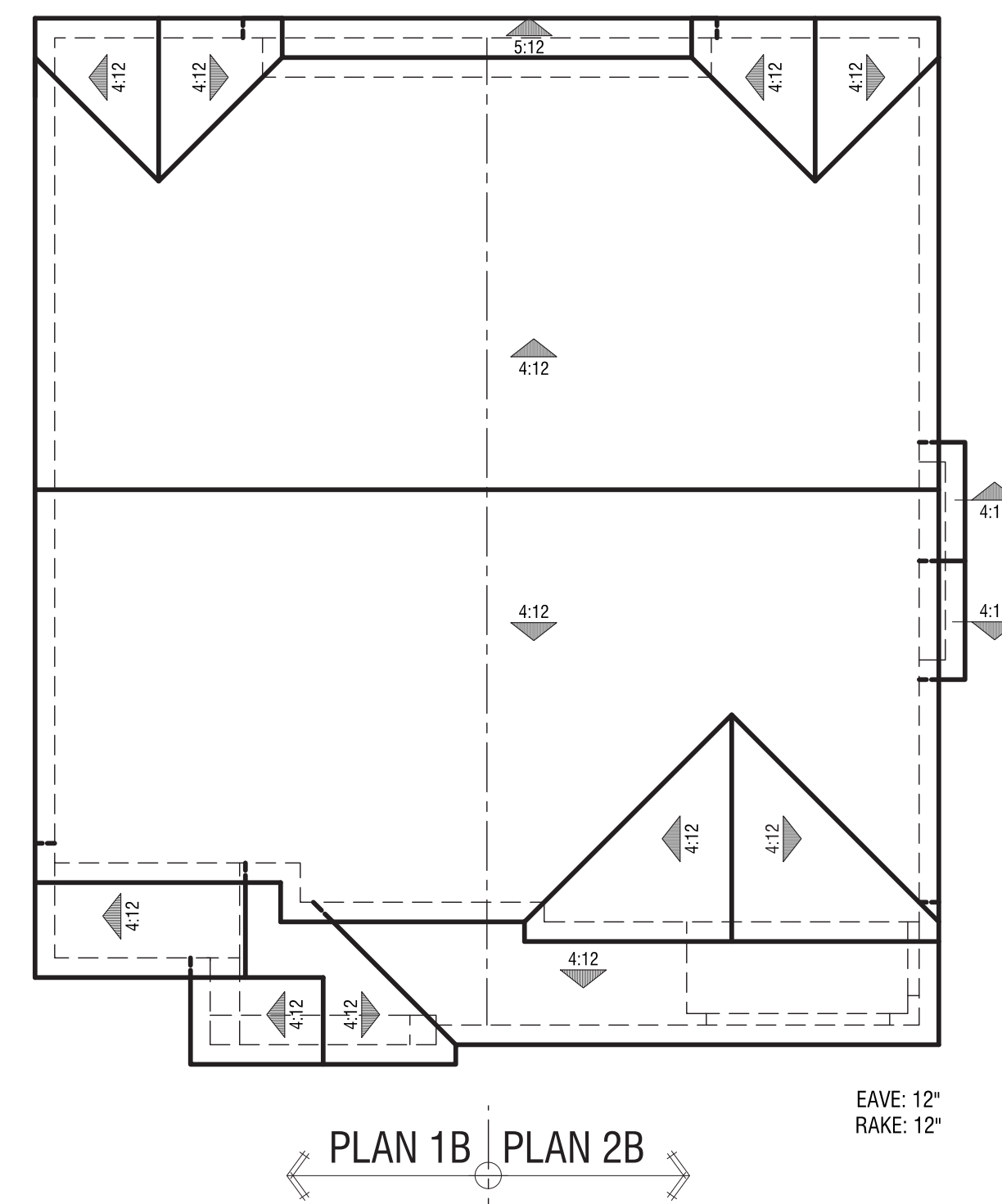
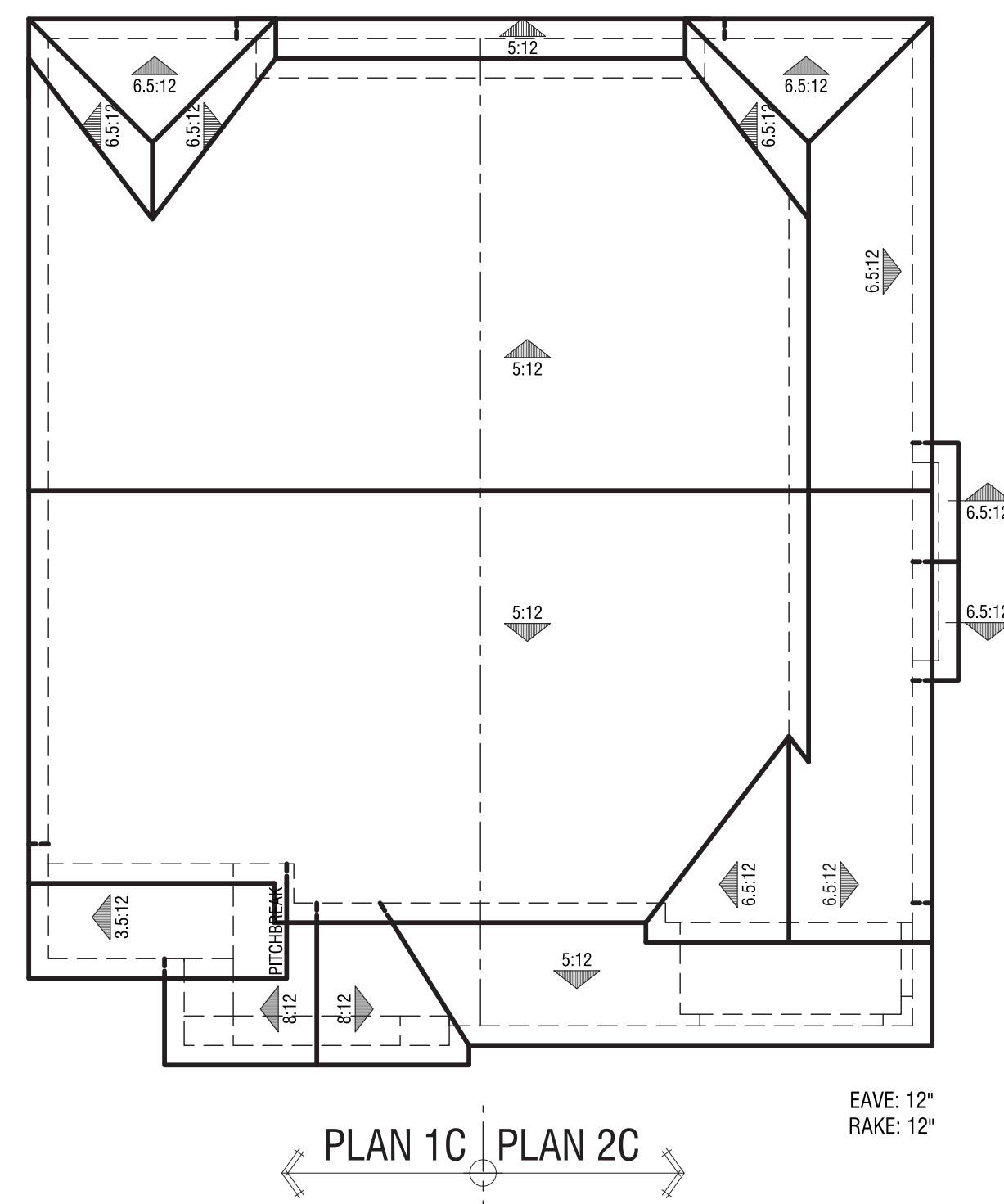
PLAN 1C/PLAN 2C | ELEVATION WRAPS

NEIGHBORHOOD A1 & A2

ALVES RANCH

PITTSBURG, CA

Scheme# 9



PLANS 1& 2 / A, B& C | ROOF PLANS

NEIGHBORHOOD A1 & A2

ALVES RANCH

PITTSBURG, CA

ROOFING

FASCIA

TRIM COLOR #1

STUCCO

TRIM COLOR #2

ACCENT COLOR

STONE

ALVES RANCH (SFD, ALLEY & DUETS)

Pittsburg, California
WILLIAM LYON HOMES
June 26, 2018 | 2017404

SCHEME 1

'A' Elevations Only
Traditional

1ALVES RANCH (SFD, ALLEY & DUETS)
Pittsburg, California
WILLIAM LYON HOMES
April 11, 2018 | 2017404.00

Exterior Color & Materials

SCHEME 1 OF 12

'A' ELEVATIONS ONLY, TRADITIONAL

Material	Color	Manufacturer
Roofing: Composition Shingle	Barkwood Timberline HD	GAF
Vinyl Windows (factory finish)	White	TBD
Manufactured Stone (dry stacked joints)	Wolf Creek Southern LedgeStone	Cultured by Boral
Gutters & Downspouts	Match adjacent color	Sherwin Williams
Stucco (16/20 sand finish)	SW 7048 Anonymous	Sherwin Williams
Trim Color #1 (applied to): Corbels Eaves Fascia Gable Detail @ Siding Posts Pot Shell Trim	SW 7015 Repose Gray	Sherwin Williams
Trim Color #2 (applied to): Corner Boards Gable Detail @ Stucco Garage Door Lap Siding	SW 7645 Thunder Gray	Sherwin Williams
Accent Color (applied to): Front Door	SW 2704 Merlot	Sherwin Williams
Weatherstrip @ Garage Door	Terra Bronze	Fehr Bros

NOTE: Neely WHA if any variation occurs between these schemes and the construction documents prior to purchase.
Contact: Lily Mariner (925) 453-1700.

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REVISIONS:

Number	Date	Description
1	06/26/18	Various updates for City comments to combine schemes for a total of 12 only for the entire development.

ROOFING

FASCIA

TRIM COLOR #1

STUCCO

TRIM COLOR #2

ACCENT COLOR

STONE

ALVES RANCH (SFD, ALLEY & DUETS)

Pittsburg, California
WILLIAM LYON HOMES
June 26, 2018 | 2017404

SCHEME 2

'A' Elevations Only
Traditional

1ALVES RANCH (SFD, ALLEY & DUETS)
Pittsburg, California
WILLIAM LYON HOMES
April 11, 2018 | 2017404.00

Exterior Color & Materials

SCHEME 2 OF 12

'A' ELEVATIONS ONLY, TRADITIONAL

Material	Color	Manufacturer
Roofing: Composition Shingle	Charcoal Timberline HD	GAF
Vinyl Windows (factory finish)	White	TBD
Manufactured Stone (dry stacked joints)	Bucks County Southern LedgeStone	Cultured by Boral
Gutters & Downspouts	Match adjacent color	Sherwin Williams
Stucco (16/20 sand finish)	SW 9172 Studio Clay	Sherwin Williams
Trim Color #1 (applied to): Corbels Eaves Fascia Gable Detail @ Siding Posts Pot Shell Trim	SW 7015 Repose Gray	Sherwin Williams
Trim Color #2 (applied to): Corner Boards Gable Detail @ Stucco Garage Door Lap Siding	SW 2838 Polished Mahogany	Sherwin Williams
Accent Color (applied to): Front Door	SW 7069 Iron Ore	Sherwin Williams
Weatherstrip @ Garage Door	Brown	Fehr Bros

NOTE: Neely WHA if any variation occurs between these schemes and the construction documents prior to purchase.
Contact: Lily Mariner (925) 453-1700.

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REVISIONS:

Number	Date	Description
1	06/26/18	Various updates for City comments to combine schemes for a total of 12 only for the entire development.

Scheme 1

Scheme 2

ROOFING

FASCIA

TRIM COLOR #1

STUCCO

TRIM COLOR #2

ACCENT COLOR

STONE

ALVES RANCH (SFD, ALLEY & DUETS)

Pittsburg, California
WILLIAM LYON HOMES
June 26, 2018 | 2017404

SCHEME 3

'A' Elevations Only
Traditional

1ALVES RANCH (SFD, ALLEY & DUETS)
Pittsburg, California
WILLIAM LYON HOMES
April 11, 2018 | 2017404.00

Exterior Color & Materials

SCHEME 3 OF 12

'A' ELEVATIONS ONLY, TRADITIONAL

Material	Color	Manufacturer
Roofing: Composition Shingle	Mission Brown Timberline HD	GAF
Vinyl Windows (factory finish)	White	TBD
Manufactured Stone (dry stacked joints)	Gray Southern LedgeStone	Cultured by Boral
Gutters & Downspouts	Match adjacent color	Sherwin Williams
Stucco (16/20 sand finish)	SW 0077 Classic French Gray	Sherwin Williams
Trim Color #1 (applied to): Corbels Eaves Fascia Gable Detail @ Siding Posts Pot Shell Trim	SW 7015 Repose Gray	Sherwin Williams
Trim Color #2 (applied to): Corner Boards Gable Detail @ Stucco Garage Door Lap Siding	SW 2848 Roxcroft Pewter	Sherwin Williams
Accent Color (applied to): Front Door	SW 2865 Classical Yellow	Sherwin Williams
Weatherstrip @ Garage Door	Gray	Fehr Bros

NOTE: Neely WHA if any variation occurs between these schemes and the construction documents prior to purchase.
Contact: Lily Mariner (925) 453-1700.

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REVISIONS:

Number	Date	Description
1	06/26/18	Various updates for City comments to combine schemes for a total of 12 only for the entire development.

ROOFING

FASCIA

TRIM COLOR #1

STUCCO

TRIM COLOR #2

ACCENT COLOR

STONE

ALVES RANCH (SFD, ALLEY & DUETS)

Pittsburg, California
WILLIAM LYON HOMES
June 26, 2018 | 2017404

SCHEME 4

'A' Elevations Only
Traditional

1ALVES RANCH (SFD, ALLEY & DUETS)
Pittsburg, California
WILLIAM LYON HOMES
April 11, 2018 | 2017404.00

Exterior Color & Materials

SCHEME 4 OF 12

'A' ELEVATIONS ONLY, TRADITIONAL

Material	Color	Manufacturer
Roofing: Composition Shingle	Charcoal Timberline HD	GAF
Vinyl Windows (factory finish)	White	TBD
Manufactured Stone (dry stacked joints)	Hudson Bay Southern LedgeStone	Cultured by Boral
Gutters & Downspouts	Match adjacent color	Sherwin Williams
Stucco (16/20 sand finish)	SW 9172 Studio Clay	Sherwin Williams
Trim Color #1 (applied to): Corbels Eaves Fascia Gable Detail @ Siding Posts Pot Shell Trim	SW 7015 Repose Gray	Sherwin Williams
Trim Color #2 (applied to): Corner Boards Gable Detail @ Stucco Garage Door Lap Siding	SW 7622 Hornburg Gray	Sherwin Williams
Accent Color (applied to): Front Door	SW 6216 Jasper	Sherwin Williams
Weatherstrip @ Garage Door	'Bronze	Fehr Bros

NOTE: Neely WHA if any variation occurs between these schemes and the construction documents prior to purchase.
Contact: Lily Mariner (925) 453-1700.

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REVISIONS:

Number	Date	Description
1	06/26/18	Various updates for City comments to combine schemes for a total of 12 only for the entire development.

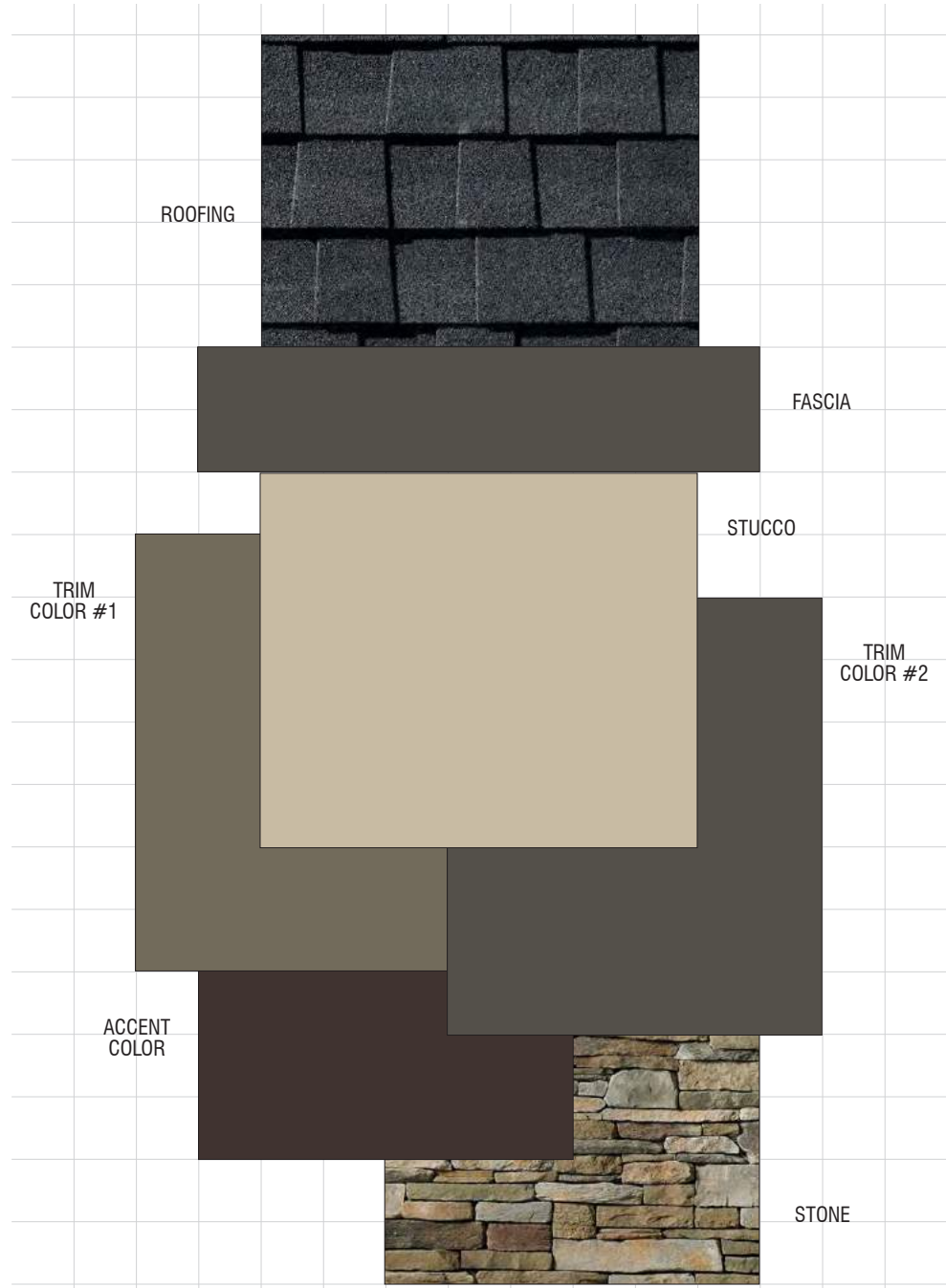
Scheme 3

Scheme 4

COLOR & MATERIALS - 'A' TRADITIONAL
NEIGHBORHOOD A1 & A2

ALVES RANCH

PITTSBURG, CA



ALVES RANCH (SFD, ALLEY & DUETS)
Pittsburg, California
WILLIAM LYON HOMES
June 26, 2018 | 2017404

SCHEME 5
'B' Elevations Only
Bungalow

1ALVES RANCH (SFD, ALLEY & DUETS)

Pittsburg, California
WILLIAM LYON HOMES
April 11, 2018 | 2017404.00

Exterior Color & Materials

'SCHEME 5 OF 12

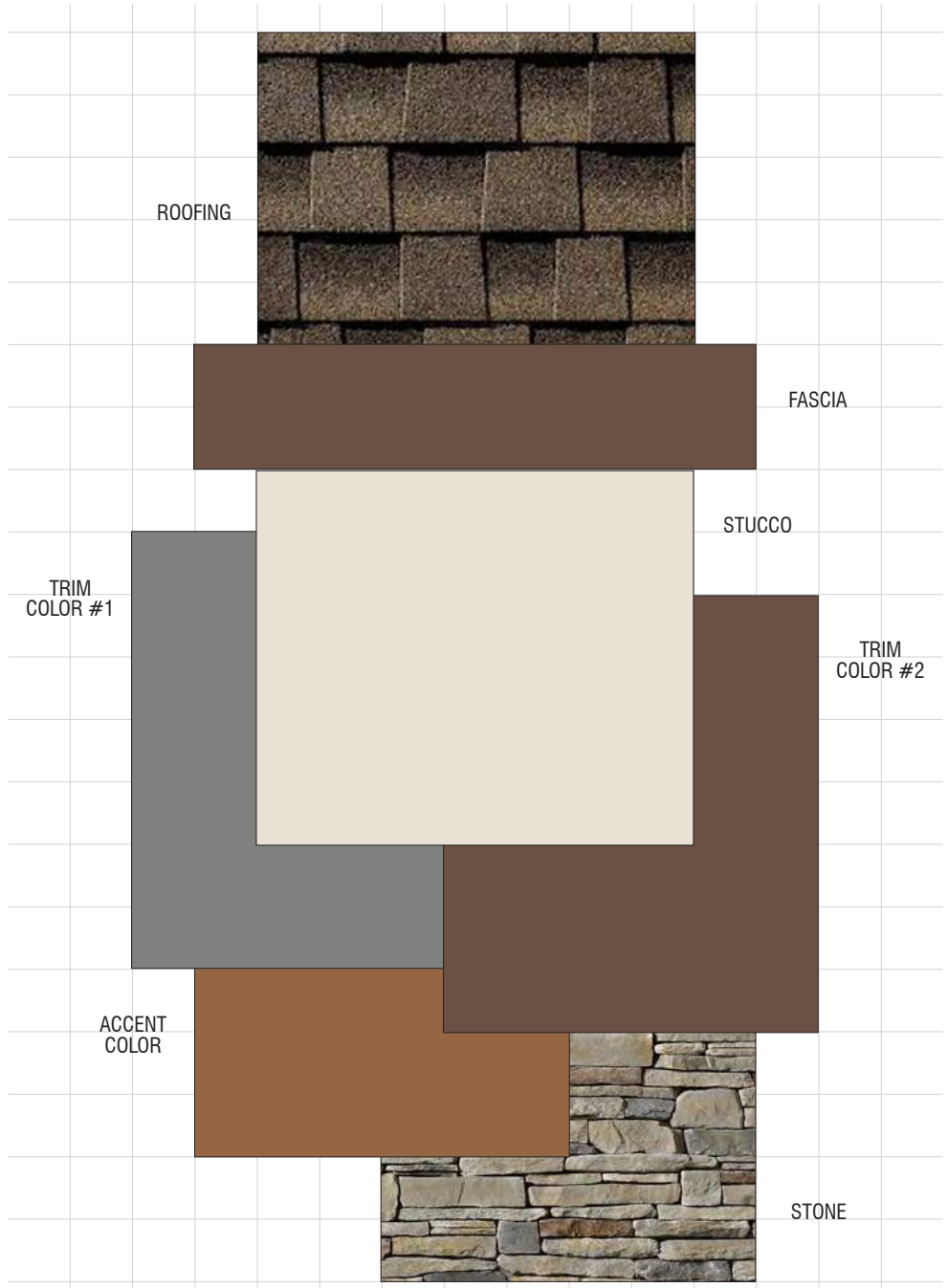
'B' ELEVATIONS ONLY, BUNGALOW

Material	Color	Manufacturer
Roofing: Composition Shingle	Charcoal Timberline HD	GAF
Vinyl Windows (factory finish)	White	TBD
Manufactured Stone (standard raked joints)	Bucks County Southern LedgeStone	Cultured by Boral
Mortar @ Stone	Khaki	Orco
Gutters & Downspouts	Match adjacent color	Sherwin Williams
Stucco (16/20 sand finish)	SW 6149 Relaxed Khaki	Sherwin Williams
Trim Color #1 (applied to): Board & Battens @ Gables Columns Panel Detail Trim	SW 6173 Cocoon	Sherwin Williams
Trim Color #2 (applied to): Eaves Fascia Garage Doors Outlookers	SW 7048 Urbane Bronze	Sherwin Williams
Accent Color (applied to): Front Door	SW 6006 Black Bean	Sherwin Williams
Weatherstrip @ Garage Door	Terra Bronze	Fehr Bros

NOTE: Notify WHA if any variation occurs between these schemes and the construction documents prior to purchase.
Contact: Lily Martinez (925) 453-1700.

REVISIONS:

Number	Date	Description
1	06/26/18	Various updates for City comments to combine schemes for a total of 12 only for the entire development.



ALVES RANCH (SFD, ALLEY & DUETS)
Pittsburg, California
WILLIAM LYON HOMES
June 26, 2018 | 2017404

SCHEME 6
'B' Elevations Only
Bungalow

1ALVES RANCH (SFD, ALLEY & DUETS)

Pittsburg, California
WILLIAM LYON HOMES
April 11, 2018 | 2017404.00

Exterior Color & Materials

'SCHEME 6 OF 12

'B' ELEVATIONS ONLY, BUNGALOW

Material	Color	Manufacturer
Roofing: Composition Shingle	Charcoal Timberline HD	GAF
Vinyl Windows (factory finish)	White	TBD
Manufactured Stone (standard raked joints)	Echo Ridge Southern LedgeStone	Cultured by Boral
Mortar @ Stone	Grey	Orco
Gutters & Downspouts	Match adjacent color	Sherwin Williams
Stucco (16/20 sand finish)	SW 6154 Nacre	Sherwin Williams
Trim Color #1 (applied to): Board & Battens @ Gables Columns Panel Detail Trim	SW 7067 Cityscape	Sherwin Williams
Trim Color #2 (applied to): Eaves Fascia Garage Doors Outlookers	SW 7520 Plantation Shutters	Sherwin Williams
Accent Color (applied to): Front Door	SW 0045 Antiquarian Brown	Sherwin Williams
Weatherstrip @ Garage Door	Gray	Fehr Bros

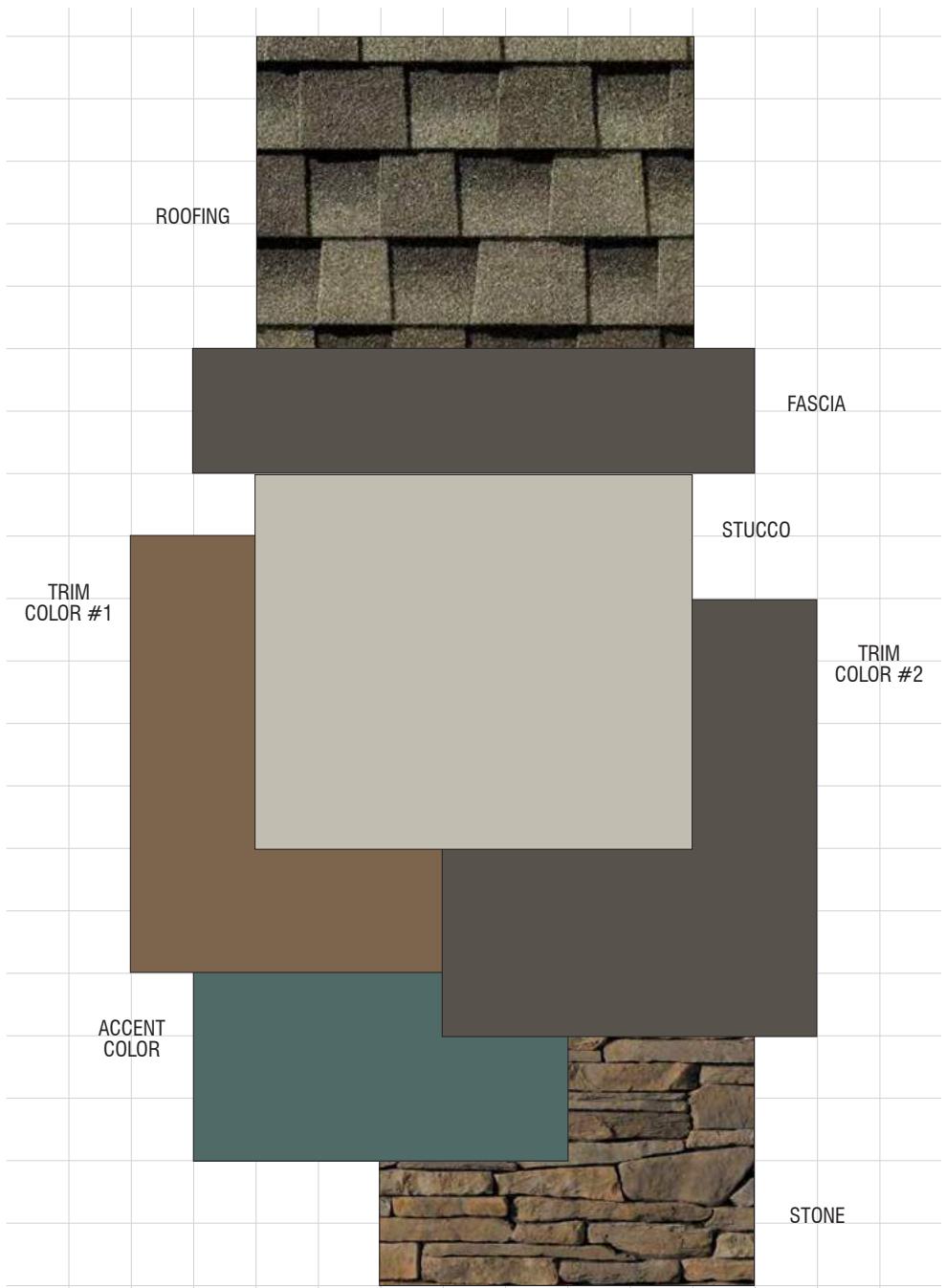
NOTE: Notify WHA if any variation occurs between these schemes and the construction documents prior to purchase.
Contact: Lily Martinez (925) 453-1700.

REVISIONS:

Number	Date	Description
1	06/26/18	Various updates for City comments to combine schemes for a total of 12 only for the entire development.

Scheme 5

Scheme 6



ALVES RANCH (SFD, ALLEY & DUETS)
Pittsburg, California
WILLIAM LYON HOMES
June 26, 2018 | 2017404

SCHEME 7
'B' Elevations Only
Bungalow

1ALVES RANCH (SFD, ALLEY & DUETS)

Pittsburg, California
WILLIAM LYON HOMES
April 11, 2018 | 2017404.00

Exterior Color & Materials

'SCHEME 7 OF 12

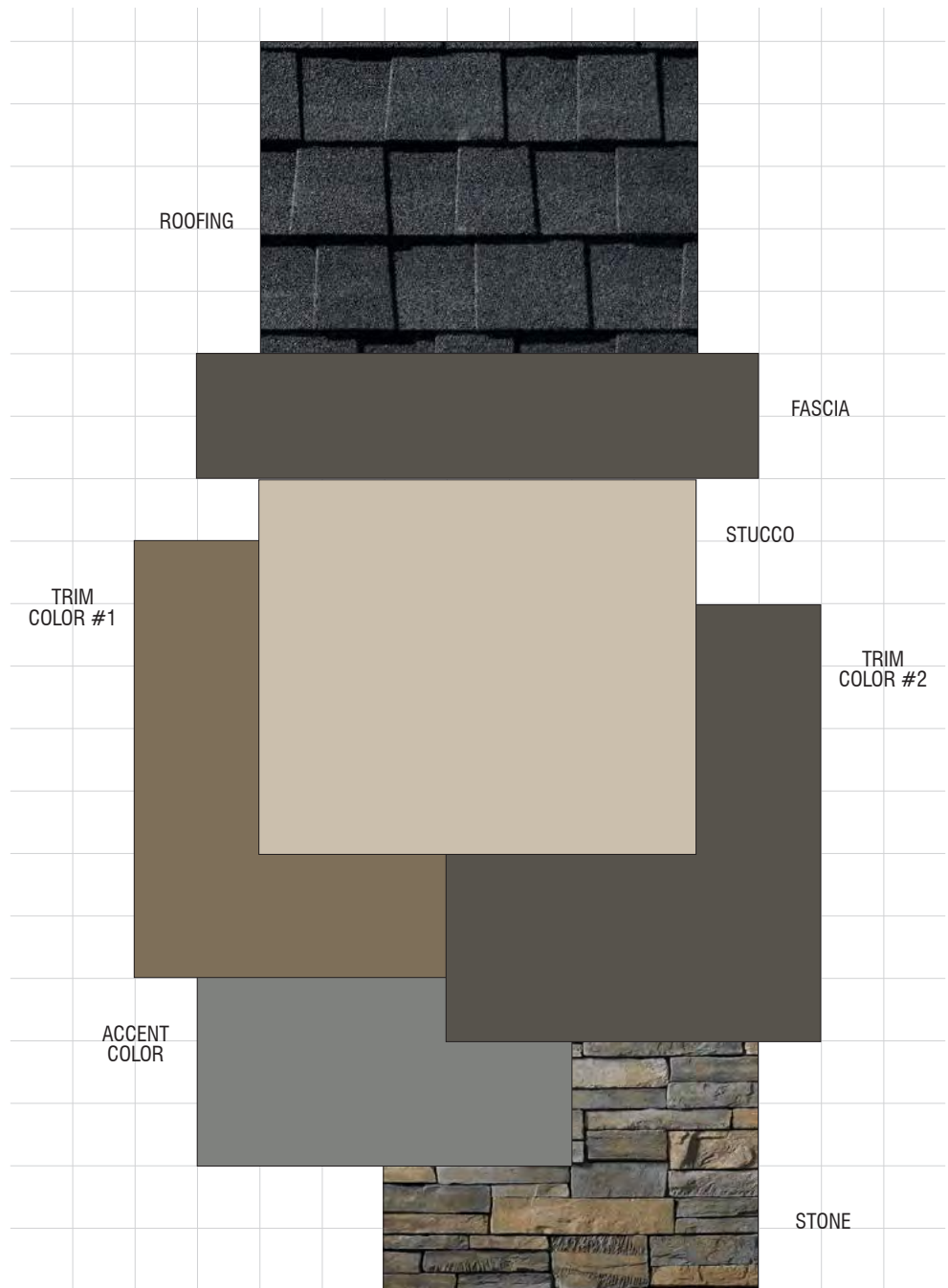
'B' ELEVATIONS ONLY, BUNGALOW

Material	Color	Manufacturer
Roofing: Composition Shingle	Weathered Wood Timberline HD	GAF
Vinyl Windows (factory finish)	White	TBD
Manufactured Stone (standard raked joints)	Hudson Bay Southern LedgeStone	Cultured by Boral
Mortar @ Stone	Misty Cove	Orco
Gutters & Downspouts	Match adjacent color	Sherwin Williams
Stucco (16/20 sand finish)	SW 2644 Roxcroft Mist Gray	Sherwin Williams
Trim Color #1 (applied to): Board & Battens @ Gables Columns Panel Detail Trim	SW 6103 Tea Chest	Sherwin Williams
Trim Color #2 (applied to): Eaves Fascia Garage Doors Outlookers	SW 7645 Thunder Gray	Sherwin Williams
Accent Color (applied to): Front Door	SW 2810 Rookwood Sash Green	Sherwin Williams
Weatherstrip @ Garage Door	Golden Oak	Fehr Bros

NOTE: Notify WHA if any variation occurs between these schemes and the construction documents prior to purchase.
Contact: Lily Martinez (925) 453-1700.

REVISIONS:

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ALVES RANCH (SFD, ALLEY & DUETS)
Pittsburg, California
WILLIAM LYON HOMES
June 26, 2018 | 2017404

SCHEME 8
'B' Elevations Only
Bungalow

1ALVES RANCH (SFD, ALLEY & DUETS)

Pittsburg, California
WILLIAM LYON HOMES
April 11, 2018 | 2017404.00

Exterior Color & Materials

'SCHEME 8 OF 12

'B' ELEVATIONS ONLY, BUNGALOW

Material	Color	Manufacturer
Roofing: Composition Shingle	Charcoal Timberline HD	GAF
Vinyl Windows (factory finish)	White	TBD
Manufactured Stone (standard raked joints)	Skyline Country LedgeStone	Cultured by Boral
Mortar @ Stone	Misty Cove	Orco
Gutters & Downspouts	Match adjacent color	Sherwin Williams
Stucco (16/20 sand finish)	SW 7547 Sandbar	Sherwin Williams
Trim Color #1 (applied to): Board & Battens @ Gables Columns Panel Detail Trim	SW 6159 High Tea	Sherwin Williams
Trim Color #2 (applied to): Eaves Fascia Garage Doors Outlookers	SW 7645 Thunder Gray	Sherwin Williams
Accent Color (applied to): Front Door	SW 7067 Cityscape	Sherwin Williams
Weatherstrip @ Garage Door	Bronze	Fehr Bros

NOTE: Notify WHA if any variation occurs between these schemes and the construction documents prior to purchase.
Contact: Lily Martinez (925) 453-1700.

REVISIONS:

Number	Date	Description
1	06/26/18	Various updates for City comments to combine schemes for a total of 12 only for the entire development.

Scheme 7

Scheme 8

COLOR & MATERIALS - 'B' BUNGALOW

NEIGHBORHOOD A1 & A2

ALVES RANCH

PITTSBURG, CA

A3.10

FORMAL SUBMITTAL

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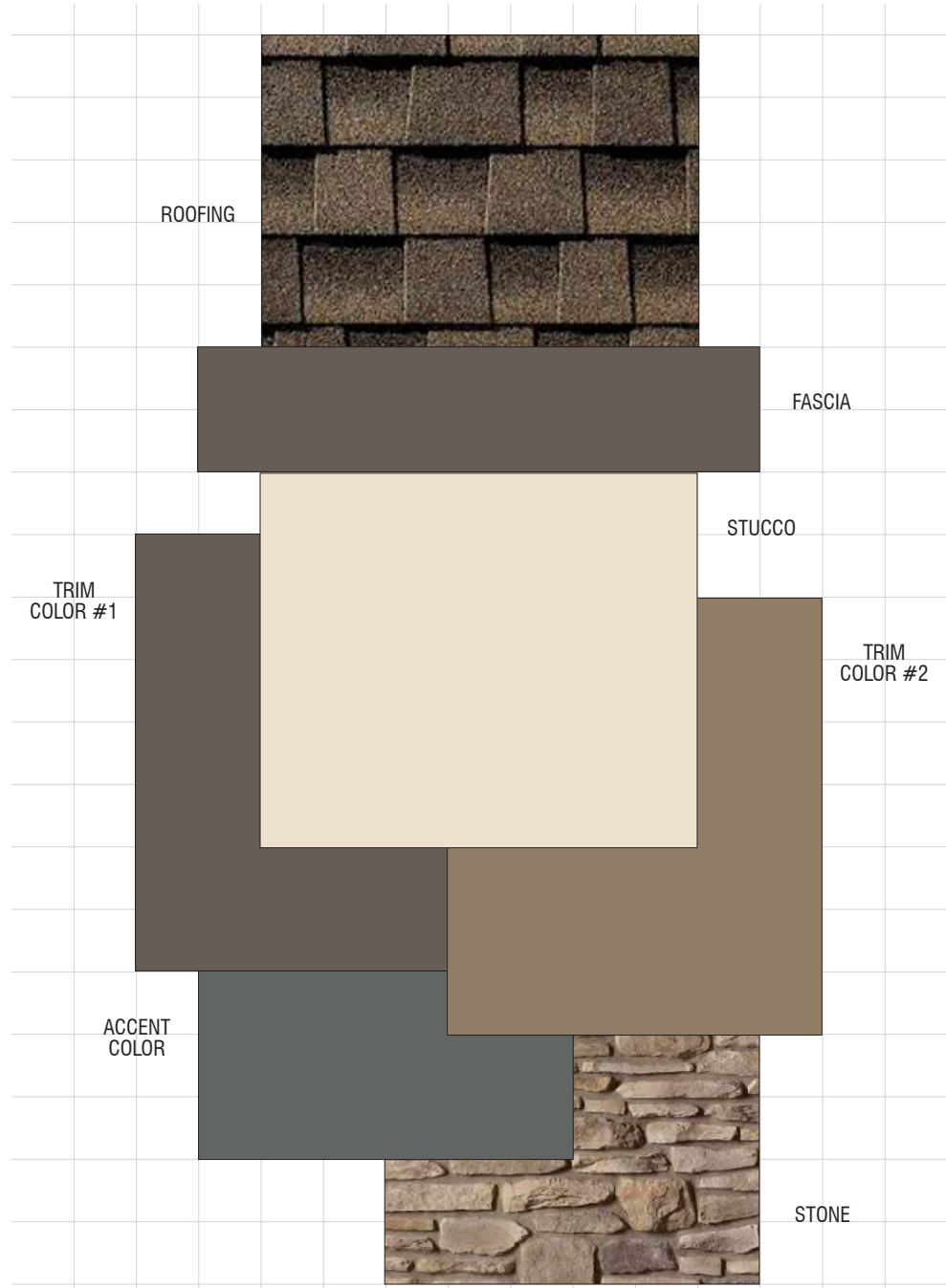
ARCHITECTS . PLANNERS . DESIGNERS

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ORANGE COUNTY . LOS ANGELES . BAY AREA



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ALVES RANCH (SFD, ALLEY & DUETS)
Pittsburg, California
WILLIAM LYON HOMES
June 26, 2018 | 2017404

SCHEME 9
'C' Elevations Only
Cottage

1ALVES RANCH (SFD, ALLEY & DUETS)

Pittsburg, California
WILLIAM LYON HOMES
April 11, 2018 | 2017404.00

Exterior Color & Materials

SCHEME 9 OF 12

'C' ELEVATIONS ONLY, COTTAGE

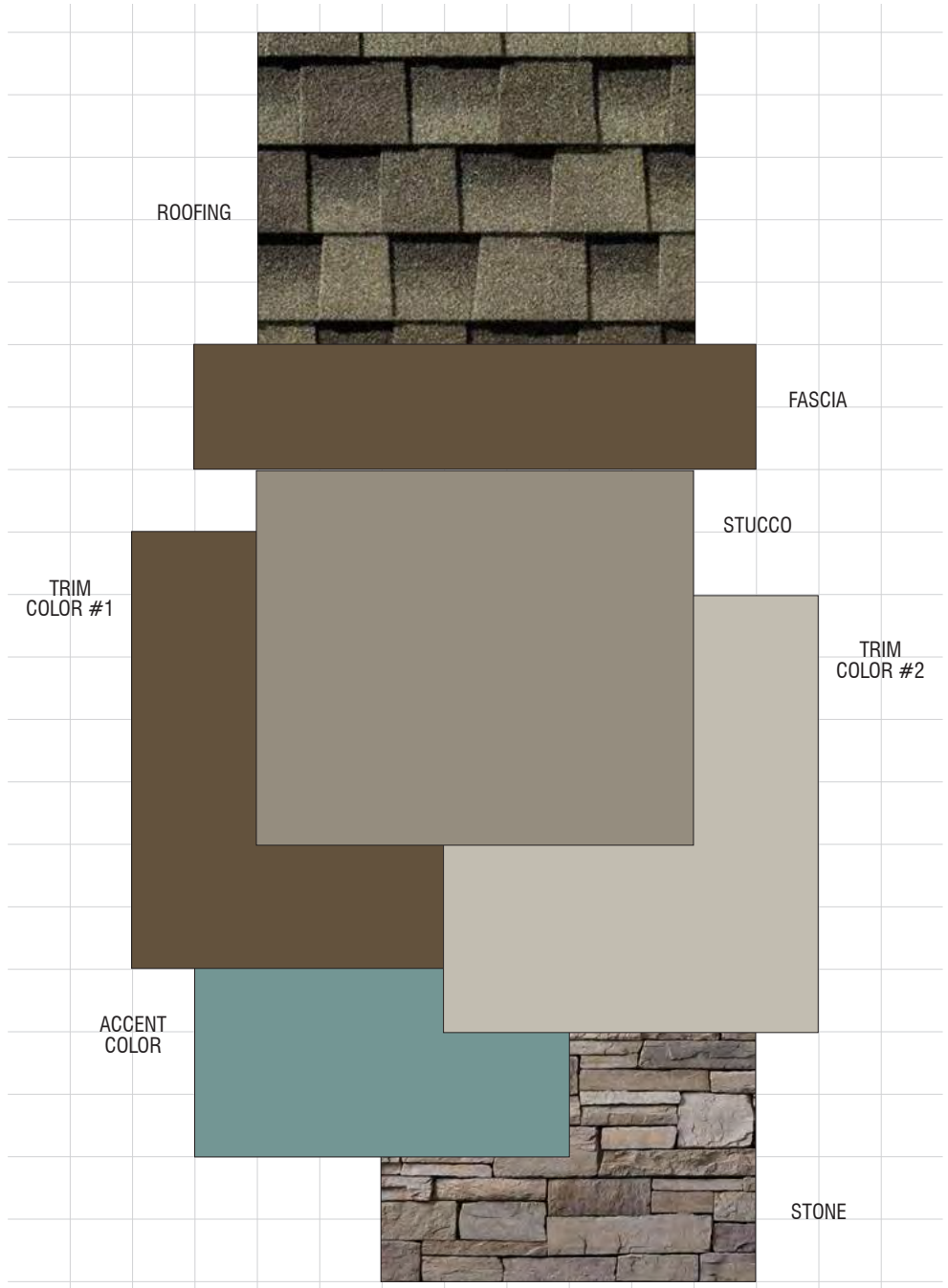
Material	Color	Manufacturer
Roofing: Composition Shingle	Barkwood Timberline HD	GAF
Vinyl Windows (factory finish)	White	TBD
Manufactured Stone (standard raked joints)	Palatino Del Mare LedgeStone	Cultured by Boral
Mortar @ Stone	Light Khaki	Orco
Gutters & Downspouts	Match adjacent color	Sherwin Williams
Stucco (16/20 sand finish)	SW 7571 Casa Blanca	Sherwin Williams
Trim Color #1 (applied to): Board & Batten Siding Eaves Fascia Gable Siding Garage Door @ SFD & Alley Louvered Vents Pot Shelves	SW 7505 Manor House	Sherwin Williams
Trim Color #2 (applied to): Garage Doors @ Duets Trim	SW 7550 Resort Tan	Sherwin Williams
Accent Color (applied to): Front Door Shutters	SW 2848 Roycroft Pewter	Sherwin Williams
Weatherstrip @ Garage Door	Match adjacent color	Fehr Bros

NOTE: Notify WHA if any variation occurs between these schemes and the construction documents prior to purchase.
Contact: Lily Marzette (951) 455-1700.

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REVISIONS:

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1	06/26/18	Various updates for City comments to combine schemes for a total of 12 only for the entire development.



ALVES RANCH (SFD, ALLEY & DUETS)
Pittsburg, California
WILLIAM LYON HOMES
June 26, 2018 | 2017404

SCHEME 10
'C' Elevations Only
Cottage

1ALVES RANCH (SFD, ALLEY & DUETS)

Pittsburg, California
WILLIAM LYON HOMES
April 11, 2018 | 2017404.00

Exterior Color & Materials

SCHEME 10 OF 12

'C' ELEVATIONS ONLY, COTTAGE

Material	Color	Manufacturer
Roofing: Composition Shingle	Weathered Wood Timberline HD	GAF
Vinyl Windows (factory finish)	White	TBD
Manufactured Stone (standard raked joints)	Ashtail Country LedgeStone	Cultured by Boral
Mortar @ Stone	Khaki	Orco
Gutters & Downspouts	Match adjacent color	Sherwin Williams
Stucco (16/20 sand finish)	SW 9172 Studio Clay	Sherwin Williams
Trim Color #1 (applied to): Board & Batten Siding Eaves Fascia Gable Siding Garage Door @ SFD & Alley Louvered Vents Pot Shelves	SW 7545 Pier	Sherwin Williams
Trim Color #2 (applied to): Garage Doors @ Duets Trim	SW 2844 Roycroft Mist Gray	Sherwin Williams
Accent Color (applied to): Front Door Shutters	SW 0020 Peacock Plume	Sherwin Williams
Weatherstrip @ Garage Door	Match adjacent color	Fehr Bros

NOTE: Notify WHA if any variation occurs between these schemes and the construction documents prior to purchase.
Contact: Lily Marzette (951) 455-1700.

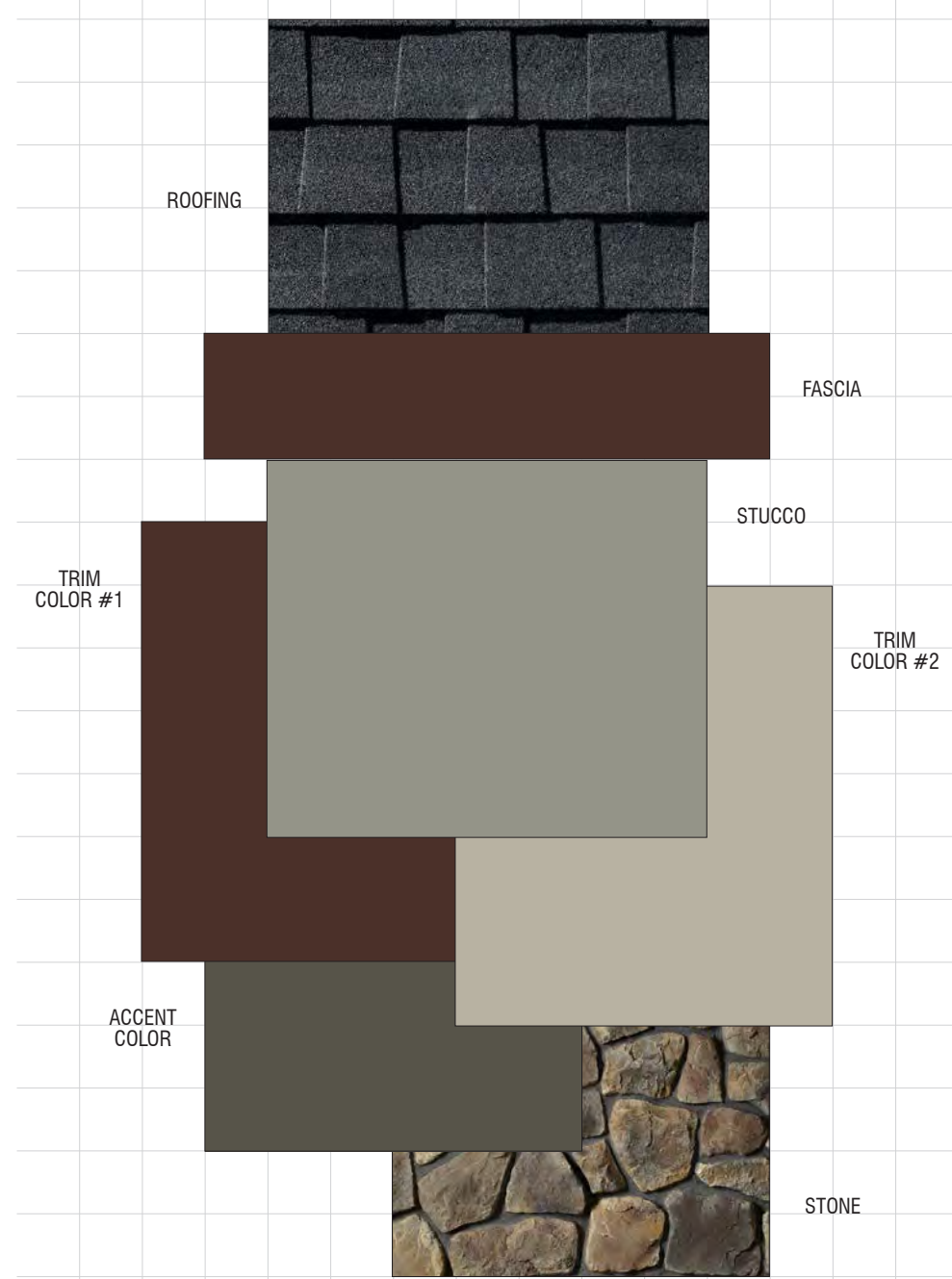
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REVISIONS:

Number	Date	Description
1	06/26/18	Various updates for City comments to combine schemes for a total of 12 only for the entire development.

Scheme 9

Scheme 10



ALVES RANCH (SFD, ALLEY & DUETS)
Pittsburg, California
WILLIAM LYON HOMES
June 26, 2018 | 2017404

SCHEME 11
'C' Elevations Only
Cottage

1ALVES RANCH (SFD, ALLEY & DUETS)

Pittsburg, California
WILLIAM LYON HOMES
April 11, 2018 | 2017404.00

Exterior Color & Materials

SCHEME 11 OF 12

'C' ELEVATIONS ONLY, COTTAGE

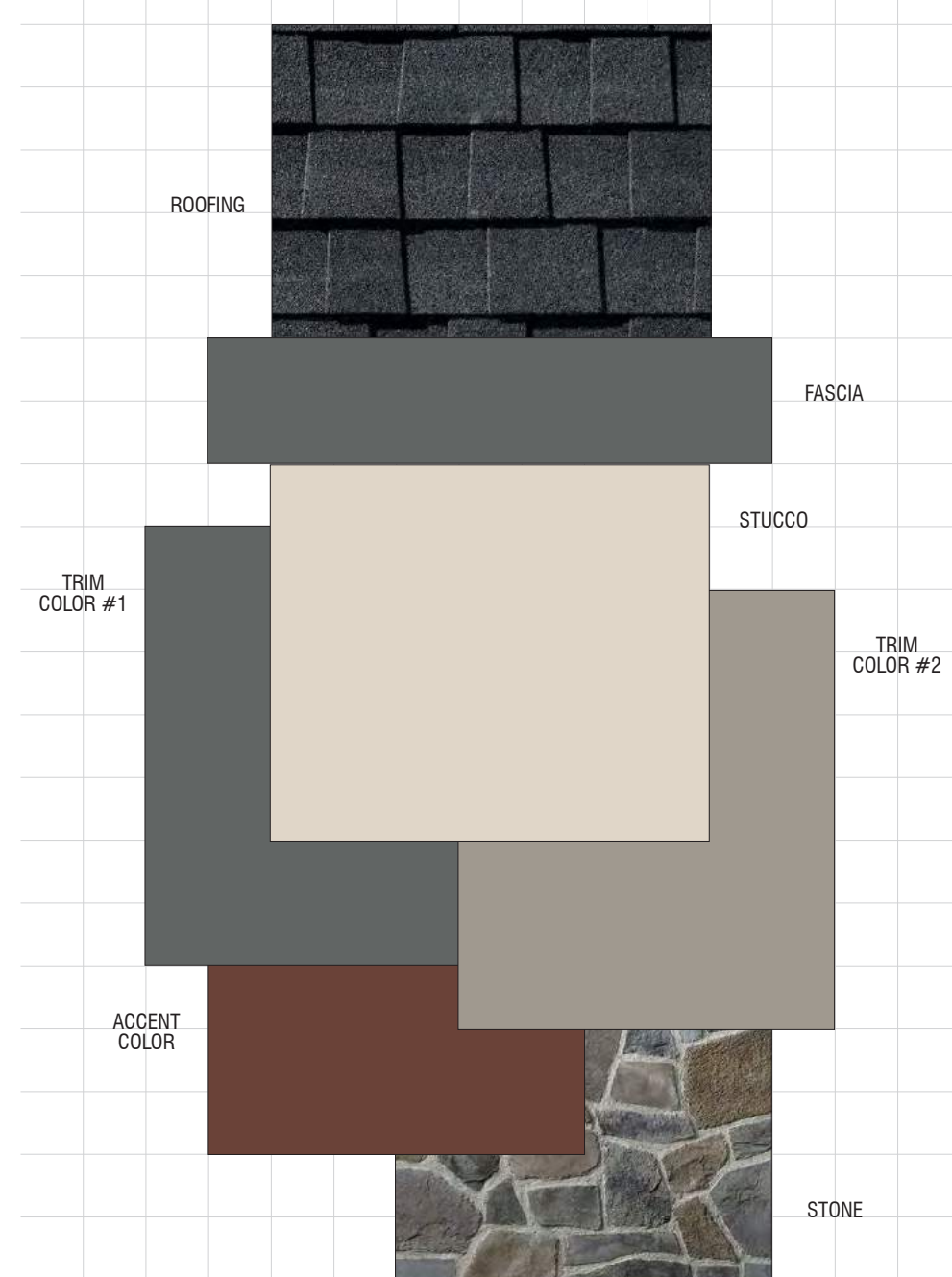
Material	Color	Manufacturer
Roofing: Composition Shingle	Charcoal Timberline HD	GAF
Vinyl Windows (factory finish)	White	TBD
Manufactured Stone (standard raked joints)	Wolf Creek Dressed Fieldstone	Cultured by Boral
Mortar @ Stone	Khaki	Orco
Gutters & Downspouts	Match adjacent color	Sherwin Williams
Stucco (16/20 sand finish)	SW 9131 Cornwall Slate	Sherwin Williams
Trim Color #1 (applied to): Board & Batten Siding Eaves Fascia Gable Siding Garage Door @ SFD & Alley Louvered Vents Pot Shelves	SW 9182 Rope Marron	Sherwin Williams
Trim Color #2 (applied to): Garage Doors @ Duets Trim	SW 0049 Silver Gray	Sherwin Williams
Accent Color (applied to): Front Door Shutters	SW 2846 Roycroft Bronze Green	Sherwin Williams
Weatherstrip @ Garage Door	Match adjacent color	Fehr Bros

NOTE: Notify WHA if any variation occurs between these schemes and the construction documents prior to purchase.
Contact: Lily Marzette (951) 455-1700.

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REVISIONS:

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ALVES RANCH (SFD, ALLEY & DUETS)
Pittsburg, California
WILLIAM LYON HOMES
June 26, 2018 | 2017404

SCHEME 12
'C' Elevations Only
Cottage

1ALVES RANCH (SFD, ALLEY & DUETS)

Pittsburg, California
WILLIAM LYON HOMES
April 11, 2018 | 2017404.00

Exterior Color & Materials

SCHEME 12 OF 12

'C' ELEVATIONS ONLY, COTTAGE

Material	Color	Manufacturer
Roofing: Composition Shingle	Charcoal Timberline HD	GAF
Vinyl Windows (factory finish)	White	TBD
Manufactured Stone (standard raked joints)	Palisades Ancient Villa Fieldstone	Cultured by Boral
Mortar @ Stone	Misty Cove	Orco
Gutters & Downspouts	Match adjacent color	Sherwin Williams
Stucco (16/20 sand finish)	SW 7516 Kestrel White	Sherwin Williams
Trim Color #1 (applied to): Board & Batten Siding Eaves Fascia Gable Siding Garage Door @ SFD & Alley Louvered Vents Pot Shelves	SW 2848 Roycroft Pewter	Sherwin Williams
Trim Color #2 (applied to): Garage Doors @ Duets Trim	SW 7642 Pavestone	Sherwin Williams
Accent Color (applied to): Front Door Shutters	SW 2837 Aurora Brown	Sherwin Williams
Weatherstrip @ Garage Door	Match adjacent color	Fehr Bros

NOTE: Notify WHA if any variation occurs between these schemes and the construction documents prior to purchase.
Contact: Lily Marzette (951) 455-1700.

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REVISIONS:

Number	Date	Description
1	06/26/18	Various updates for City comments to combine schemes for a total of 12 only for the entire development.

Scheme 11

Scheme 12

COLOR & MATERIALS - 'C' COTTAGE

NEIGHBORHOOD A1 & A2

ALVES RANCH

PITTSBURG, CA

A3.11

FORMAL SUBMITTAL

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NEIGHBORHOOD A1

NEIGHBORHOOD A2

NEIGHBORHOOD C

NEIGHBORHOOD D1

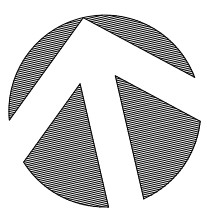
NEIGHBORHOOD D2

WEST LELAND ROAD

PROPOSED TREE PALETTE

BOTANICAL NAME	COMMON NAME	MIN. SIZE	WUCOLS*
TREES			
ACER RUBRUM 'RED SUNSET'	RED SUNSET MAPLE	15 GAL	M
CELTIS AUSTRALIS	EUROPEAN HACKBERRY	15 GAL	L
DODONAEA VISCOSA 'PURPUREA'	PURPLE LEAFED HOPSEED BUSH	15 GAL	L
LAGERSTROEMIA INDICA	CRAPE MYRTLE	15 GAL	L
LIRIODENDRON TULIPIFERA	TULIP TREE	15 GAL	M
PISTACIA CHINENSIS 'KEITH DAVEY'	KEITH DAVEY CHINESE PISTACHE	15 GAL	L
PRUNUS CERASIFERA 'KRAUTER VESUVIUS'	PURPLE LEAF PLUM	15 GAL	L
RHAPHIOLEPIS INDICA 'MAJESTIC BEAUTY' TM	MAJESTIC BEAUTY HAWTHORN	15 GAL	L

* WATER NEEDS BASED ON THE WATER USE CLASSIFICATION OF LANDSCAPE SPECIES (WUCOLS) BY THE UNIVERSITY OF CALIFORNIA COOPERATIVE EXTENSION.



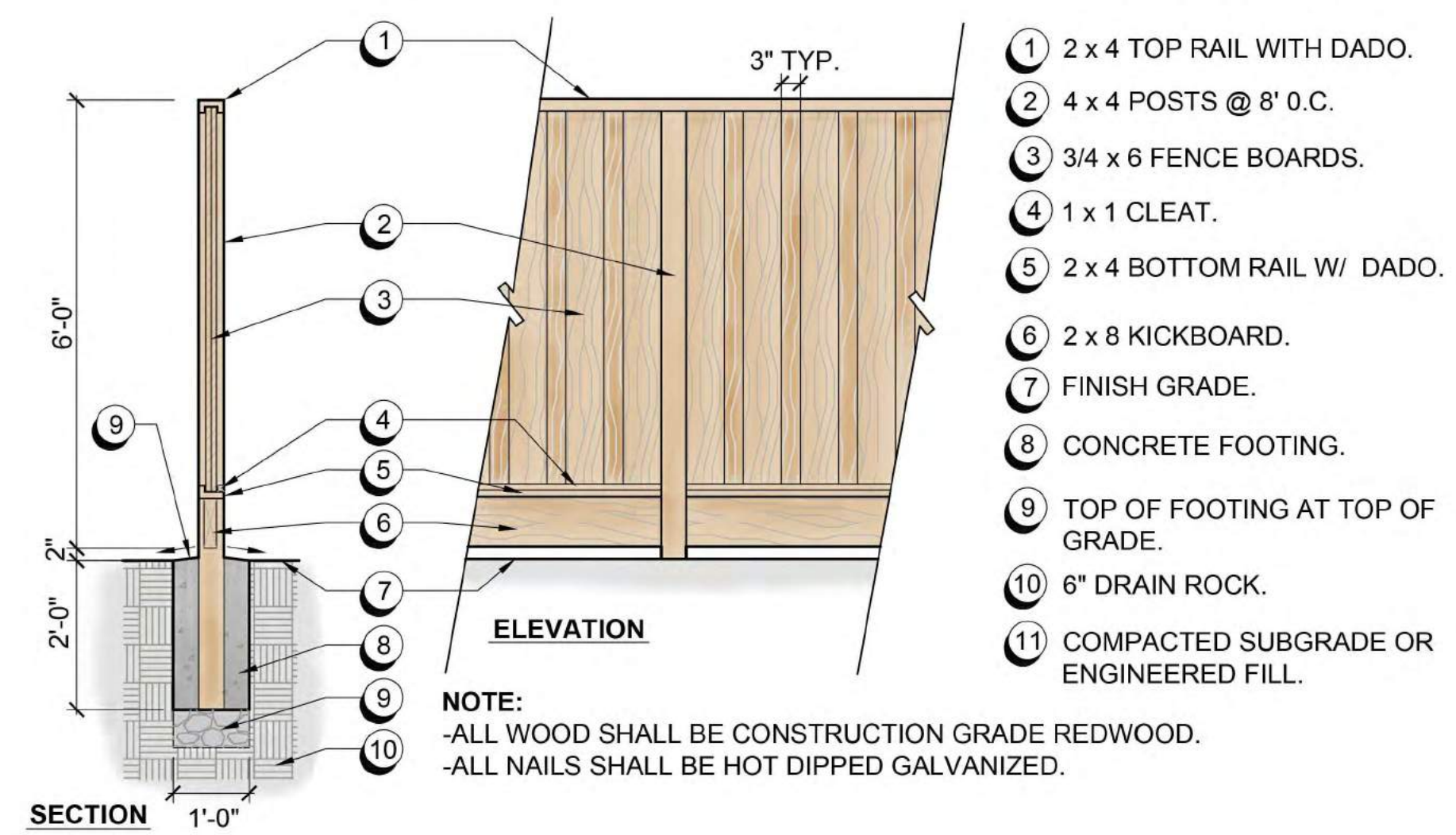
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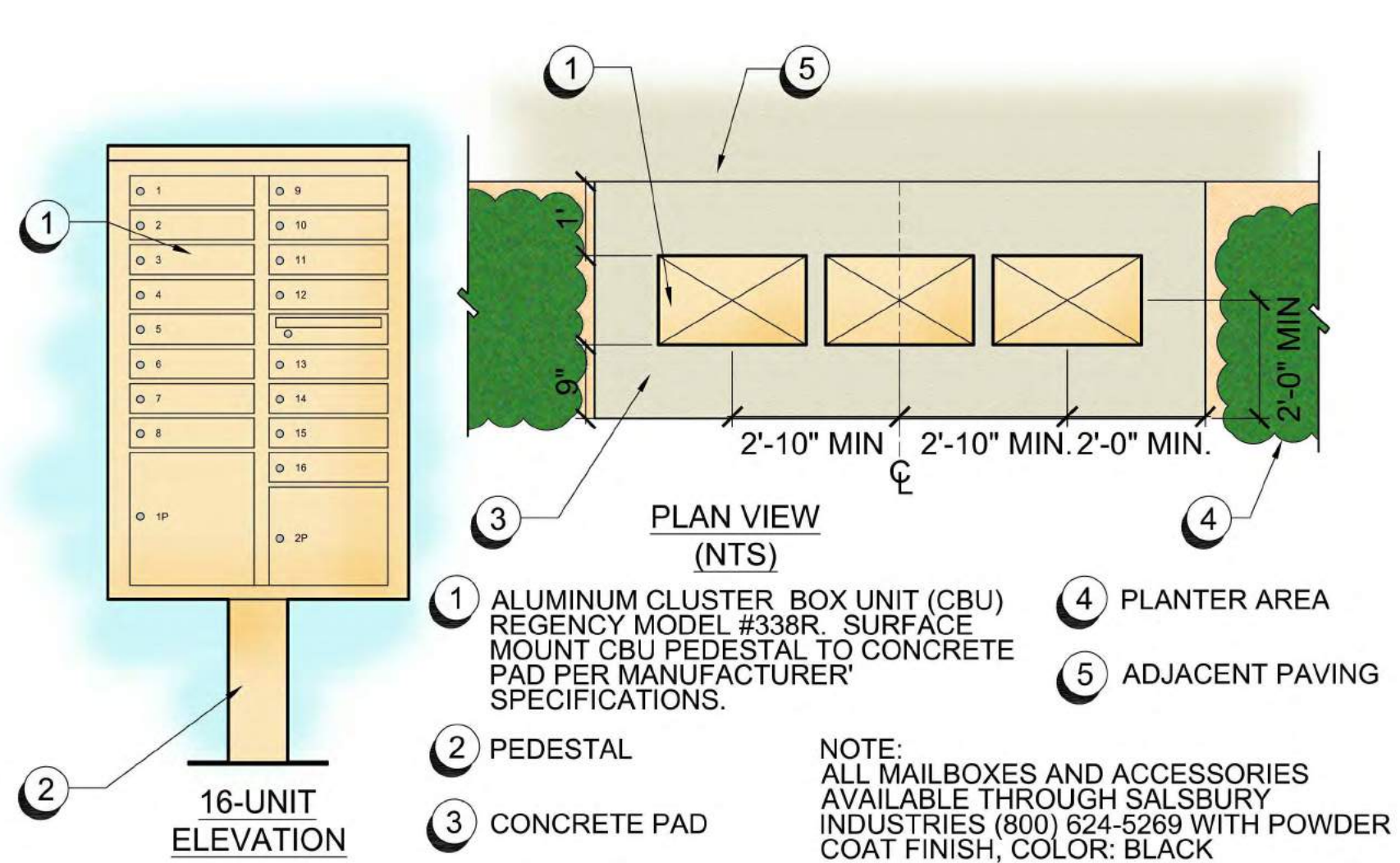
PROPOSED TREE PALETTE

BOTANICAL NAME	COMMON NAME	MIN. SIZE	WUCOLS*
TREES			
ACER RUBRUM 'RED SUNSET'	RED SUNSET MAPLE	15 GAL	M
CELTIS AUSTRALIS	EUROPEAN HACKBERRY	15 GAL	L
DODONAEA VISCOSA 'PURPUREA'	PURPLE LEAFED HOPSEED BUSH	15 GAL	L
LAGERSTROEMIA INDICA	CRAPE MYRTLE	15 GAL	L
LIRIODENDRON TULIIFERA	TULIP TREE	15 GAL	M
PISTACIA CHINENSIS 'KEITH DAVEY'	KEITH DAVEY CHINESE PISTACHE	15 GAL	L
PRUNUS CERASIFERA 'KRAUTER VESUVIUS'	PURPLE LEAF PLUM	15 GAL	L
RHAPHIOLEPIS INDICA 'MAJESTIC BEAUTY'™	MAJESTIC BEAUTY HAWTHORN	15 GAL	L

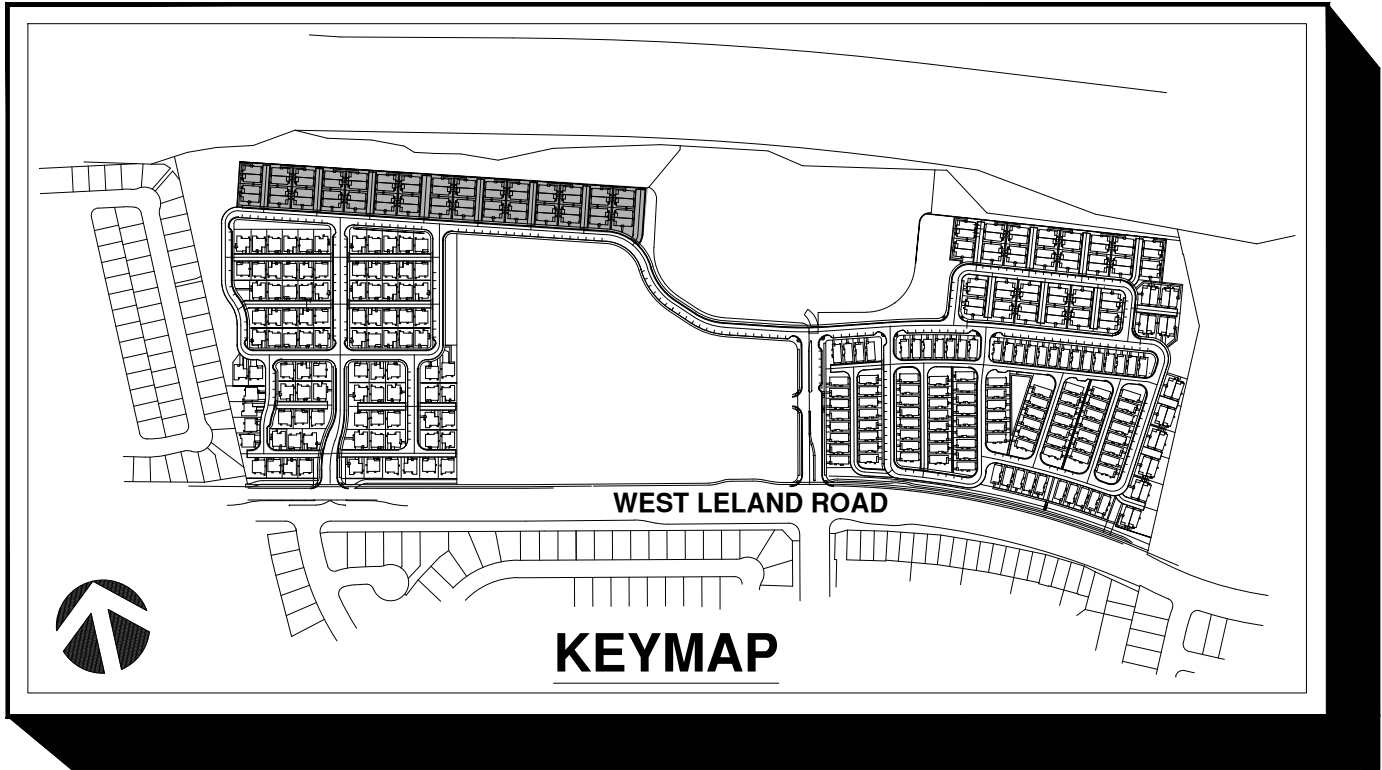
* WATER NEEDS BASED ON THE WATER USE CLASSIFICATION OF LANDSCAPE SPECIES (WUCOLS) BY THE UNIVERSITY OF CALIFORNIA COOPERATIVE EXTENSION.

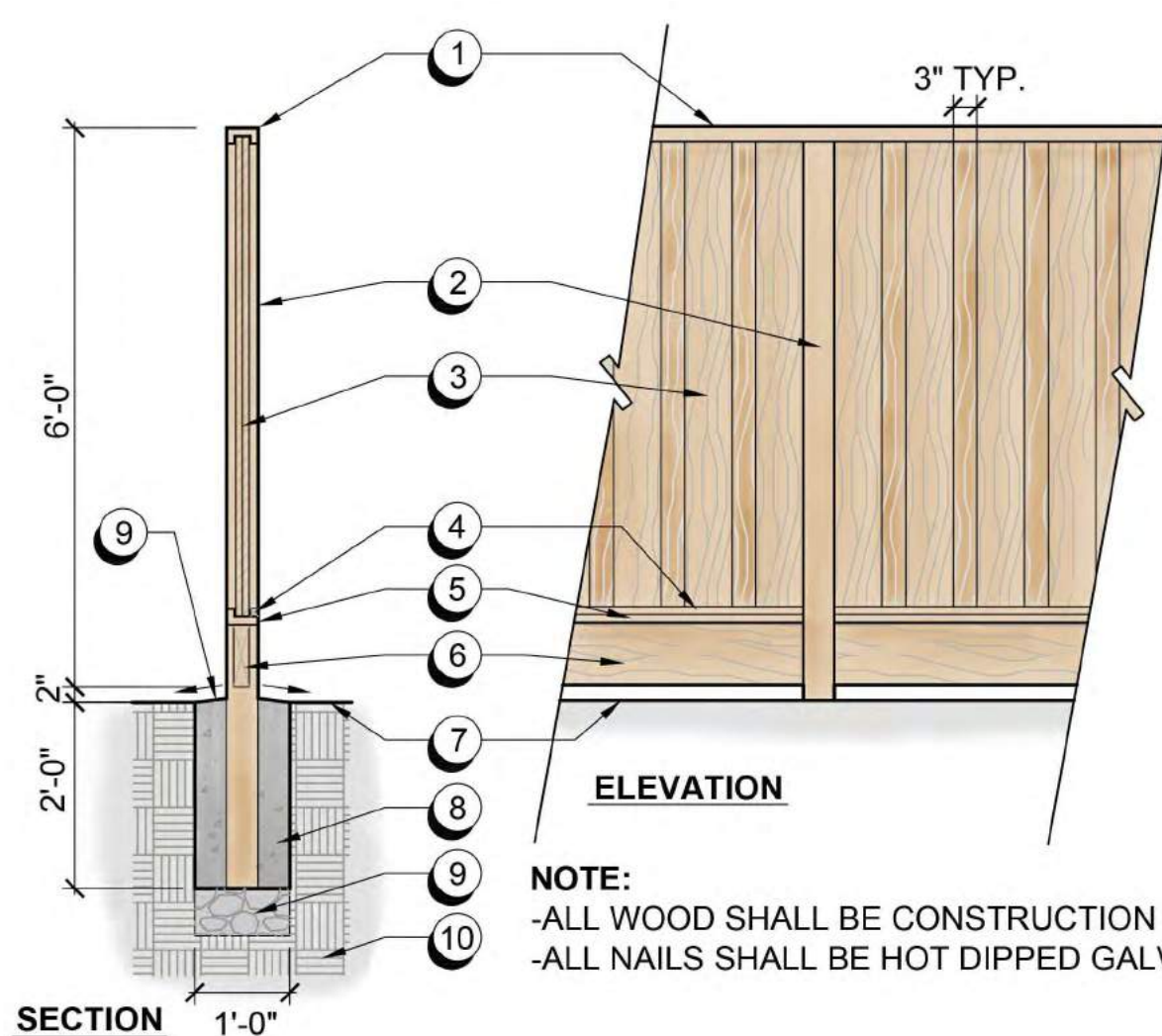


A GOOD NEIGHBOR FENCE
SCALE: 1/2" = 1'-0"



B CBU MAILBOX
SCALE: 3/4" = 1'-0"



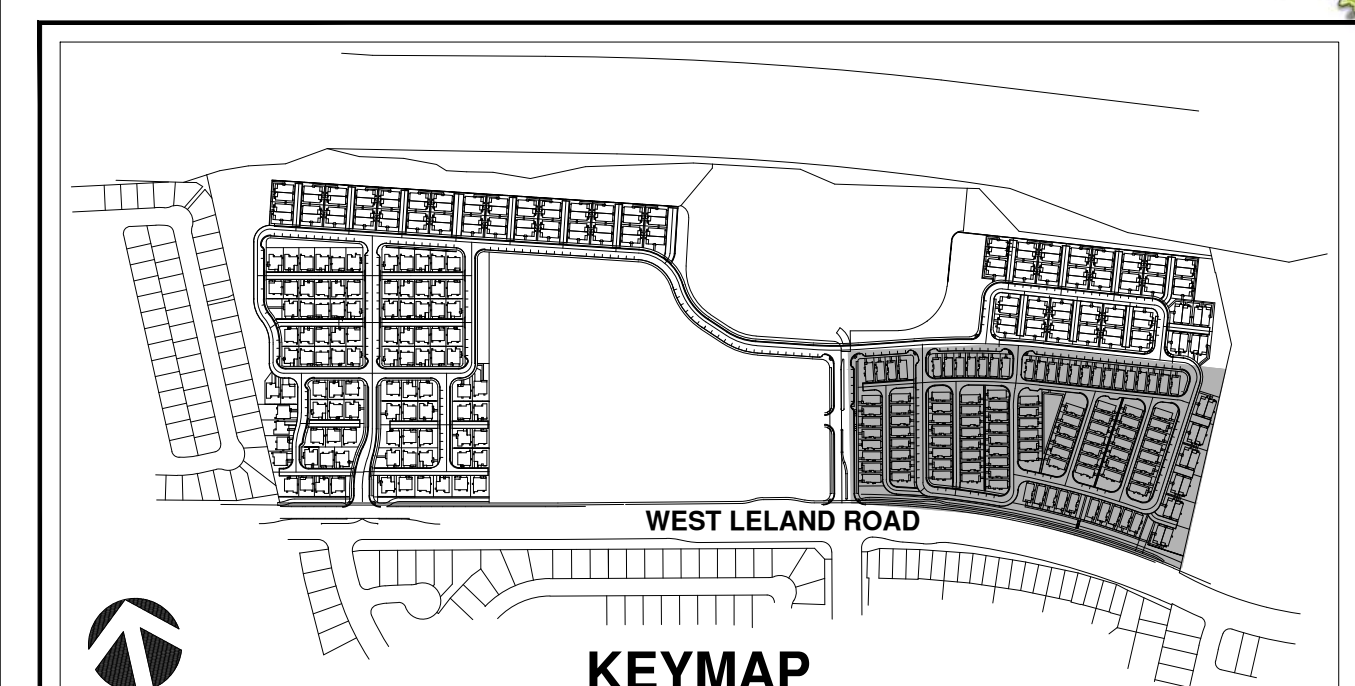


- 1 2 x 4 TOP RAIL WITH DADO.
- 2 4 x 4 POSTS @ 8' 0" C.
- 3 3/4 x 6 FENCE BOARDS.
- 4 1 x 1 CLEAT.
- 5 2 x 4 BOTTOM RAIL W/ DADO.
- 6 2 x 8 KICKBOARD.
- 7 FINISH GRADE.
- 8 CONCRETE FOOTING.
- 9 TOP OF FOOTING AT TOP OF GRADE.
- 10 6" DRAIN ROCK.
- 11 COMPACTED SUBGRADE OR ENGINEERED FILL.

PROPOSED TREE PALETTE

BOTANICAL NAME	COMMON NAME	MIN. SIZE	WUCOLS*
TREES			
ACER RUBRUM 'RED SUNSET'	RED SUNSET MAPLE	15 GAL	M
CELTIS AUSTRALIS	EUROPEAN HACKBERRY	15 GAL	L
DODONAEA VISCOSA 'PURPUREA'	PURPLE LEAFED HOPSEED BUSH	15 GAL	L
LAGERSTROEMIA INDICA	GRAPE MYRTLE	15 GAL	L
LIRIODENDRON TULIPIFERA	TULIP TREE	15 GAL	M
PISTACIA CHINENSIS 'KEITH DAVEY'	KEITH DAVEY CHINESE PISTACHE	15 GAL	L
PRUNUS CERASIFERA 'KRAUTER VESUVIUS'	PURPLE LEAF PLUM	15 GAL	L
RHAPHIOLEPIS INDICA 'MAJESTIC BEAUTY'™	MAJESTIC BEAUTY HAWTHORN	15 GAL	L

* WATER NEEDS BASED ON THE WATER USE CLASSIFICATION OF LANDSCAPE SPECIES (WUCOLS) BY THE UNIVERSITY OF CALIFORNIA COOPERATIVE EXTENSION.



A GOOD NEIGHBOR FENCE

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

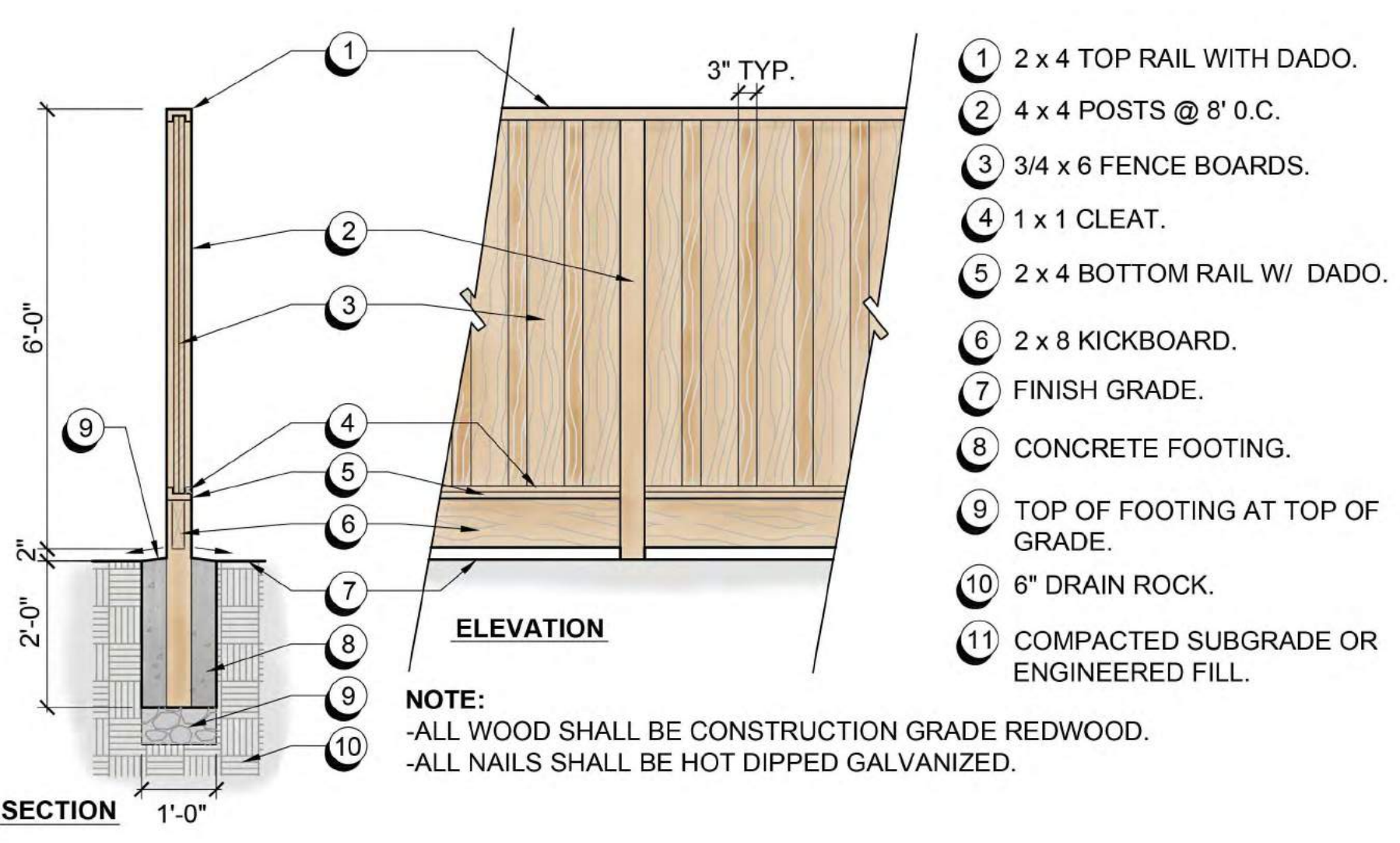
Neighborhood C ALVES RANCH

PITTSBURG, CA

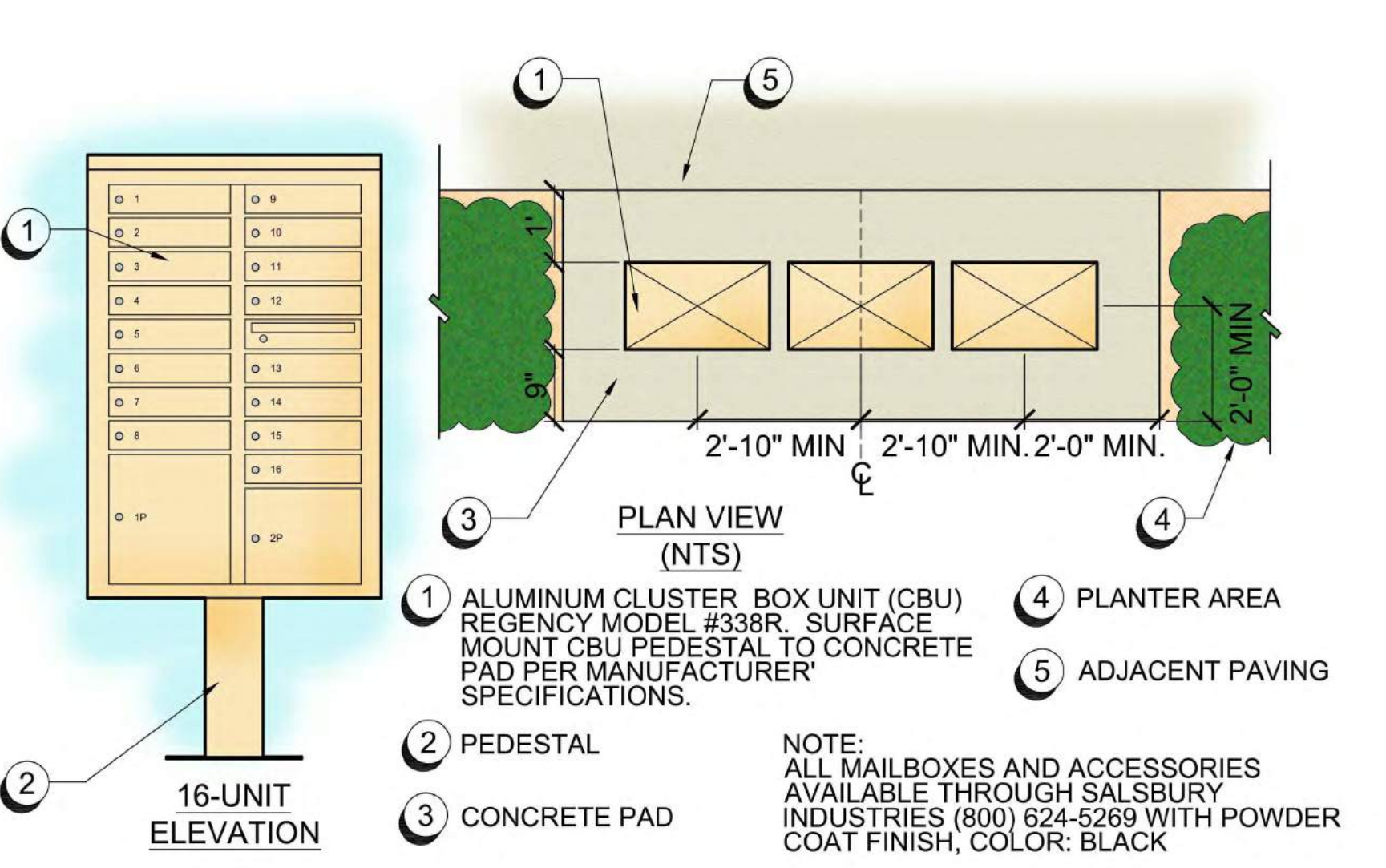
PROPOSED TREE PALETTE

BOTANICAL NAME	COMMON NAME	MIN. SIZE	WUCOLS*
TREES			
ACER RUBRUM 'RED SUNSET'	RED SUNSET MAPLE	15 GAL.	M
CELTIS AUSTRALIS	EUROPEAN HACKBERRY	15 GAL.	L
DODONAEA VISCOSA 'PURPUREA'	PURPLE LEAFED HOPSEED BUSH	15 GAL.	L
LAGERSTROEMIA INDICA	CRAPE MYRTLE	15 GAL.	L
LIRIODENDRON TULIPIFERA	TULIP TREE	15 GAL.	M
PISTACIA CHINENSIS 'KEITH DAVEY'	KEITH DAVEY CHINESE PISTACHE	15 GAL.	L
PRUNUS CERASIFERA 'KRAUTER VESUVIUS'	PURPLE LEAF PLUM	15 GAL.	L
RHAPHIOLEPIS INDICA 'MAJESTIC BEAUTY'™	MAJESTIC BEAUTY HAWTHORN	15 GAL.	L

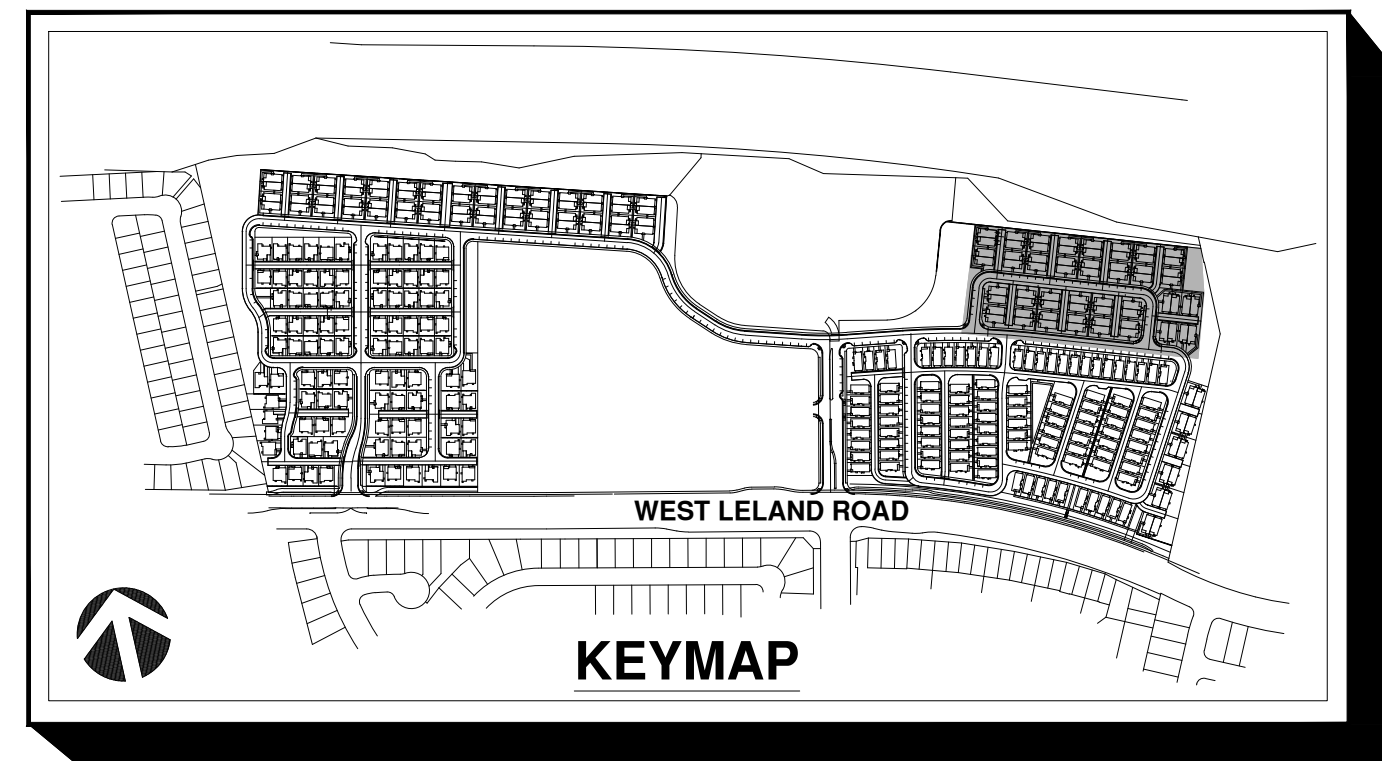
* WATER NEEDS BASED ON THE WATER USE CLASSIFICATION OF LANDSCAPE SPECIES (WUCOLS) BY THE UNIVERSITY OF CALIFORNIA COOPERATIVE EXTENSION.



A GOOD NEIGHBOR FENCE
SCALE: 1/2" = 1'-0"



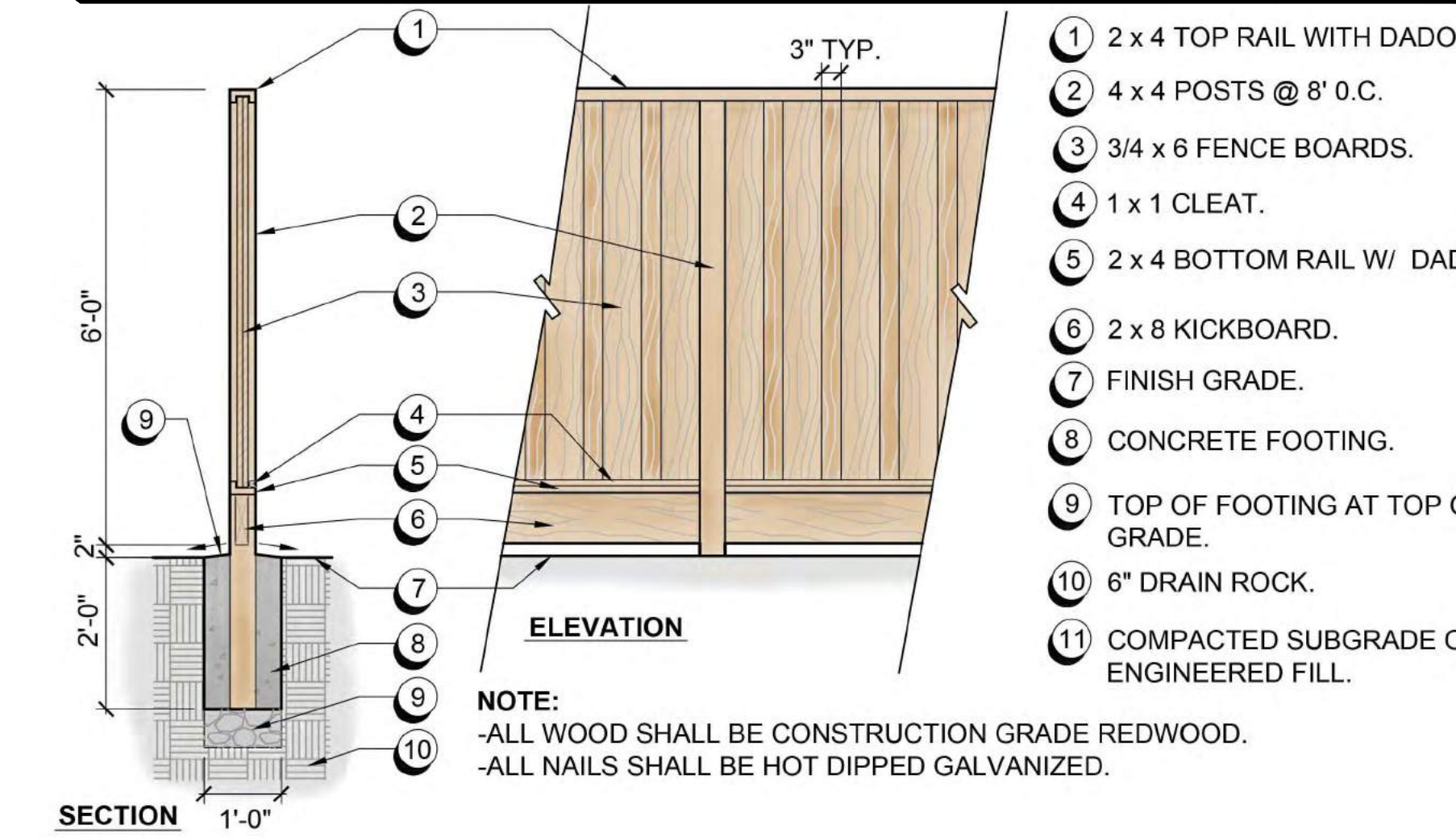
B CBU MAILBOX
SCALE: 3/4" = 1'-0"



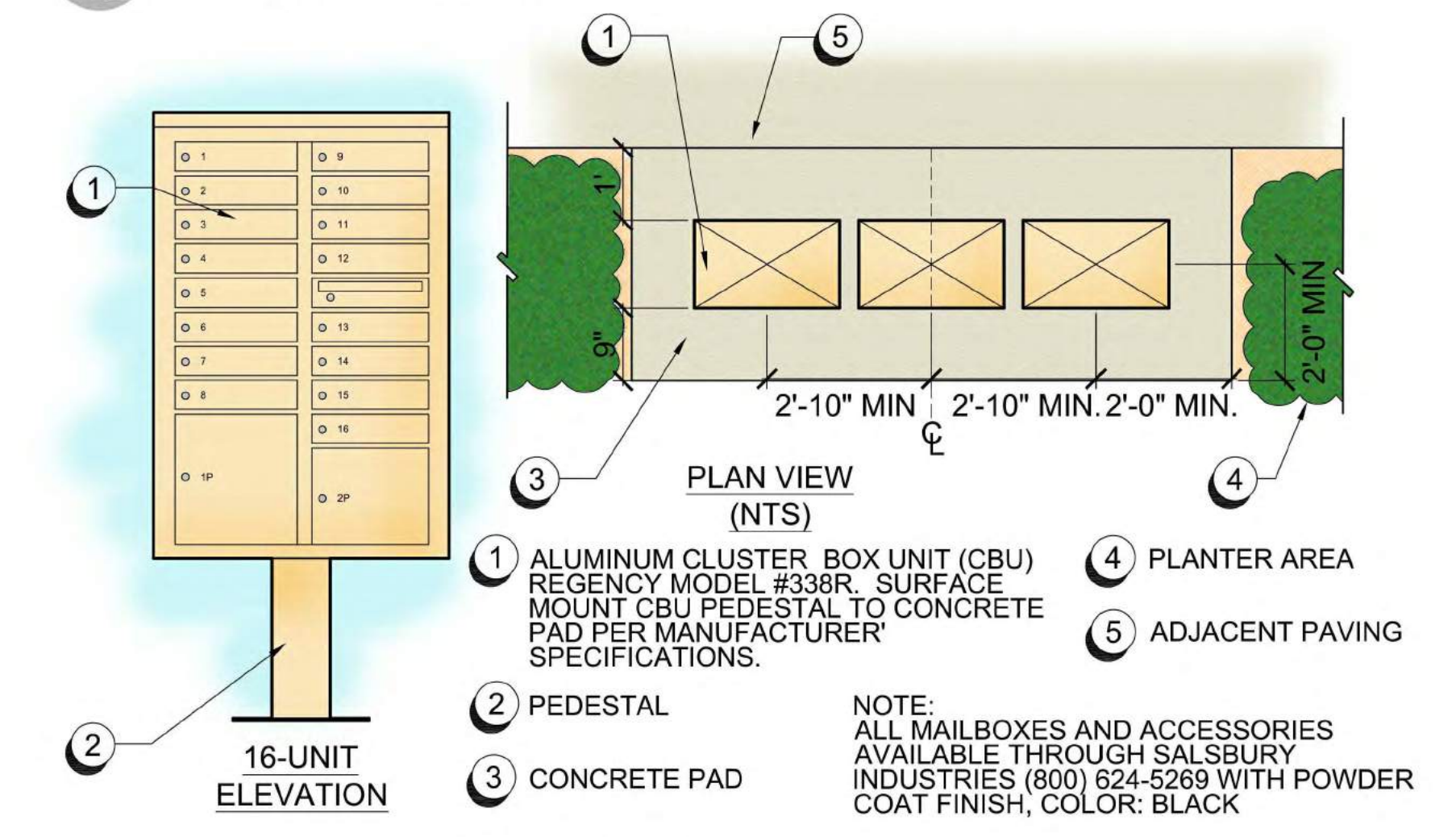
PROPOSED TREE PALETTE

BOTANICAL NAME	COMMON NAME	MIN. SIZE	WUCOLS*
TREES			
ACER RUBRUM 'RED SUNSET'	RED SUNSET MAPLE	15 GAL	M
CELTIS AUSTRALIS	EUROPEAN HACKBERRY	15 GAL	L
DODONAEA VISCOSA 'PURPUREA'	PURPLE LEAFED HOPSEED BUSH	15 GAL	L
LAGERSTROEMIA INDICA	GRAPE MYRTLE	15 GAL	L
LIRIODENDRON TULIPIFERA	TULIP TREE	15 GAL	M
PISTACIA CHINENSIS 'KEITH DAVEY'	KEITH DAVEY CHINESE PISTACHE	15 GAL	L
PRUNUS CERASIFERA 'KRAUTER VESUVIUS'	PURPLE LEAF PLUM	15 GAL	L
RHAPHIOLEPIS INDICA 'MAJESTIC BEAUTY' TM	MAJESTIC BEAUTY HAWTHORN	15 GAL	L

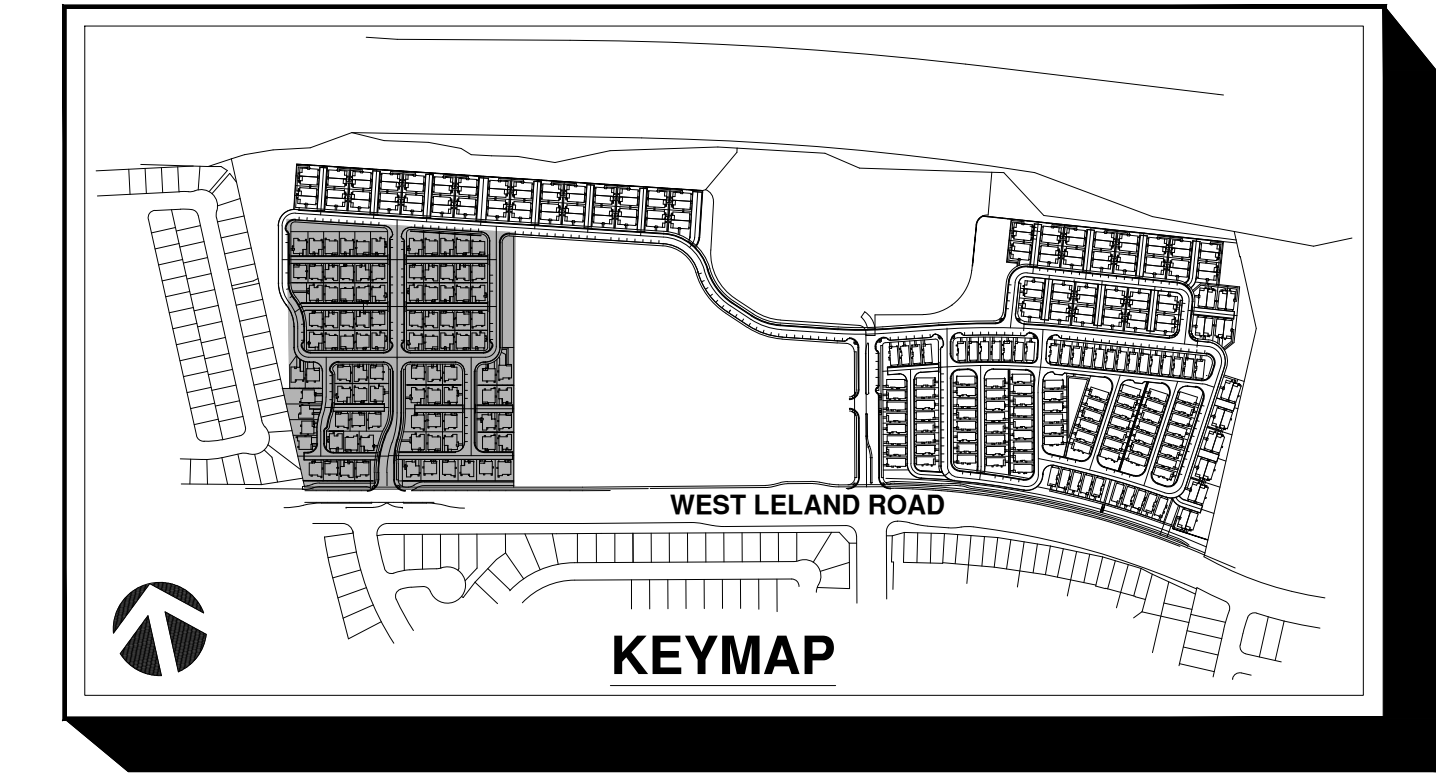
* WATER NEEDS BASED ON THE WATER USE CLASSIFICATION OF LANDSCAPE SPECIES (WUCOLS) BY THE UNIVERSITY OF CALIFORNIA COOPERATIVE EXTENSION.

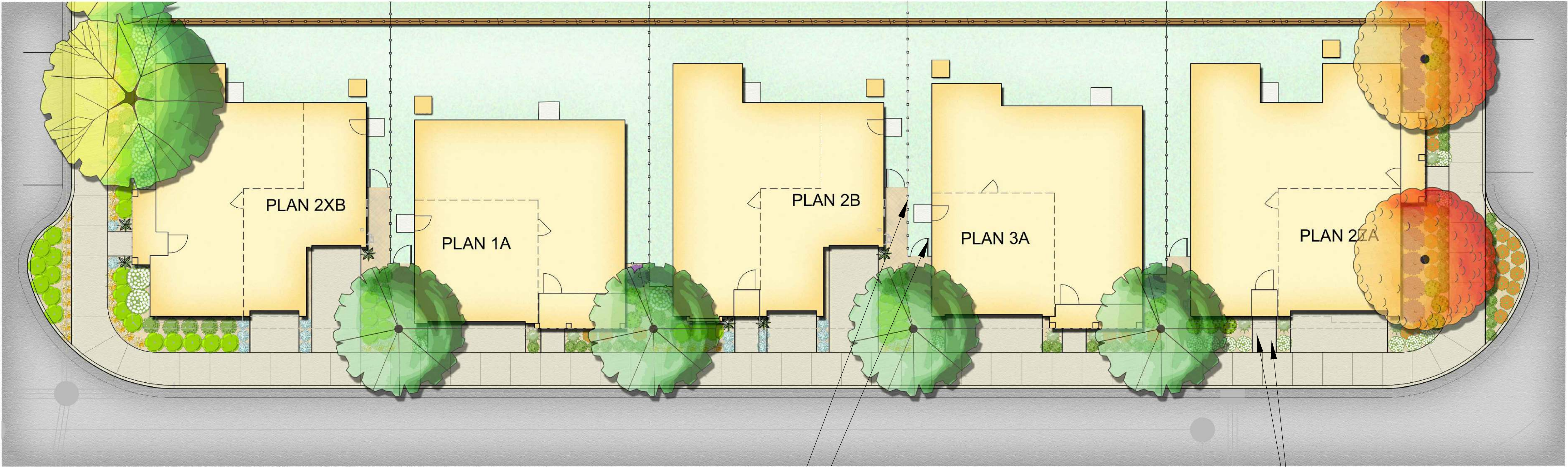


A GOOD NEIGHBOR FENCE
 SCALE: 1/2" = 1'-0"



B CBU MAILBOX
 SCALE: 3/4" = 1'-0"



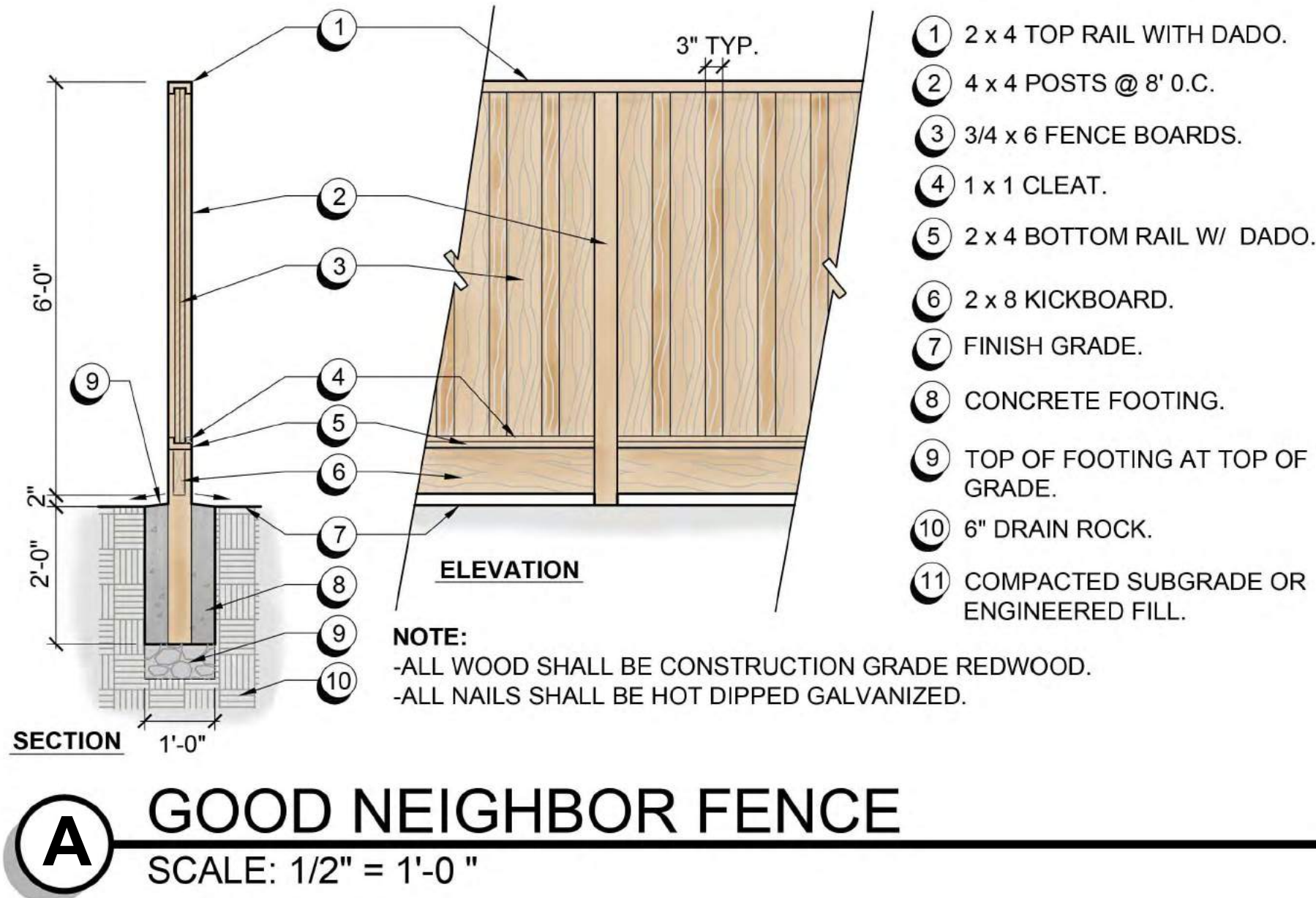


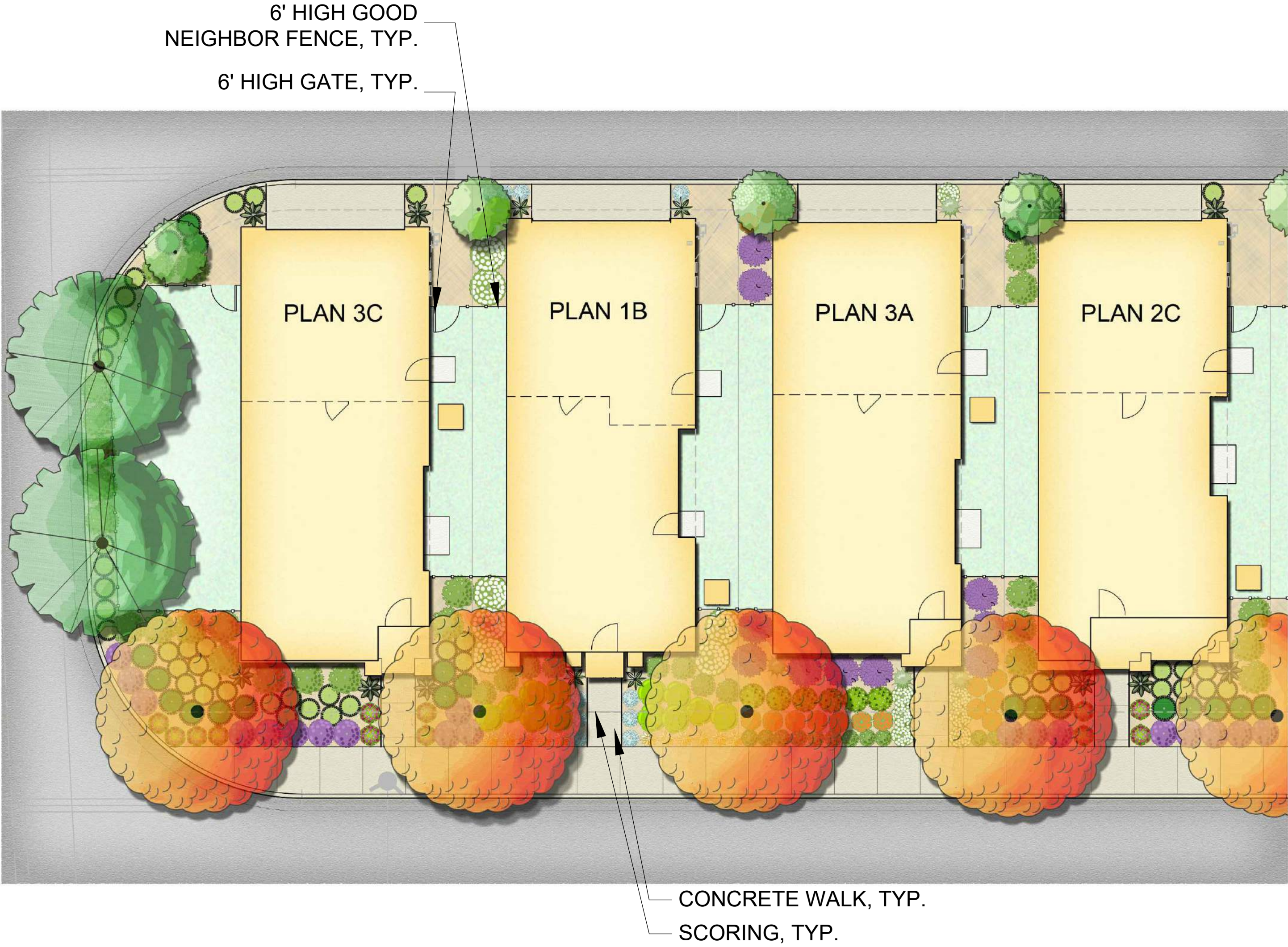
PROPOSED PLANT PALETTE				
BOTANICAL NAME	COMMON NAME	MIN. SIZE	WUCOLS*	
TREES				
ACER RUBRUM 'RED SUNSET'	RED SUNSET MAPLE	15 GAL	M	
CELTIS AUSTRALIS	EUROPEAN HACKBERRY	15 GAL	L	
DODONAEA VISCOSA 'PURPUREA'	PURPLE LEAFED HOPSEED BUSH	15 GAL	L	
LAGERSTROEMIA INDICA	CRAPE MYRTLE	15 GAL	L	
LIRIODENDRON TULIPIFERA	TULIP TREE	15 GAL	M	
PISTACIA CHINENSIS 'KEITH DAVEY'	KEITH DAVEY CHINESE PISTACHE	15 GAL	L	
PRUNUS CERASIFERA 'KRAUTER VESUVIUS'	PURPLE LEAF PLUM	15 GAL	L	
RHAPHIOLEPIS INDICA 'MAJESTIC BEAUTY' TM	MAJESTIC BEAUTY HAWTHORN	15 GAL	L	
SHRUBS				
ARCTOSTAPHYLOS D. 'HOWARD MCINN'	HOWARD MCINN MANZANITA	5 GAL	L	
CALLISTEMON CITRINUS 'LITTLE JOHN'	DWARF BOTTLE BRUSH	5 GAL	L	
CEANOTHUS RIGIDUS 'SNOWBALL'	CEANOTHUS SNOWBALL	5 GAL	L	
CISTUS 'SUNSET'	ROCKROSE	5 GAL	L	
CORREA P. 'CARMINE BELLS'	AUSTRALIAN FUCHSIA	5 GAL	L	
DIETES SPP.	FORTNIGHT LILY	1 GAL	L	
ERIGERON KARVINSKIANUS	SANTA BARBARA DAISY	1 GAL	L	
GREVILLEA 'NOELLII'	GREVILLEA	5 GAL	L	
HELIOTRICHON SEMPERVIRENS	BLUE OAT GRASS	1 GAL	L	
KNIPHOFIA UVARIA	RED-HOT POKER	1 GAL	L	
LOROPETELUM C. 'PURPLE DIAMOND'	FRINGE FLOWER	5 GAL	L	
MIMULUS AURANTIACUS	STICKY MONKEY FLOWER	1 GAL	L	
PENSTEMON G 'APPLE BLOSSOM'	BORDER PENSTEMON	1 GAL	L	
PHORMIUM SPP.	NEW ZEALAND FLAX	5 GAL	L	
PITTOSPORUM T. 'TURNER'S VARIEGATED DWARF'	TURNER'S MOCK ORANGE	5 GAL	L	
ROSA CALIFORNICA	CALIFORNIA WILD ROSE	1 GAL	L	
SALVIA LEUCANTHA	MEXICAN BUSH SAGE	1 GAL	L	
SALVIA GREGGII	AUTUMN SAGE	1 GAL	L	
WESTRINGIA FRUTICOSA	COAST ROSEMARY	5 GAL	L	
ZAUSCHNERIA CALIFORNICA 'SCHEFFLIN'S CHOICE'	CALIFORNIA FUCHSIA	1 GAL	L	
GROUNDCOVERS				
CEANOTHUS 'CARMEL CREEPER'	WILD LILAC	1 GAL	VL	
COTONEASTER 'LOWFAST'	COTONEASTER	1 GAL	L	
HELIANTHEMUM N. 'HENFIELD BRILLIANT'	SUNROSE	1 GAL	L	
MYOPORUM PARVIFOLIUM 'PROSTRATUM'	MYOPORUM	1 GAL	L	
SCAEVOLA 'MAUVE CLUSTERS'	SCAEVOLA	1 GAL	L	
SOLLIA HETEROPHYLLA	AUSTRALIAN BLUEBELL CREEPER	1 GAL	L	
VERBENA PERUVIANA 'HOMESTEAD PURPLE'	PURPLE VERBENA	1 GAL	L	
* WATER NEEDS BASED ON THE WATER USE CLASSIFICATION OF LANDSCAPE SPECIES (WUCOLS) BY THE UNIVERSITY OF CALIFORNIA COOPERATIVE EXTENSION.				

6' HIGH GOOD
NEIGHBOR FENCE, TYP.

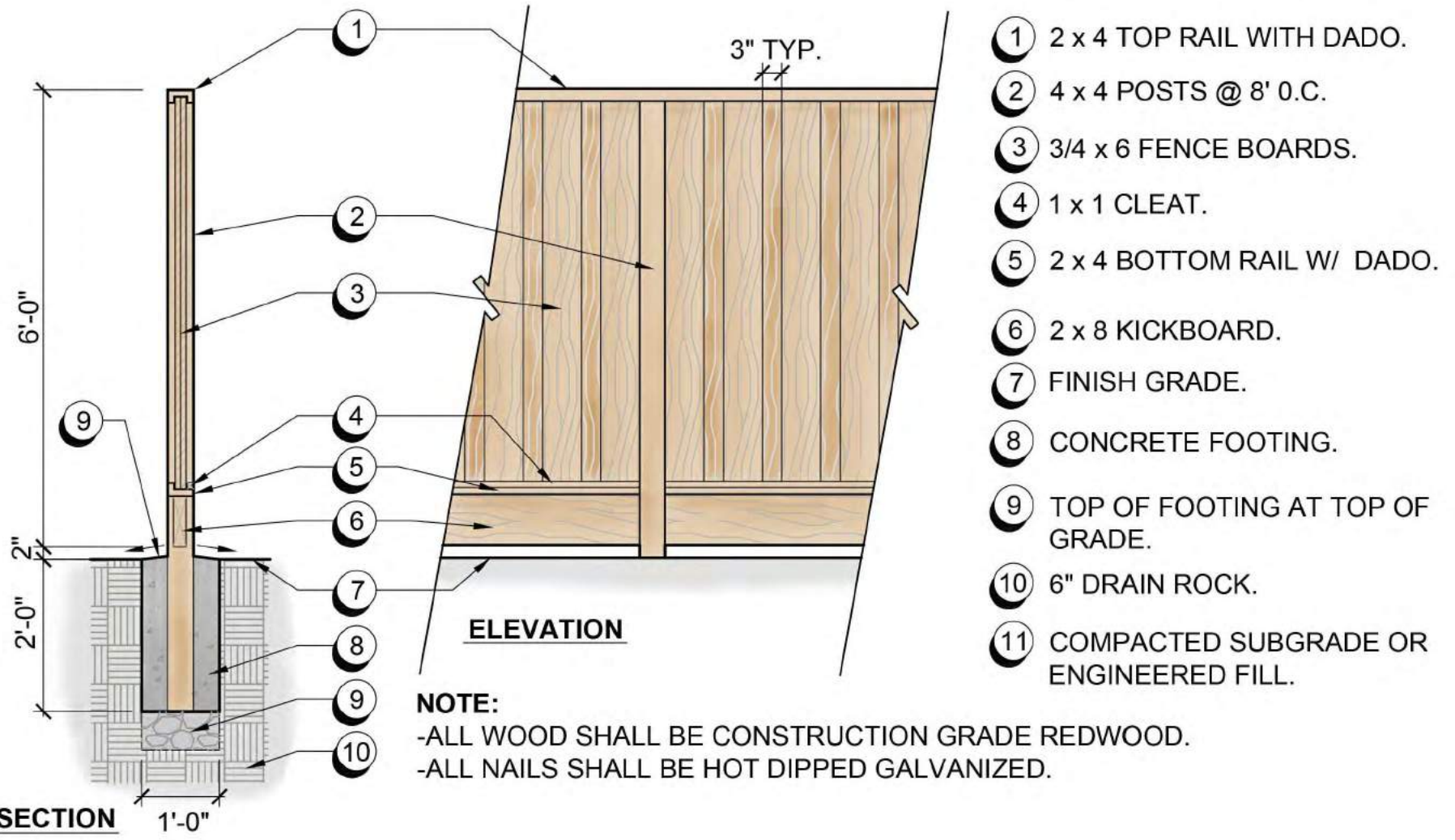
6' HIGH GATE, TYP.

CONCRETE WALK, TYP.
SCORING, TYP.

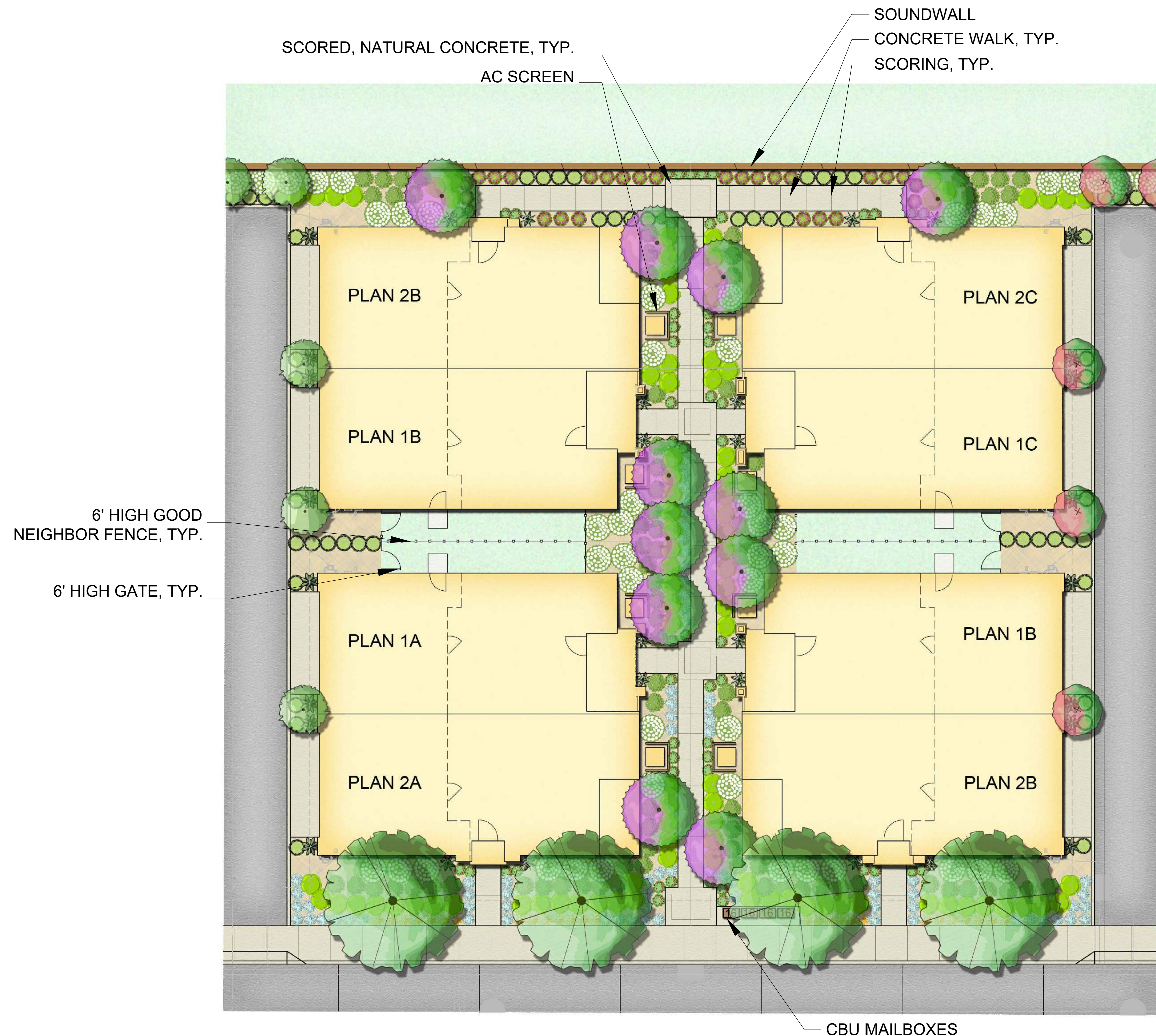




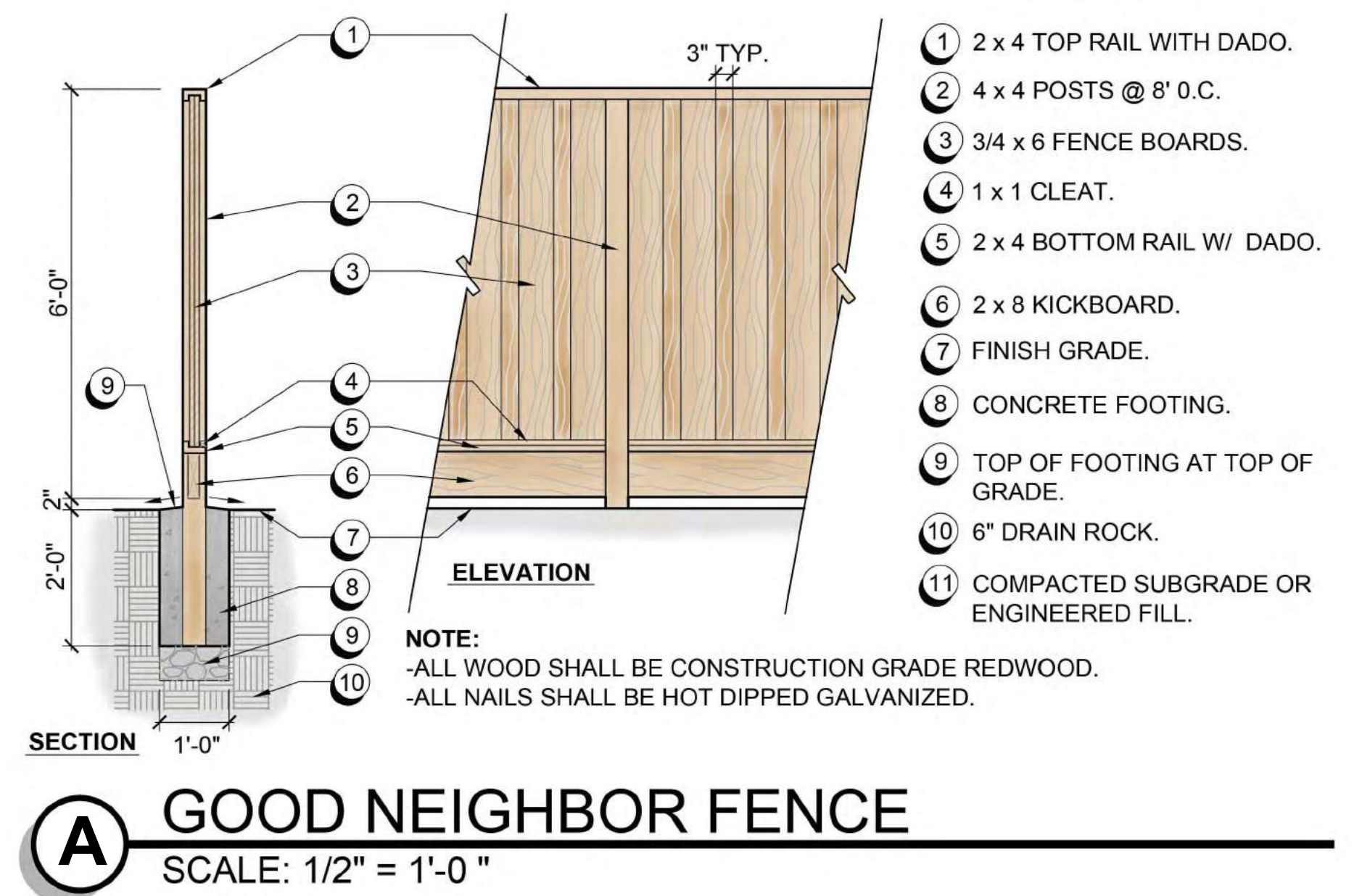
PROPOSED PLANT PALETTE				
BOTANICAL NAME	COMMON NAME	MIN. SIZE	WUCOLS*	
TREES				
ACER RUBRUM 'RED SUNSET'	RED SUNSET MAPLE	15 GAL	M	
CELTIS AUSTRALIS	EUROPEAN HACKBERRY	15 GAL	L	
DODONAEA VISCOSA 'PURPUREA'	PURPLE LEAFED HOPSEED BUSH	15 GAL	L	
LAGERSTROEMIA INDICA	CRAPE MYRTLE	15 GAL	L	
LIRIODENDRON TULIPIFERA	TULIP TREE	15 GAL	M	
PISTACIA CHINENSIS 'KEITH DAVEY'	KEITH DAVEY CHINESE PISTACHE	15 GAL	L	
PRUNUS CERASIFERA 'KRAUTER VESUVIUS'	PURPLE LEAF PLUM	15 GAL	L	
RHAPHIOLEPIS INDICA 'MAJESTIC BEAUTY'™	MAJESTIC BEAUTY HAWTHORN	15 GAL	L	
SHRUBS				
ARCTOSTAPHYLOS D. 'HOWARD MCMINN'	HOWARD MCMINN MANZANITA	5 GAL	L	
CALLISTEMON CITRINUS 'LITTLE JOHN'	DWARF BOTTLE BRUSH	5 GAL	L	
CEANOTHUS RIGIDUS 'SNOWBALL'	CEANOTHUS SNOWBALL	5 GAL	L	
CISTUS 'SUNSET'	ROCKROSE	5 GAL	L	
CORREA P. 'CARMINE BELLS'	AUSTRALIAN FUCHSIA	5 GAL	L	
DIETES SPP.	FORTNIGHT LILY	1 GAL	L	
ERIGERON KARVINSKIANUS	SANTA BARBARA DAISY	1 GAL	L	
GREVILLEA 'NOELLI'	GREVILLEA	5 GAL	L	
HELIOTRICHON SEMPERVIRENS	BLUE OAT GRASS	1 GAL	L	
KNIPHOFIA UVARIA	RED-HOT POKER	1 GAL	L	
LOROPETELUM C. 'PURPLE DIAMOND'	FRINGE FLOWER	5 GAL	L	
MIMULUS AURANTIACUS	STICKY MONKEY FLOWER	1 GAL	L	
PENSTEMON G 'APPLE BLOSSOM'	BORDER PENSTEMON	1 GAL	L	
PHORMIUM SPP.	NEW ZEALAND FLAX	5 GAL	L	
PITTOSPORUM T. 'TURNER'S VARIEGATED DWARF'	TURNER'S MOCK ORANGE	5 GAL	L	
ROSA CALIFORNICA	CALIFORNIA WILD ROSE	1 GAL	L	
SALVIA LEUCANTHA	MEXICAN BUSH SAGE	1 GAL	L	
SALVIA GREGGII	AUTUMN SAGE	1 GAL	L	
WESTRINGIA FRUTICOSA	COAST ROSEMARY	5 GAL	L	
ZAUSCHNERIA CALIFORNICA 'SCHIEFFLIN'S CHOICE'	CALIFORNIA FUCHSIA	1 GAL	L	
GROUNDCOVERS				
CEANOTHUS 'CARMEL CREEPER'	WILD LILAC	1 GAL	VL	
COTONEASTER 'LOWFAST'	COTONEASTER	1 GAL	L	
HELIANTHEMUM N. 'HENFIELD BRILLIANT'	SUNROSE	1 GAL	L	
MYOPORIUM PARVIFOLIUM 'PROSTRATUM'	MYOPORIUM	1 GAL	L	
SCAEVOLA 'MAUVE CLUSTERS'	SCAEVOLA	1 GAL	L	
SOLLYA HETEROPHYLLA	AUSTRALIAN BLUEBELL CREEPER	1 GAL	L	
VERBENA PERUVIANA 'HOMESTEAD PURPLE'	PURPLE VERBENA	1 GAL	L	
* WATER NEEDS BASED ON THE WATER USE CLASSIFICATION OF LANDSCAPE SPECIES (WUCOLS) BY THE UNIVERSITY OF CALIFORNIA COOPERATIVE EXTENSION.				

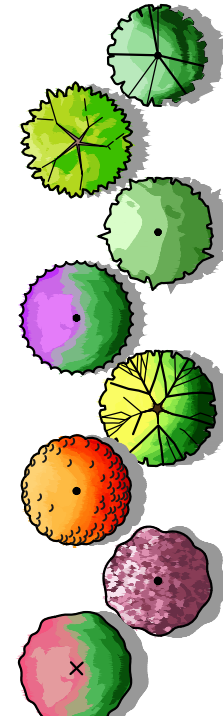


A GOOD NEIGHBOR FENCE
SCALE: 1/2" = 1'-0"



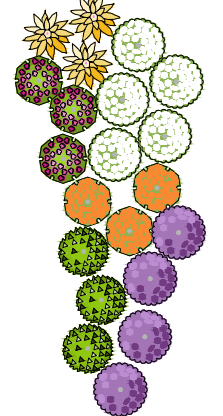
PROPOSED PLANT PALETTE			
BOTANICAL NAME	COMMON NAME	MIN. SIZE	WUCOLS*
TREES			
ACER RUBRUM 'RED SUNSET'	RED SUNSET MAPLE	15 GAL	M
CELTIS AUSTRALIS	EUROPEAN HACKBERRY	15 GAL	L
DODONAEA VISCOSA 'PURPUREA'	PURPLE LEAFED HOPSEED BUSH	15 GAL	L
LAGERSTROEMIA INDICA	CRAPE MYRTLE	15 GAL	L
LIRIODENDRON TULIPIFERA	TULIP TREE	15 GAL	M
PISTACIA CHINENSIS 'KEITH DAVEY'	KEITH DAVEY CHINESE PISTACHE	15 GAL	L
PRUNUS CERASIFERA 'KRAUTER VESUVIUS'	PURPLE LEAF PLUM	15 GAL	L
RHAPHIOLEPIS INDICA 'MAJESTIC BEAUTY' TM	MAJESTIC BEAUTY HAWTHORN	15 GAL	L
SHRUBS			
ARCTOSTAPHYLOS D. 'HOWARD MCMINN'	HOWARD MCMINN MANZANITA	5 GAL	L
CALLISTEMON CITRINUS 'LITTLE JOHN'	DWARF BOTTLE BRUSH	5 GAL	L
CEANOTHUS RIGIDUS 'SNOWBALL'	CEANOTHUS SNOWBALL	5 GAL	L
CISTUS 'SUNSET'	ROCKROSE	5 GAL	L
CORREA P. 'CARMINE BELLS'	AUSTRALIAN FUCHSIA	5 GAL	L
DIETES SPP.	FORTNIGHT LILY	1 GAL	L
ERIGERON KARVINSKIANUS	SANTA BARBARA DAISY	1 GAL	L
GREVILLEA 'NOELLII'	GREVILLEA	5 GAL	L
HELIOTRICHON SEMPERVIRENS	BLUE OAT GRASS	1 GAL	L
KNIPHOFIA UVARIA	RED-HOT POKER	1 GAL	L
LOROPETELUM C. 'PURPLE DIAMOND'	FRINGE FLOWER	5 GAL	L
MIMULUS AURANTIACUS	STICKY MONKEY FLOWER	1 GAL	L
PENSTEMON G. 'APPLE BLOSSOM'	BORDER PENSTEMON	1 GAL	L
PHORMIUM SPP.	NEW ZEALAND FLAX	5 GAL	L
PITTOSPORUM T. 'TURNER'S VARIEGATED DWARF'	TURNER'S MOCK ORANGE	5 GAL	L
ROSA CALIFORNICA	CALIFORNIA WILD ROSE	1 GAL	L
SALVIA LEUCANTHA	MEXICAN BUSH SAGE	1 GAL	L
SALVIA GREGGII	AUTUMN SAGE	1 GAL	L
WESTRINGIA FRUTICOSA	COAST ROSEMARY	5 GAL	L
ZAUSCHNERIA CALIFORNICA 'SCHEFFLIN'S CHOICE'	CALIFORNIA FUCHSIA	1 GAL	L
GROUNDCOVERS			
CEANOTHUS 'CARMEL CREEPER'	WILD LILAC	1 GAL	VL
COTONEASTER 'LOWFAST'	COTONEASTER	1 GAL	L
HELIANTHEMUM N. 'HENFIELD BRILLIANT'	SUNROSE	1 GAL	L
MYOPORUM PARVIFOLIUM 'PROSTRATUM'	MYOPORUM	1 GAL	L
SCAEVOLA 'MAUVE CLUSTERS'	SCAEVOLA	1 GAL	L
SOLLIA HETEROPHYLLA	AUSTRALIAN BLUEBELL CREEPER	1 GAL	L
VERBENA PERUVIANA 'HOMESTEAD PURPLE'	PURPLE VERBENA	1 GAL	L
* WATER NEEDS BASED ON THE WATER USE CLASSIFICATION OF LANDSCAPE SPECIES (WUCOLS) BY THE UNIVERSITY OF CALIFORNIA COOPERATIVE EXTENSION.			





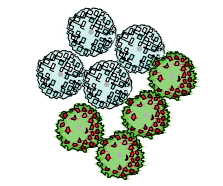
TREES

BOTANICAL NAME	COMMON NAME	MIN. SIZE	WUCOLS*
ACER RUBRUM 'RED SUNSET'	RED SUNSET MAPLE	15 GAL	M
CELTIS AUSTRALIS	EUROPEAN HACKBERRY	15 GAL	L
DODONAEA VISCOSA 'PURPUREA'	PURPLE LEAFED HOPSEED BUSH	15 GAL	L
LAGERSTROEMIA INDICA	CRAPE MYRTLE	15 GAL	L
LIRODENDRON TULIPIFERA	TULIP TREE	15 GAL	M
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PRUNUS CERASIFERA 'KRAUTER VESUVIUS'	PURPLE LEAF PLUM	15 GAL	L
RHAPHIOLEPIS INDICA 'MAJESTIC BEAUTY'™	MAJESTIC BEAUTY HAWTHORN	15 GAL	L



SHRUBS

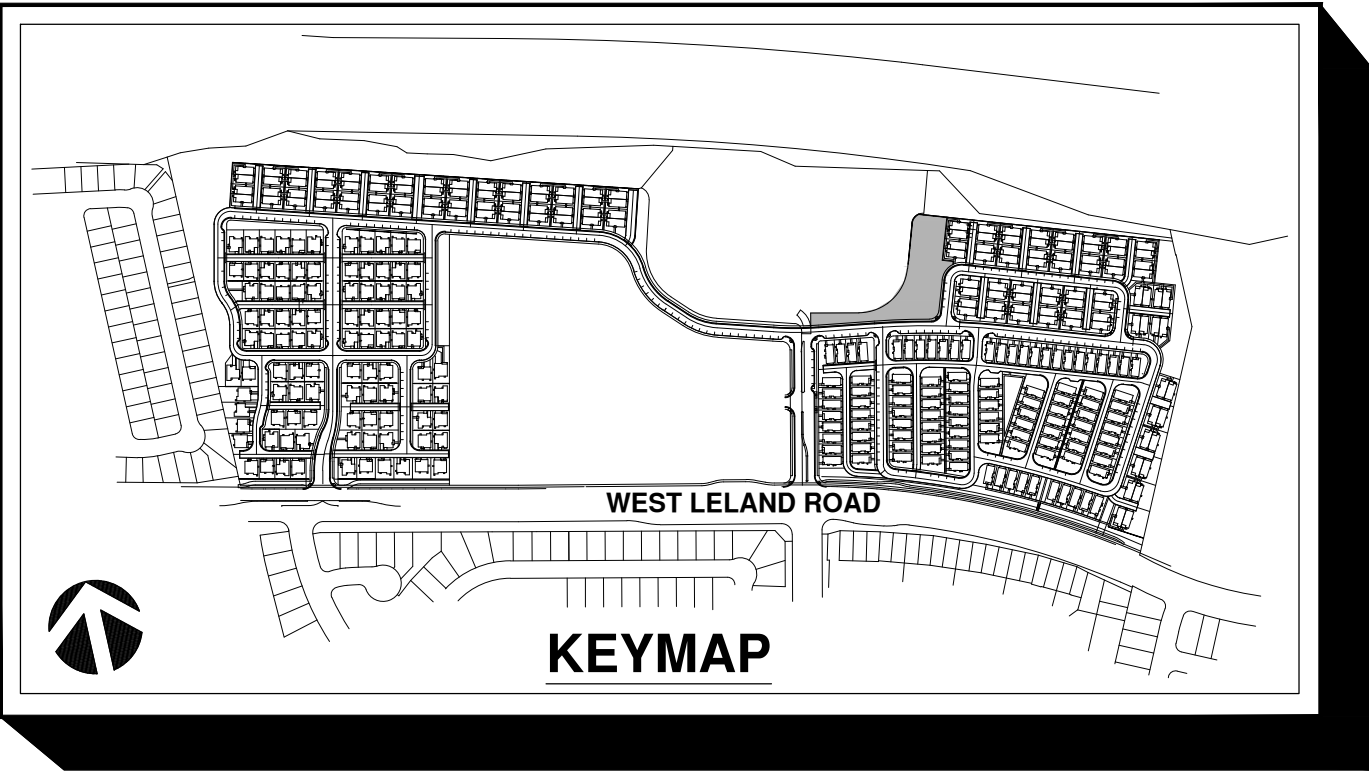
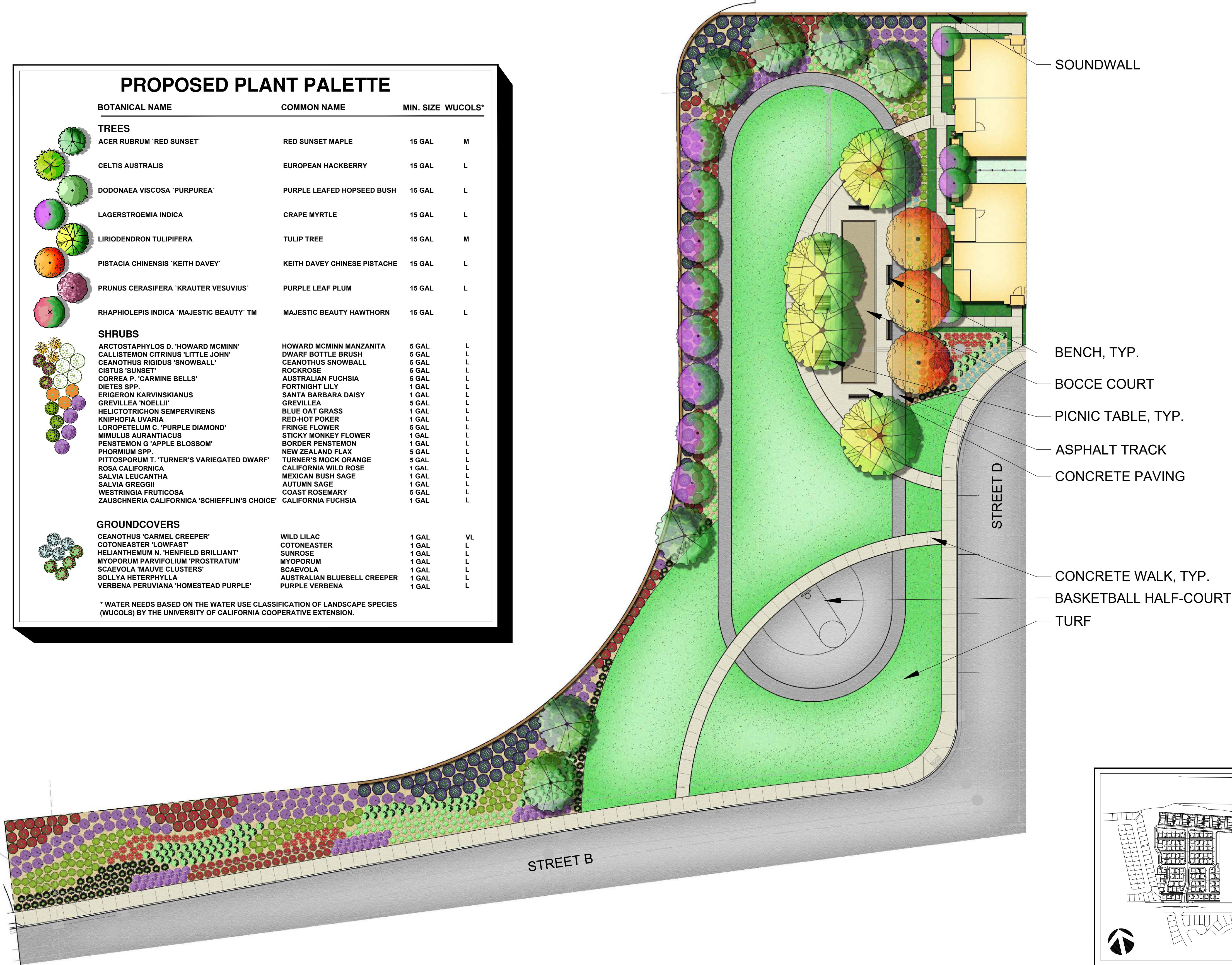
ARCTOSTAPHYLOS D. 'HOWARD MCMINN'	HOWARD MCMINN MANZANITA	5 GAL	L
CALLISTEMON CITRINUS 'LITTLE JOHN'	DWARF BOTTLE BRUSH	5 GAL	L
CEANOTHUS RIGIDUS 'SNOWBALL'	CEANOTHUS SNOWBALL	5 GAL	L
CISTUS 'SUNSET'	ROCKROSE	5 GAL	L
CORREA P. 'CARMINE BELLS'	AUSTRALIAN FUCHSIA	5 GAL	L
DIETES SPP.	FORTNIGHT LILY	1 GAL	L
ERIGERON KARVINSKIANUS	SANTA BARBARA DAISY	1 GAL	L
GREVILLEA 'NOELLII'	GREVILLEA	5 GAL	L
HELIOTRICHON SEMPERVIRENS	BLUE OAT GRASS	1 GAL	L
KNIPHOFIA UVARIA	RED-HOT POKER	1 GAL	L
LOROPETELUM C. 'PURPLE DIAMOND'	FRINGE FLOWER	5 GAL	L
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PENSTEMON G. 'APPLE BLOSSOM'	BORDER PENSTEMON	1 GAL	L
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ROSA CALIFORNICA	CALIFORNIA WILD ROSE	1 GAL	L
SALVIA LEUCANTHA	MEXICAN BUSH SAGE	1 GAL	L
SALVIA GREGGII	AUTUMN SAGE	1 GAL	L
WESTRINGIA FRUTICOSA	COAST ROSEMARY	5 GAL	L
ZAUSCHNERIA CALIFORNICA 'SCHEFFLIN'S CHOICE'	CALIFORNIA FUCHSIA	1 GAL	L

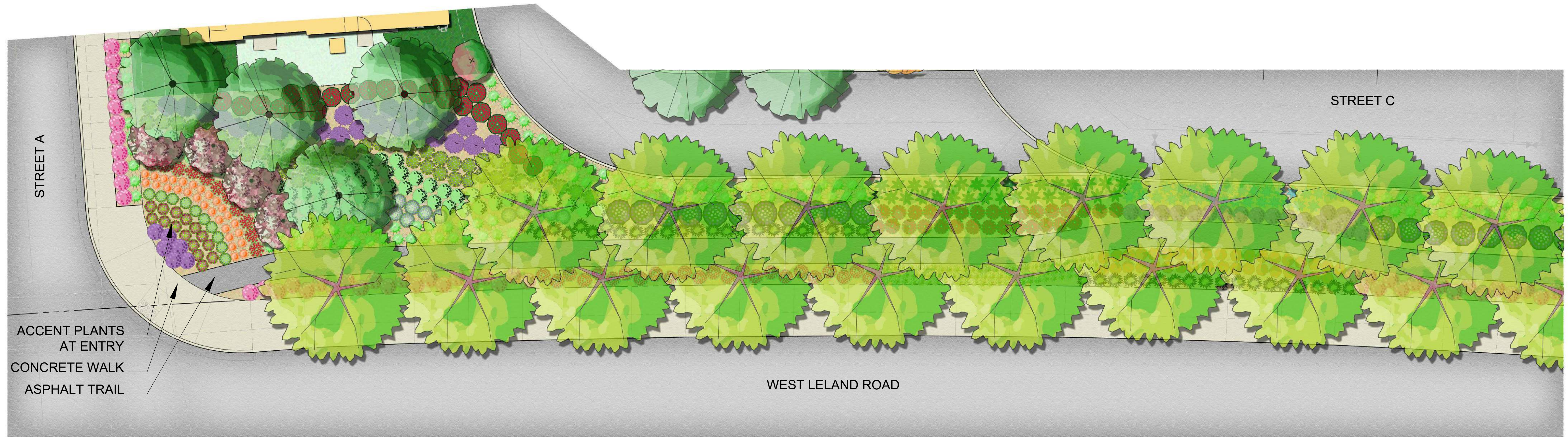


GROUNDCOVERS

CEANOTHUS 'CARMEL CREEPER'	WILD LILAC	1 GAL	VL
COTONEASTER 'LOWFAST'	COTONEASTER	1 GAL	L
HELIANTHEMUM N. 'HENFIELD BRILLIANT'	SUNROSE	1 GAL	L
MYOPORUM PARVIFOLIUM 'PROSTRATUM'	MYOPORUM	1 GAL	L
SCAEVOLA 'MAUVE CLUSTERS'	SCAEVOLA	1 GAL	L
SOLLYA HETEROPHYLLA	AUSTRALIAN BLUEBELL CREEPER	1 GAL	L
VERBENA PERUVIANA 'HOMESTEAD PURPLE'	PURPLE VERBENA	1 GAL	L

* WATER NEEDS BASED ON THE WATER USE CLASSIFICATION OF LANDSCAPE SPECIES (WUCOLS) BY THE UNIVERSITY OF CALIFORNIA COOPERATIVE EXTENSION.





PROPOSED PLANT PALETTE

BOTANICAL NAME	COMMON NAME	MIN. SIZE	WUCOLS*
----------------	-------------	-----------	---------

TREES

ACER RUBRUM 'RED SUNSET'	RED SUNSET MAPLE	15 GAL	M
CELTIS AUSTRALIS	EUROPEAN HACKBERRY	15 GAL	L
DODONAEA VISCOSA 'PURPUREA'	PURPLE LEAFED HOPSEED BUSH	15 GAL	L
LAGERSTROEMIA INDICA	CRAPPE MYRTLE	15 GAL	L
LIRIODENDRON TULIPIFERA	TULIP TREE	15 GAL	M
PISTACIA CHINENSIS 'KEITH DAVEY'	KEITH DAVEY CHINESE PISTACHE	15 GAL	L
PRUNUS CERASIFERA 'KRAUTER VESUVIUS'	PURPLE LEAF PLUM	15 GAL	L
RHAPHIOLEPIS INDICA 'MAJESTIC BEAUTY' TM	MAJESTIC BEAUTY HAWTHORN	15 GAL	L

SHRUBS

ARCTOSTAPHYLOS D. 'HOWARD MCMINN'	HOWARD MCMINN MANZANITA	5 GAL	L
CALLISTEMON CITRINUS 'LITTLE JOHN'	DWARF BOTTLE BRUSH	5 GAL	L
CEANOTHUS RIGIDUS 'SNOWBALL'	CEANOTHUS SNOWBALL	5 GAL	L
CISTUS 'SUNSET'	ROCKROSE	5 GAL	L
CORREA P. 'CARMINE BELLS'	AUSTRALIAN FUCHSIA	5 GAL	L
DIETES SPP.	FORTNIGHT LILY	1 GAL	L
ERIGERON KARVINSKIANUS	SANTA BARBARA DAISY	1 GAL	L
GREVILLEA 'NOELLI'	GREVILLEA	5 GAL	L
HELIOTRICHON SEMPERVIRENS	BLUE OAT GRASS	1 GAL	L
KNIPHOFIA UVARIA	RED-HOT POKER	1 GAL	L
LOROPETELUM C. 'PURPLE DIAMOND'	FRINGE FLOWER	5 GAL	L
MIMULUS AURANTIACUS	STICKY MONKEY FLOWER	1 GAL	L
PENSTEMON G. 'APPLE BLOSSOM'	BORDER PENSTEMON	1 GAL	L
PHORMIUM SPP.	NEW ZEALAND FLAX	5 GAL	L
PITTOSPORUM T. 'TURNER'S VARIEGATED DWARF'	TURNER'S MOCK ORANGE	5 GAL	L
ROSA CALIFORNICA	CALIFORNIA WILD ROSE	1 GAL	L
SALVIA LEUCANTHA	MEXICAN BUSH SAGE	1 GAL	L
SALVIA GREGGII	AUTUMN SAGE	1 GAL	L
WESTRINGIA FRUTICOSA	COAST ROSEMARY	5 GAL	L
ZAUSCHNERIA CALIFORNICA 'SCHIEFFLIN'S CHOICE'	CALIFORNIA FUCHSIA	1 GAL	L

GROUNDCOVERS

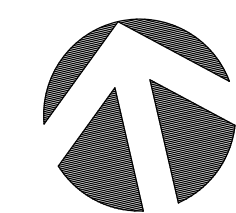
CEANOTHUS 'CARMEL CREEPER'	WILD LILAC	1 GAL	VL
COTONEASTER 'LOWFAST'	COTONEASTER	1 GAL	L
HELIANTHEMUM N. 'HENFIELD BRILLIANT'	SUNROSE	1 GAL	L
MYOPORUM PARVIFOLIUM 'PROSTRATUM'	MYOPORUM	1 GAL	L
SCAEVOLA 'MAUIVE CLUSTERS'	SCAEVOLA	1 GAL	L
SOLLYA HETEROPHYLLA	AUSTRALIAN BLUEBELL CREEPER	1 GAL	L
VERBENA PERUVIANA 'HOMESTEAD PURPLE'	PURPLE VERBENA	1 GAL	L

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Typical Streetscape Along West Leland Road

ALVES RANCH

PITTSBURG, CA



L-10

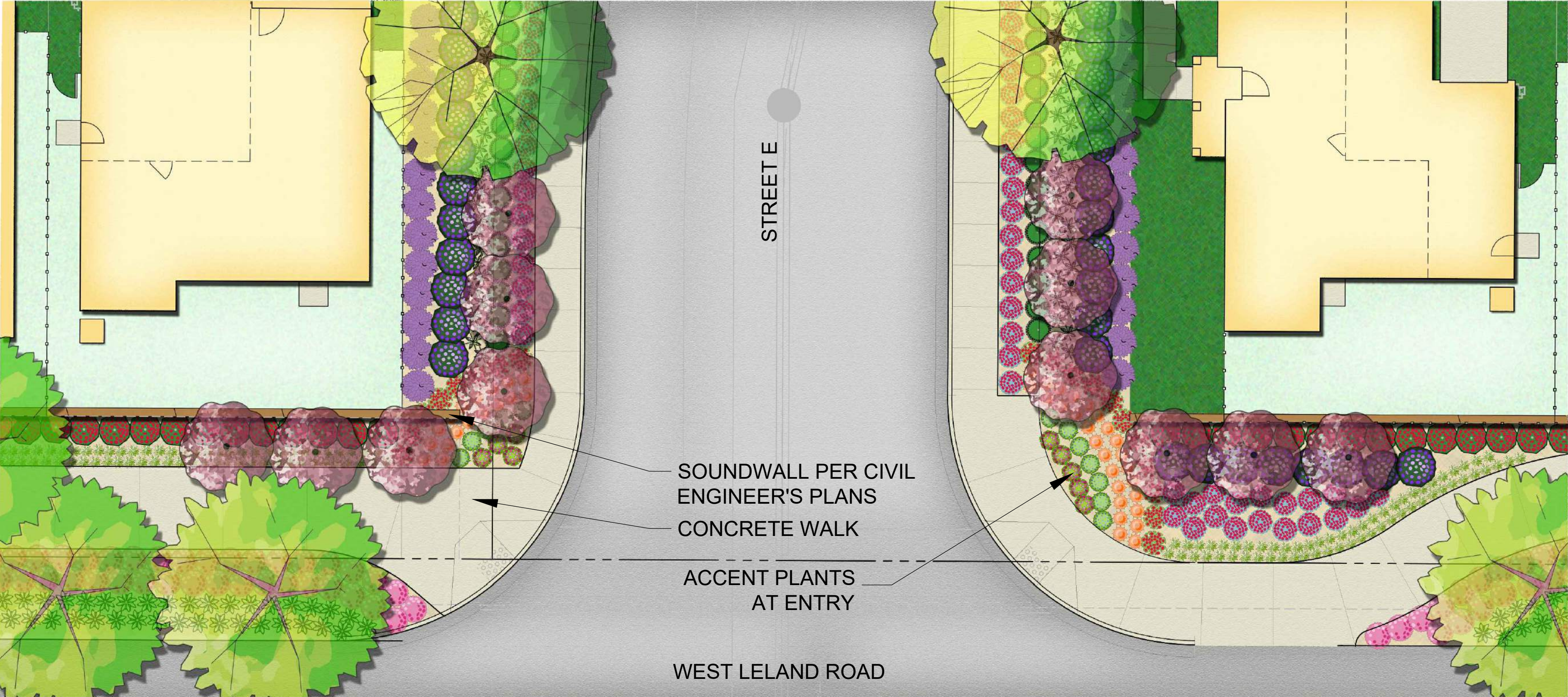
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DESIGN REVIEW SUBMITTAL

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| 06518 | 06-15-18

PROPOSED PLANT PALETTE				
BOTANICAL NAME	COMMON NAME	MIN. SIZE	WUCOLS*	
TREES				
ACER RUBRUM 'RED SUNSET'	RED SUNSET MAPLE	15 GAL	M	
CELTIS AUSTRALIS	EUROPEAN HACKBERRY	15 GAL	L	
DODONAEA VISCOSA 'PURPUREA'	PURPLE LEAFED HOPSEED BUSH	15 GAL	L	
LAGERSTROEMIA INDICA	GRAPE MYRTLE	15 GAL	L	
LIRIODENDRON TULIPIFERA	TULIP TREE	15 GAL	M	
PISTACIA CHINENSIS 'KEITH DAVEY'	KEITH DAVEY CHINESE PISTACHE	15 GAL	L	
PRUNUS CERASIFERA 'KRAUTER VESUVIUS'	PURPLE LEAF PLUM	15 GAL	L	
RHAPHIOLEPIS INDICA 'MAJESTIC BEAUTY'™	MAJESTIC BEAUTY HAWTHORN	15 GAL	L	
SHRUBS				
ARCTOSTAPHYLOS D. 'HOWARD MCMINN'	HOWARD MCMINN MANZANITA	5 GAL	L	
CALLISTEMON CITRINUS 'LITTLE JOHN'	DWARF BOTTLE BRUSH	5 GAL	L	
CEANOTHUS RIGIDUS 'SNOWBALL'	CEANOTHUS SNOWBALL	5 GAL	L	
CISTUS 'SUNSET'	ROCKROSE	5 GAL	L	
CORREA P. 'CARMINE BELLS'	AUSTRALIAN FUCHSIA	5 GAL	L	
DIETES SPP.	FORTNIGHT LILY	1 GAL	L	
ERIGERON KARVINSKIANUS	SANTA BARBARA DAISY	1 GAL	L	
GREVILLEA 'NOELLI'	GREVILLEA	5 GAL	L	
HELIOTRICHON SEMPERVIRENS	BLUE OAT GRASS	1 GAL	L	
KNIPHOFIA UVARIA	RED-HOT POKER	1 GAL	L	
LOROPETELUM C. 'PURPLE DIAMOND'	FRINGE FLOWER	5 GAL	L	
MINULUS AURANTIACUS	STICKY MONKEY FLOWER	1 GAL	L	
PENSTEMON G. 'APPLE BLOSSOM'	BORDER PENSTEMON	1 GAL	L	
PHORMIUM SPP.	NEW ZEALAND FLAX	5 GAL	L	
PITTOSPORUM T. 'TURNER'S VARIEGATED DWARF'	TURNER'S MOCK ORANGE	5 GAL	L	
ROSA CALIFORNICA	CALIFORNIA WILD ROSE	1 GAL	L	
SALVIA LEUCANTHA	MEXICAN BUSH SAGE	1 GAL	L	
SALVIA GREGGII	AUTUMN SAGE	1 GAL	L	
WESTRINGIA FRUTICOSA	COAST ROSEMARY	5 GAL	L	
ZAUSCHNERIA CALIFORNICA 'SCHIEFFLIN'S CHOICE'	CALIFORNIA FUCHSIA	1 GAL	L	
GROUNDCOVERS				
CEANOTHUS 'CARMEL CREEPER'	WILD LILAC	1 GAL	VL	
COTONEASTER 'LOWFAST'	COTONEASTER	1 GAL	L	
HELIANTHEMUM N. 'HENFIELD BRILLIANT'	SUNROSE	1 GAL	L	
MYOPORUM PARVIFOLIUM 'PROSTRATUM'	MYOPORUM	1 GAL	L	
SCAEVOLA 'MAUVE CLUSTERS'	SCAEVOLA	1 GAL	L	
SOLLIA HETEROPHYLLA	AUSTRALIAN BLUEBELL CREEPER	1 GAL	L	
VERBENA PERUVIANA 'HOMESTEAD PURPLE'	PURPLE VERBENA	1 GAL	L	
* WATER NEEDS BASED ON THE WATER USE CLASSIFICATION OF LANDSCAPE SPECIES (WUCOLS) BY THE UNIVERSITY OF CALIFORNIA COOPERATIVE EXTENSION.				



GENERAL

1. OWNER:

ALVES RANCH, LLC
P.O. BOX 548
CONCORD, CA 94522
2. DEVELOPER:

WILLIAM LYON HOMES
2603 CAMINO RAMON, SUITE 450
SAN RAMON, CA 94583
(925) 543-5523
CONTACT: MANDY LEUNG
3. CIVIL ENGINEER:

RUGGERI-JENSEN-AZAR
4690 CHABOT DRIVE, SUITE 200
PLEASANTON, CA 94588
(925) 484-9100
CONTACT: ALEX AZAR
4. GEOTECHNICAL ENGINEER:

STEVENS, FERRONE & BAILEY
ENGINEERING COMPANY, INC.
1600 WILLOW PASS COURT
CONCORD, CA 94520
(925) 688-1001
CONTACT: KEN FERRONE
5. ASSESSORS PARCEL NUMBERS:

APN 097-700-002-5
APN 097-700-001-7 (PORTION)
APN 097-700-005-8 (PORTION)
6. EXISTING LAND:

VACANT
7. PROPOSED ZONING:

RH-P, RESIDENTIAL HIGH DENSITY,
CO-P, COMMERCIAL
8. LOT SIZE:

NEIGHBORHOOD A-1

LOTS 1-76

268,330 SF (6.2 AC)

NEIGHBORHOOD A-2

LOTS 187-246

144,184 SF (3.3 AC)

NEIGHBORHOOD C

LOTS 77-186

463,478 SF (10.6 AC)

NEIGHBORHOOD D1/D2

LOTS 247-346

507,038 SF (11.6 AC)

GHAD/SLOPED AREA/DETENTION BASIN
(LOT L AND LOT M)

571,072 SF (13.1 AC)

COMMERCIAL AREA (LOT H)

522,930 SF (12.0 AC)

9. TOTAL NUMBER OF PROPOSED LOTS:

346 RESIDENTIAL LOTS
1 COMMERCIAL LOTS
15 OPEN SPACE LOTS

10. UTILITIES:

A) WATER:

CITY OF PITTSBURG

B) SANITARY SEWER:

CITY OF PITTSBURG

C) STORM DRAIN:

CITY OF PITTSBURG

D) GAS AND ELECTRIC:

PACIFIC GAS AND ELECTRIC

E) TELEPHONE:

COMCAST

F) CABLE TV:

COMCAST

G) FIRE PROTECTION:

CONTRA COSTA CONSOLIDATED FIRE DISTRICT

11. TOPOGRAPHIC INFORMATION SHOWN IS BASED ON AERIAL SURVEY PREPARED JULY 2007 BY HW GEOSPATIAL, INC. (1 FOOT CONTOURS)

12. THE PROPERTY DOES NOT LIE WITHIN A FLOOD PLANE.

13. ALL EROSION CONTROL MEASURES SHALL BE IN CONFORMANCE WITH THE CRITERIA AND STANDARDS OF THE CITY OF PITTSBURG.

14. BOUNDARY AS SHOWN IS COMPILED FROM RECORD INFORMATION AND DOES NOT REPRESENT A SURVEY OF THE PROPERTY.

15. MULTIPLE MAPS MAY BE FILED.

SHEET INDEX

SHEET NO.	SHEET TITLE
C-1	COVER SHEET
C-2	TYPICAL SECTIONS AND DETAILS
C-3	TYPICAL SECTIONS AND DETAILS
C-4	EXISTING CONDITIONS
C-5	LOTING PLAN
C-6	LOTING PLAN
C-7	GRADING PLAN
C-8	GRADING PLAN
C-9	UTILITY PLAN
C-10	UTILITY PLAN

ENGINEER OF WORK

PLANS PREPARED UNDER THE DIRECTION OF:

ALEXANDER J. AZAR, RCE 87006
RUGGERI-JENSEN-AZAR

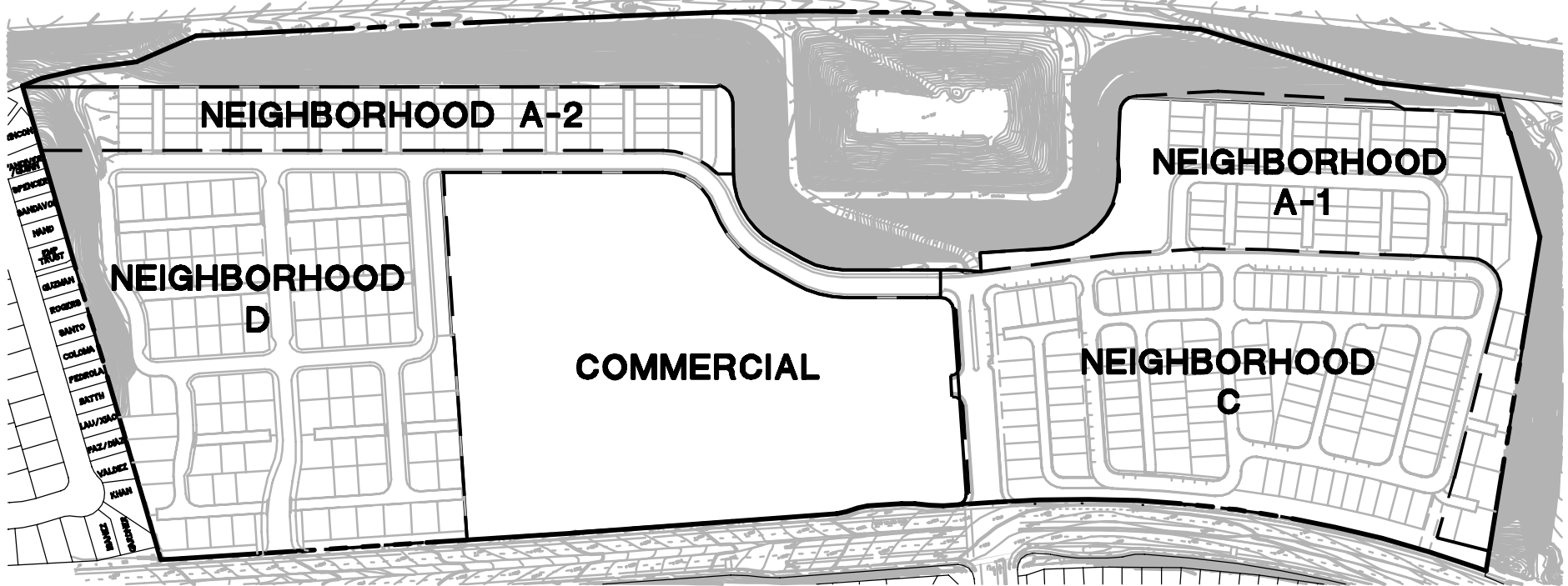
DATE

C-1



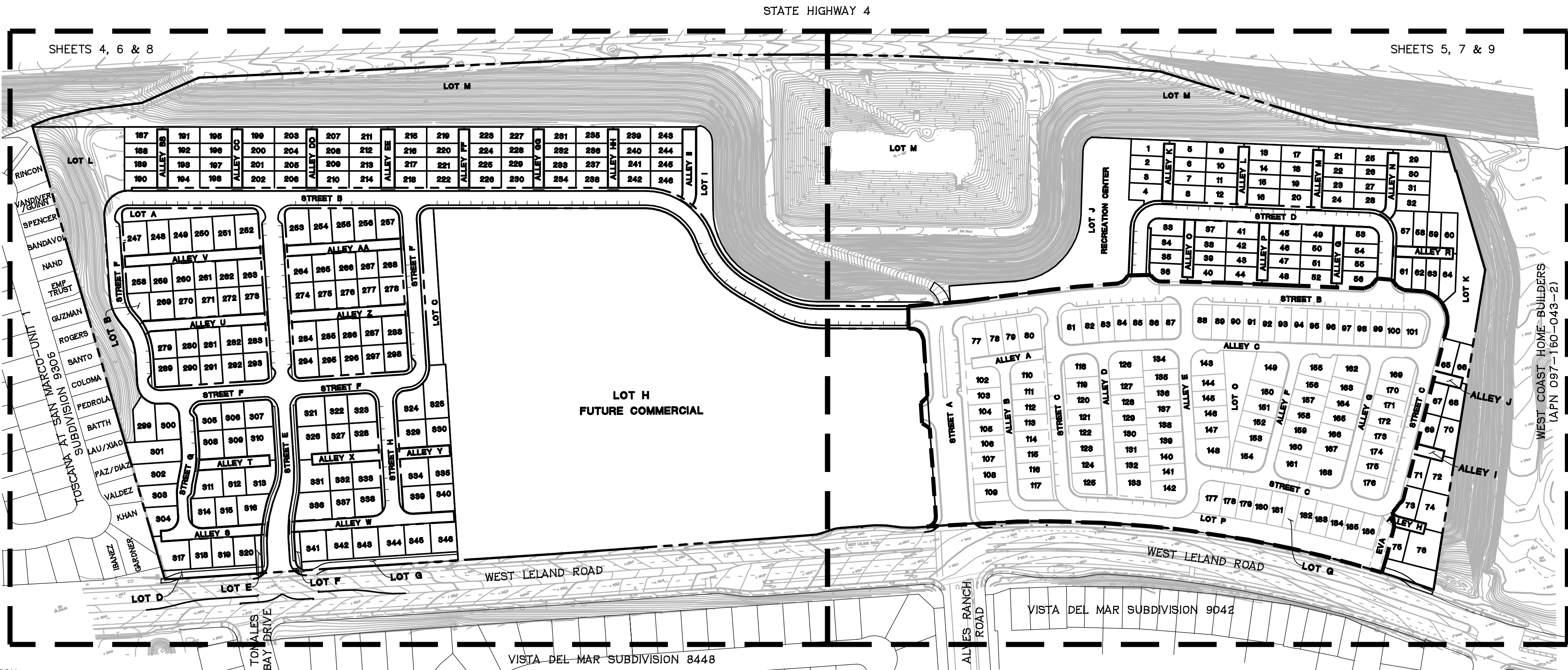
RUGGERI-JENSEN-AZAR
ENGINEERS • PLANNERS • SURVEYORS
4690 CHABOT DRIVE, SUITE 200, PLEASANTON, CA 94588
PHONE: (925) 227-9100 FAX: (925) 227-9300

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KEY MAP
NOT TO SCALE

NEIGHBORHOOD C IS IN SUBSTANTIAL
CONFORMANCE PER THE VESTING TENTATIVE MAP
APPROVED IN 2009 FOR SUBDIVISION 9235

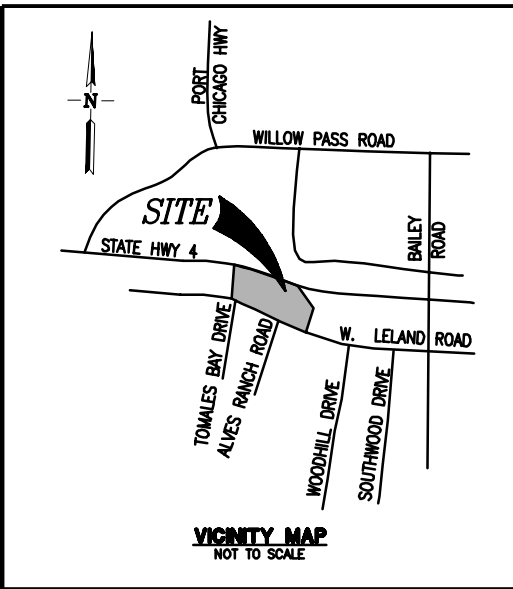


SHEET INDEX MAP
NOT TO SCALE

VESTING TENTATIVE MAP
SUBDIVISION 9235 - ALVES RANCH
COVER SHEET

ALVES RANCH

PITTSBURG, CA



BENCHMARK

A FOUND BRONZE DISK (BM#1567) SET IN TOP OF
THE NORTHWEST CORNER OF CONCRETE BRIDGE ON
ALVES LANE, ELEVATION TAKEN AS 117.95 FT.

LEGAL DESCRIPTION

REAL PROPERTY IN THE CITY OF PITTSBURG, COUNTY OF CONTRA
COSTA, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

PARCELS ONE AND TWO:
PARCELS A AND B, AS SHOWN ON PARCEL MAP NO. MS 676-05,
FILED JUNE 21, 2005, IN BOOK 193 OF PARCEL MAPS, PAGE 46,
CONTRA COSTA COUNTY RECORDS.

PARCEL THREE:
A PORTION OF LAND AS DESCRIBED IN THE GRANT DEED TO ALVES
RANCH, LLC, A CALIFORNIA LIMITED LIABILITY COMPANY RECORDED
OCTOBER 5, 2005, DOCUMENT NO. 2005-0381883-00, CONTRA
COSTA COUNTY OFFICIAL RECORDS.

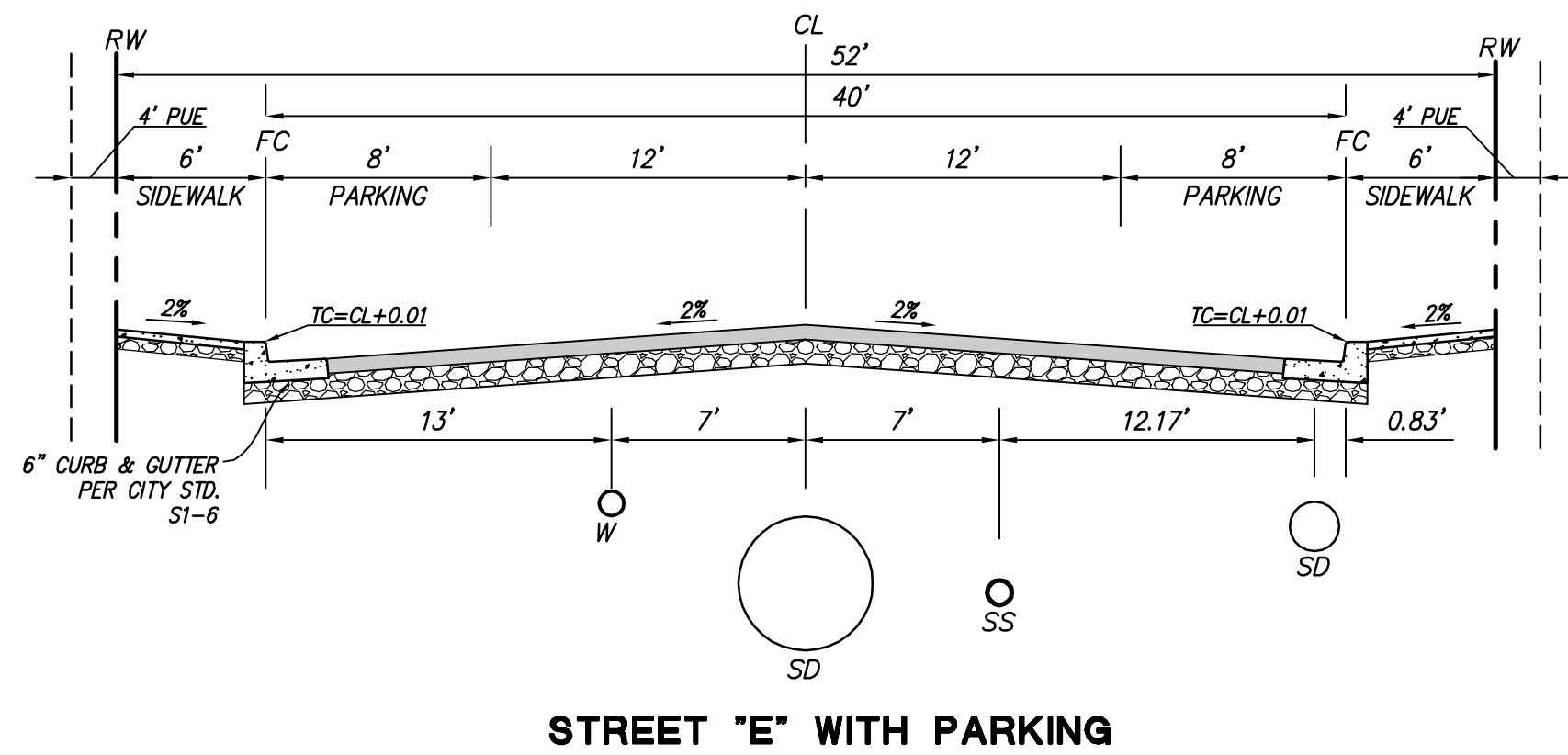
ASSESSOR'S PARCEL NOS.: 097-700-002-5, 097-700-001-7
(PORTION), 097-700-005-8 (PORTION)

LEGEND

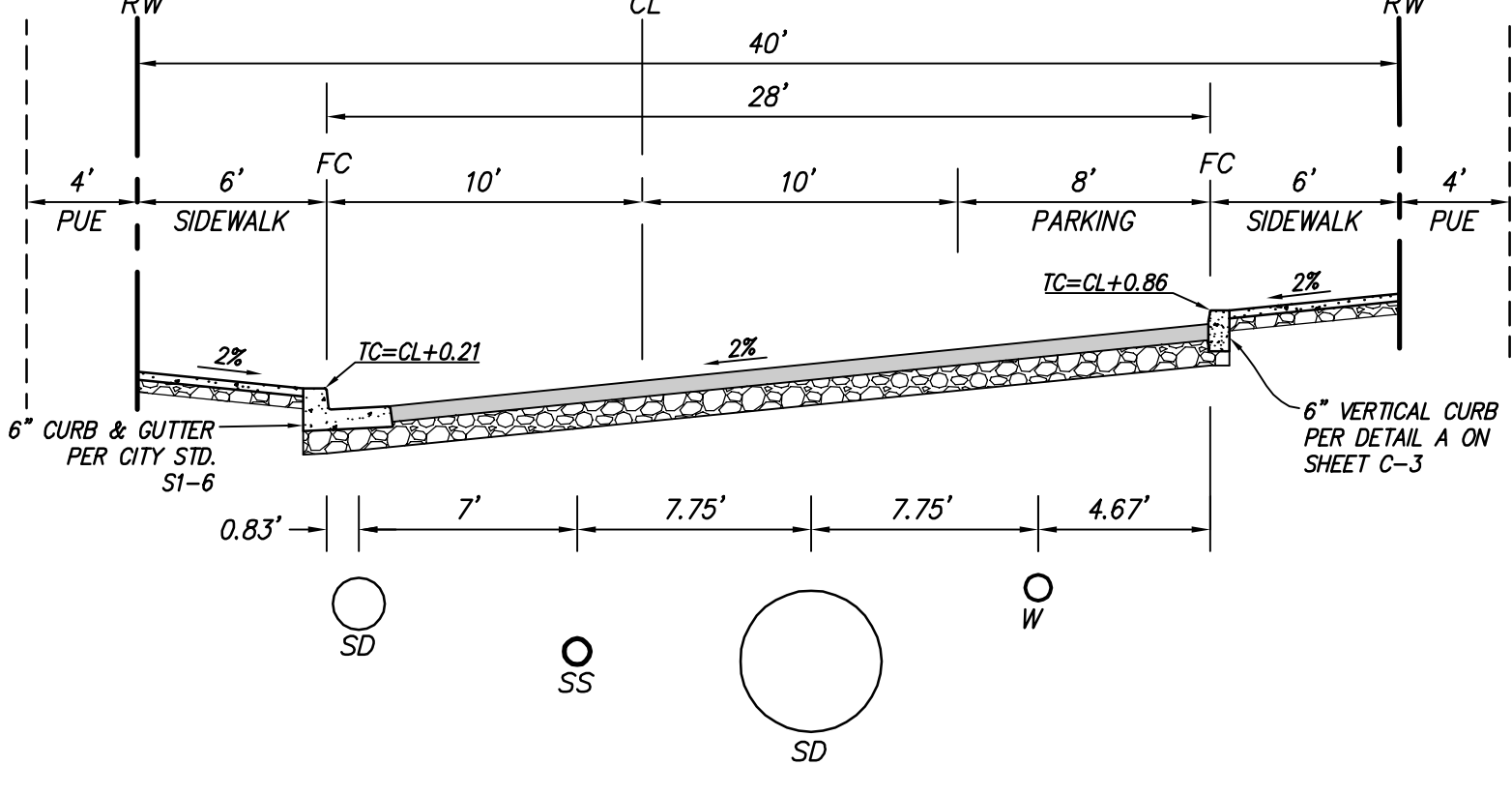
PROPOSED	DESCRIPTION	EXISTING
---	TRACT BOUNDARY	---
---	LOT LINE	---
---	RIGHT OF WAY	---
---	CENTER LINE	---
---	MATCH LINE	---
---	RETAINING WALL	---
---	EASEMENT LINE	---
---	STORM DRAIN	---
---	SANITARY SEWER	---
---	POTABLE WATER	---
---	RECYCLED WATER	---
---	CURB & GUTTER	---
---	SAWCUT	---
---	PCC SIDEWALK / PCC TRAIL	---
---	EARTH OR GRASS SWALE	---
---	CONCRETE DITCH	---
---	STORM WATER INLET	---
---	FIELD INLET	---
---	AREA DRAIN	---
---	BUBBLE UP	---
---	MANHOLE	---
---	SANITARY SEWER CLEAN OUT	---
---	SANITARY SEWER LATERAL	---
---	FIRE HYDRANT	---
---	BLOW OFF	---
---	WATER SERVICE WITH METER BOX	---
---	WATER VALVE	---
---	AIR RELEASE VALVE	---
---	POST INDICATOR VALVE	---
---	STREET LIGHT	---
---	MONUMENT	---
---	TRAFFIC SIGN	---
---	STREET NAME SIGN	---
---	FENCE	---
---	BARRICADE	---
---	CURB RAMP	---
---	CONTOUR ELEVATIONS	---
---	SPOT ELEVATION	---
---	NEW PAVEMENT	---

ABBREVIATIONS

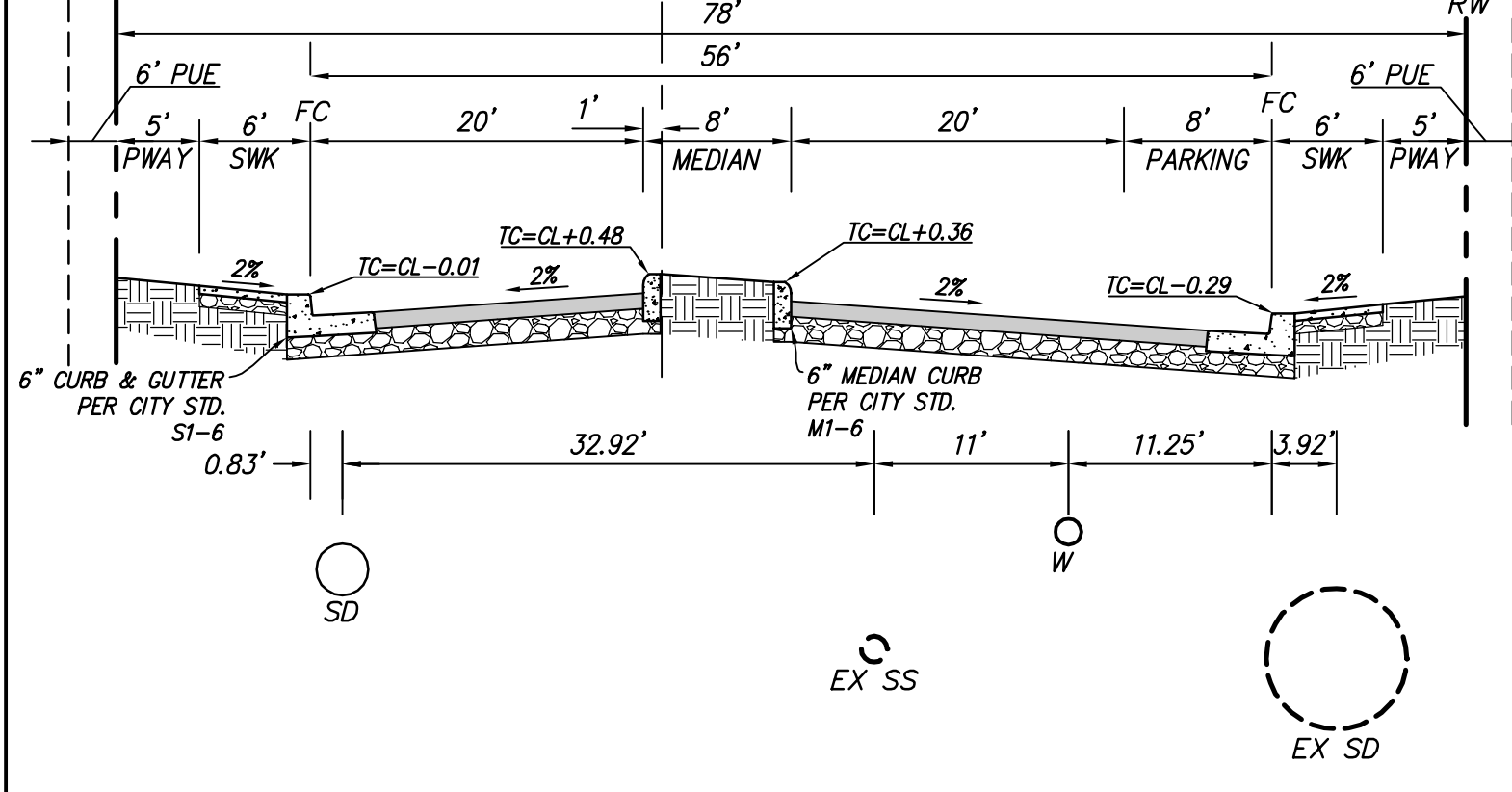
AB	AGGREGATE BASE	MIN	MINIMUM
AC	ASPHALT CONCRETE	P	PAD ELEVATION
AD	AREA DRAIN	PCC	PORTLAND CEMENT CONCRETE
BC	BEGINNING OF CURVE	PL	PROPERTY LINE
BO	BLOW OFF	PRC	POINT OF REVERSE CURVE
BRW	BOTTOM OF RETAINING WALL	PSE	PUBLIC SERVICE EASEMENT
BVC	BEGIN VERTICAL CURVE	PSL	PEDESTRIAN STREET LIGHT
CB	BOTTOM OF WALL	PUE	PUBLIC UTILITY EASEMENT
CL	CATCH BASIN	PVC	POLYVINYL CHLORIDE PIPE
DI	CENTER LINE	PI	POINT OF VERTICAL INTERSECTION
DIP	DROP INLET	RCP	REINFORCED CONCRETE PIPE
EC	DUCTILE IRON PIPE	RET	CURB RETURN
EVAE	END OF CURVE	RW	RIGHT OF WAY
EYAE	EMERGENCY VEHICLE ACCESS EASEMENT	SDE	STORM DRAIN EASEMENT
EVC	END VERTICAL CURVE	SL	STREET LIGHT
EX	EXISTING	SNS	STREET NAME SIGN
FC	FACE OF CURB	STA	STATION
FG	FINISHED GRADE	STD	STANDARD
FH	FIRE HYDRANT	SWK	SIDEWALK
FL	FLOW LINE	TSE	SANITARY SEWER EASEMENT
FS	BUILDING FIRE SERVICE	TC	TOP OF CURB
GB	GRADE BREAK	TFC	TOP OF FLUSH CURB
GE	GARAGE ELEVATION	TG	TOP OF GRATE
HMA	HOT MIX ASPHALT	TRW	TOP OF RETAINING WALL
HP	HIGH POINT	TYP	TYPICAL
INV	INVERT ELEVATION	WLE	WATER LINE EASEMENT
LP	LOW POINT	WM	WATER METER
MAX	MAXIMUM	WR	RECLAIMED WATER
MH	MANHOLE	WS	WATER SERVICE



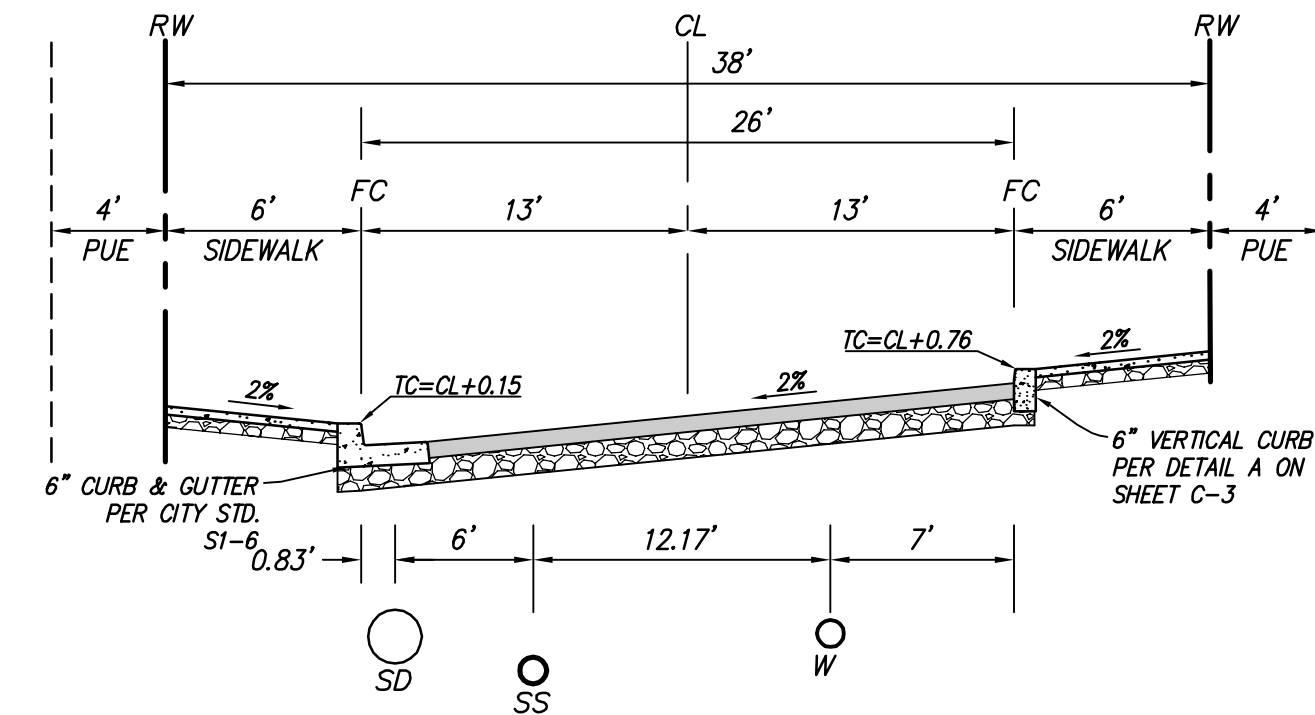
STREET "E" WITH PARKING



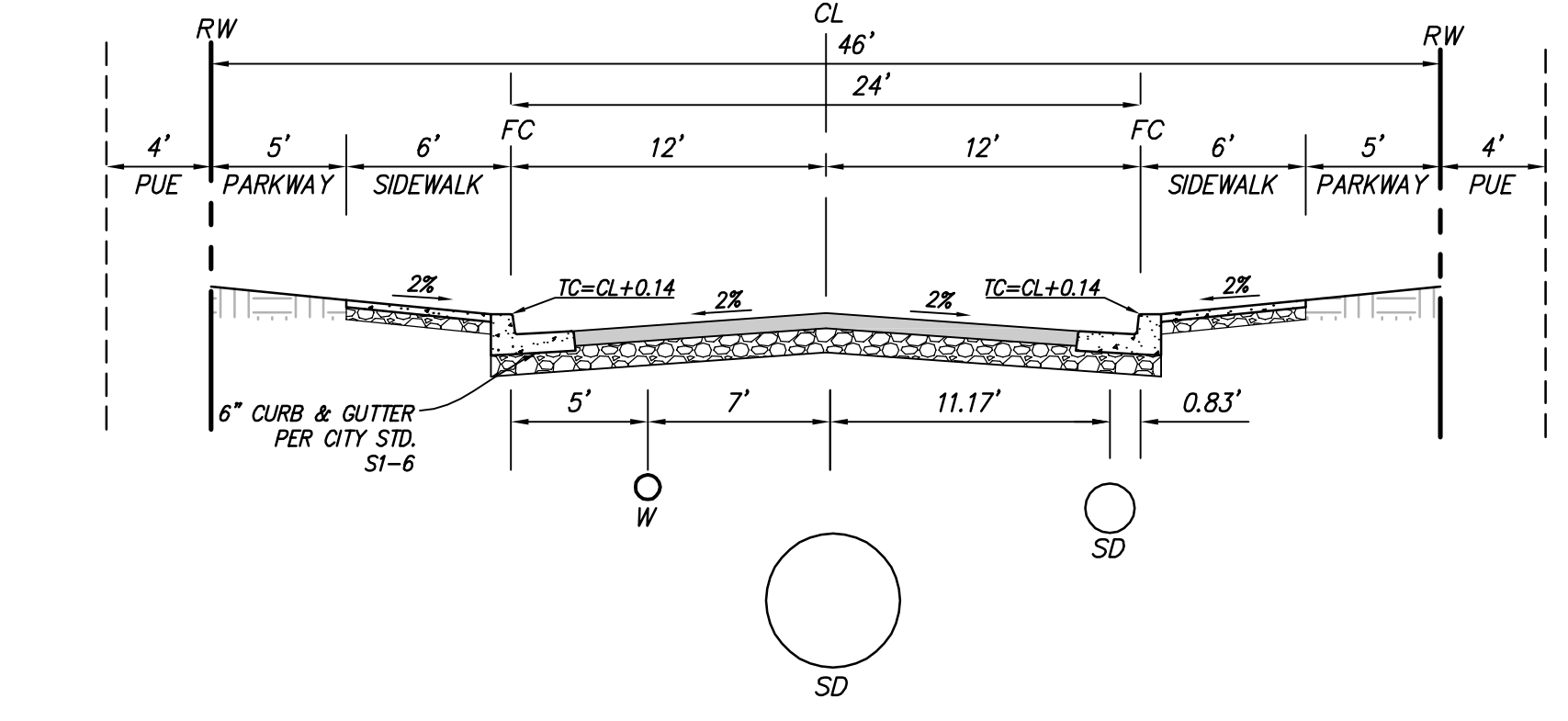
STREET "B" 28 FEET WIDE
(WEST OF STREET A)



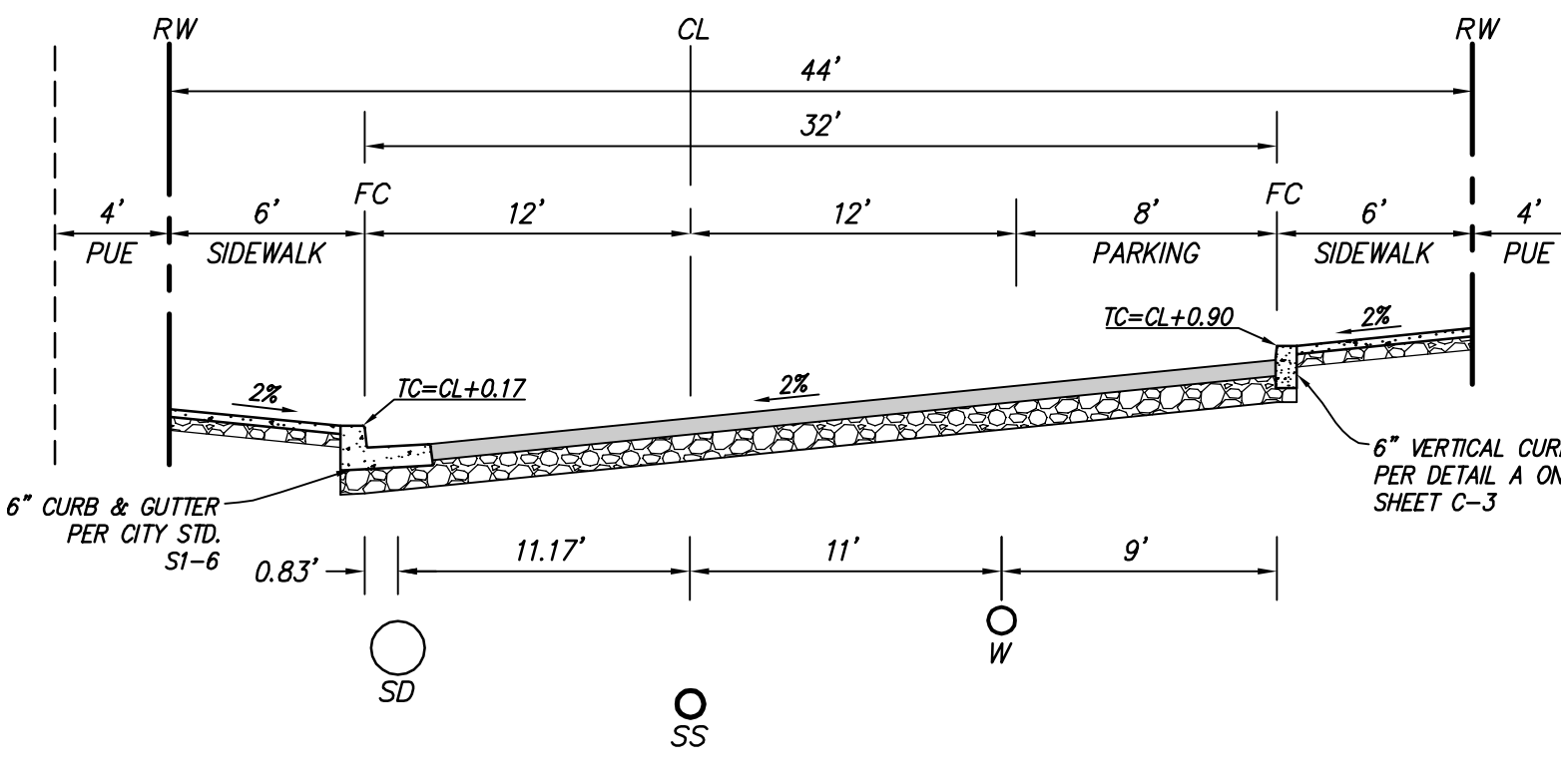
STREET "A" WITH PARKING



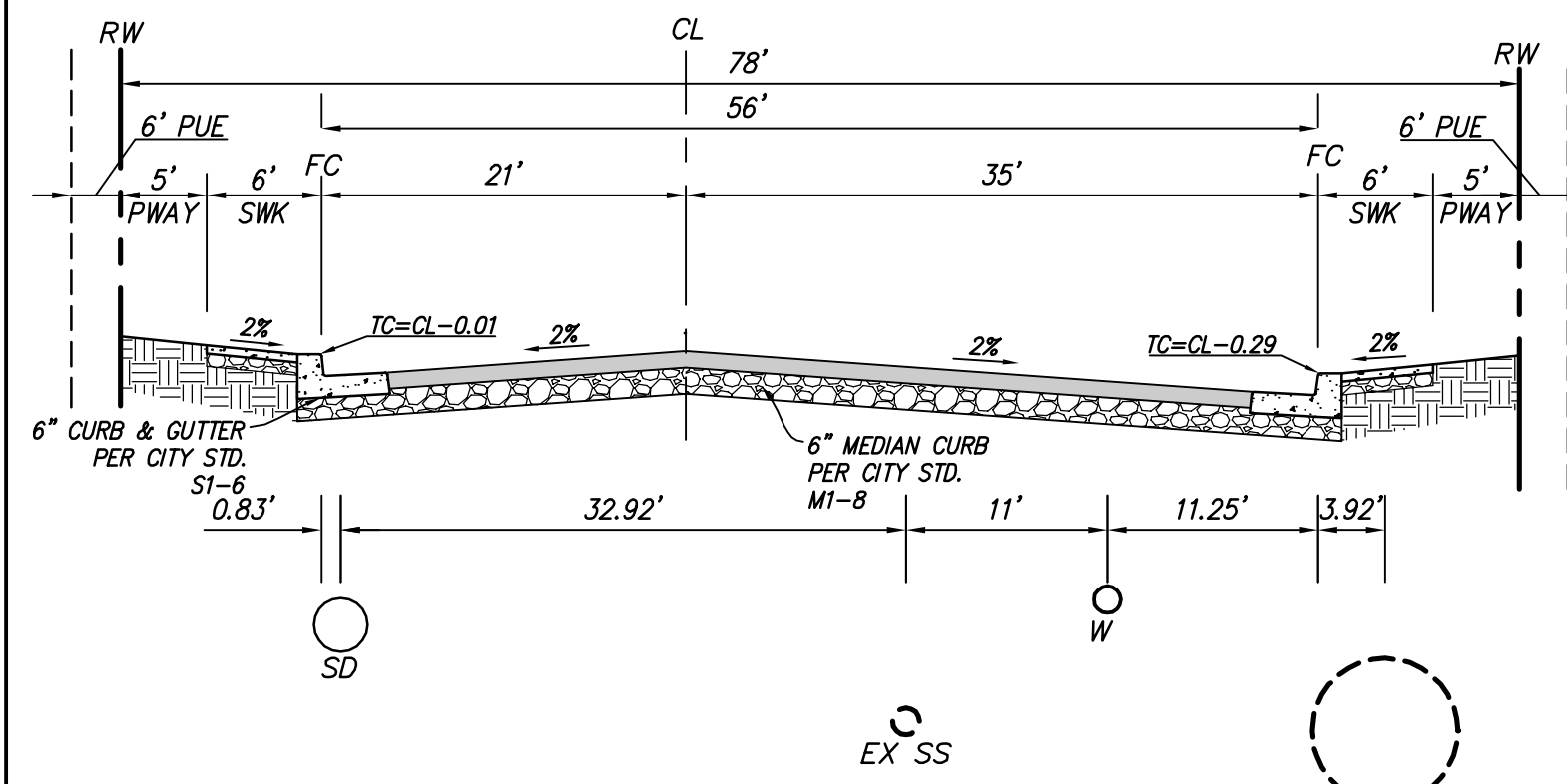
STREET "F" WITHOUT PARKING



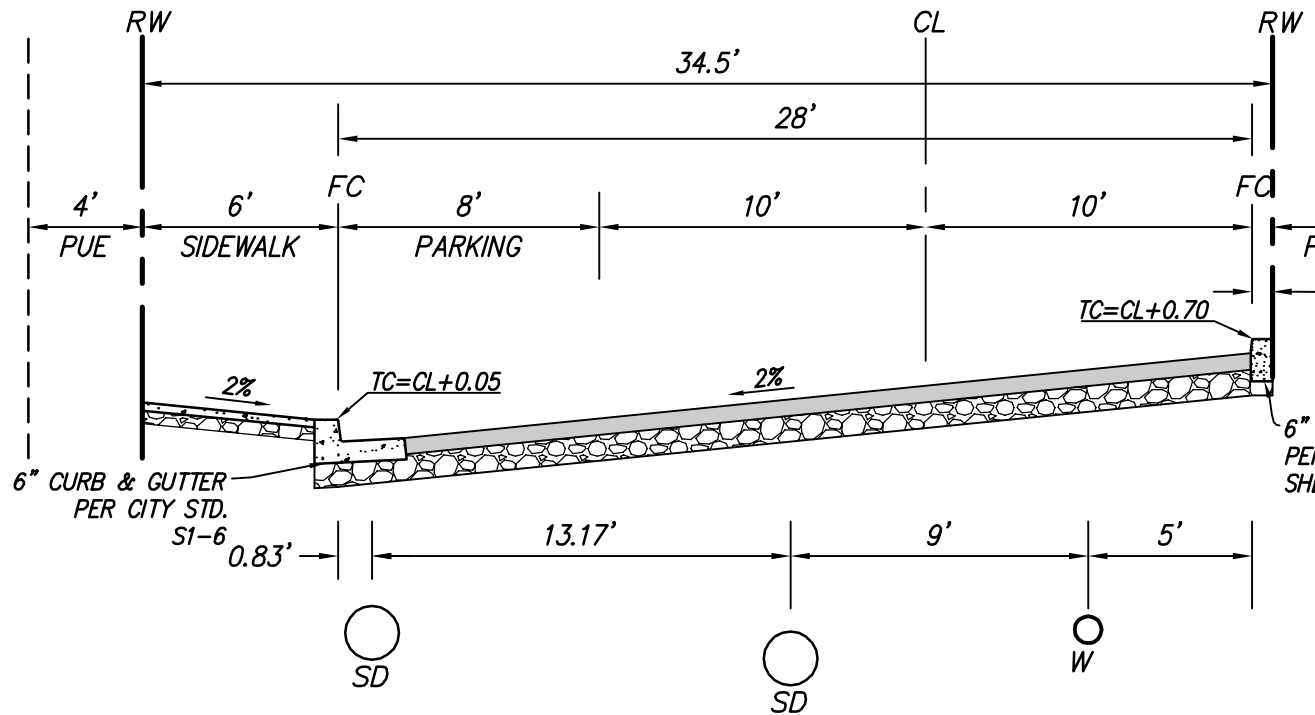
STREET "E" WITHOUT PARKING



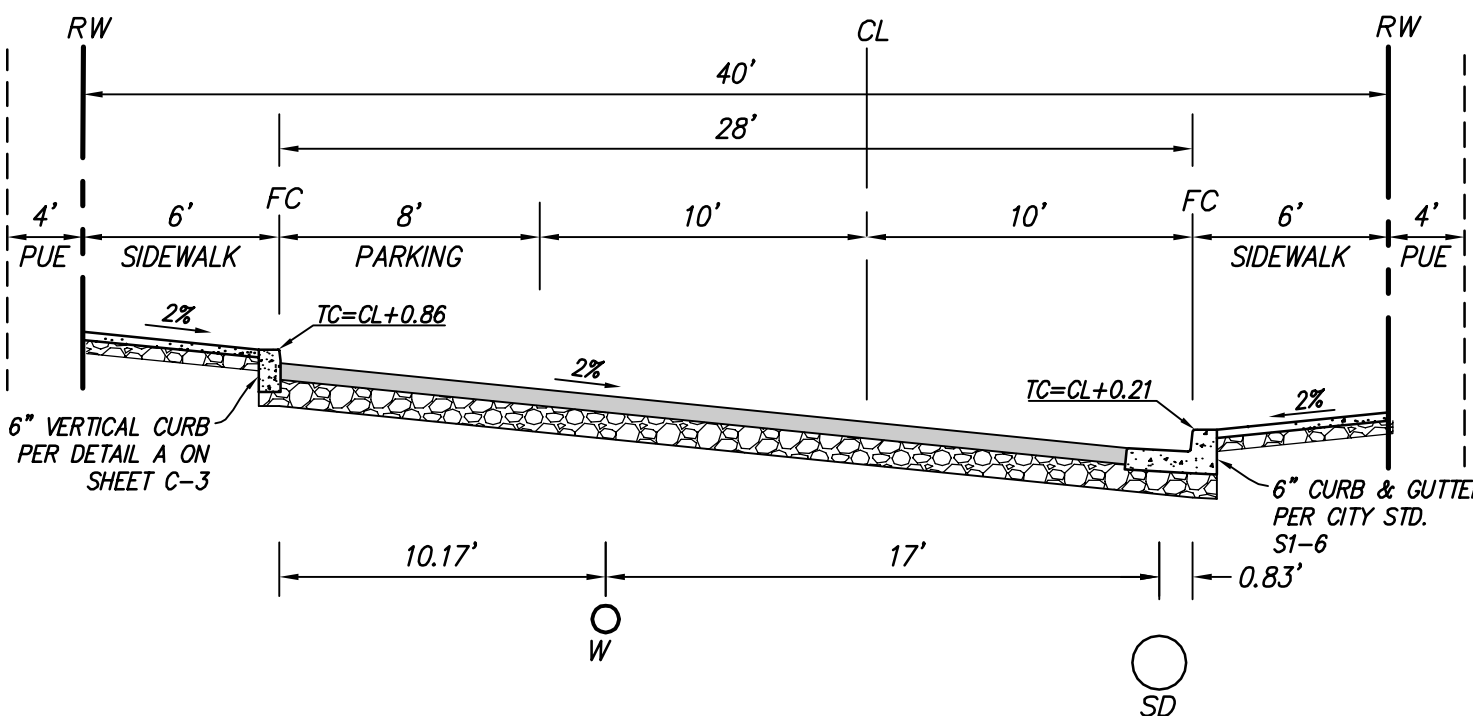
STREET "B" 32 FEET WIDE
(EAST OF STREET A)



STREET "A" WITH TURN LANE



STREET "F" WITH SIDEWALK ON ONE
SIDE AND PARKING



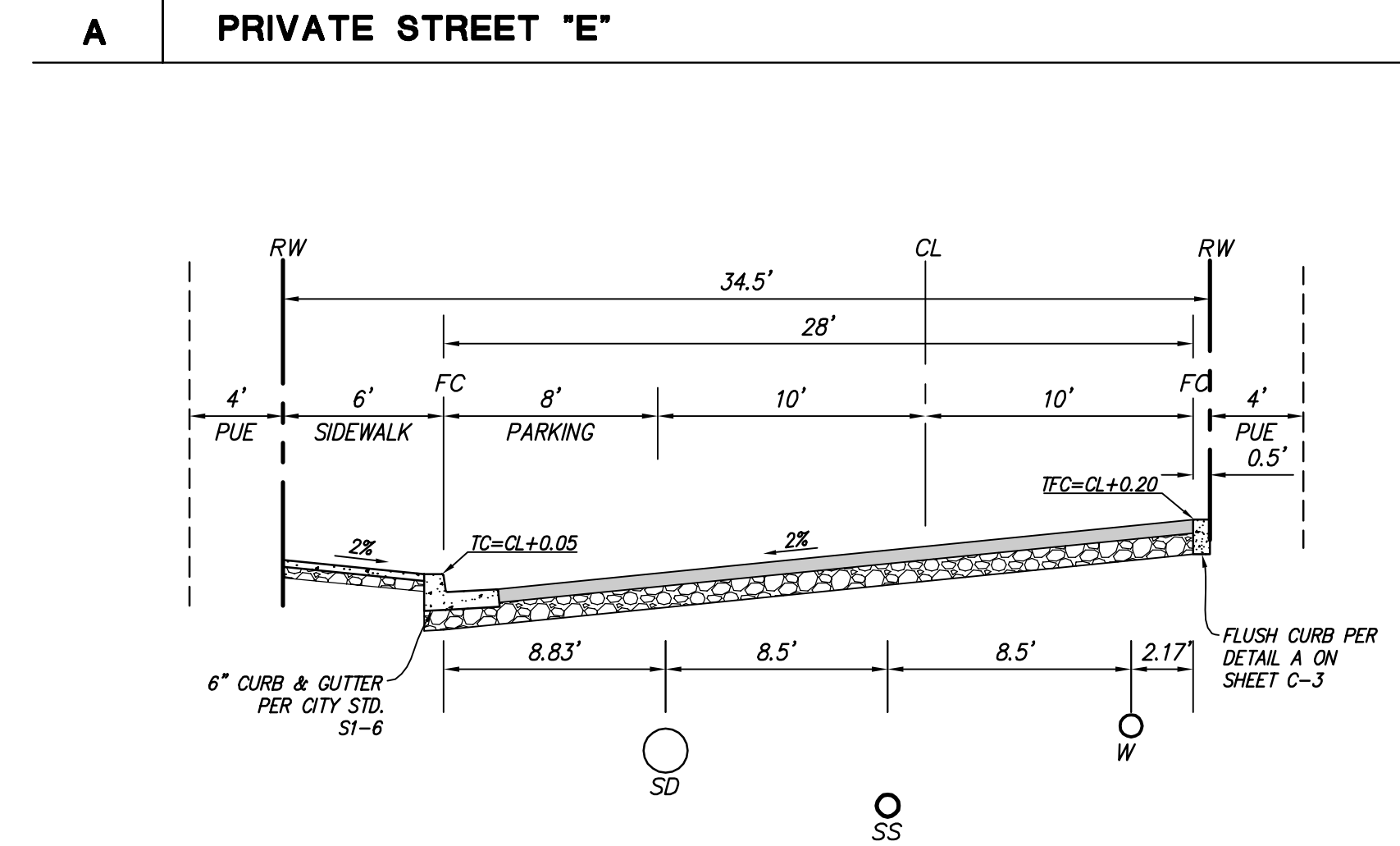
STREET "F" WITH SIDEWALK ON
BOTH SIDES AND PARKING

NOT TO SCALE

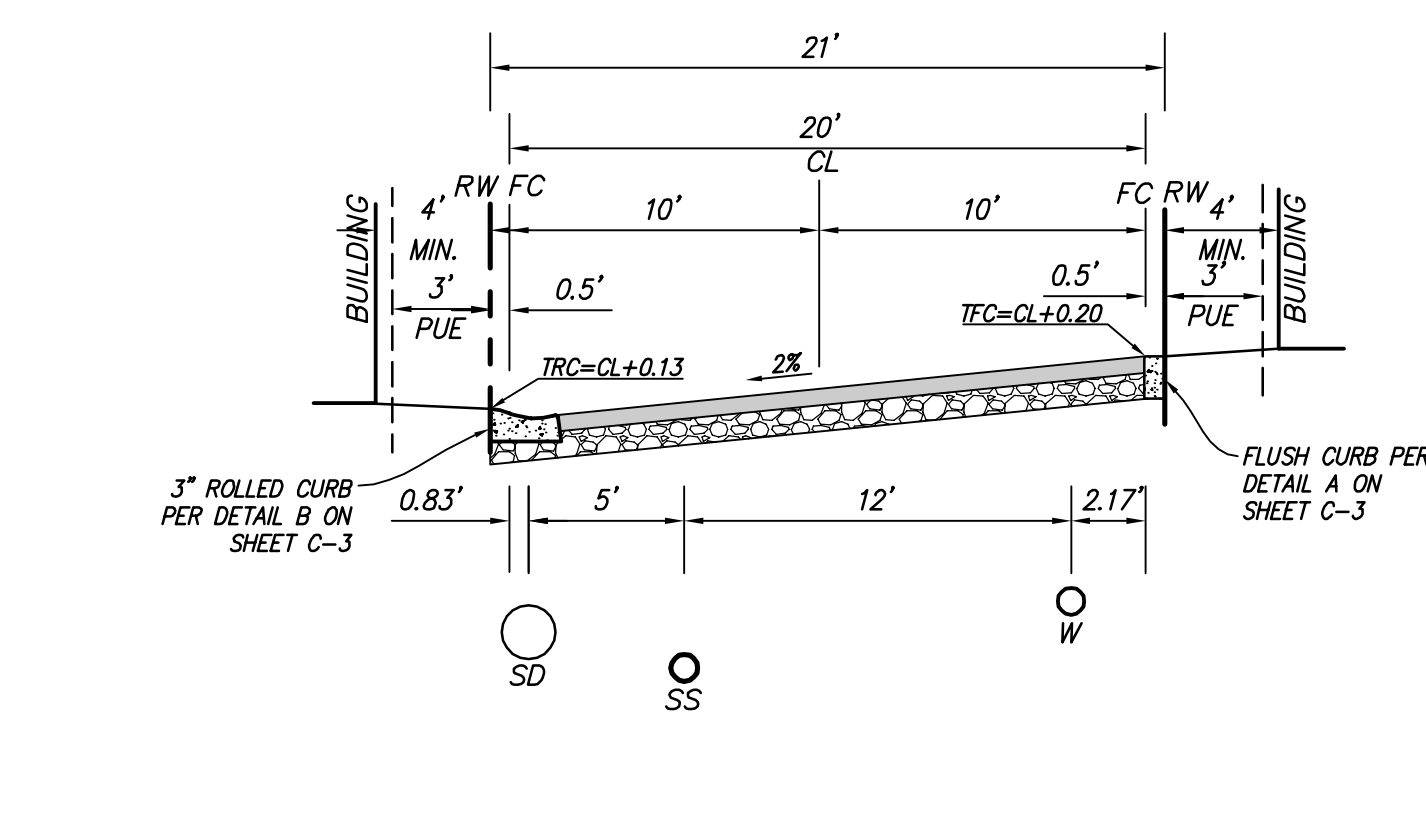
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NOT TO SCALE

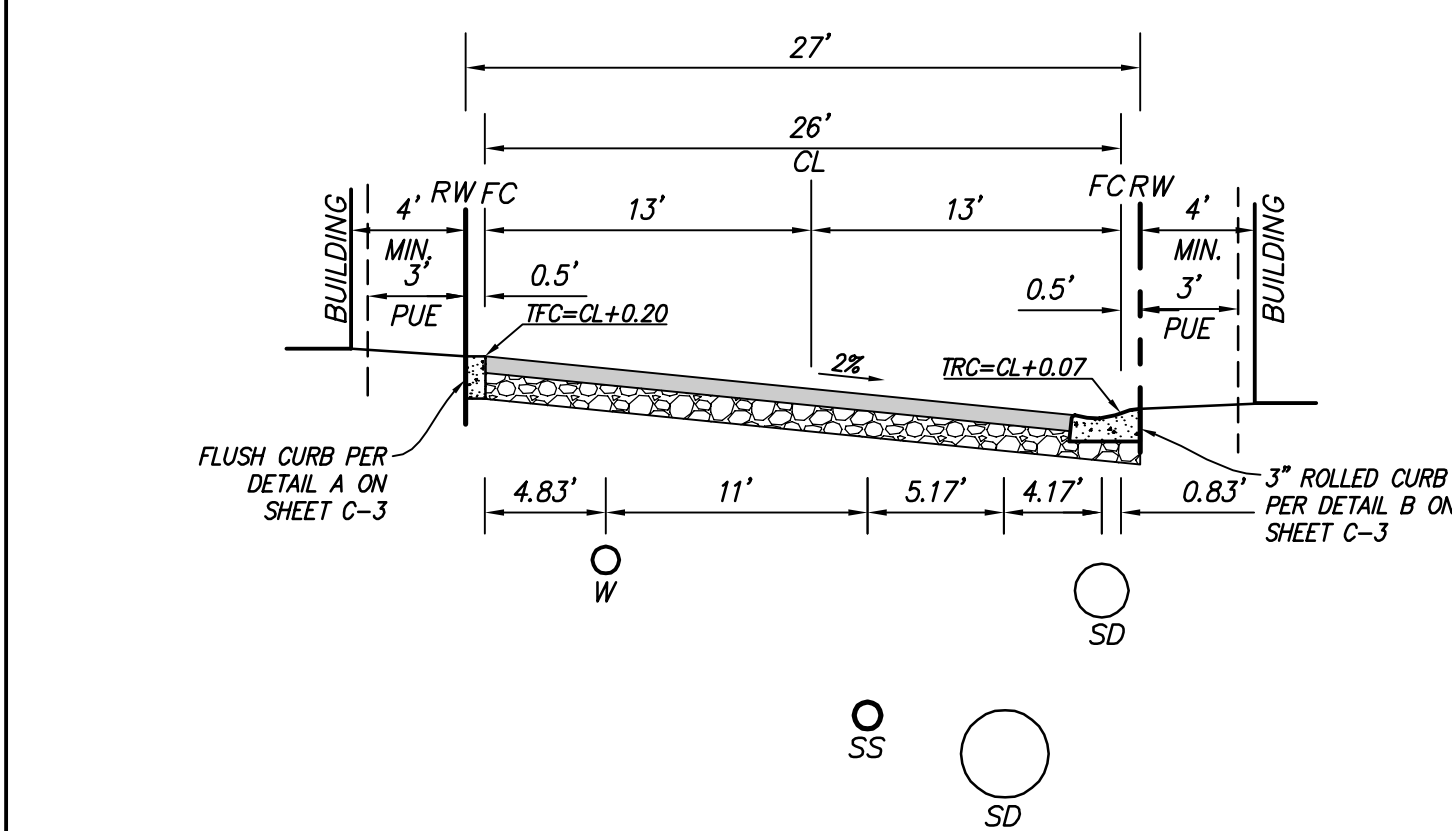
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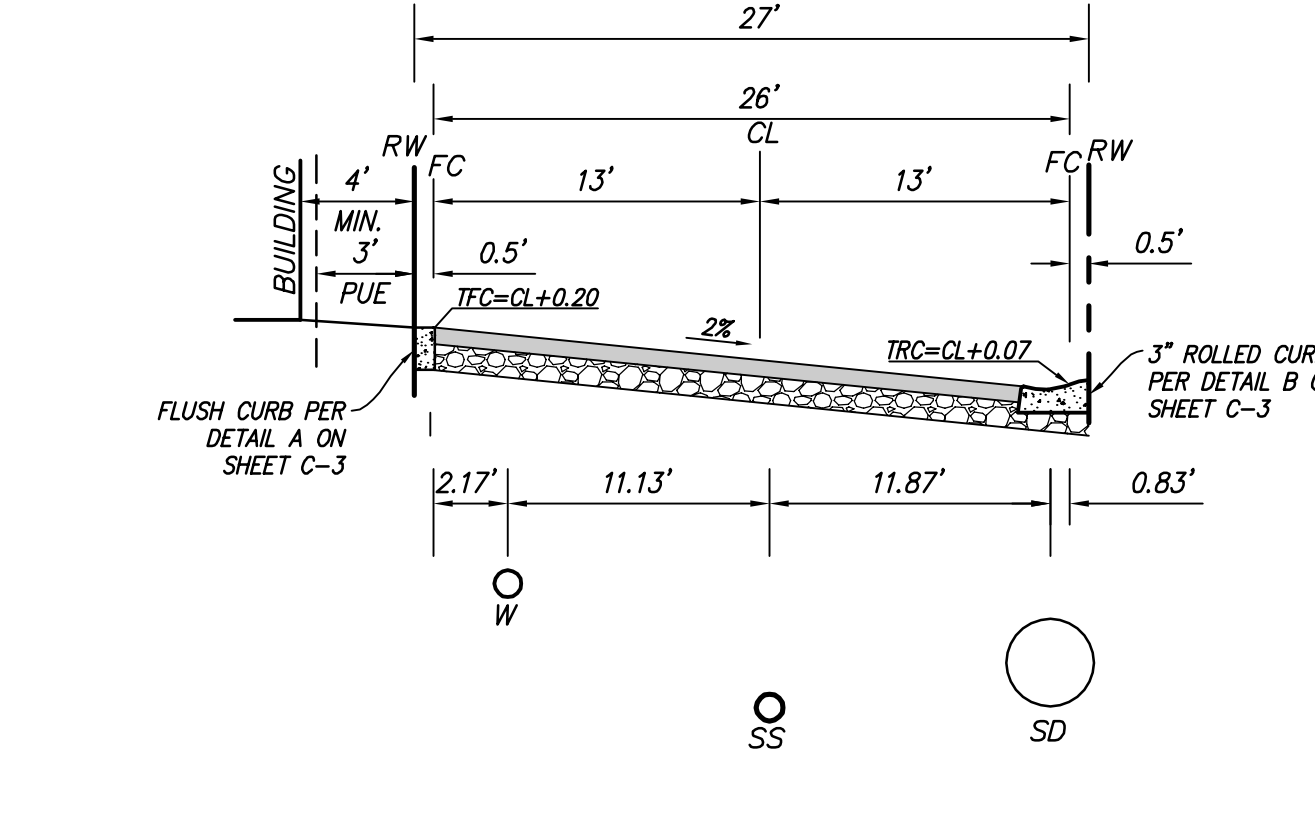
NOT TO SCALE



NOT TO SCALE



NOT TO SCALE



NOT TO SCALE

E PRIVATE STREET "G"

F PRIVATE ALLEY A, B, C, D, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z, AA, BB, CC, DD, FF, GG, HH

G PRIVATE ALLEY EE

H PRIVATE ALLEY II

VESTING TENTATIVE MAP
SUBDIVISION 9235 - ALVES RANCH
TYPICAL SECTIONS AND DETAILS

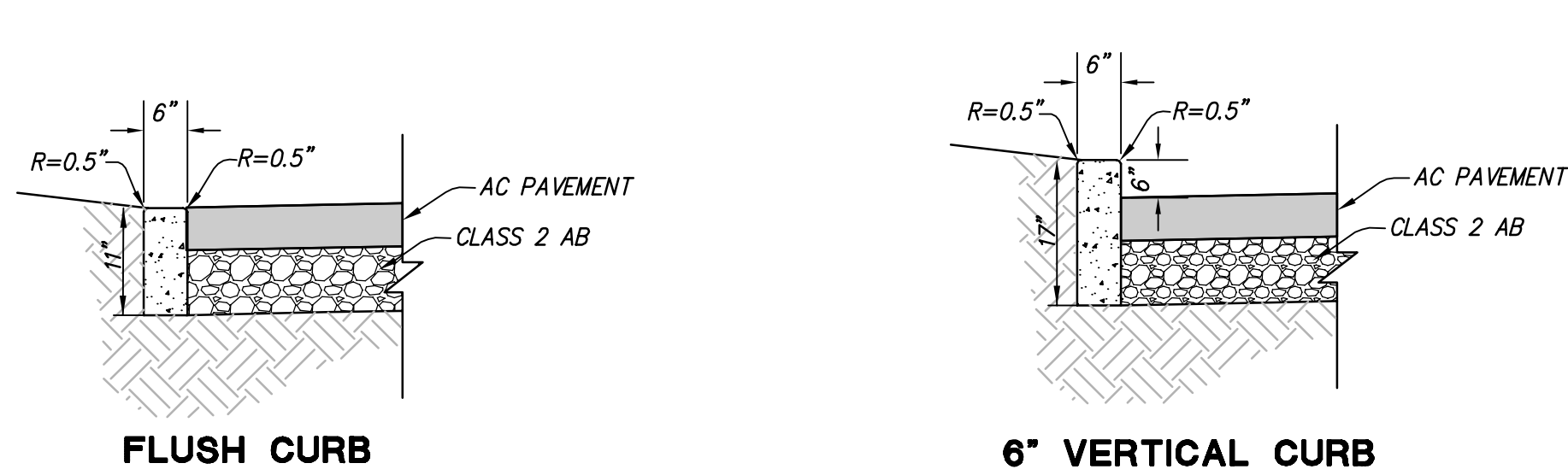
ALVES RANCH

PITTSBURG, CA

C-2



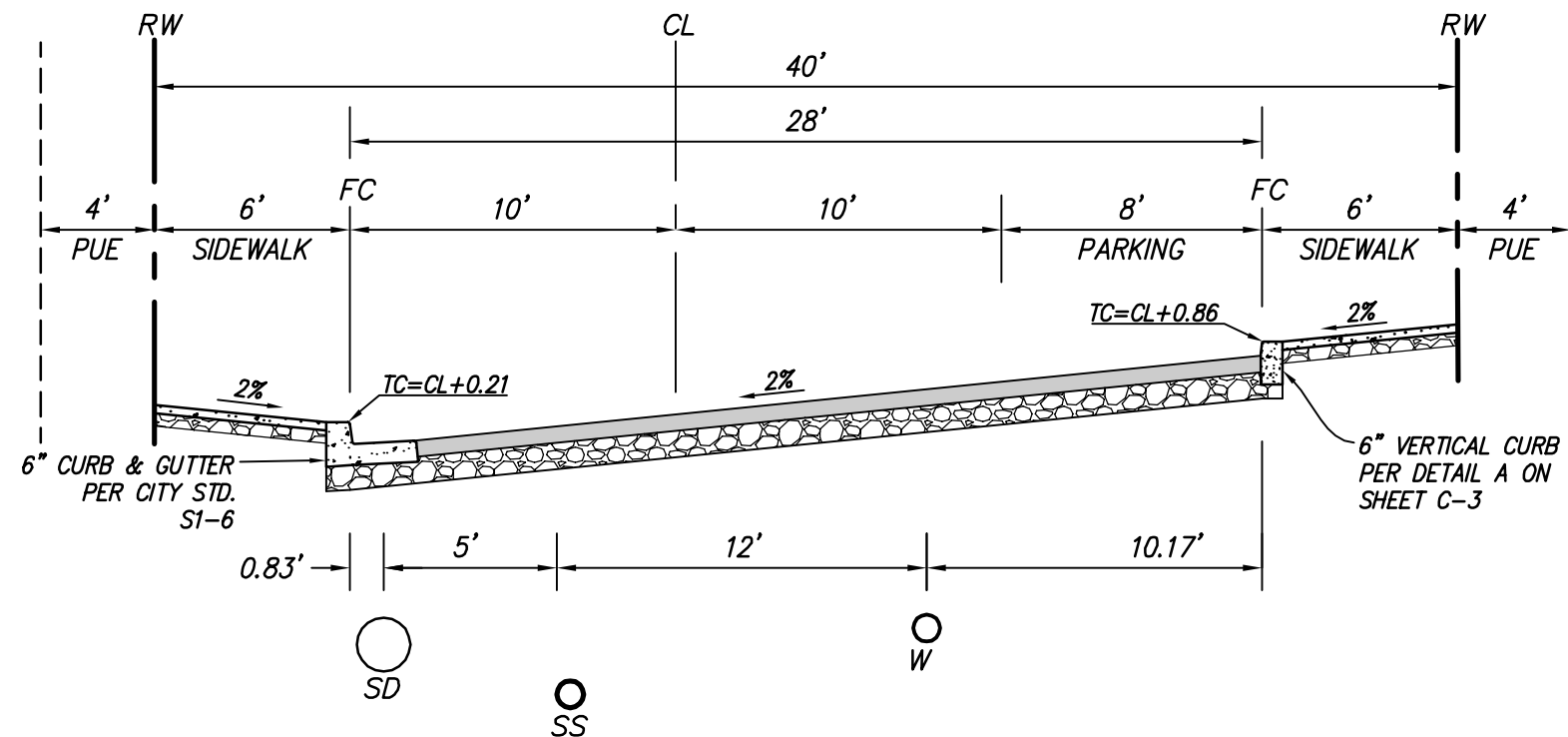
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NOTE:
CONCRETE SHALL CONFORM TO SECTION 90 OF CALTRANS SPECIFICATIONS.
IT SHALL BE CLASS "A" WITH MAXIMUM SLUMP OF 3 INCHES. 1 LB OF
LAMPBLACK SHOULD BE ADDED PER 1 CY OF CONCRETE.

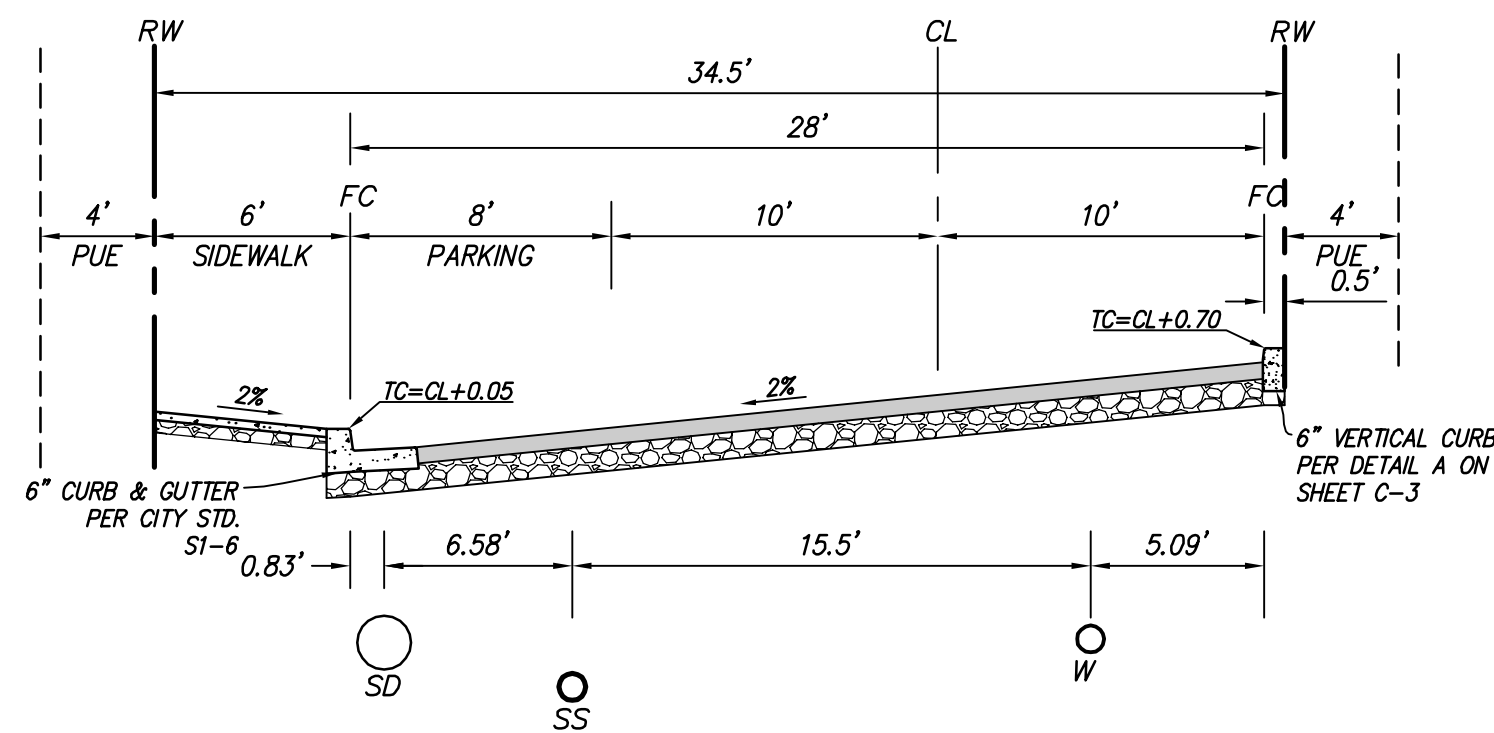
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A CURB DETAILS



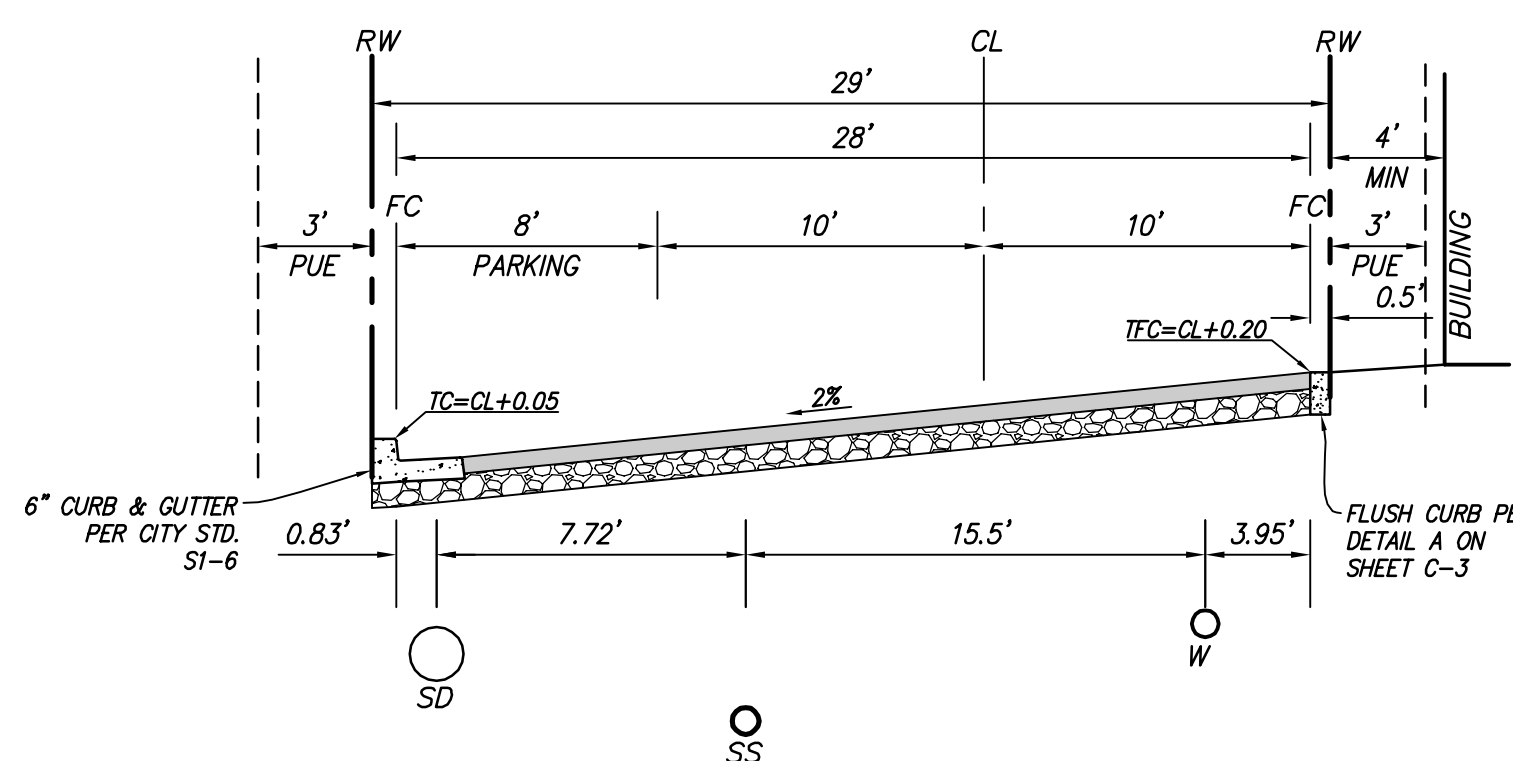
NOT TO SCALE

C PRIVATE STREET H



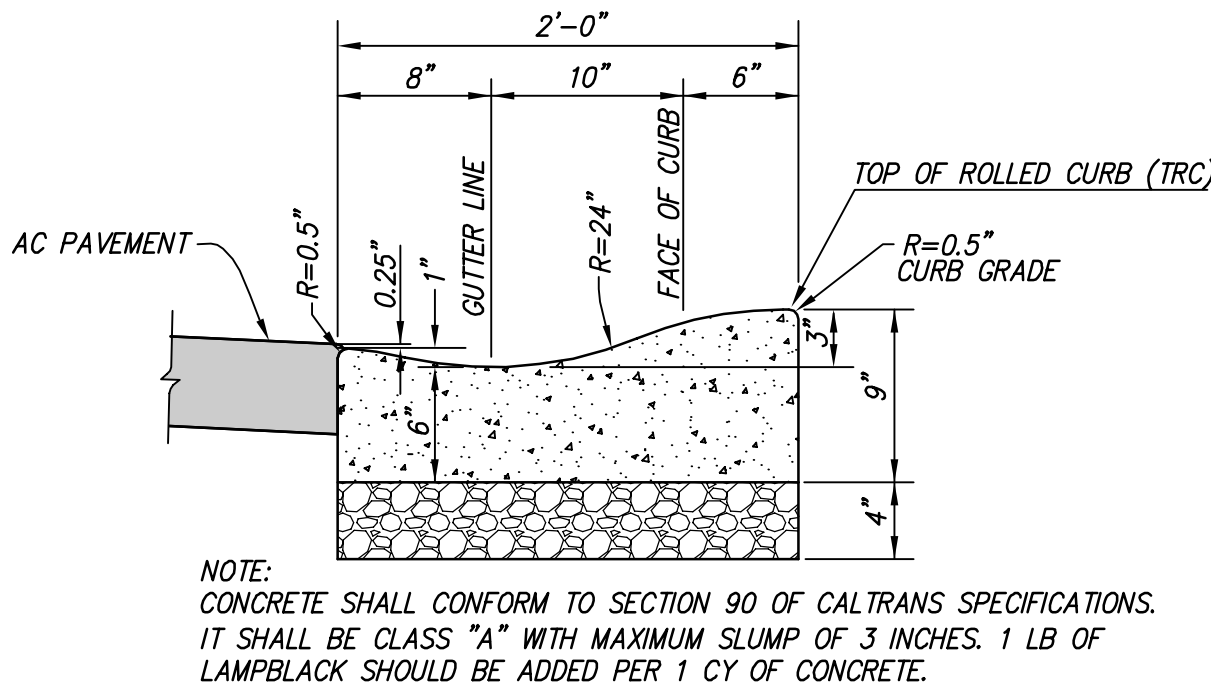
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E PRIVATE STREET D



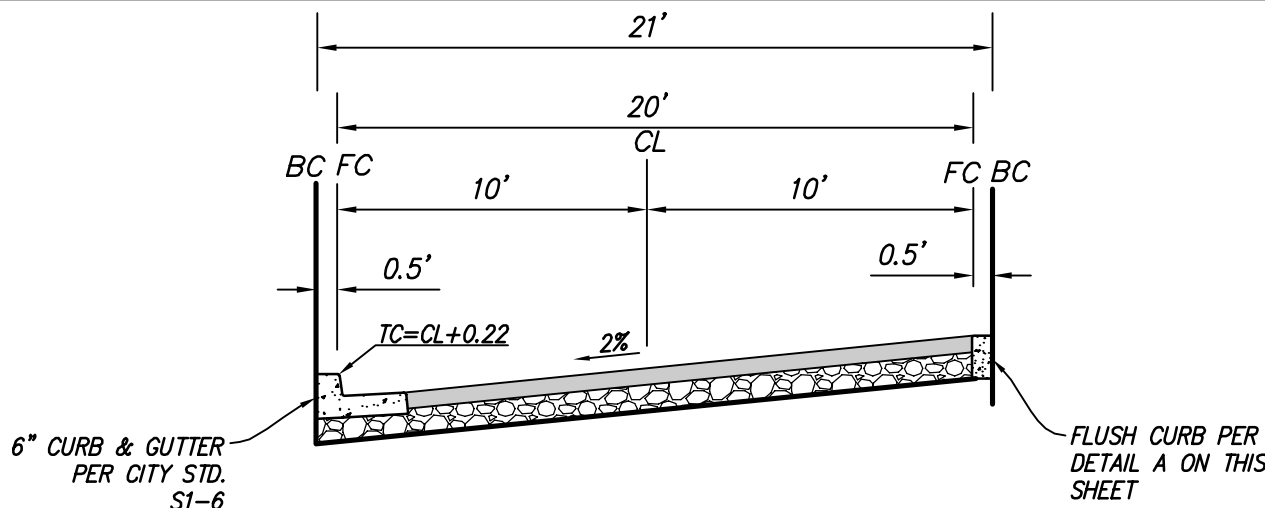
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G PRIVATE STREET C



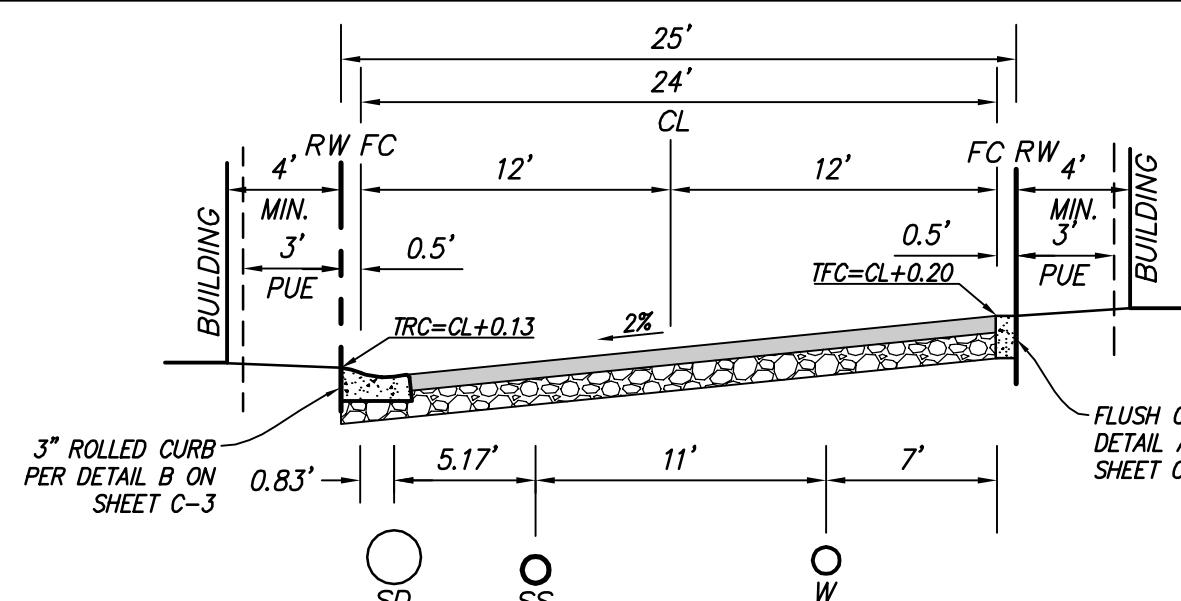
NOT TO SCALE

B 3" ROLLED CURB & GUTTER



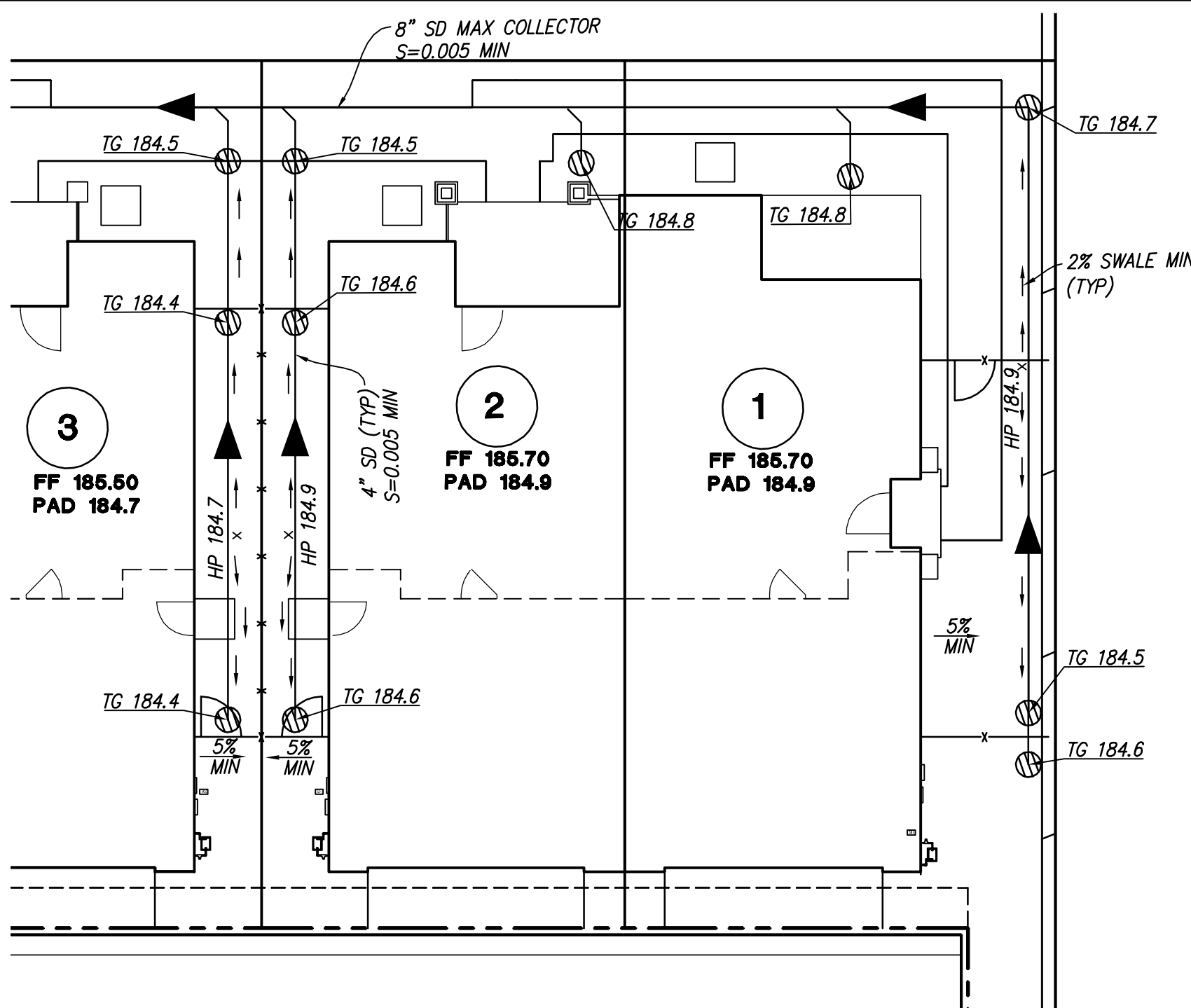
NOT TO SCALE

D PRIVATE EVA ROAD

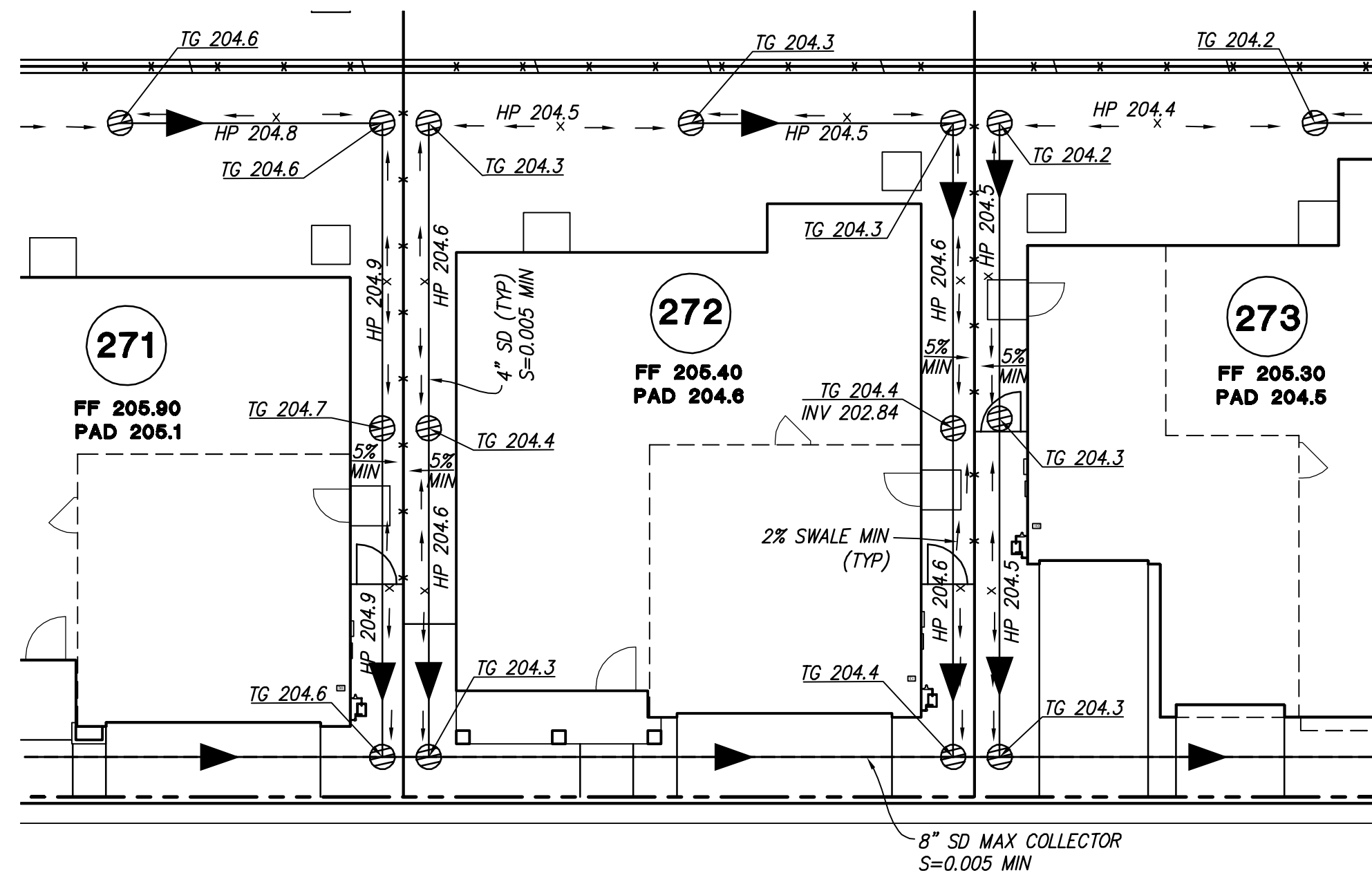


NOT TO SCALE

F PRIVATE ALLEY E

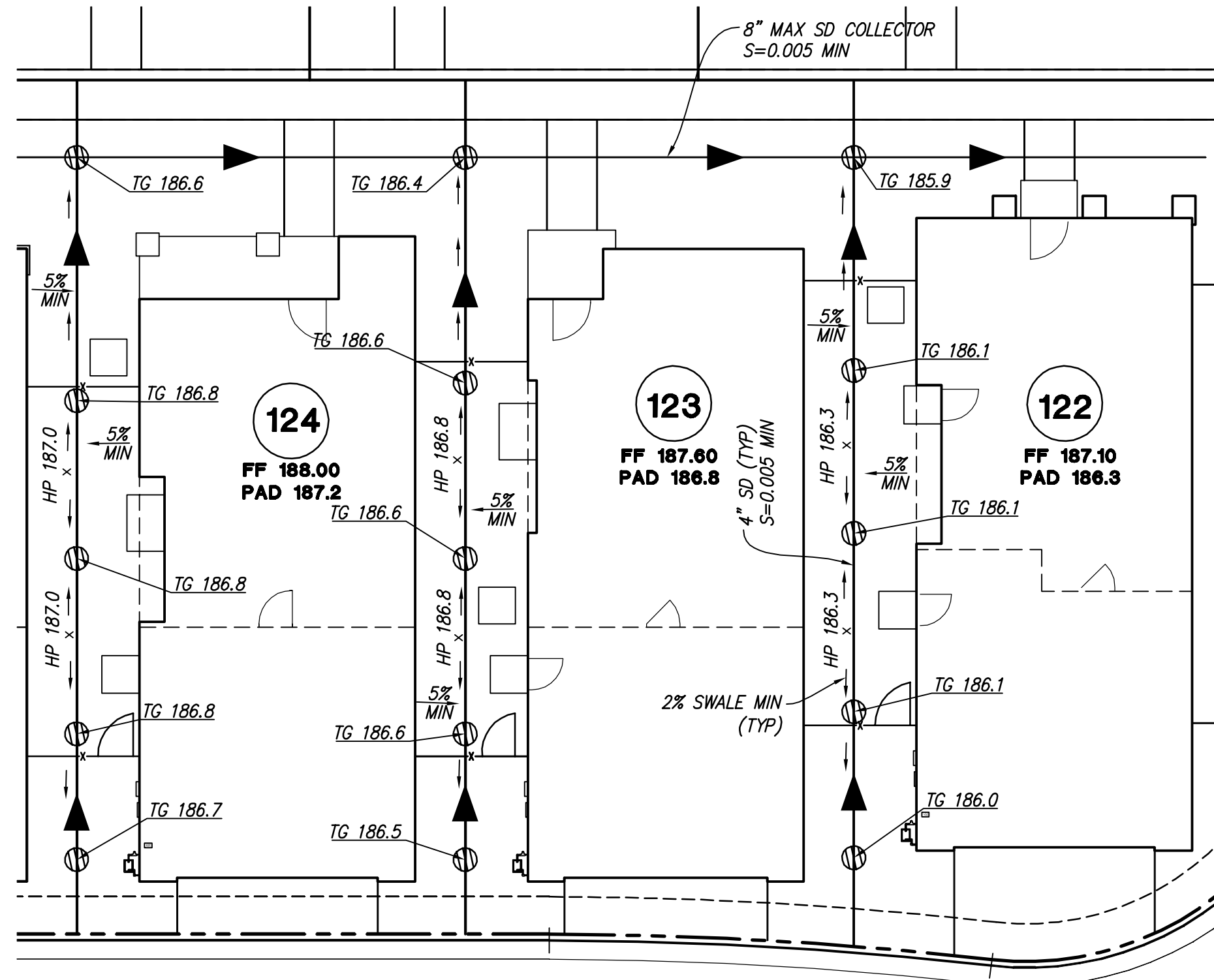


I NEIGHBORHOOD A-1 & A-2 TYPICAL LOT DRAINAGE



NOT TO SCALE

H NEIGHBORHOOD D-1 & D-2 TYPICAL LOT DRAINAGE



NOT TO SCALE

J NEIGHBORHOOD C TYPICAL LOT DRAINAGE

**VESTING TENTATIVE MAP
SUBDIVISION 9235 - ALVES RANCH
TYPICAL SECTIONS AND DETAILS**

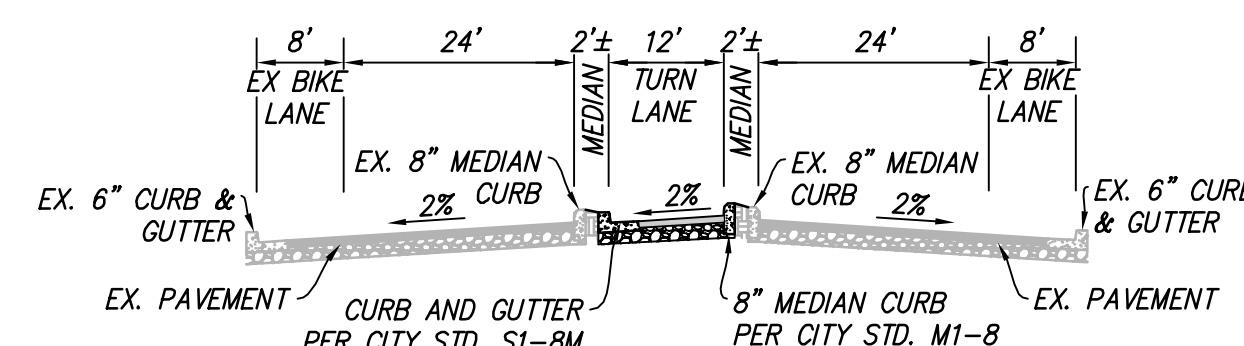
ALVES RANCH

PITTSBURG, CA

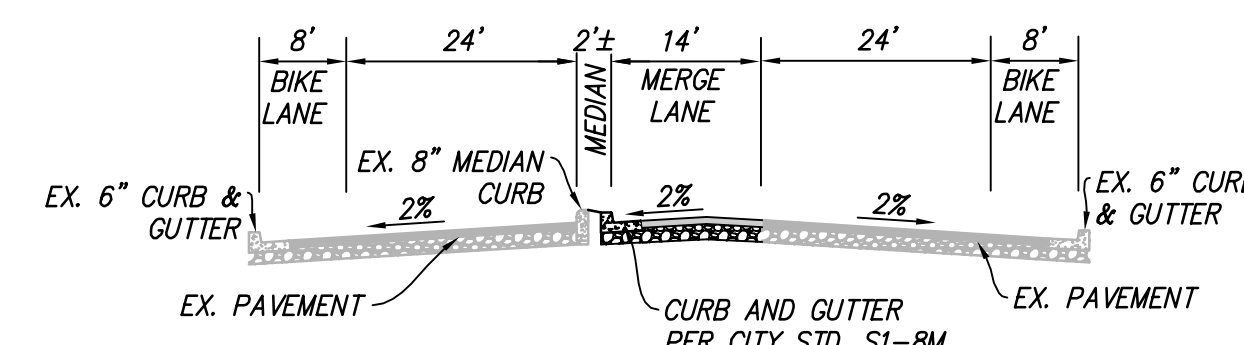
C-3



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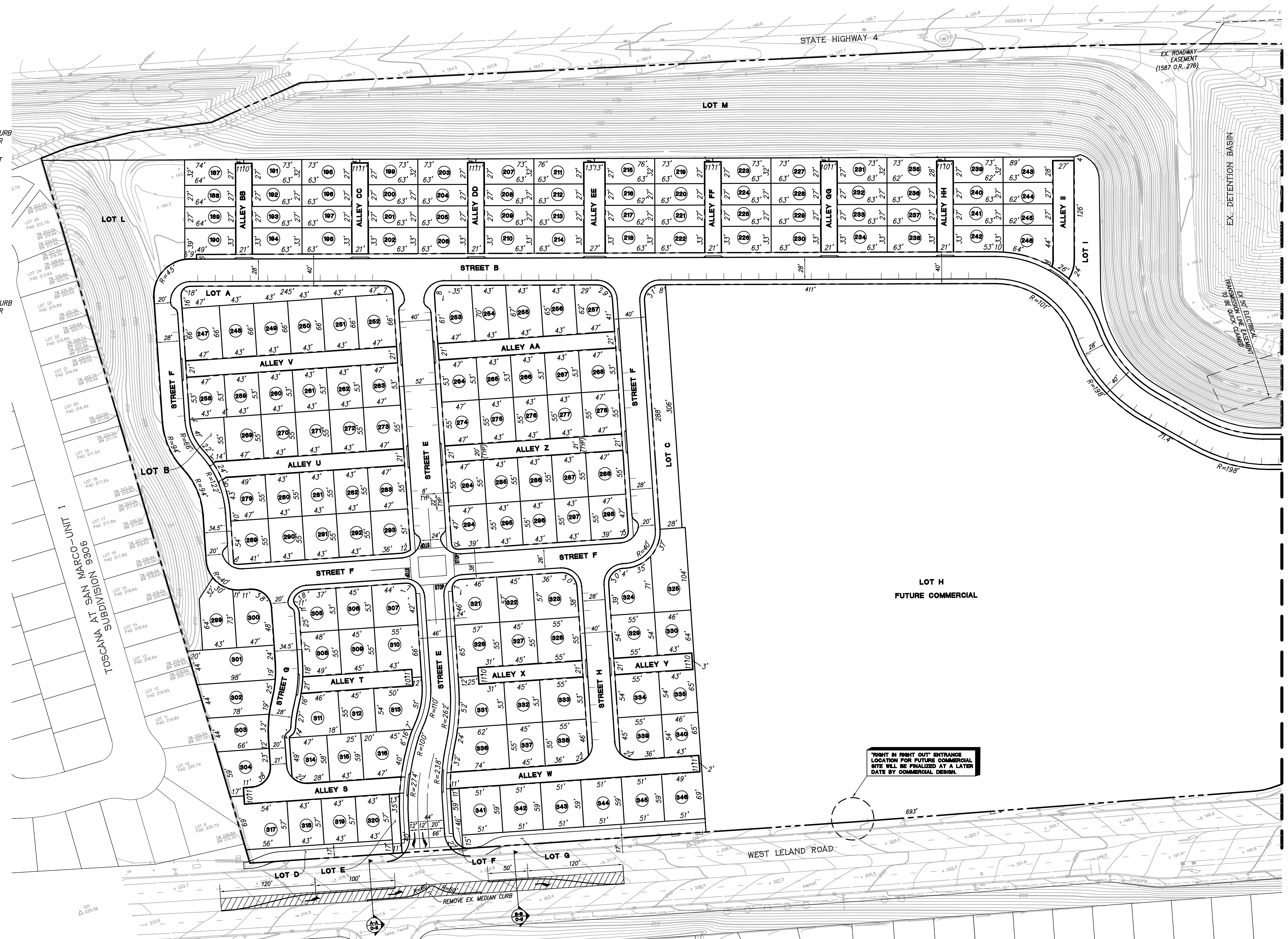


SECTION A-A
NOT TO SCALE



SECTION B-B
NOT TO SCALE

NOTE:
ALL CURB RADIUS ARE 25' MIN UNLESS
OTHERWISE STATED.

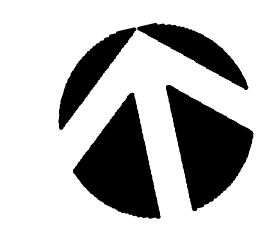


MATCH LINE SEE SHEET C-6

VESTING TENTATIVE MAP
SUBDIVISION 9235 - ALVES RANCH
LOTING PLAN

ALVES RANCH

PITTSBURG, CA



C-5

0 30 60 120

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MATCH LINE SEE SHEET C-5

RESTRIPING OF ALVES RANCH ROAD
SCALE 1"=40'



LEGEND:
NEIGHBORHOOD C IS IN SUBSTANTIAL
CONFORMANCE PER THE VESTING TENTATIVE MAP
APPROVED IN 2009 FOR SUBDIVISION 9235

NOTE:
ALL CURB RADIUS ARE 25' MIN UNLESS OTHERWISE
STATED.

VESTING TENTATIVE MAP
SUBDIVISION 9235 - ALVES RANCH
LOTING PLAN

ALVES RANCH

PITTSBURG, CA

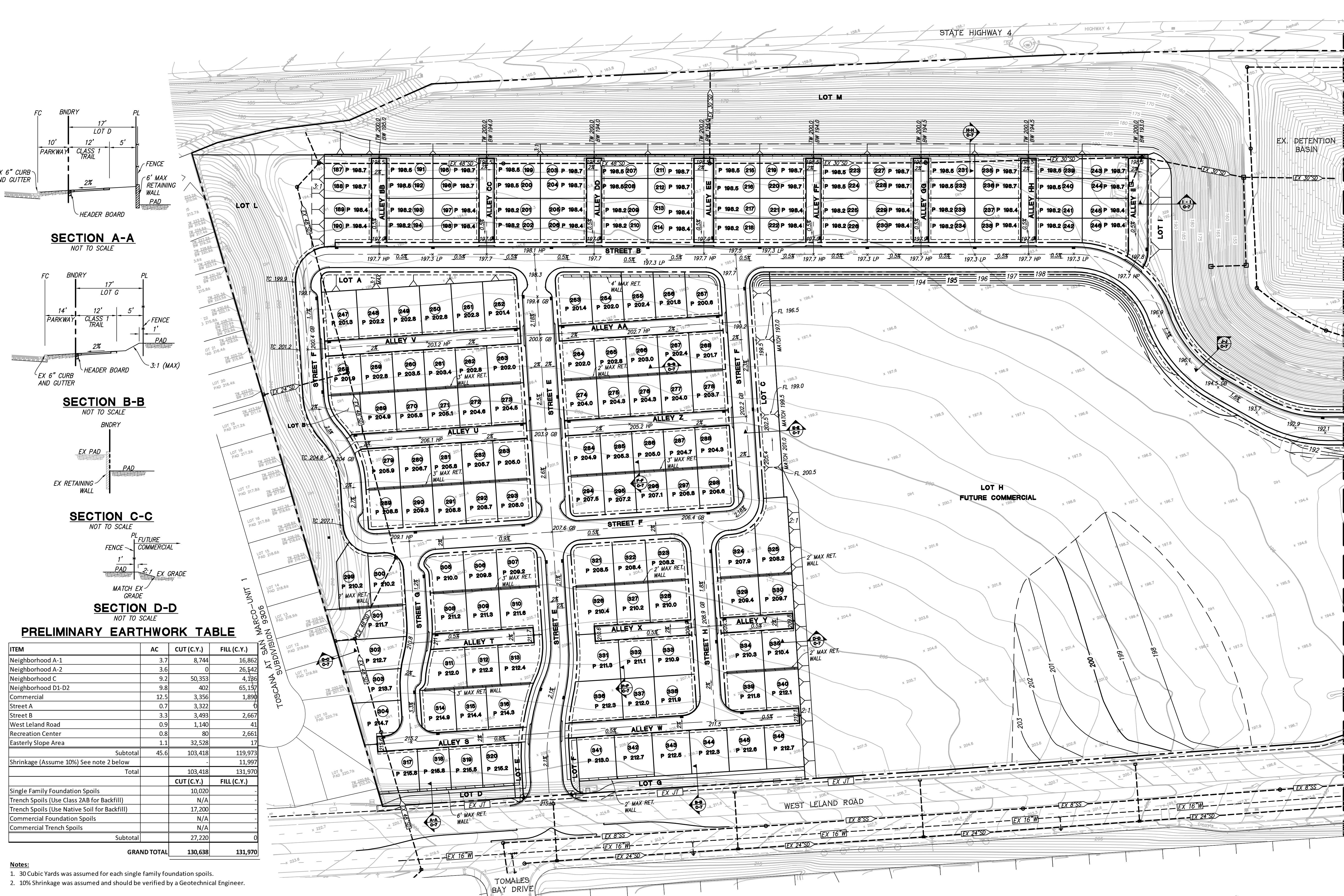


C-6



0 30 60 120
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RJA
RUGGERI-JENSEN-AZAR
ENGINEERS • PLANNERS • SURVEYORS
4690 CHABOT DRIVE, SUITE 200 PLEASANTON, CA 94588
PHONE: (925) 227-9100 FAX: (925) 227-9300



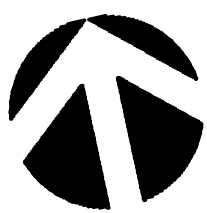
ITEM	AC	CUT (C.Y.)	FILL (C.Y.)
Neighborhood A-1	3.7	8,744	16,862
Neighborhood A-2	3.6	0	26,542
Neighborhood C	9.2	50,353	4,196
Neighborhood D1-D2	9.8	402	65,197
Commercial	12.5	3,356	1,890
Street A	0.7	3,322	0
Street B	3.3	3,493	2,667
West Leland Road	0.9	1,140	41
Recreation Center	0.8	80	2,661
Easterly Slope Area	1.1	32,528	17
Subtotal	45.6	103,418	119,973
Shrinkage (Assume 10%) See note 2 below		-	11,997
Total		103,418	131,970
		CUT (C.Y.)	FILL (C.Y.)
Single Family Foundation Spoils		10,020	
Trench Spoils (Use Class 2AB for Backfill)		N/A	
Trench Spoils (Use Native Soil for Backfill)		17,200	
Commercial Foundation Spoils		N/A	
Commercial Trench Spoils		N/A	
Subtotal		27,220	0
GRAND TOTAL		130,638	131,970

Notes:
1. 30 Cubic Yards was assumed for each single family foundation spoils.
2. 10% Shrinkage was assumed and should be verified by a Geotechnical Engineer.

VESTING TENTATIVE MAP
SUBDIVISION 9235 - ALVES RANCH
GRADING PLAN

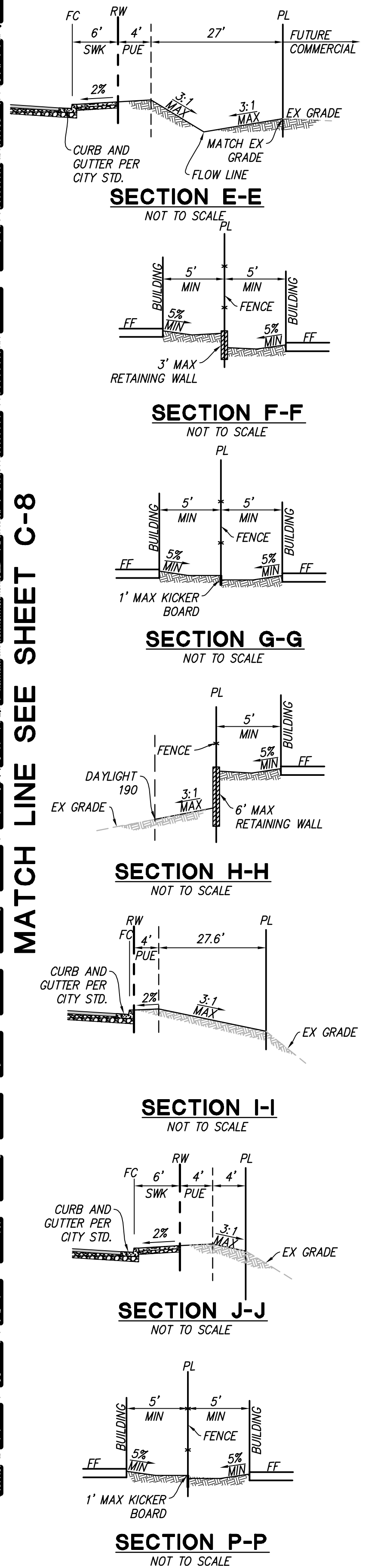
ALVES RANCH

PITTSBURG, CA



0 30 60 120

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MATCH LINE SEE SHEET C-8

C-7

RJA
RUGGERI-JENSEN-AZAR
ENGINEERS • PLANNERS • SURVEYORS
4690 CHABOT DRIVE, SUITE 200 PLEASANTON, CA 94588
PHONE: (925) 227-9100 FAX: (925) 227-9300



The site plan for the Vista Del Mar Subdivision shows a grid of lots and streets. The plan includes the following features:

- Streets:** Street A, Street B, Street C, Street D, Street E, Street F, Street G, Street H, Street I, Street J, Street K, Street L, Street M, Street N, Street O, Street P, Street Q, Street R, Street S, Street T, Street U, Street V, Street W, Street X, Street Y, Street Z.
- Alleys:** Alley A, Alley B, Alley C, Alley D, Alley E, Alley F, Alley G, Alley H, Alley I, Alley J, Alley K, Alley L, Alley M, Alley N, Alley O, Alley P, Alley Q, Alley R, Alley S, Alley T, Alley U, Alley V, Alley W, Alley X, Alley Y, Alley Z.
- Lots:** Lots 1 through 100, including Lot H (Future Commercial), Lot J (Recreation Center), Lot K, Lot L, Lot M, Lot N, Lot O, Lot P, Lot Q, Lot R, Lot S, Lot T, Lot U, Lot V, Lot W, Lot X, Lot Y, Lot Z.
- Engineering Notes:**
 - REMOVE AND REPLACE EXISTING DRIVEWAY
 - MATCH 185.0
 - DAYLIGHT AT 180 CONTOUR
 - SEE NOTE 1 ON THIS SHEET
 - 3" MAX RET. WALL
- Topography:** Contour lines showing elevation changes across the site.
- Other Features:** EX. DETENTION BASIN, LOT H FUTURE COMMERCIAL, LOT J RECREATION CENTER, LOT K, LOT L, LOT M, LOT N, LOT O, LOT P, LOT Q, LOT R, LOT S, LOT T, LOT U, LOT V, LOT W, LOT X, LOT Y, LOT Z.



VESTING TENTATIVE MAP
SUBDIVISION 9235 - ALVES RANCH
GRADING PLAN

ALVES RANCH

PITTSBURG, CA



C-8



RUGGERI-JENSEN-AZAR
ENGINEERS ■ PLANNERS ■ SURVEYORS
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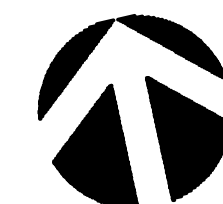




VESTING TENTATIVE MAP
SUBDIVISION 9235 - ALVES RANCH
UTILITY PLAN

ALVES RANCH

PITTSBURG, CA



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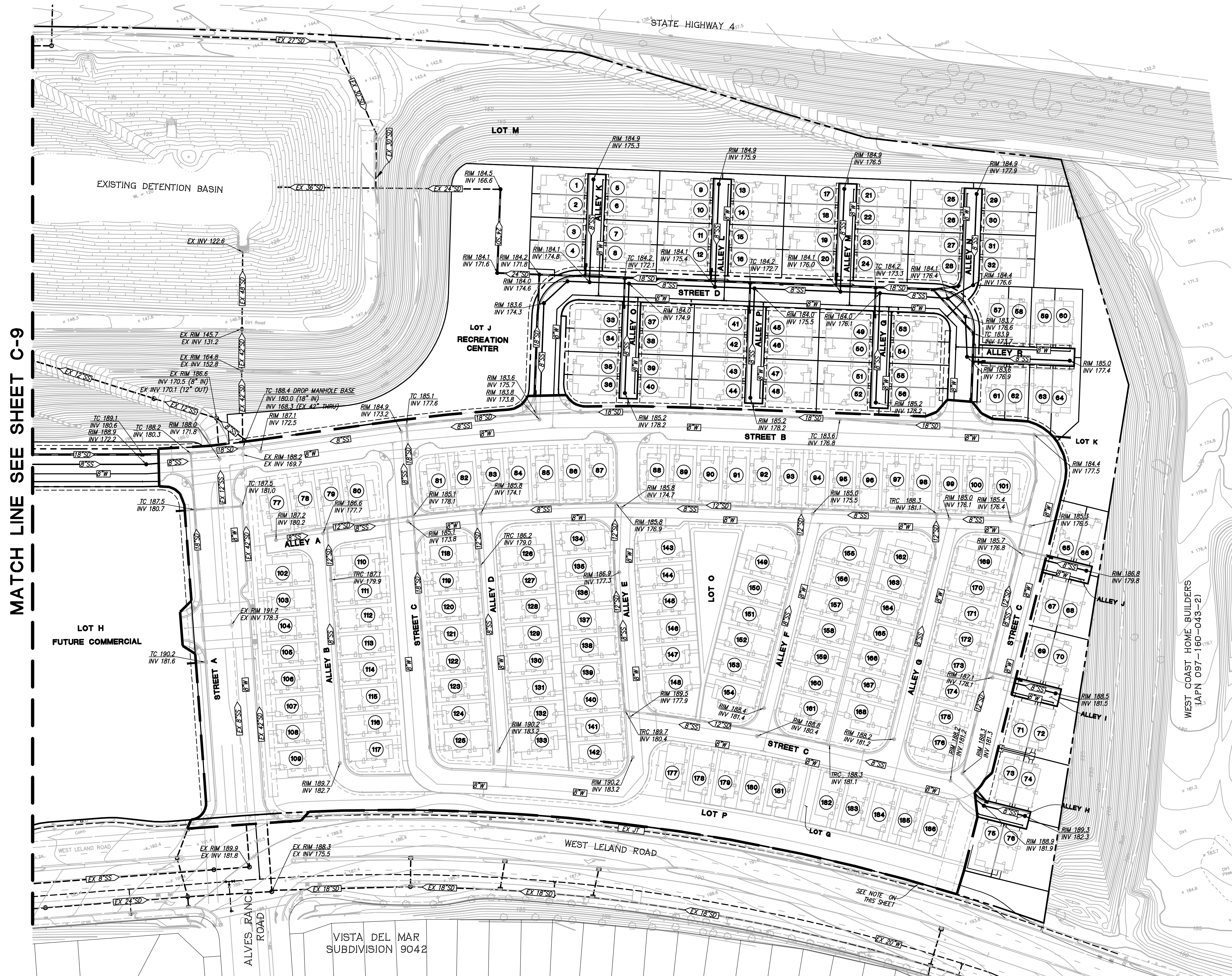
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LEGEND:

NEIGHBORHOOD C IS IN SUBSTANTIAL CONFORMANCE PER THE VESTING TENTATIVE MAP APPROVED IN 2009 FOR SUBDIVISION 9235

VESTING TENTATIVE MAP
SUBDIVISION 9235 - ALVES RANCH
UTILITY PLAN

ALVES RANCH

PITTSBURG, CA



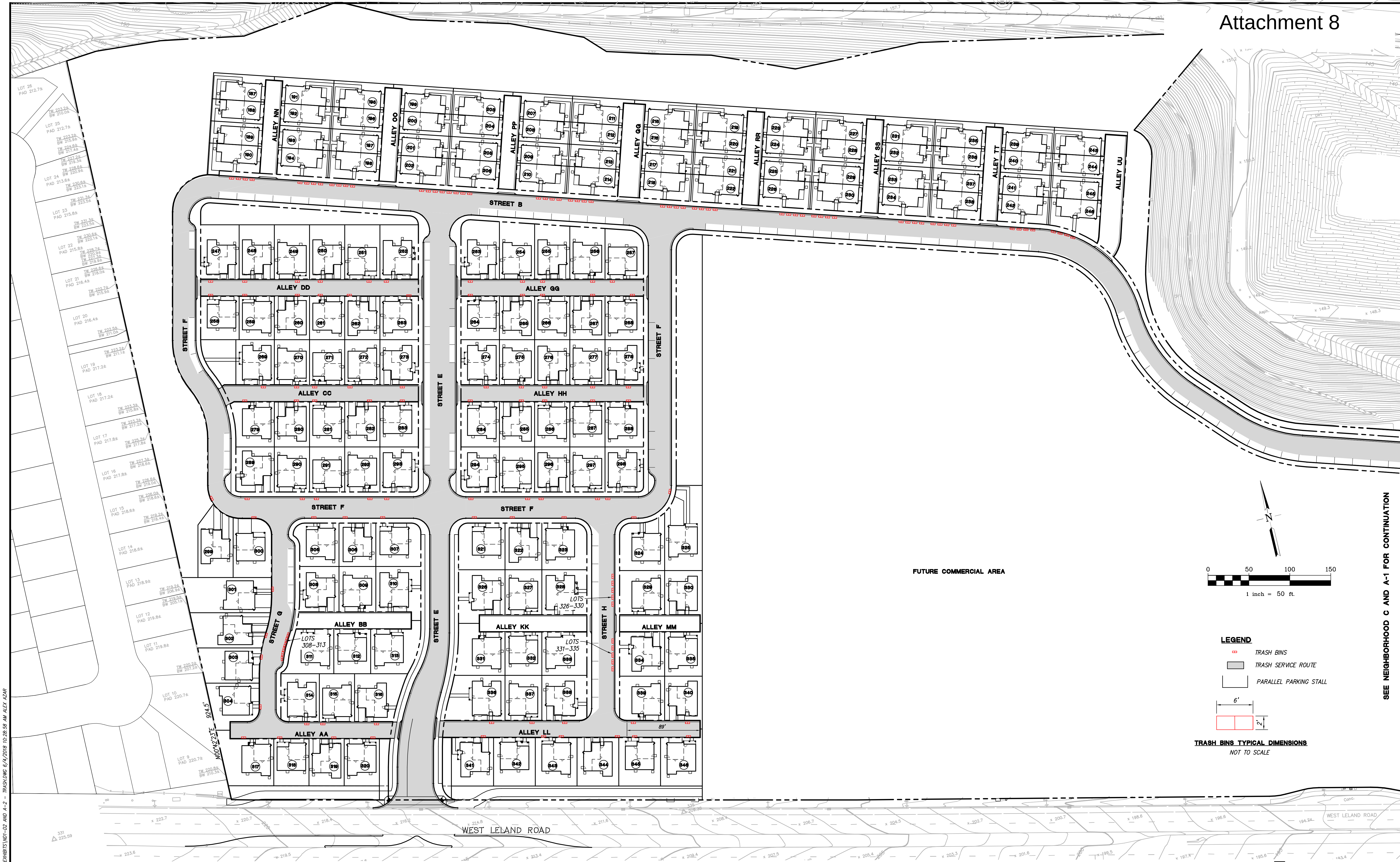
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RJA
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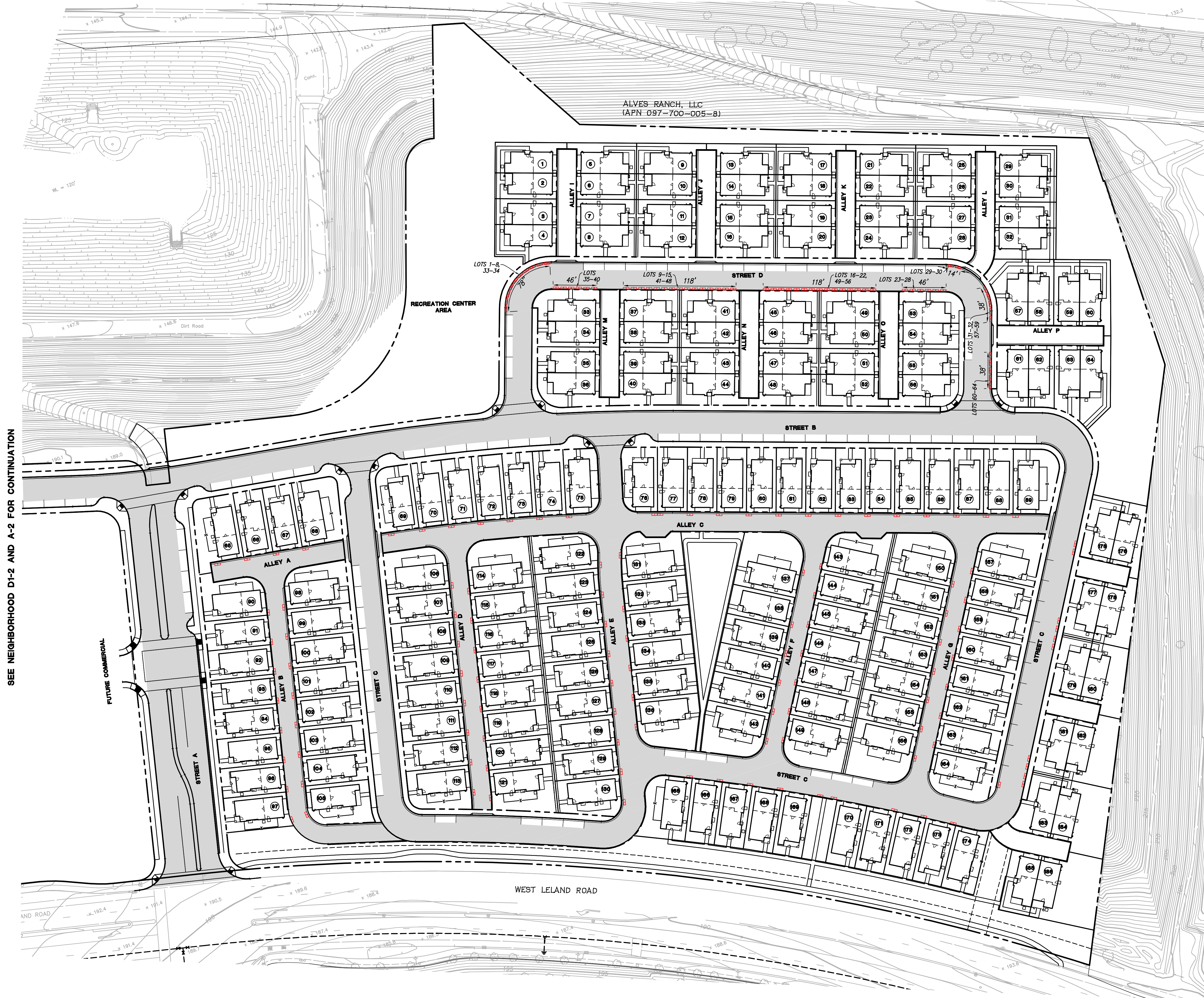
NEIGHBORHOOD D1-D2 AND A-2 TRASH PICKUP PLAN

ALVES RANCH

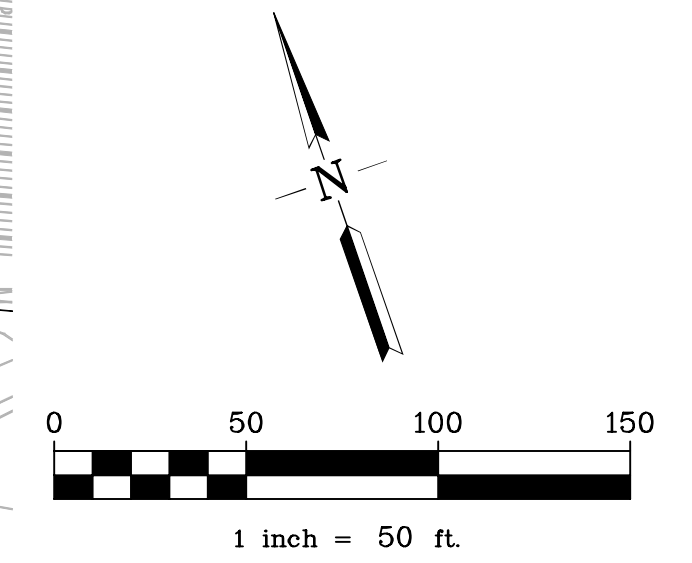
CITY OF PITTSBURG, CONTRA COSTA COUNTY, CALIFORNIA
FOR: WILLIAM LYON HOMES

RJA
RUGGERI-JENSEN-AZAR
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PHONE: (925) 227-9100 FAX: (925) 227-9300

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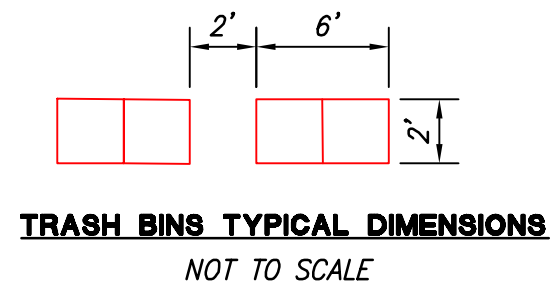


SEE NEIGHBORHOOD D1-2 AND A-2 FOR CONTINUATION



- LEGEND**
- TRASH BINS
 - TRASH SERVICE ROUTE
 - PARALLEL PARKING STALL

NOTE:
1) GREEN BINS WILL NOT BE USED.



NEIGHBORHOOD C AND A-1 TRASH PICKUP PLAN
ALVES RANCH
CITY OF PITTSBURG, CONTRA COSTA COUNTY, CALIFORNIA
FOR: WILLIAM LYON HOMES

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Surrounding Uses and Existing Conditions



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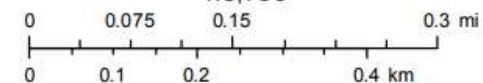
 Affordable Housing Sites  City Limits

Bus Stop



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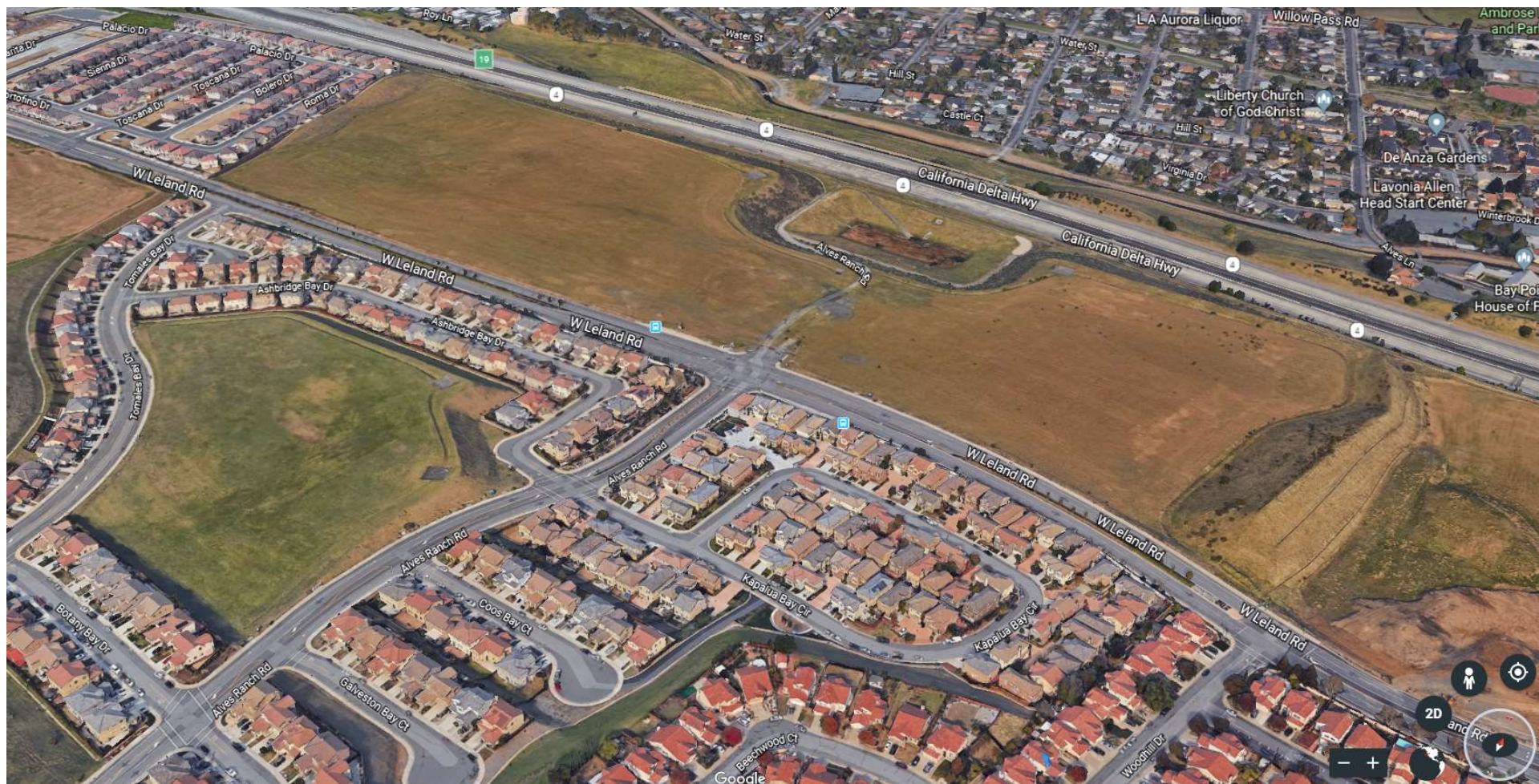


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Planning Division

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Surrounding Uses and Existing Conditions



Attachment 10
Applicable General Plan Goals and Policies
Alves Ranch Subdivision, AP-18-1348 (RZ, SUBD, DR)

General Plan Goal or Policy	Analysis
Land Use Element – Citywide	
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 an infill site.
2-G-2: Promote large-scale office/business development, and reserve sites for Business Commercial uses in designated locations accessible from regional transportation systems.	Consistent. The proposed project would maintain an approximately 12-acre commercial area which is designated as Business Commercial and is located within walking distance from the Pittsburg/Bay Point BART Station.
2-G-3: Emphasize concentrated commercial development, rather than linear commercial strips.	Consistent. The proposed project would maintain an approximately 12-acre commercial area, which would allow for concentrated commercial development.
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 project site is within a half-mile distance of the Pittsburg/Bay Point BART Station and adjacent to bus stops located near the intersections of West Leland Road and Alves Ranch Road.
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 construct provide higher-density, single-family development on smaller lots ranging from approximately 1,800 to over 4,000 square feet.
2-G-7: Promote flexibility and diversity in land use arrangements, including mixed-use development in appropriate areas.	Consistent. The proposed project would promote commercial development in an area surrounding and dominated by existing and proposed residential development,
2-P-5: Undertake planned development as a means to achieve high community design standards, not to circumvent development intensity standards.	Consistent. The proposed project would utilize PD Zoning to allow for a variety of high quality housing types and a commercial component that would reduce automobile reliance for residents in the area.
2-P-6: Ensure provision of community amenities within planned development projects, including parks and recreation facilities, streetscaping and pedestrian paths, transit facilities, parking areas, and public safety facilities. Ensure construction of amenities at a time that is in balance with the needs of the development.	Consistent. The proposed project would include a recreation area complete with a bocce court and basketball court, a Class I pedestrian path along the project frontage, a Class I connection to the property to the east and designated on-street parking areas as well as off-street parking.
2-P-7: During development review, consider project compatibility with existing surrounding land uses. Ensure that sensitive uses—such as residences, schools, and parks—are not subject to hazardous or unhealthy conditions.	Consistent. The proposed project would include 346 residential units in an area surrounded by existing residential development. The commercial portion of the proposed project would serve the residents of the area.

2-P-10: Reserve sites for Business Commercial uses, including but not limited to: • Along State Route 4, focused at the Willow Pass Road/San Marco Boulevard interchange and Loveridge Road interchange; • Adjacent to the Pittsburg/Bay Point BART Station; • Between Willow Pass Road and the BNSF Railroad tracks, west of Downtown; and • Along Harbor Street, between State Route 4 and East Leland Road (the proposed Railroad Avenue BART Station).	Consistent. The proposed project would reserve the Business Commercial land use and expand the zoning to also allow for support commercial uses such as retail or restaurants that serve the surrounding communities.
2-P-11: Do not allow sites designated for Business Commercial uses to be changed to another land use designation unless it is determined that adequate sites are available elsewhere to meet the City's office and business development objectives.	Consistent. The proposed project would not change the land use designation of the site.
2-P-15: Ensure minimum residential densities, in accordance with the ranges stipulated in this Plan.	Consistent. The proposed project would provide an overall residential density of approximately 14 dwelling units per acre, consistent with the High-Density Residential Land Use Designation.
2-P-16: Develop criteria and standards for small-lot single-family residential development that: • Promotes design and development flexibility; • Includes design and bulk standards to ensure that development is appropriate and related to underlying lot size; and • Ensures that residential development promotes a neighborhood orientation, with limitation on frontage that can be occupied by garages.	Consistent. The proposed project would utilize PD zoning to allow for small lot, single family residential development, which is appropriate for the underlying land use designation and reduced the prominence of garages.
2-P-30: Encourage private developers to conduct geo-technical and biological studies prior to filing project applications to ensure environmentally sensitive project layout and design.	Conditionally. Recommended conditions of approval would require the developer provide confirmation of biological studies and geotechnical studies.
Land Use Element – Southwest Hills	
2-P-86: Work with project developers to ensure that new residential neighborhoods and business commercial complexes built along West Leland Road provide transit amenities (such as pedestrian paths, bus shelters, bicycle racks) and convenient access to the Pittsburg/Bay Point BART Station.	Consistent. The proposed project would provide a Class I pedestrian path along the project frontage as well as a Class I connection to the property to the east. Further, a recommended condition of approval would require the developer install hanging bicycle racks within each residential garage.
2-P-87: Ensure that all proposed residential development is set back from the edge of State Route 4 to mitigate visual and noise impacts.	Consistent. The proposed project would be setback to adequately mitigate visual and noise impacts. Additionally, the developer would be required to install noise barriers in areas identified within the noise analysis.

2-P-89: Allow development on the site east of the proposed West Leland Road/San Marco Boulevard intersection (Alves Ranch) as follows: • A maximum of 306 Hillside Low and Low-Density units, and 794 Medium and High Density residential units; • A maximum of 20 acres of Business Commercial between West Leland Road and State Route 4; • Grading to be kept to a minimum, all designated ridgelines protected, and impacts to creeks mitigated; and • Dedication of one school site.	Consistent. The proposed project would stay within the maximum allowable number of units and commercial acreage. The amount of grading would be minimal as the site is relatively flat, and no ridgelines or creeks run through the site. As part of the Vista Del Mar development to the south, a school site was dedicated.
2-P-92: Consider the development of a specific plan for the High Density Residential, Business Commercial, and Community Commercial areas adjacent to State Route 4, West Leland Road and San Marco Boulevard. Integrate all uses in this area into a mixed-use, transit-oriented village, featuring executive offices, research and development, entertainment, and hotel uses.	Consistent. Staff believes the intent of this policy was to ensure that large areas of the identified subarea be developed in a cohesive manner that accounts for residents' housing, shopping and transportation needs. The proposed project would establish what accounts to a master planned community, with a variety of commercial and residential uses.
2-P-94: Pursue construction of a landscaped multi-use path along West Leland Road, from Pittsburg/Bay Point BART Station to the proposed San Marco Village. Ensure that design of the linear parkway accommodates bicyclists.	Consistent. The proposed project would establish a Class I bicycle path along West Leland Road adjacent to the residential portions of the development, as well as a temporary 8-foot wide pathway along the commercial parcel.
Growth Management Element	
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 include the development of a residential neighborhood, as well as a commercial parcel which could be used for a variety of uses which would generate jobs. The use would also establish residential uses close to transit, which allows citizens additional access to job markets, and Class I pathways to encourage residents to utilize transit.
3-G-3: Provide a range of development intensities, with the highest intensities in Downtown and in areas approximate to transit and services, and lower intensities in hillsides and at the City's southern edge.	Consistent. The project itself would provide a range of densities and would create a greater mix of densities in the larger subarea.
3-G-6: Support efforts to establish a regional approach to transportation and land use planning.	Consistent. The proposed project would include the development of a residential neighborhood, as well as a commercial parcel which could be used for a variety of uses which would generate jobs. The use would also establish residential uses close to transit, which allows citizens additional access to job markets, and Class I pathways to encourage residents to utilize transit.
3-G-9: Encourage the provision of new and improved pedestrian, bicycle and transit facilities to serve all users of new development projects.	
3-G-10: Foster development of a variety of housing types, densities and prices to balance the City's housing stock and meet the City's regional fair share housing needs for people of all income levels. (Housing Element Goal 13-G-1)	Consistent. The project itself would provide a range of densities and housing types, including single-family attached and detached units, and would create a greater mix of densities and types in the larger subarea.

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 within an area of the City where public facilities are available.
3-P-2: Prior to project approval, ensure that the existing and planned transportation system will have adequate capacity to accommodate new urban development.	Conditionally Consistent. The 2004 Vista Del Mar EIR analyzed the capacity of the transportation system, and recommended mitigations to ensure that the transportation system remained adequate. A trip generation and site access and circulation assessment have found the project is consistent with the 2004 EIR, and thus, with the implementation of applicable mitigation measures, would be adequately served by the existing and planned transportation system.
3-P-5: As part of development review, require preparation of a traffic impact study for all development projects expected to generate more than 100 net new peak hour vehicle trips. Ensure that traffic impact studies are prepared by professional transportation consultants selected and hired by the City but require that project proponents pay all fees associated with development of such studies.	Consistent. A traffic impact study was prepared as part of the 2004 EIR. Staff has prepared an addendum to that EIR which has found that no additional impacts will be created as a result of this project.
3-P-16: Preserve options for future transit use when designing improvements for roadways. Ensure that developers provide bus turnouts and/or shelters, where appropriate, as part of projects. (Transportation Policy 7-P-29)	Consistent. The project is adjacent to an existing bus stop.
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 provide a Class I pedestrian path along the project frontage as well as a Class I connection to the property to the east.
Urban Design Element	
4-G-11: Initiate streetscape improvements to create an attractive, usable, multimodal transportation corridor along Leland Road.	Consistent. The proposed project would provide a Class I pedestrian path along the project frontage as well as a Class I connection to the property to the east.
4-G-13: Encourage development of pedestrian-oriented mixed-use areas as focal points of new neighborhoods, and adjacent to key transportation centers.	

4-G-16: Establish the City’s BART Stations as regional focal points, surrounded by a mix of urban activities and services.	Consistent. The proposed project would include the development of a residential neighborhood, as well as a commercial parcel which could be used for a variety of uses which would generate jobs. The use would also establish residential uses close to transit, which allows citizens additional access to job markets, and Class I pathways to encourage residents to utilize transit.
4-G-17: Encourage development of diverse and distinctive neighborhoods that build on the patterns of the natural landscape and provide a sense of connection with surrounding uses.	
4-G-18: Ensure that neighborhood streets provide safe and attractive connections to local schools, parks, commercial centers, and transit facilities for pedestrians and bicycles.	
4-P-30: Ensure that all residential developers provide multi-use trails or trailheads connecting to local schools and parks, commercial centers, and regional open spaces.	
4-P-59: Pursue the development of a linear parkway along West Leland Road, west of Bailey Road, linking the Pittsburg/Bay Point BART Station Area to new residential neighborhoods within the southern hills.	
4-P-75: Encourage West Leland Road to be designed as a pedestrian-friendly street, with wide sidewalks, small plazas and benches, signaled crosswalks, pedestrian scale building massing, and parking tucked behind the buildings.	
4-P-76: Pursue the development of a linear parkway along West Leland Road, connecting the Pittsburg/Bay Point BART Station Area to San Marco Village.	
4-P-84: Use traffic calming measures to reduce speeds in residential areas, rather than limiting through-street connections.	Consistent. The proposed project would utilize bulb-outs and narrower streets which encourage slower automobile movement.
4-P-85: Provide safe and comfortable pedestrian routes through local neighborhoods by requiring sidewalks on both sides of residential streets, except in hillside areas, by planting street trees adjacent to the curb, and by minimizing curb cuts.	Consistent. The City’s traffic engineer has determined that adequate sidewalks and pathways are provided to allow for safe pedestrian circulation.
Economic Development Element	
6-G-2: Establish economic development priorities and undertake targeted investments to facilitate expansion, retention and attraction of businesses that meet the City’s economic development objectives.	Consistent. The proposed project would promote the development of commercial opportunities in the general area, consistent with the City’s economic goals, and creating an inviting climate for conducting business in Pittsburg. The development trend in the area is largely residential, with limited commercial opportunities; the proposed project would potentially help the City meet that need.
6-G-4: Maintain and enhance an attractive climate for conducting business in Pittsburg.	
6-P-1: Monitor land use and development trends in the City, specifically in the Economic Opportunity Areas established in Policy 6-P-9, to ensure a sufficient supply of land that offers appropriate use designations and development intensities.	

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 shopping destinations.	Consistent. The proposed project would establish residential uses close to transit, which allows citizens to walk to BART, and Class I pathways to encourage residents to utilize transit and walk. The project would also allow for future commercial uses within walking distance of not only the project, but other residential uses as well.
7-G-16: Ensure that current bicycle-friendly roadways, featuring wide shoulders or marked bicycle lanes, are not redesigned to improve traffic LOS, unless all other alternative roadways possible to alleviate congestion are exhausted.	Consistent. West Leland Road would not be redesigned, and existing bicycle facilities would remain.
7-P-1: Require mitigation for development proposals that are not part of the Traffic Mitigation Fee program which contribute more than one percent of the volume to an existing roadway or intersections with inadequate capacity to meet cumulative demand.	Consistent. The 2004 EIR identified traffic impact mitigations, which would be applicable to the project.
7-P-29: Preserve options for future transit use when designing improvements for roadways. Ensure that developers provide bus turnouts and/or shelters, where appropriate, as part of projects.	Consistent. The project is adjacent to an existing bus stop.
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 would provide a Class I pedestrian path along the project frontage as well as a Class I connection to the property to the east. The City's traffic engineer has determined that adequate sidewalks and pathways are provided to allow for safe pedestrian circulation.
7-P-39: Ensure that residential and commercial developments provide pedestrian pathways between lots for direct routes to commercial centers, schools, and transit facilities.	
7-P-40: Ensure provision of sufficiently wide sidewalks and pedestrian paths in all new residential development.	
7-P-48: Ensure that construction of bulb-outs and curb extensions at intersections for pedestrian safety does not endanger bicyclists by forcing them into traffic lanes	Conditionally Consistent. A recommended condition of approval would require certain bulb-outs be removed to ensure bicyclist safety.
Open Space, Youth and Recreation Element	
8-P-2: Pursue the development of park and recreation facilities within reasonable walking distance of all homes.	Consistent. The proposed project would include a recreation area with bocce courts and a basketball court, as well as a ¼ mile track. Several other open spaces are also available to residents.

Resource Conservation Element	
9-P-1: Ensure that development does not substantially affect special status species, as required by State and federal agencies and listed in Table 9-1. Conduct assessments of biological resources as required by CEQA prior to approval of development within habitat areas of identified special status species, as depicted in Figure 9-1.	Conditionally Consistent. Mitigation measures identified in the 2004 EIR and added as conditions of approval would require the project provide surveys to analyze if biological resources and special status species exist on the project site prior ton issuance of a grading permit.
9-P-8: As a condition of approval of new development, ensure revegetation of cut-and-fill slopes with native plant species.	Conditionally Consistent. Mitigation measures identified in the 2004 EIR and added as conditions of approval would require the project provide revegetate cut and fill slopes as necessary.
9-P-41: If archeological resources are found during ground-breaking for new urban development, halt construction immediately and conduct an archeological investigation to collect all valuable remnants	Conditionally Consistent. Mitigation measures identified in the 2004 EIR and added as conditions of approval would require the project adhere to best management practices archeological resources be found on the project site.
Health and Safety Element	
10-G-3: Minimize the potential for soil erosion by wind and storm water runoff.	Conditionally Consistent. Recommended conditions of approval would require the applicant submit a stormwater prevention plan, submit a soils report and geotechnical analysis, and comply with the City’s NPDES permitting requirements. The City Engineer shall review and approve all items prior to issuance of a grading permit.
10-P-1: Ensure preparation of a soils report by a City approved engineer or geologist in areas identified as having geological hazards in Figure 10-1, as part of development review.	
10-P-9: Ensure geotechnical studies prior to development approval in geologic hazard areas, as shown in Figure 10-1. Contract comprehensive geologic and engineering studies of critical structures regardless of location.	
10-P-10: As part of development approval, ensure that a registered engineering geologist be available at the discretion of the City Engineer to review reports submitted by applicants in the geologic hazard areas identified in Figure 10-1. Project proponents shall pay all costs associated with engineering studies related to geologic hazards.	
10-P-18: Evaluate storm drainage needs for each development project in the context of demand and capacity when the drainage area is fully developed. Ensure drainage improvements or other mitigation of the project’s impacts on the storm drainage system appropriate to the project’s share of the cumulative effect.	
Public Facilities Element	
11-P-23: Encourage builders to incorporate interior and exterior storage areas for recyclables into new or remodeled residential, commercial, and industrial structures.	Consistent. All homes are provided oversize garages that provide adequate storage area for recyclables.

Noise Element	
12-P-1: As part of development review, use Figure 12-3 to determine acceptable uses and installation requirements in noise-impacted areas.	Consistent. A noise study has been prepared as part of the proposed project, and determined that, with mitigations incorporated, all homes would meet “acceptable” or “conditionally acceptable” noise levels.
12-P-6: Ensure that new noise-sensitive uses, including schools, hospitals, churches, and homes, in areas near roadways identified as impacting sensitive receptors by producing noise levels greater than 65 dB CNEL (Figure 12-1), incorporate mitigation measures to ensure that interior noise levels do not exceed 45 dB CNEL.	Conditionally Consistent. A proposed condition of approval would require the developer prepare a subsequent noise study to ensure all residential units maintain an interior noise level not to exceed 45 dB CNEL.
Housing Element	
13-G-1: Foster development of a variety of housing types, densities, and prices to balance the City’s housing stock and meet Pittsburgh’s regional fair share housing needs for people of all income levels.	Consistent. The project itself would provide a range of densities and housing types, including single-family attached and detached units, and would create a greater mix of densities and types in the larger subarea.
13-G-2: Promote the expansion of the city’s affordable housing stock, including that which accommodates special needs households.	Consistent. The proposed project would include the construction of 10 accessory dwelling units (ADUs) which would have affordability covenants requiring they only be rented out to low-income households.
13-P-1.1.B: Rezone vacant/underutilized land as deemed appropriate for mixed use or residential/higher residential use.	Consistent. The proposed project would rezone the proposed project site to PD District to order to help utilize the land with a mixture of uses and higher residential densities.
13-P-1.1.F: Support the use of Planned Development zoning for projects, when utilized to accommodate innovative site plans aimed at preserving open space, new recreational opportunities, and/or the supply of affordable housing.	Consistent. The proposed project would utilize PD Zoning to allow for a variety of high quality housing types and a commercial component that would reduce automobile reliance for residents in the area.
13-P-1.2: Encourage the construction of both high end and moderate-income housing in the southern foothills, downtown, along the waterfront, and throughout Pittsburgh to provide above moderate-income housing opportunities in the community and to increase economic activity within the city.	Consistent. The proposed project would provide a variety of housing types, including single-family detached, single-family attached, and ADUs which will serve a variety of income levels. The proposed single-family units will likely be sold to moderate and above-moderate households. The commercial opportunities presented by the project, as well as the recreation space and proximity to transit, will make these units desirable and increase economic activity within the area.
13-P-1.2.D: Support the development of moderate and above moderate income housing within existing City limits such as high end condominiums, townhouses, and single-family units with premium views and amenities throughout the city to increase economic activity within these areas.	
Policy 13-1.3: Encourage the development of small-lot single-family in-fill developments suitable for first-time homebuyers, empty nesters, and single-parent households.	Consistent. The proposed project would utilize PD zoning to allow for small lot, single family residential development, which is appropriate for the underlying land use designation and reduced the prominence of garages.

13-P-1.5: Encourage the construction of accessory dwelling units or “second units” that allow extended families to live near each other, increase the affordable and rental housing stock, and provide income assistance to homeowners.	Consistent. The proposed project would include the construction of 10 accessory dwelling units (ADUs) which would have affordability covenants requiring they only be rented out to low-income households.
13-P-1.6/13-P-1.7: Meet Pittsburgh’s fair share regional housing needs.	Consistent. The proposed project would include the development of 346 single family homes which would contribute to the City’s fair share housing goals regarding moderate and above-moderate levels. The project would also include 10 ADUs, which would be income restricted and contribute the City’s fair share of low income units.
13-P-1.7.A: Endeavor to facilitate the production of at least a minimum of 1,772 housing units between January 1, 2007, and June 30, 2014, including at least 322 units serving very low-income households, 223 units serving low-income households, and 296 serving moderate-income households through implementation of the policies and actions identified in this element.	
13-P-2.4: Increase homeownership opportunities for extremely low-, very low-, low-, and moderate-income households.	Consistent. The proposed project would include the construction of 10 accessory dwelling units (ADUs) which would have affordability covenants requiring they only be rented out to low-income households. The project also includes smaller-lot single family homes, which would be much more attainable to first-time buyers.
13-P-2.4.G: Ensure that all single-family housing projects approved for construction meet the requirements set forth in the inclusionary housing ordinance.	Consistent. The proposed project would include the construction of 10 accessory dwelling units (ADUs) which would have affordability covenants requiring they only be rented out to low-income households.
13-P-2.4.H: Ensure that inclusionary and market rate housing units are integrated within a subdivision, and that the units are architecturally similar, and constructed with the same quality of exterior materials through the design review process.	Consistent. The proposed project would include the construction of 10 accessory dwelling units (ADUs) which would have affordability covenants requiring they only be rented out to low-income households.
13-P-2.4.I: Consider requiring that a certain percentage of homes in new single-family small lot developments be limited in size in an attempt to make them more “affordable by design” for first-time homebuyers and single parent households.	Consistent. The proposed project would include smaller-lot single family homes, which would be much more attainable to first-time buyers.
13-P-2.7: Utilize smart growth principles in the site planning of new subdivisions to enhance the quality of life of Pittsburgh residents.	Consistent. The proposed project would provide a variety of housing types, including single-family detached, single-family attached, and ADUs which will serve a variety of income levels. The proposed single-family units will likely be sold to moderate and above-moderate households. The commercial opportunities presented by the project, as well as the recreation space and proximity to transit, will make these units desirable and increase economic activity within the area. The inclusion of Class I pathways will promote walking, bicycling, and transit use, reducing the reliance on personal automobiles.
13-P-2.7.A: Encourage the incorporation of smart growth site planning principles in new subdivisions as part of a comprehensive update of the development review design guidelines.	
13-P-5.2.A: Continue to require developers to install street trees in the front yards of homes.	Consistent. Street trees would be installed on all front yards of lots adjacent to streets.

Attachment 11
Development Review Design Guidelines
Alves Ranch Subdivision, AP-18-1348 (RZ, SUBD, DR)

Design Review Guideline	Meets Guideline?
1.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. The proposed house designs include architectural treatments on all building facades.
1.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.	Yes. The proposed homes incorporate composite tile roof material.
1.c: Each dwelling unit should be provided with complete front yard and corner-side yard xerophytic landscaping and automatic irrigation.	Conditionally. The proposed landscaping would be required to meet the standards set forth in PMC Section 18.84.310.
1.d: Required front yards should vary in depth unless otherwise stated for a proposed PD (Planned Development) district.	Not applicable. This guideline does not appear to apply to PD districts.
1.e: Decorative masonry walls should be provided between all arterial streets and future homes.	Yes. Decorative masonry walls are provided between West Leland Road and future homes, as applicable.
1.f: Roof slopes should be considered greater than 4:12 unless inappropriate for architectural style (i.e. Ranch Style, etc.).	Yes.
1.g: Provide articulated garage doors on all garages.	Yes. The proposed homes will have articulated garage doors.
1.h: Garage doors designs should not be duplicated. Not less than four styles should be used in a subdivision.	Yes. There are three distinct home designs with three different home elevations, each of which has a different garage door design and color.
1.i: Side-on garages are recommended intermittently through-out the subdivision (70' wide lots or greater).	Not applicable. Seventy-foot wide lots are not proposed as part of the project.
1.j: Garage frontage should not occupy more than 60% of allowable lot frontage.	Not applicable. The proposed project utilizes rear-loaded garages in order to reduce the dominance of garages within front yard facades.

1.k: Provide board-on-board fencing on all side yards and rear yards (excluding side yards and rear yards adjacent to major thoroughfares), unless a view corridor is to be maintained.	Yes. Six-foot-high, wood, board-on-board fencing will be installed along side and rear yards, as applicable, unless other wall materials are required in order to mitigate visual or noise impacts.
1.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 architectural treatments are carried around sides of buildings to the nearest adjoining fence line, right angle, or utility area.
2.a: Subdivision entry monuments should be provided on new major subdivisions, neighborhoods or villages, if appropriate.	Not applicable. The developer has not proposed signage into the subdivision in order to maintain adequate space for pedestrian amenities.
2.b: Perimeter wall and/or sound wall pilasters should not be greater than 50 feet on center.	Conditionally. A proposed condition of approval would require the developer to provide pilasters with a decorative concrete cap at intervals of 25 feet or less along West Leland Road. A decorative wall cap would also be provided along each wall.
2.c: Sound walls exceeding 6 feet in height and visible from the public right-of-way should be treated with decorative features consistent with the neighborhood design.	
2.d: All masonry walls should include a wall cap.	
2.e: Retaining walls, exceeding three feet tall, adjacent to a public right-of-way should be constructed with the same materials as used for the sound walls.	Not applicable. The proposed project would not require any retaining walls.
2.f: Masonry or sound walls should be staggered when adjacent to public right of ways.	No. However, staggering the masonry walls along West Leland Road is not considered appropriate because doing so would further reduce the sizes of the adjacent lots, making it tougher to meet the minimum setbacks that are sought for the PD district, as well as reducing the landscape buffer and Class I trail area.

2.g: Single story units should be located on corner lots whenever possible.	No. However, staff believes that this guideline is partially intended to incorporate affordability by design. It should be noted that income-restricted accessory dwelling units would be incorporated into at least six homes throughout the subdivision.
2.h: Developer should select, at least one of the schemes provided in Appendix 1 of the DRDGs for screening all utility boxes, transformers, backflow preventers, meters and junction boxes.	Conditionally. A condition of approval would require all utility boxes and/or transformers to be undergrounded. Where undergrounding is deemed infeasible or not recommended by PG&E, utility boxes and/or transformers would be masked by either faux stone utility box covers or a landscape screen.
2.i: Construct fence/walls at top down slope banks. Design fence at top of slope to take advantage of potential views.	Not applicable. The site is relatively flat and will not require fences/walls at top down slope banks.
2.j: Dwelling unit driveways should align with on-coming street at three-way intersections when possible.	No. The houses at the end of each motor court are not fully aligned with on-coming traffic. However, given the site constraints and lot configurations, very little can be done to achieve full alignment and no change is considered necessary.
Green Building Design Guideline	Meets Guideline?
6.A.1: Solar energy systems should be an option to the homebuyer by the builder.	Conditionally. A condition of approval would require the developer to include, as part of the options package for buyers of single-family houses in the subdivision, an option that offers pre-wiring of the house for photovoltaic (solar) panels.
6.A.2: For homes without solar energy systems, green roofs or cool roofs, roofing should include the following features: a) A minimum of 300 square feet of unobstructed roof area facing within 30 degrees of south. b) South facing sloped roofs should be at an angle of approximately 38 degrees.	
6.A.3: The external design of homes should feature up to date energy efficiency technologies: a) For infill housing, homes without solar energy systems should be covered with a cool roof. b) Roof overhangs should be sized to block the high summer sun but allow the lower winter sun to enter windows.	Conditionally. The project is required to meet the Residential Mandatory Measures specified under the 2016 California Green Building Standards Code, Part 11. A condition of approval would be included requiring the developer to implement additional Residential Voluntary Measures, including cool roofs for reduction of heat island effect.

6.A.4: Deciduous trees of approved native species should be planted to the south and west of the home to shade the home during summer and allow solar heat gain during winter.	Conditionally. The proposed landscaping would be required to meet the standards set forth in PMC Section 18.84.310.
6.A.5: Secure and convenient storage for at least two bicycles should be provided.	Conditionally. A recommended condition of approval would provide bicycle racks in each garage for secure parking.
6.A.6: Outdoor design and features should maximize landscaping water conservation.	Conditionally. The proposed landscaping would be required to meet the standards set forth in PMC Section 18.84.310.



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: May 14, 2019
TIME: 7:00 p.m.
PLACE: City Council Chamber at City Hall
65 Civic Avenue, Pittsburg, California

Concerning the following matter:

Alves Ranch Project, AP-18-1348 (GP, RZ, SUBD, DR, DA).

This is a public hearing on a request by William Lyon Homes, Inc., for a recommendation to City Council for approval of: 1) a General Plan map amendment to change the 57.81-acre site's land use designation to 'Medium Density Residential' (approx. 46 acres) and 'Community Commercial' (approx. 12 acres); 2) a zoning map amendment to rezone the site to PD (Planned Development) District and CC (Community Commercial) District; 3) an amended vesting tentative map to facilitate the construction of 346 single family dwelling units (along with 10 accessory dwelling units), the 12-acre commercial site, and ancillary features; 4) design review of landscape and architectural plans for the residential portion; and 5) a development agreement. The project site is located along the north side of West Leland Road, south of State Route 4, at the intersection of Alves Ranch Road. Assessor's Parcel Nos. 093-460-001; 093-460-002; and 093-460-005.

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

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.

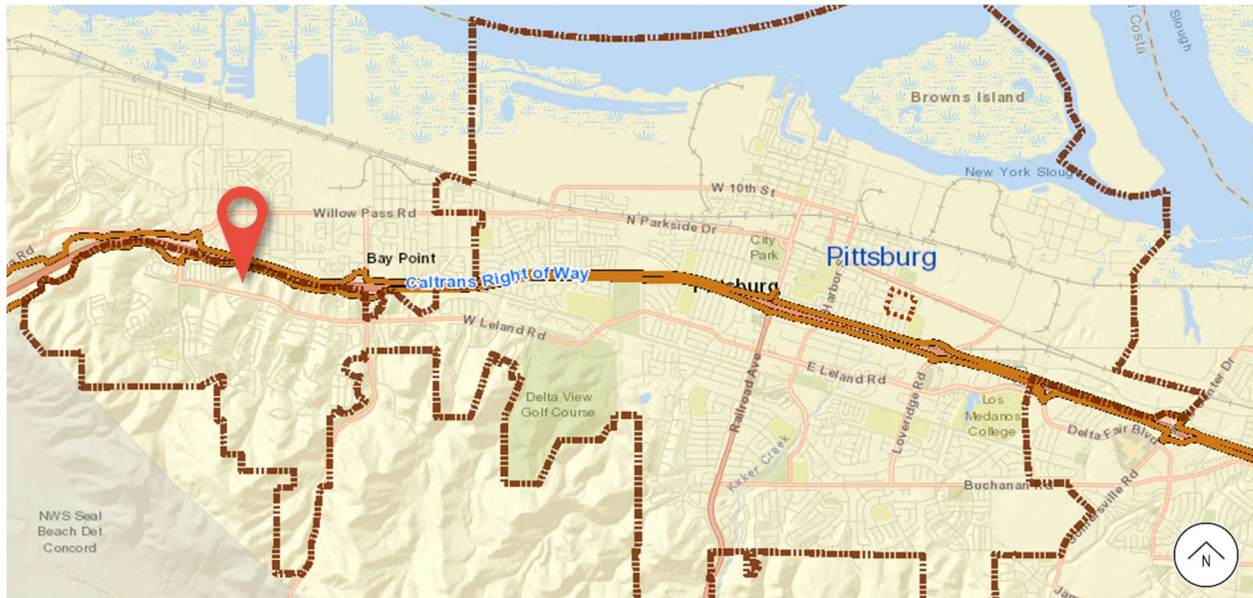
Pursuant to Section 65009 of the California Government Code, if you challenge this matter in court, you may be limited to those issues you or someone else raised at the public hearing described in this notice, or in written correspondence on the matter delivered to this agency at, or prior to the public 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, SECRETARY
PITTSBURG PLANNING COMMISSION

Project Title: Alves Ranch Subdivision, AP-18-1348 (GP, RZ, SUBD, DR, DA)

Location: North side of West Leland Road, south of State Route 4.

APNs: 093-460-001; 093-460-002; and 093-460-005.



City of Pittsburg

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

NOTICE OF PUBLIC HEARING

Jordan Davis

From: Bill Hesley <bill4email@gmail.com>
Sent: Wednesday, May 8, 2019 4:17 PM
To: Jordan Davis
Subject: Alves Ranch Development Plan

To: Jordan Davis

This email is in response to your posting on Nextdoor regarding the Alves Ranch Development Plan.

Great news about the commercial space, but my question has to do with housing. Will housing be market rate going forward with the new plan?

Thanks,

Bill Hesley

2385 Fieldgate Drive

Jordan Davis

From: Steve West <skwest4@att.net>
Sent: Monday, May 6, 2019 6:49 AM
To: Jordan Davis
Subject: Alves Project

Dear Mr. Davis

It seems that Pittsburg continues to allow development without an adequate plan to manage the traffic that this development creates. Currently Leland road is overwhelmed during commute hours by the existing traffic. What plans-IF ANY?- have been made to manage the traffic that will be created by this project. What the the time lines for start and completion of this project.

Thank you for your time

Kathleen West

Jordan Davis

From: Wilson Catalan <wilsoncatalan53@gmail.com>
Sent: Saturday, May 4, 2019 1:38 AM
To: Jordan Davis
Subject: Alves Ranch development plan

Hi

When is this project starting? An when is the estimated completion date?

Thank you so much.

Wilson Catalan
Sent from my iPhone

Jordan Davis

From: Jason Chi <156oakpoint@gmail.com>
Sent: Friday, May 3, 2019 7:36 PM
To: Jordan Davis
Subject: Jordan Ranch development

Hi Mr. Davis:

How this development could be recommended without proper environmental impact study?

Where are library and parks and trails and retail? Do you think the park off Leland and San Marcos can be called a park? The Safeway off Bailey built and serving community over 50 years ago is only major grocery chain willing to say in Pittsburg.

Please get these essential needs of community addressed first before any more housing expansion with Seeno family.

I will looking forward hearing from you and further community discussion with the rest of city council as well as mayor and concerned citizens.

BR
Jason Chi