



**CITY OF PITTSBURG
PLANNING COMMISSION MEETING AGENDA**

SEPTEMBER 8, 2020

**CITY HALL COUNCIL CHAMBER
65 CIVIC AVENUE, PITTSBURG, CA**

PUBLIC ADVISORY:

THE CITY COUNCIL CHAMBER WILL NOT BE OPEN TO THE PUBLIC

Pursuant to Section 3 of Executive Order N-29-20, issued by Governor Newsom on March 17, 2020, the regular meeting of the Planning Commission for September 8, 2020 will be conducted telephonically through Zoom and broadcast live through Granicus on the City's website which can be located on the [Streaming Media](#) page. If you do not have internet access, the meeting will also be available to the public in a listening-only mode via telephone call-in line. To listen to the meeting, dial 1 (669) 900-6833. When prompted, dial in the Webinar ID, 848 7951 2226 and Password, 086252.

Please be advised that pursuant to the Executive Order, and to ensure the health and safety of the public by limiting human contact that could spread the COVID-19 virus, the Council Chamber will not be open for the meeting. Planning Commissioners will be participating telephonically and will not be physically present in the Council Chamber.

Comments can be submitted via email to meetingcomments@ci.pittsburg.ca.us. If you wish to have your comments read to the Planning Commissioners during the appropriate Public Comment period, please indicate in the Subject Line "FOR PUBLIC COMMENT" and list the item number you wish to comment on. If your comment is for a non-agenda item, indicate "FOR PUBLIC COMMENT – NON-AGENDA." Comments that you want read to the Commission will be subject to the three-minute time limitation (approximately 350 words). In the event the Commission receives a high-volume response, read-in comments may be subject to a shortened time limitation of two minutes (approximately 250 words). Written comments that are only to be provided to the Planning Commission and not read at the meeting will be distributed to the Commissioners prior to the meeting if received by 5:00 p.m. the date of the meeting. Comments via text and social media (Facebook, Twitter, etc.) will not be accepted. Just as in a live meeting inside the Council Chamber, only one comment per agenda item per person is allowed. If you comment more than once on a particular topic, only the first email will be read aloud.

The City of Pittsburg thanks you in advance for taking all precautions to prevent spreading the COVID 19 virus.



City of Pittsburg Planning Commission Agenda

September 8, 2020

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

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

Planning Commission Members

**Sarah Foster, Chair
Christopher Moreno, Vice-Chair
Dr. Trinh Nguyen, Commissioner
Wolfgang Croskey, Commissioner
James Coniglio, Commissioner
Punita Bhasin, Commissioner
Elissa Robinson, 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**
Minutes of August 25, 2020

PUBLIC HEARINGS

2. **Ruby Smoke Shop & More, AP-20-1517 (UP)**
This is a public hearing on a request for approval of a use permit to operate a smoke shop at 3829 Railroad Avenue in the CN (Neighborhood Commercial) District. Assessor's Parcel No. 088-072-055.

COMMISSION CONSIDERATIONS

3. **San Marco Villas III Apartments, AP-20-1498 (DR)**
This is a public meeting on a request for Planning Commission approval on a design review application to construct a 270-unit extension, consisting of eleven new three story buildings and one clubhouse, to the existing San Marco Villas apartment complex located at the northwest corner of West Leland Road and San Marco Boulevard with access off of Villa Drive. The project site consists of approximately 14.92 acres and is zoned PD (Planned Development, City Council Ordinance No. 12-1362) District. APN: 091-050-047.

STAFF COMMUNICATIONS

COMMITTEE REPORTS / COMMISSION COMMENTS

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**

August 25, 2020

Pursuant to Section 3 of Executive Order N-29-20, issued by Governor Newsom on March 17, 2020, the regular meeting of the Planning Commission for August 25, 2020 was conducted telephonically through Zoom with broadcasting live through Granicus on the City's website. Please be advised that pursuant to the Executive Order, and to ensure the health and safety of the public by limiting human contact that could spread the COVID-19 virus, the Council Chamber was not open for the meeting. Council Members participated telephonically or through Zoom and were not physically present in the Council Chamber.

Chair Foster called the meeting of the Pittsburg Planning Commission to order at 7:00 p.m. on Tuesday, August 25, 2020, in the Council Chamber at City Hall, 65 Civic Avenue, Pittsburg, California via Zoom teleconference.

ROLL CALL

Present: Chair Foster, Vice-Chair Moreno, Commissioners Nguyen, Croskey, Coniglio, Bhasin

Absent: Commissioner Robinson

Staff: City Attorney Donna Mooney, Community Development Director Jill Hecht, City Engineer Richard Abono, Planning Manager/ Secretary Kristin Pollot, Assistant Planner, Celina Palmer, Deputy City Clerk Amanda McVey, Administrative Coordinator Shelby Rose

PLEDGE OF ALLEGIANCE

Chair Foster led the Pledge of Allegiance.

DELETIONS / WITHDRAWALS / CONTINUANCES

1. Villas III Apartments at San Marco (Village B and C), AP-20-1498 (DR), was continued to a date uncertain.
2. Recommendation on Amendments to Title 18 of the Pittsburg Municipal Code as it Relates to Recreational and Commercial Vehicle Storage in Residential Districts, AP-20-1521, was continued to a date uncertain.

COMMENTS FROM THE AUDIENCE

There were no comments from the audience.

CONSENT

3. Minutes of July 28, 2020

On motion by Commissioner Moreno and seconded by Commissioner Nguyen to approve the Minutes of July 28, 2020 and carried by the following vote:

AYES: Bhasin, Coniglio, Croskey, Moreno, Nguyen, Foster
NAYES: None
ABSTAIN: None
ABSENT: Robinson

COMMISSION CONSIDERATIONS

4. California Burrito, AP-20-1501 (DR)

A Request for design review approval to legalize new paint colors for the exterior façade of the existing drive through restaurant, located at 2175 Railroad Avenue. The property is located within the Railroad Avenue Specific Plan (RASP), PD-1319 (Planned Development, City Council Ordinance No. 09-1319) District, and has a RASP Land Use Designation of CC (Community Commercial).
Assessor's Parcel No. 088-183-078

Assistant Planner Palmer gave a presentation on the item.

Applicant Mike Barron spoke on behalf of this project.

On motion by Commissioner Moreno with the addition two bike racks for a total of 4 and seconded by Commissioner Nguyen to approve and carried by the following vote:

AYES: Bhasin, Coniglio, Moreno, Nguyen, Foster
NAYES: Croskey
ABSTAIN: None
ABSENT: Robinson

ZONING ADMINISTRATOR REPORTS

5. The Zoning Administrator submit four notices of intent to exercise delegated design review authority for: 1) various site improvements, including a new restroom facility, at the boat launch facility near the northern terminus of Marina Blvd., 2) various site improvements and new restroom facility at Central Harbor Park, just north of the boat launch facility; 3) minor façade upgrades for the Shell gas station located at the corner of Loveridge Rd. and Leland Rd., and 4) minor façade remodels for several buildings within the TransBay Cable facility at 570 W 10th Street. The Zoning Administrator also submit three resolutions previously approved under the delegated authority (Planning Commission Resolution No. 9918).

The Commissioners acknowledged receipt.

STAFF COMMUNICATIONS

Planning Manager / Secretary Pollot suggested the Commission convene to next regular meeting of Tuesday, September 8, 2020.

COMMITTEE REPORTS / COMMISSIONER COMMENTS

Commissioner Croskey reported that the City and Chamber will be releasing an application for the City's CARES Act program for businesses.

ADJOURNMENT

The meeting was adjourned at 7:46 p.m. to September 8, 2020.

Respectfully Submitted,

Kristin Pollot, AICP, Secretary

**CITY OF PITTSBURG
PLANNING COMMISSION
STAFF REPORT
September 8, 2020**

ITEM: Ruby Smoke Shop & More, AP-20-1517 (UP)

ORIGINATED BY: Qassem Ali, 187 Buchanan Road, Pittsburg, CA. 94565

SUBJECT: This is a public hearing on a request for approval of a use permit to operate a smoke shop at 3829 Railroad Avenue in the CN (Neighborhood Commercial) District. Assessor's Parcel No. 088-072-055.

RECOMMENDATION: Staff recommends the Commission adopt Resolution No. 10158, approving Planning Application No. 20-1517, subject to conditions.

BACKGROUND:

Ruby Lounge, a smoke shop and smoking lounge, previously operated at this location until its business permit was revoked in 2019. Reasons for the revocation included the following: permitting loitering outside the business; operating beyond the authorized hours; allowing live performances without proper permits; allowing audible music outside the business; and selling food and beverage without a permit. On October 22, 2019, an appeal of the revocation was heard by an independent hearing officer, and the appeal was denied. Despite the similarity in name, the applicant has no ties to the previous business at the site.

PROJECT DESCRIPTION:

Existing Conditions: The project site is a 2,500-square-foot commercial tenant space located at the Railroad Square Shopping Center (see Site Photo in Attachment 4). The shopping center consists of a 1,911-square-foot building at the east intersection of Railroad Avenue and Linscheid Drive; a 21,888-square-foot building at the back of the shopping center; and a shared parking lot with about 95 spaces. The current shopping center tenants include Hernandez Income Tax, Million Dollar Fades Barbershop, Panjabi Bazaar, Talk of the Town Hair Salon, Taqueria El Huasteco, Christ Embassy Church, and the Mehran Restaurant and Banquet Hall. Although the shopping center appears to be a single property, it actually spans four separate, but contiguous parcels owned by different parties.

Surrounding Land Uses:

North:	Uncle Wang Restaurant, K.K. Café, RamenTeaCa, Cynthia's Fashion, La Huasteca Mexican Grocery
West:	Oil Changers, Eagle Mini-Mart, First Baptist Head Start
South:	El Dorado Heights Subdivision
East:	Fort Knox Public Storage

Proposed Project: The applicant is requesting approval of a use permit to allow the operation of a smoke shop at the project site. The proposed smoke shop would primarily sell tobacco-related products such as cigarettes, cigars, bagged tobacco, smoke pipes, lighters, and lighter fluid. The applicant is also planning to sell convenience items including potato chips, candy, gum, ice cream, and soft drinks; household items such as medicine, dishwasher soap, incense, speakers, knives, car oil, posters, and key chains; and personal items like body jewelry, body oils, t-shirts, belts, and glasses. The proposed hours of operation would be between 9:00 a.m. to 10:00 p.m., seven days of the week, with two employees.

GENERAL PLAN/CODE COMPLIANCE:

General Plan: The project site is located in the 'Railroad Subarea' of the General Plan and has a land use designation of 'Community Commercial'. This designation is intended to provide sites for retail shopping containing a wide variety of businesses, including retail stores, eating and drinking establishments, commercial recreation, service stations, automobile repair services, financial, business and personal services, motels, educational and social services.

The project conforms with the General Plan and more specifically, Goal 2-G-18, in that the project would maintain Railroad Avenue as a destination point for community commercial activities.

Zoning: The project site is zoned 'CN (Neighborhood Commercial) District'. The proposed use falls under the land use classification of 'smoke shop' as defined by Pittsburgh Municipal Code (PMC) section 18.08.080(26)(i). Pursuant to PMC section 18.52.010, smoke shops are allowable uses in the CN District, subject to Limitation No. 165. According to this limitation, a use permit is required prior to operation of a smoke shop or smoking lounge. The limitation also requires that new smoke shops and smoking lounges be located at least 1,000 feet away from a school and any other smoke shops or smoking lounges in the area. The project site meets this requirement – it is located 1,750 feet away from Hillview Junior High School and 1,350 feet away from Black Diamond Vape Shop (the closest smoke shop in the area).

Parking: Smoke shops are parked in accordance with the 'General Merchandise, retail sales and rental' category. For this category, a minimum of one (1) off-street parking space is required per 250 square feet of floor area (PMC section 18.78.040, Schedule A). The sales area for the proposed smoke shop is approximately 1,400 square feet in size; therefore, six (6) off-street parking spaces are required. According to PMC section 18.78.45, at least one (1) bicycle parking space must be provided when the number of off-street parking spaces required is between five (5) and ten (10). Based on the gross floor area of the shopping center of approximately 23,800 square feet, a total of 95 spaces are required, the parking lot is currently striped for 100 spaces.

Landscaping: The project site has landscaped areas along the northern side of the building and in the parking lot, which cover approximately 2% of the site. Pursuant to

PMC section 18.76.060, an applicant for a zoning permit in a C or I district for occupancy of a site or structure that is nonconforming due to lack of required planting areas must present a schedule for elimination or substantial reduction of these nonconformities over a period not to exceed two years. Although the proposed project does not meet the minimum required landscaping percentage, it would be conditioned to enhance the existing landscaping onsite to improve site aesthetics.

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

1. is in accord with the objective of the Zoning Ordinance, the purposes of the land use district in which it is located and is appropriate to the specific location;
2. is not detrimental to the health, safety, and general welfare of the City;
3. will not adversely affect the orderly development of property within the City;
4. will not adversely affect the preservation of property values and the protection of the tax base and other substantial revenue sources within the City;
5. is consistent with the objectives, policies, general land uses, and programs specified in the general plan and applicable specific plan;
6. will not create a nuisance or enforcement problem within the neighborhood;
7. will not encourage marginal development within the neighborhood;
8. will not create a demand for public services within the City beyond that of the ability of the City to meet in light of taxation and spending restraints imposed by law;
9. is consistent with the City's approved funding priorities; and
10. if located within the pedestrian commercial (CP) district, will support the goals of creating a vibrant, economically prosperous, visually interesting, and engaging pedestrian-oriented atmosphere along the primary downtown corridor.

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

Public Notice: On or prior to August 29, 2020, notice of the September 8, 2020, public hearing was posted at City Hall, near the proposed project site and was mailed via first class or electronic mail to the applicant, to the property owner, to owners of property located within 300 feet of the proposed project site, to local service agencies expected

to provide services to the building, and to individuals who had previously filed written request for such notice, in accordance with PMC section 18.14.010 and Government Code section 65091. Although not required, the notice was also posted on www.nextdoor.com ("Nextdoor") and was sent directly to all subscribed residents in the "Atherton Avenue", "Delta Hawaii", "Golf Course/Crestview", "Upper Diamond", and "Woodland Hills" Nextdoor neighborhoods.

ANALYSIS:

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

1. No person under the age of 18 years shall be, remain in, or enter the premises, unless such person is accompanied by one of their parents, or legal guardians. (Condition No. 5)
2. Loitering shall be prohibited on any sidewalk or property adjacent to the premise and under the control of the business owner. (Condition No. 8)
3. The business owner shall maintain and operate a security video-recording camera during business hours. The business owner shall ensure video surveillance is provided for both inside the store premises and within the parking lot in front of the store. Video recordings shall be made available to the Police Department or any Law Enforcement Agency upon request. Each recording shall be kept for a minimum of 72 hours. (Condition No. 12)
4. No alcohol shall be sold on premises without approval of a separate use permit application. (Condition No. 6)
5. Drug Paraphernalia, as determined as determined by the Pittsburg Police Chief and including but not limited to "Brillo" style scrubbing pads, "Ziploc" style bags smaller than five inches by five inches (5" x 5"), and glass enclosed miniature paper roses, shall not be sold. (Condition No. 9)
6. No weapons (including guns, knives or swords) shall be sold on the premises. (Condition No. 10)
7. The business owner shall comply with all State regulations related to tobacco sales, including but not limited to, the prohibition of flavored tobacco products starting in January 2021. (Condition No. 18)

With the incorporation of the conditions of approval identified above, the use would not be detrimental to the health, safety, and general welfare of the City, nor would it create a nuisance or enforcement problem within the neighborhood. The project would help promote the general welfare of residents by occupying a site that would otherwise be

Planning Commission Staff Report
Ruby Smoke Shop & More, AP-20-1517 (UP).
September 8, 2020

vacant, and by providing a new commercial business that would have a positive impact on the City's tax base.

ACTION REQUIRED:

Move to adopt Resolution No. 10158, approving Use Permit Application No. 20-1517, subject to conditions.

ATTACHMENTS:

1. Proposed Resolution No. 10158
2. Project Plans
3. Map of Surrounding Uses
4. Site Photos
5. Property Development Regulations
6. Public Hearing Notice/Vicinity Map
7. Presentation Slides

Prepared by: John Dacey, AICP, Assistant Planner

Attachment 1

PROPOSED
BEFORE THE PLANNING COMMISSION OF THE CITY OF PITTSBURG

In the Matter of:

Resolution Granting a Use Permit to	)	
Operate a Smoke Shop, located at 3829	)	
Railroad Avenue, for "Ruby Smoke Shop	)	Resolution No. 10158
& More, AP-20-1517 (UP)."	)	

The Planning Commission of the City of Pittsburgh DOES RESOLVE as follows:

Section 1. Background

- A. On July 6, 2020, Qassem Ali, filed Planning Application No. 20-1517, requesting approval of a use permit to operate a smoke shop in an approximately 2,500-square-foot commercial space located at 3829 Railroad Avenue, in the CN (Neighborhood Commercial) District. Assessor's Parcel No. 088-072-055.
- B. The proposed project is governed by the Pittsburgh General Plan and Pittsburgh Municipal Code (PMC) Title 18 (Zoning).
- C. On December 21, 2016, the City Council adopted Ordinance No. 16-1419, which established the requirement for a use permit to establish a smoke shop or smoking lounge, as well as requirements that these uses be located at least 1,000 feet away from schools and any other existing smoke shops or smoking lounges in the area.
- D. This proposal is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) under Class 1, 'Existing Facilities' of the state CEQA Guidelines, section 15301.
- E. On or prior to August 29, 2020, notice of the September 8, 2020, public hearing was posted at City Hall, near the proposed project site and was mailed via first class or electronic mail to the applicant, to the property owner, to owners of property located within 300 feet of the proposed project site, to local service agencies expected to provide services to the building, and to individuals who had previously filed written request for such notice, in accordance with PMC section 18.14.010 and Government Code section 65091. Although not required, the notice was also posted on www.nextdoor.com ("Nextdoor") and was sent directly to all subscribed residents in the "Atherton Avenue", "Delta Hawaii", "Golf Course/Crestview", "Upper Diamond", and "Woodland Hills" neighborhoods.
- F. On September 8, 2020, the Planning Commission held a public hearing on Planning Application No. 20-1517, at which time oral and/or written testimony was considered.

Section 2. Findings

A. Based on the Planning Commission Staff Report entitled, “Ruby Smoke Shop & More, AP-20-1517 (UP),” and based on all the information contained in the Planning Division files on the project, incorporated herein by reference and available for review in the Planning Division located at 65 Civic Avenue in Pittsburg, and based on all written and oral testimony presented at the meeting, the Planning Commission finds that:

1. All recitals above are true and correct and are incorporated herein by reference.
2. The proposed smoke shop use:
 - a) Is in accord with the objective of the Zoning Ordinance, the purposes of the land use district in which it is located and is appropriate to the specific location. The project site is zoned CN District. The proposed use falls under the land use classification of ‘smoke shop’ as defined by Pittsburg Municipal Code (PMC) section 18.08.080(26)(i). Pursuant to PMC section 18.52.010, smoke shops are allowable uses in the CN District, subject to Limitation No. 165. According to this limitation, a use permit is required prior to operation of a smoke shop or smoking lounge. The limitation also requires that new smoke shops and smoking lounges be located at least 1,000 feet away from a school and any other smoke shops or smoking lounges in the area. The project site meets this requirement as it is located 1,750 feet away from Hillview Junior High School and 1,350 feet away from Black Diamond Vape Shop (the closest smoke shop in the area).
 - b) Will not be detrimental to the health, safety, and general welfare of the City, if conditions of approval are added requiring the applicant to: 1) exclude minors under the age of 18 from entering the store unless accompanied by a parent or legal guardian; 2) prohibit loitering; 3) provide a security video-surveillance system; 4) prohibit the sale of alcoholic beverages; 5) comply with all state guidelines related to tobacco sales.
 - c) Will not adversely affect the orderly development of property within the City, in that the smoke shop will occupy an existing commercial space that previously housed a smoke shop and smoking lounge, and the applicant is proposing no exterior building expansions.
 - d) Not adversely affect the preservation of property values and the protection of the tax base and other substantial revenue sources within the City, if the proposed smoke shop complies with the conditions of approval summarized above. The conditions of approval are intended to ensure the smoke shop operates in a manner that does not affect neighborhood safety.
 - e) Will be consistent with the General Plan. The subject site has a land use designation of ‘Community Commercial’. This designation is intended to provide sites for retail shopping containing a wide variety of businesses, including smoke shops. It will also be consistent with Goal 2-G-18, in that the proposed use will

eliminate a vacant site on an underutilized parcel, assisting in the maintenance of Railroad Avenue as a destination point for commercial activities.

- f) Will not create a nuisance or enforcement problem within the neighborhood, if the applicant abides by all conditions of approval included with the use permit, all City codes and regulations, and all regulations of any other affected agencies.
- g) Will not encourage marginal development within the neighborhood, in that the use will occupy an existing commercial space and does not involve construction of a new building or building addition.
- h) Will not create a demand for public services within the City beyond that of the ability of the City to meet in light of taxation and spending restraints imposed by law, in that project site is located in an area of the City served by existing utilities, and the business will be maintained and operated at the cost of the applicant.
- i) Is consistent with the City's approved funding priorities, in that it does not require City funding.
- j) Will not be located in the Pedestrian Commercial (CP) District.

Section 3. Decision

Based on the findings set forth above, the Planning Commission hereby approves Use Permit Application No. 20-1517, subject to the following conditions:

1. Substantial Conformity. The approved use shall be operated substantially as presented to the Planning Commission in the staff report identified in Section 2 above, except as modified by the conditions below. Operation of the approved business in a manner inconsistent with this description and this use permit shall be grounds for revocation of the use permit.
2. Hours of Operation. Business hours shall be limited to the hours of 9:00 a.m. and 10:00 p.m., daily.
3. Business Signage. This resolution does not approve any on-site signage. No permanent wall signs or temporary, promotional, or event signs and banners may be placed on the site prior to approval by the Planning Division.
4. Bicycle Parking. The business owner shall maintain permanent, fixed bicycle racks or lockers for a minimum of one (1) bicycle. The final design and location of any new bicycle rack(s) shall be subject to review and approval by the Planning Division.
5. Exclusion of Minors. A person under the age of 18 years shall not be, remain in, or enter the premises, unless accompanied by one of their parents, or legal guardians.

6. Alcohol Sales Prohibition. No alcohol shall be sold on premises without approval of a separate use permit application.
7. Outdoor Storage Prohibition. There shall be no outside storage of materials, supplies, bins, or other equipment related to the business operation.
8. Loitering Prohibition. Loitering shall be prohibited on any sidewalk or property adjacent to the premise and under the control of the business owner. Loitering shall be defined as “to stand idly about; linger aimlessly without lawful business”.
9. Drug Paraphernalia Prohibition. Drug paraphernalia, as determined by the Pittsburg Police Chief and including but not limited to “Brillo” style scrubbing pads, “Ziploc” style bags smaller than five inches by five inches (5” x 5”), and glass enclosed miniature paper roses, shall not be sold.
10. Weapons Prohibition. No weapons (including guns, knives or swords) shall be sold on the premises
11. Harmful Matter Prohibition. No harmful matter (as defined in Penal Code Section 313) may be displayed for sale or rent, except in accordance with applicable law. Harmful matter shall be defined as in Penal Code Section 313, as “matter, taken as a whole, which to the average person, applying contemporary statewide standards, appeals to the prurient interest, and is matter which, taken as a whole, depicts or describes in a patently offensive way sexual conduct and which, taken as a whole, lacks serious literary, artistic, political, or scientific value for minors.”.
12. Video Surveillance. The business owner shall maintain and operate a security video-recording camera during business hours. The business owner shall ensure video surveillance is provided for both inside the store premises and within the parking lot in front of the store. The video recordings shall be made available to the Police Department or any Law Enforcement Agency upon request. Each video recording shall be kept for a minimum of 72 hours.
13. Exterior Lighting. All exterior lighting fixtures shall be maintained in good working order at all times. If any exterior areas around the building become too dark, as determined by the Pittsburg Police Department, then new light fixtures shall be added to provide the necessary light needed on site surrounding the building. This determination shall be made at the discretion of the Police Department, in collaboration with the Planning Division. Any new light fixtures shall be reviewed and approved by the Planning Division prior to installation.
14. Interior Visibility. The business operator shall ensure that all windows, including widows within doors, are not screened, tinted, or otherwise obscured, and allow for visibility into the business. No blinds or shades should be used during business hours.
15. Notification Signage. One or more signs shall be placed in a prominent location within three feet of the main entrance of the building in English, Spanish, and other language(s) predominantly spoken by patrons, conveying the following messages:

- a. California State Law prohibits the sale of tobacco products to persons under 21 years of age; and
 - b. No Loitering or Public Drinking.
- 16. Graffiti Removal. Any graffiti painted or marked upon the premises or on any adjacent area under the control of the business owner shall be removed or painted over within forty-eight (48) hours of being applied.
- 17. Game and Video Prohibition. There shall be no coin operated games or video machines maintained on the premise at any time.
- 18. Compliance with State Regulations. The business owner shall comply with all State regulations related to tobacco sales, including but not limited to, the prohibition of flavored tobacco products starting in January 2021.
- 19. Outdoor Advertisement. Signage advertising the availability of tobacco and tobacco products for purchase from the store, including display of corporate logos of tobacco vendors, shall not be posted so as to be visible to any individual positioned outside of the store.
- 20. Off-Street Parking. The applicant shall provide a minimum of six (6) parking spaces.
- 21. Landscaping. Pursuant to PMC section 18.76.060, the business owner shall provide a landscaping plan to enhance the existing landscaped areas located along the northern side of the business to improve site aesthetics. The landscaping plan shall include shrubs and groundcover and be submitted to the Planning Division for approval.
- 22. Site Maintenance. The entire site shall be kept clean and free of all litter, debris and refuse, and all landscaping on site shall be kept weed free and maintained in a healthy condition.
- 23. Clean Up Methods. The business owner shall practice dry clean-up methods for outdoor sidewalk and parking surface areas on an as needed basis, in accordance with the guidelines established by the Bay Area Stormwater Management Agencies Association (BASMAA).
- 24. On-site Consumption Prohibition. There shall be no on-site consumption of tobacco and tobacco related products within the premise at any time.

Standard Conditions:

- 25. Standard Conditions. The Standard Conditions of Development as adopted by the Pittsburg Planning Commission by Resolution No. 8931 shall apply as conditions of approval for this project as applicable. Where there is a conflict between the Standard Conditions of Development and the project-specific conditions identified in this resolution, the specific conditions of this resolution shall govern.

26. Other Agency Requirements. The business owner shall comply with all the requirements of the City's Community Development Department, Contra Costa County Fire Protection District, and all other applicable local, state and federal agencies. It is the responsibility of the business owner to contact each local, state, or federal agency for requirements that may pertain to this project.
27. Indemnification. Business owner agrees to indemnify, defend, and hold harmless the City, its officials, officers, employees, agents and consultants from any and all administrative, legal or equitable actions or other proceedings instituted by any person challenging the validity of this project approval, subsequent project approval, or other action arising out of, or in connection with, this project approval. The parties shall cooperate in defending such action or proceeding. The parties shall use reasonable efforts to select mutually agreeable defense counsel but, if the parties cannot reach agreement, City may select its own legal counsel at applicant's sole cost and expense. Business owner may select its own legal counsel to represent business owner's interests at business owner's sole cost and expense. Business owner shall pay for City's costs of defense, whether directly or by timely reimbursement to City on a monthly basis. Such costs shall include, but not be limited to, all court costs and attorneys' fees expended by City in defense of any such action or other proceeding, plus staff and City Attorney time spent responding to and defending the claim, action or proceeding.
28. Expiration of Approval: This use permit shall expire on September 8, 2021, unless the use has been legally established prior to the expiration date, or a written request for an extension is filed with the Planning Division prior to the expiration date and subsequently approved by the Planning Commission.

Section 4. Effective Date

This resolution shall take effect immediately upon its adoption.

On motion by Commissioner _____, seconded by Commissioner _____, the foregoing resolution was passed and adopted the 8th day of September 2020, by the Planning Commission of the City of Pittsburg, California by the following vote:

AYES:

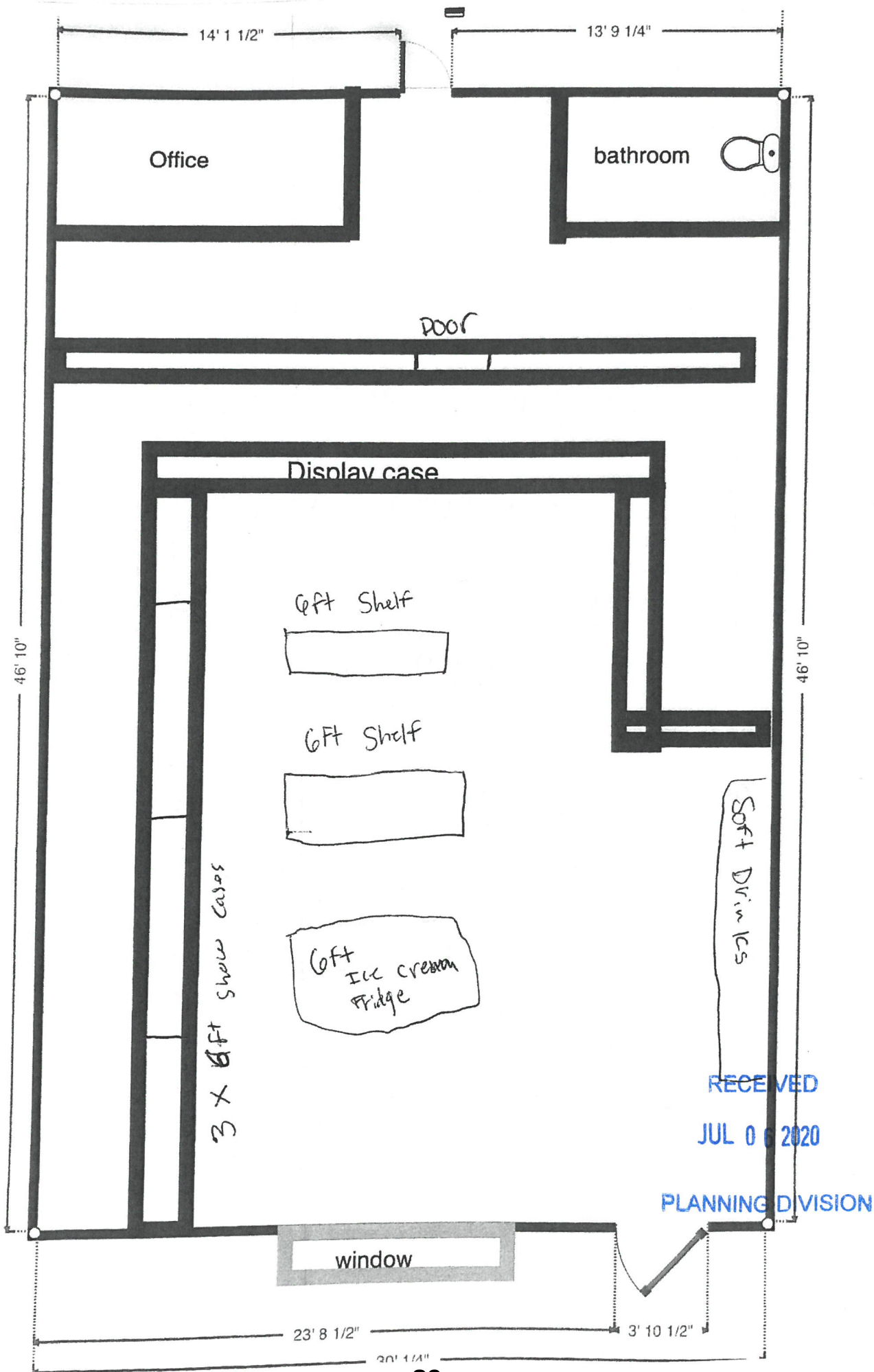
NAYES:

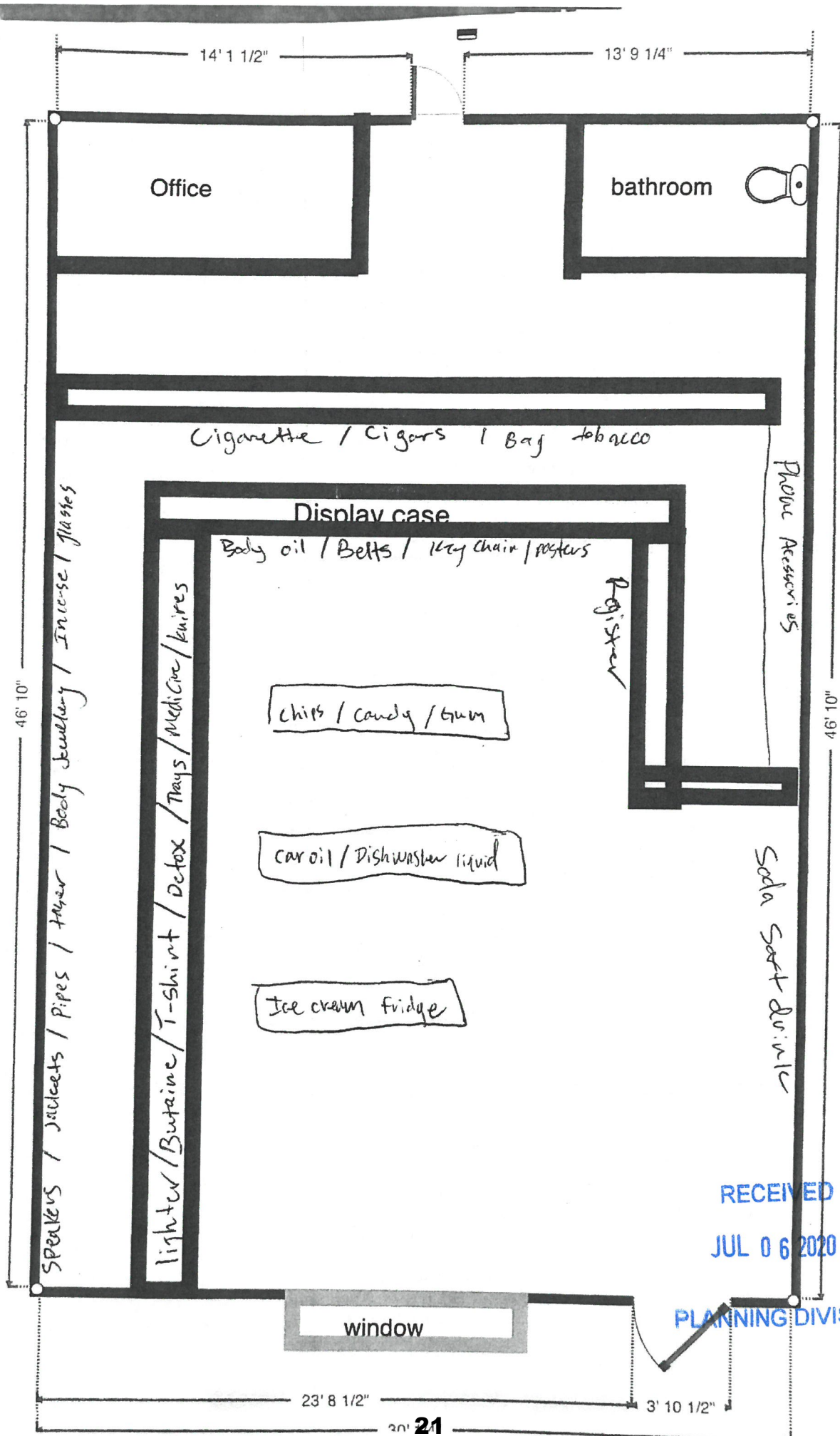
ABSTAIN:

ABSENT:

I hereby certify that the above Resolution No. 10158 was adopted by the Planning Commission of the City of Pittsburg on September 8, 2020

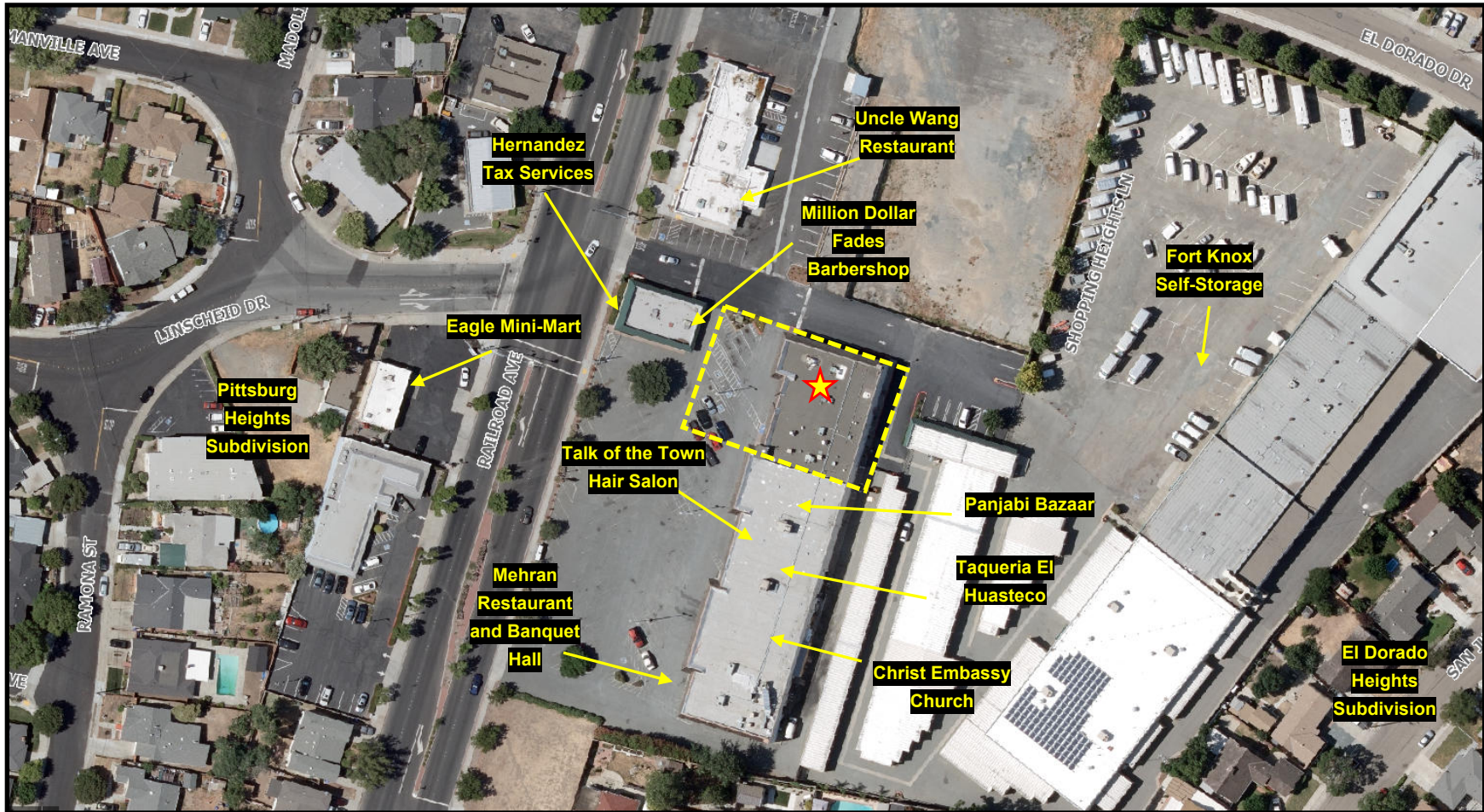
KRISTIN POLLOT, AICP, SECRETARY
PITTSBURG PLANNING COMMISSION





Attachment 3
Map of Surrounding Uses
Ruby Smoke Shop & More, AP-20-1517 (UP)

★ **Project Site**



Attachment 4

Site Photos

Ruby Smoke Shop & More, AP-20-1517 (UP)



Attachment 4

Site Photos

Ruby Smoke Shop & More, AP-20-1517 (UP)



Attachment 4
Site Photos

Ruby Smoke Shop & More, AP-20-1517 (UP)



Attachment 4
Site Photos

Ruby Smoke Shop & More, AP-20-1517 (UP)



Attachment 5
Property Development Regulations
 Ruby Smoke Shop & More, AP-20-1517 (UP)

Development Regulations: <i>CN District</i>	Requirement:	Proposed Project:
Minimum Lot Area:	5,000 s.f.	15,246 s.f.
Minimum Lot Width:	50 ft.	Approx. 118 ft.
Minimum Yards:	-	-
Front:	15 ft.	Approx. 40 ft.
Side	-	Approx. 0, 20 ft.
Rear:	-	Approx. 8 ft.
Maximum Height of Structures:	35 ft.	17 ft.
Maximum Lot Coverage:	40%	Approx. 43% <i>(Existing Non-Conformity)</i>
Maximum Floor-Area Ratio (FAR):	0.5	0.43
Minimum Site Landscaping:	15%	2% <i>(See Compliance section in Staff Report for further discussion)</i>
Off Street Parking Requirement:	6 off-street parking spaces	6 off-street parking spaces (conditionally)
Bicycle Parking and Storage:	Based on the Number of Off-Street Parking Spaces Required	1 (conditionally)



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 an online public meeting on:

DATE: September 8, 2020
TIME: 7:00 p.m.
PLACE: Zoom Teleconference via Streaming Media on the City's homepage,
www.ci.pittsburg.ca.us (see public advisory on last page)

Concerning the following matter:

Ruby Smoke Shop & More, AP-20-1517 (UP)

This is an application by Qassem Ali requesting use permit approval to operate a smoke shop in an approximate 2,500-square-foot commercial structure located at 3829 Railroad Avenue in the CN (Neighborhood Commercial) District. Assessor's Parcel No. 088-072-055.

PROJECT PLANNER: John Dacey, (925) 252-4824 or jdacey@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; please contact the project planner listed above to make necessary arrangements.

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

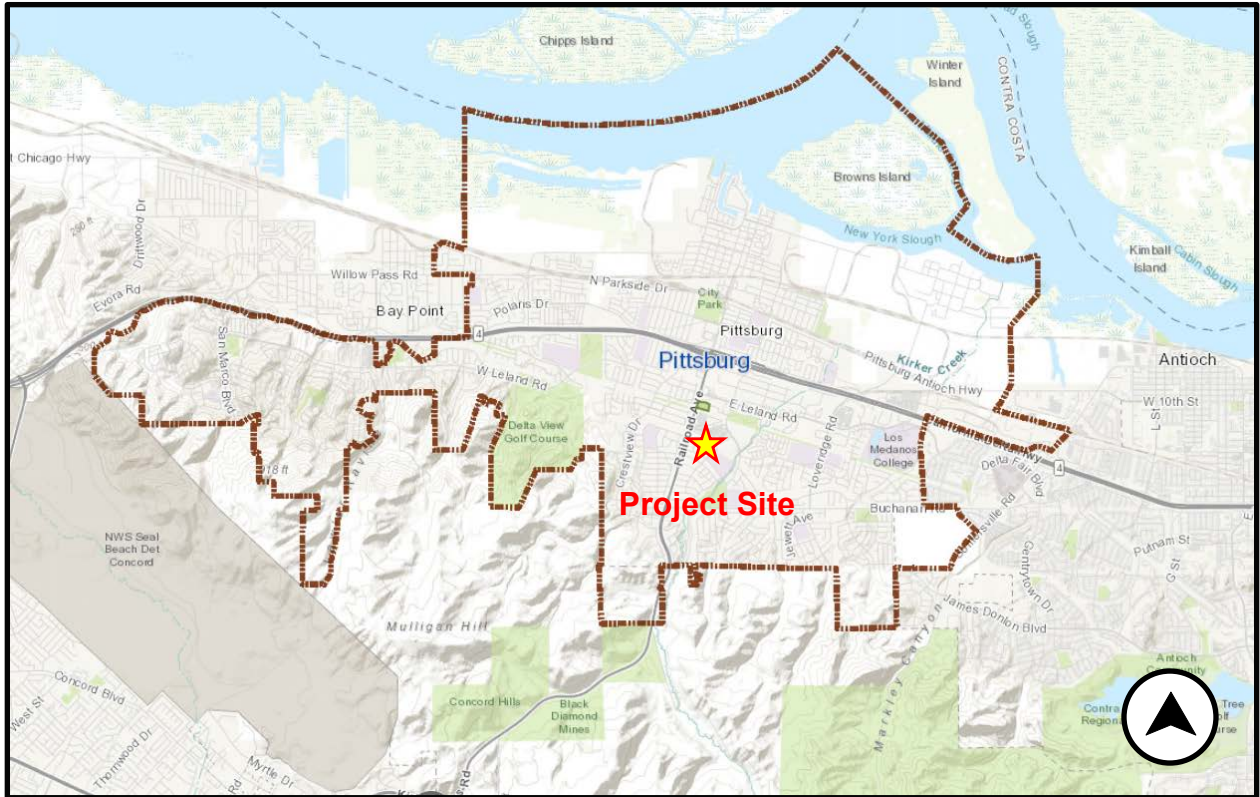
Comments or objections to the project can be made by writing or through e-mailed testimony during the meeting. Written comments citing the project name may be emailed to the project planner listed above or may be mailed or delivered to Pittsburg Planning Division, 65 Civic Avenue, Pittsburg, CA 94565. Comments during the meeting can be submitted via email to meetingcomments@ci.pittsburg.ca.us.

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

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


HECTOR ROJAS FOR KRISTIN
POLLOT, SECRETARY
PITTSBURG PLANNING COMMISSION

Project Title: Ruby Smoke Shop & More, AP-20-1517 (UP)
Location: 3829 Railroad Avenue, APN 088-072-055



PUBLIC ADVISORY:
THE CITY COUNCIL CHAMBER WILL NOT BE OPEN TO THE PUBLIC

Pursuant to Section 3 of Executive Order N-29-20, issued by Governor Newsom on March 17, 2020, the regular meeting of the Planning Commission for **September 8, 2020** will be conducted telephonically through Zoom and broadcast live on the City's homepage.

Please be advised that pursuant to the Executive Order, and to ensure the health and safety of the public by limiting human contact that could spread the COVID-19 virus, the Council Chamber will not be open for the meeting. Planning Commissioners will be participating telephonically and will not be physically present in the Council Chamber.

To view the meeting online during its broadcast:

1. Go to www.ci.pittsburg.ca.us
2. On the right-hand side of the page, click the "Streaming Media" button

Comments on this item can be submitted via email to:
meetingcomments@ci.pittsburg.ca.us

If you wish to have your comments read to the Planning Commissioners during the appropriate Public Comment period, please indicate in the Subject Line "FOR PUBLIC COMMENT" and list the item number you wish to comment on. If your comment is for a non-agenda item, indicate "FOR PUBLIC COMMENT – NON-AGENDA." Comments that you want read to the Commission will be subject to the three minute time limitation (approximately 350 words). Written comments that are only to be provided to Commission and not read at the meeting will be distributed to the Commission prior to the meeting if received by 5:00 p.m. the date of the meeting. Comments via text and social media (Facebook, Nextdoor, etc.) will not be accepted.

The City of Pittsburg thanks you in advance for taking all precautions to prevent spreading the COVID-19 virus.



City of
Pittsburg

Ruby Smoke Shop & More
AP-20-1517 (UP)



Manville Avenue

Madoline Street

El Dorado Drive

Yosemite Drive

Railroad Avenue

Linscheid Drive

Pittsburg
Heights
Subdivision

Ramona Street

Railroad
Square
Shopping
Center

Fort Knox Self
Storage

San Juan Drive

El Dorado
Heights
Subdivision

Shasta Circle

El Camino Drive

32

Project
Site



Hernandez Income
Tax

Million Dollar
Fades Barbershop

Proposed
Ruby Smoke Shop
& More

Panjabi Baazar

Taqueria El
Huasteco

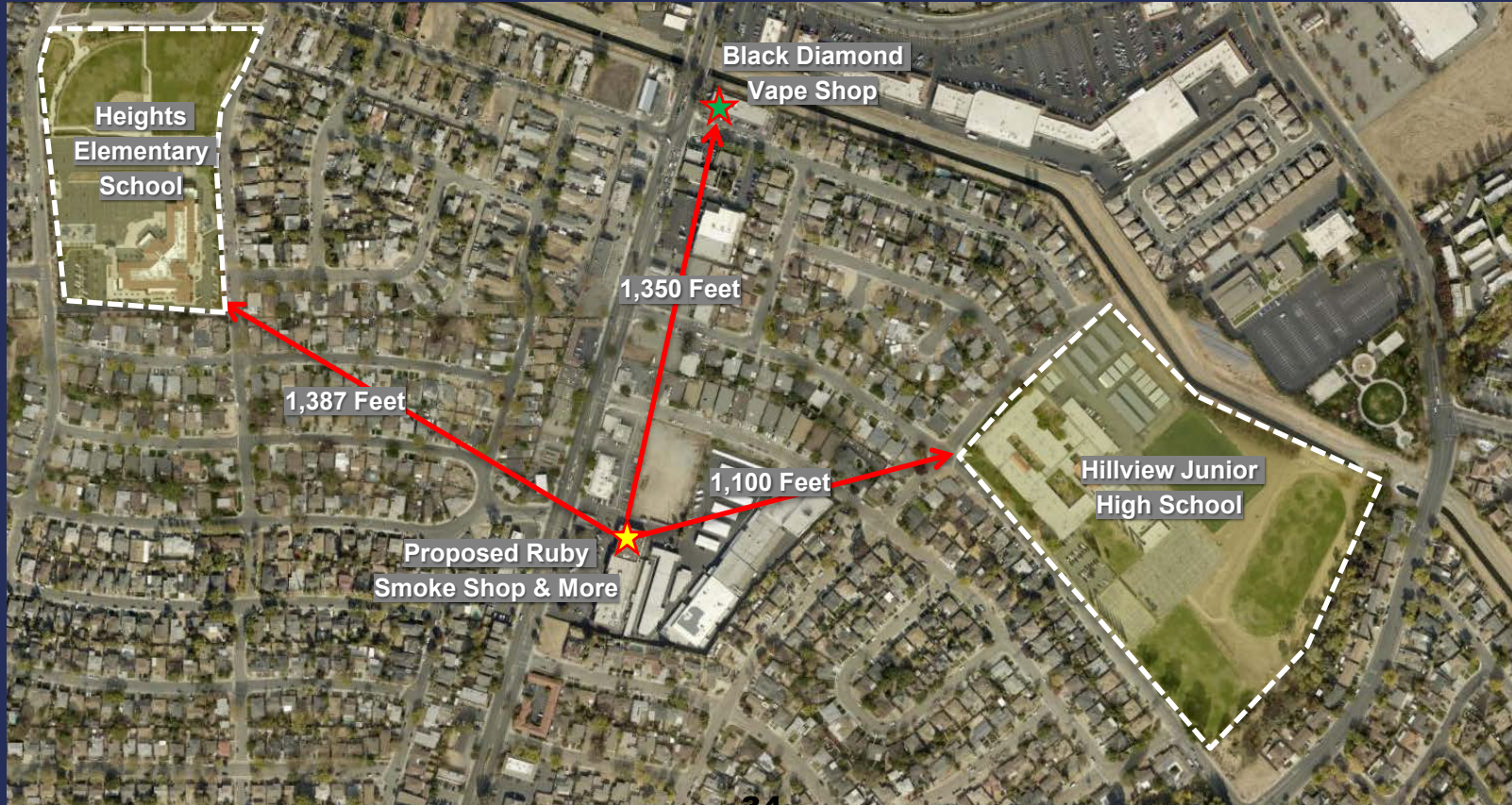
Talk of the Town
Hair Salon

Mehran Restaurant

Christ Embassy

33

Distance to Sensitive Uses



Site Photo



Site Photo



Site Photo



Scope of Operation



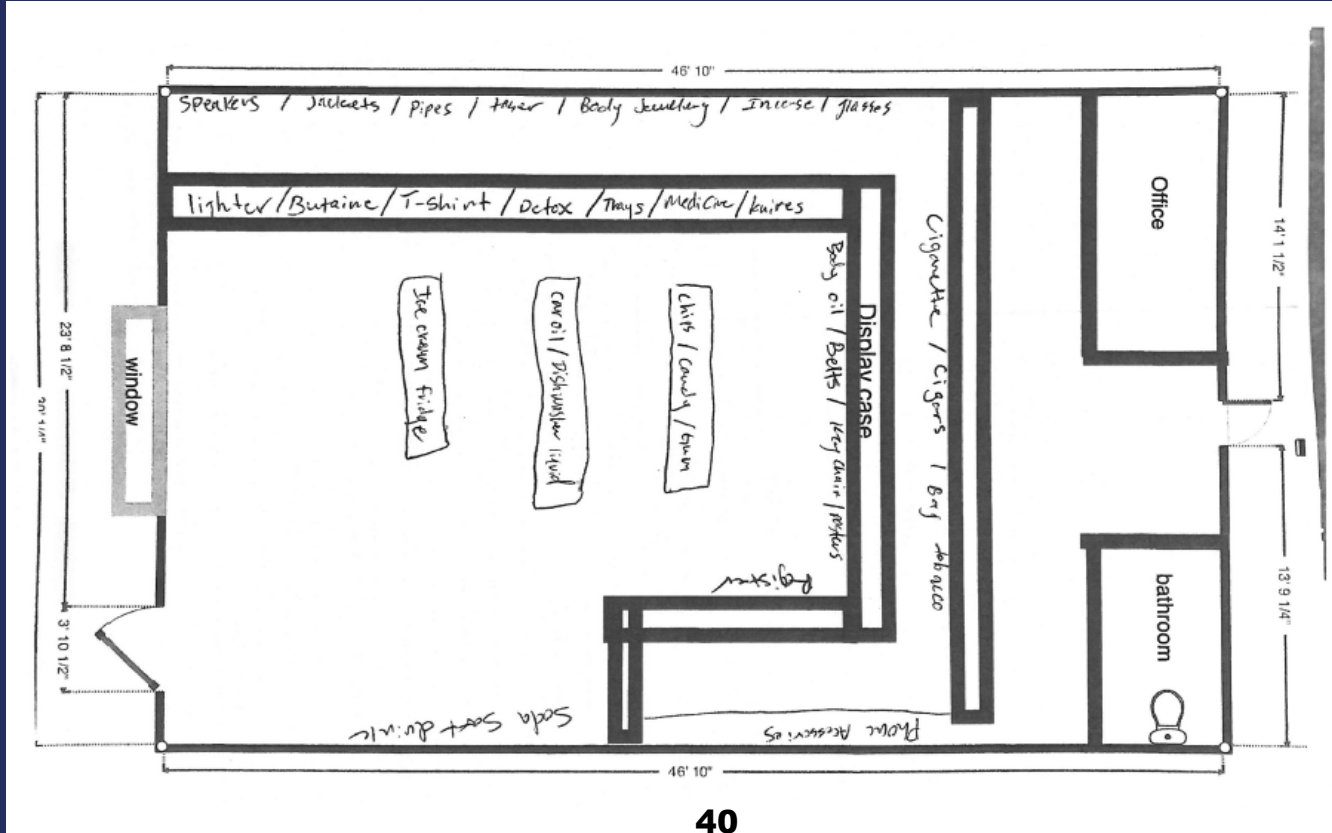
- Proposed Hours of Operation from 9:00 a.m. to 10:00 p.m. daily.
- Two employees.
- Six required parking spaces.

Scope of Operation



- The proposed smoke shop would primarily sell tobacco-related products such as cigarettes, cigars, bagged tobacco, smoke pipes, lighters, and lighter fluid.
- The shop is also planning to sell convenience items including potato chips, candy, gum, ice cream, and soft drinks; household items such as medicine, dishwasher soap, incense, speakers, car oil, posters, and key chains; and personal items like body jewelry, body oils, t-shirts, belts, and glasses.

Floor Plan



Conditions



- A person under the age of 18 years shall not be, remain in, or enter the premises, unless such person is accompanied by one of their parents, or legal guardians. (Condition No. 5)
- Loitering shall be prohibited on any sidewalk or property adjacent to the premise and under the control of the business owner. (Condition No. 8)

Conditions



- No alcohol shall be sold on premises without approval of a separate use permit application. (Condition No. 6)
- Drug Paraphernalia, as determined as determined by the Pittsburg Police Chief and including but not limited to “Brillo” style scrubbing pads, “Ziploc” style bags smaller than five inches by five inches (5” x 5”), and glass enclosed miniature paper roses, shall not be sold. (Condition No. 9)
- The business owner shall comply with all State regulations related to tobacco sales, including but not limited to, the prohibition of flavored tobacco products starting in January 2021. (Condition No. 18)

Recommendation



Staff recommends that the Planning Commission adopt **Resolution No. 10158**, approving design review and tree removal permit application No. **AP-20-1517**, **subject to conditions.**

**CITY OF PITTSBURG
PLANNING COMMISSION
STAFF REPORT
September 8, 2020**

ITEM: San Marco Villas III Apartments, AP-20-1498 (DR)

ORIGINATED BY: Louis Parsons on behalf of Discovery Builders, Inc., 4021 Port Chicago Highway, Concord, CA 94520

SUBJECT: This is a public meeting on a request for Planning Commission approval on a design review application to construct a 270-unit extension, consisting of eleven new three story buildings and one clubhouse, to the existing San Marco Villas apartment complex located at the northwest corner of West Leland Road and San Marco Boulevard with access off of Villa Drive. The project site consists of approximately 14.92 acres and is zoned PD (Planned Development, City Council Ordinance No. 12-1362) District. APN: 091-050-047.

RECOMMENDATION: Staff recommends that the Planning Commission adopt Resolution No.10155, recommending Planning Commission approval of Design Review No. AP-20-1498, subject to conditions.

BACKGROUND: On April 3, 1990, the City Council adopted Ordinance No. 90-990 certifying a Negative Declaration authorizing the execution of the Southwest Development Agreement for the property currently known as the San Marco Development. The San Marco Development Agreement (DA) provided vested rights for the development of up to 2,938 residential units (including 1,412 single family residential and 1,526 multi-family residential units) across 639 acres in Pittsburg's Southwest Hills, and established provisions for land use regulations, fees, assessments and infrastructure.

DA History: On February 1, 1993, three years following the initial approval of the DA, the City Council adopted Ordinance No. 01-1187 which extended the term of the San Marco DA agreement from 2002 to the year 2020. Initial construction of residential units in San Marco began in 2001. On July 19, 2010, the Council approved Ordinance No 10-1326, the second amendment to the DA, which revised the map exhibit of the DA to remove 1.41 acres that the developer wanted to develop for a commercial gasoline station, rather than a residential use. On April 15, 2013, the Council approved Ordinance No 13-9941, the third amendment to the DA, to extend the agreement into the year 2032, among other items, including park improvements and annual payments for DA compliance reviews. To date, the entire San Marco Development area is close to 70% built out.

PROJECT DESCRIPTION: The project includes construction of a 270-unit multi-family development at the site. In total, there would be 90 one-bedroom, one-bathroom units, and 180 two-bedroom, two-bathroom units proposed. There would be four different building types, including three 12-unit buildings (Type A), three 24-unit buildings (Type B), one 30-unit building (Type C), and four 36-unit buildings (Type D). Six garages

would be made available to residents and they would be located along the eastern and southern perimeter of the development.

The proposed project consists of eleven total, three story “village-orientation” walk-up apartment buildings. The building elevations are primarily textured stucco with decorative wrought iron finishes that utilize an Italian influenced “Mediterranean” style, which would be complementary to the existing Villas I and II apartments to the east. A variety of arched windows, grid patterned glass, decorative windows with cross-grilles, and decorative blue tiled design features, mimicking arched windows, provide architectural relief on all elevations. Villas III would be painted using similar colors that would match the existing cream, brown, and burnt orange tones used on the Villas I and II developments. Tiled hipped roofing and ornamental square cupolas with decorative tile would be used on all four building types. The Villas III project would also include installation of corresponding site improvements such as, landscaping, walkways, drive aisles, parking, lighting and multiple trash enclosures. In addition, site amenities would include a clubhouse, covered loggias with outdoor seating areas, and an expansive pool and spa.

The complex would be accessible through Villas Drive on the east and via pedestrian opening from Villas II on the eastern property line. One decorative vehicle entry gate with security call box would be located at the end of Villas Drive within the interior of the project site and is proposed to be perpendicular to the West Leland Road frontage, reducing the visual impact of the gates.

Existing Conditions: The total project site of parcel 091-050-047 is 47.43 acres of vacant land bounded by State Highway 4 to the north, West Leland along the south property line, and is accessible via Villas Drive to the east. The applicant, Discovery Builders proposes to develop the Villas III project on approximately 14.92 acres and would leave the remaining acreage undeveloped. The property has a 50-foot wide PG&E transmission tower line easement running northwest to southeast of the property and another 20-foot public utility easement running southwest to northeast across the site.

Surrounding Land Uses: The San Marcos Villas III site is bordered by State Highway 4 to the north, Villas Drive and San Marcos Villas I and II to the east, “Bellagio” or San Marcos single-family Village “L” to the south, and vacant land to the west, which is proposed to remain undeveloped at this time. The “Project Location Map and Existing Conditions,” are included as Attachment 3.

CODE COMPLIANCE:

The San Marco Development Plan area is subject to a Development Agreement between the City of Pittsburg and SEECON Financial and Construction Company. The San Marco Development Agreement took effect on July 1, 1993 and is currently set to expire in 2032. The San Marco Development Agreement ‘locked’ in the land use regulations at the time it was originally adopted; therefore, the current 2001 General Plan and some of the newer zoning regulations do not apply to the proposed project. At

the time the San Marco Development Agreement, Development Plan, and Planned Development District were approved, they were determined to be consistent with the 1988 General Plan, which is the preceding General Plan version that would be applicable to the proposed project. The current proposed development is consistent with the San Marco Development Agreement, Development Plan, Planned Development District, and the applicable 1988 General Plan.

Measure J/ Draft Active Transportation Plan: The project is subject to compliance with the Contra Costa County “Measure J” Growth Management Program and the provisions of the Transportation Element of the General Plan. In order to comply with the requirements of Measure J, which keeps the City eligible for regional transportation funding, the applicant prepared a Traffic Impact Study (TIS) prepared by Abrams Associates dated July 31, 2020 (included as Attachment 4), and was reviewed by the City’s Traffic Engineer. The only physical improvement recommended by the TIS, was the installation of a Class IV bike lane on both sides of West Leland Road from Villa Drive to San Marco Boulevard.

Inclusionary Housing Ordinance: The proposed project is exempt from the requirements of the City’s Inclusionary Housing Ordinance (PMC Chapter 18.86) adopted in 2004 because the project is subject to the San Marco Development Agreement. Provisions of this agreement expressly prohibit the application of new City rules, regulations and policies that come into effect after July 1, 1993.

Zoning: The current zoning for the site is PD (Planned Development District, Ordinance No. 12-1362). Development of the project site is regulated by the conditions of approval set forth in the ordinance establishing the PD District. As per Condition 36 of PD District 12-1362, all applicable regulations of the Pittsburg Municipal Code (PMC) including zoning regulations where not otherwise specified in the resolution, shall apply. Those sections of the PMC which applied on or before July 1, 1993, apply to this project unless otherwise specified in the San Marco Development Agreement or Development Plan. The project is consistent with those PMC policies, including building height, minimum lot area, off-street parking, and other regulations applicable to multi-family housing that were not otherwise specified in these entitlements. At a height of approximately 40 feet, the proposed buildings would be under the maximum allowable height of 45 feet (PMC section 18.32.040, 1987). A minimum of 1,815 square feet of lot area is required per unit (PMC section 18.32.050, 1987). The San Marco Villas Development would provide over 3,042 square feet per unit.

As per Condition 10, apartment and townhouse villages shall have substantial landscape areas in order to reduce visual impacts from Highway 4. The proposed project would provide substantial landscaping, including a mix of trees, shrubs, and herbaceous plants adjacent to Highway 4. The proposed landscape coverage for San Marco Villas III is 37 percent while neighboring Villas I and Villas II have 55 percent and 31 percent, respectively. The entire complex exceeds the minimum requirements for new apartment projects in the standard high-density residential zoning district of the PMC which requires a minimum 20% landscape coverage (PMC 18.20.105).

It should also be noted that Condition 21 requires that recreational vehicle (RV) storage area shall be located on one of the villages containing apartments or townhouses. The size, location and design shall be approved by the Community Development Director. Management and maintenance of the RV facility shall be the responsibility of the apartment owner or townhouse homeowner's association. Regulations shall give first priority to residents of the project with provisions to allow use by the general public.

An RV storage area is not proposed at this time. Given that the remaining multifamily sites (Remaining Village C (60 units), and Village O) have yet to be developed, approval of the proposed project would not prevent future implementation of this condition of approval.

Density: The proposed project falls primarily within the area designated as 'Village C' and the remaining portion of 'Village B'. Village B is a 34-acre site with 471 residential apartment units planned. To date, Villas I and II was constructed with 462 units. The proposed project would provide the remaining nine units envisioned under the Development Agreement to complete the final build out of "Village B".

Additionally, the Development Agreement indicates that Village C is proposed as a 59.6-acre site with 339 residential apartments to be built to townhouse standards. The proposed project is a 14.92-acre site with 270 residential apartment units constructed in a townhome design. This would leave 44.68 acres (75 percent) undeveloped and 60 of the 339 units of the Village C site available for future development.

It should be noted, however, that this is not a final density calculation when taking into account the full build out potential identified for Village C. With significant undeveloped area left within Village C, the proposed project density of 17.2 per acre, the remaining vacant area provides opportunity for the final density of Village C to balance at or below the maximum allowable density envisioned under the San Marco Development Plan to be determined under a later application.

Parking: The parking ratio for multifamily residential uses is one space per unit, including one covered space, plus ½ a space for each unit containing two or more bedrooms (PMC section 18.32.080, 1987). Based on this ratio, the total parking requirement for the proposed project is 360 spaces. A total of 579 parking spaces have been proposed for distribution throughout the project site, including 36 garage spaces, 270 carport spaces, and 273 uncovered spaces. Consistent with neighboring Villas II): 1) that the applicant provide at least one bike rack space per ten vehicular parking spaces provided and that the bike racks be evenly distributed throughout the site; and 2) that the applicant provide permanent wall mounting systems for use by residents inside of each garage for secure bicycle parking. Additionally, the proposed plans indicate that the project would include electric vehicle charging infrastructure, which will provide approximately 10 percent (57 stalls) of parking stalls to be available for electric vehicles.

Development Review Design Guidelines: The Development Review Design Guidelines (DRDGs) were adopted on November 9, 2010 and are therefore not applicable to this project given the terms of the San Marco Development Agreement. However, similar to Villas I and II, the proposed project is consistent with applicable DRDG sections, most notably, DRDG section I.a, which encourages reliefs and architectural treatments be provided on all building elevations providing 360 architecture.

Furthermore, although not required, the application would conform with DRDGs sections I.a, VI.C.3, VI.C.5, VI.C.7, and VI.C.8 if: 1) AC units are substantially screened from public view; 2) rewiring for solar panels is provided on all new carports; 3) all garages are rewired for EV charging stations; 4) at least 56 bike parking spaces (one per each ten automobile parking spaces provided on site) are provided for guests within outdoor racks, to be evenly distributed throughout the site; 5) permanent wall mounted bike storage systems are provided within each garage unit for residents; and 6) the project incorporates the most recent acceptable best management practices for water-efficient landscape design, consistent with PMC section 18.84.310.

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

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

Environmental: The proposed project is within the scope of the Subsequent Environmental Impact Report (SEIR, SCH #91073029) prepared for the San Marco Development Plan Area and certified by the Planning Commission on October 13, 1992. The project is in substantial conformance with the multi-family residential units analyzed in the SEIR for Village B and C of the San Marco Development Plan area. Furthermore, there are no substantial changes that have occurred with respect to the circumstances under which the SEIR was certified.

Public Notice: Although not required, on or prior to August 28, 2020, a “Notice of Public Meeting” for the September 8, 2020, public meeting on this item was posted at City Hall 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: The proposed project is consistent with the development that was envisioned and conceptually proposed for Village B and Village C under the San Marco Development Agreement, Development Plan, and PD zoning district, and is therefore considered consistent with the applicable 1988 General Plan. The project does not exceed the maximum allowable density for the PD District (17.2 units per acre) and is consistent with the conditions of approval set forth in the ordinance establishing the original PD District. With the adoption of several recommended conditions of approval as outlined in the ‘Development Review Design Guidelines’ section above, the project would also be substantially consistent with the adopted Development Review Design Guidelines. As proposed, the architecture and site layout is complementary and consistent with the surrounding Villas I and II apartments. Staff recommends that the Commission adopt the following Conditions of Approval believes that the Planning Commission can make the required findings to approve the proposed architectural and site development plans for San Marco Villas III.

ACTION REQUIRED: Staff recommends that the Commission adopt the attached Resolution No. 10155, recommending approval of design review, for the San Marcos Villas III Apartments, subject to conditions.

ATTACHMENTS:

1. Proposed Resolution No. 10155
2. Site and Architectural Plans, dated March 27, 2020
3. Project Location Map/Existing Conditions and Site Photos
4. Traffic Impact Study conducted by Abrams and Associates dated July 31, 2020
5. Public Meeting Notice and Vicinity Map
6. Staff Presentation

Prepared by: Trishia Caguiat, Associate Planner

PROPOSED
BEFORE THE PLANNING COMMISSION OF THE CITY OF PITTSBURG

In the Matter of:

Resolution Granting Design Review	)	
Approval for a 270-Unit Extension of the	)	
Existing San Marco Villas Apartment	)	Resolution No. 10155
Complex Located East of Villa Drive, for	)	
"San Marco Villas III Apartments, AP-20-	)	
1498 (DR)."	)	

The Planning Commission DOES RESOLVE as follows:

Section 1. Background

- A. On February 2, 2020, Louis Parsons on behalf of Discovery Builder, filed Design Review Application No. 20-1498 requesting design review approval of plans to construct a construct a 270-unit extension, consisting of eleven new three story buildings and one clubhouse, to the existing San Marco Villas apartment complex located at the northwest corner of West Leland Road and San Marco Boulevard with access off of Villa Drive. The project site consists of approximately 14.92 acres and is zoned PD (Planned Development, City Council Ordinance No. 12-1362) District. APN: 091-050-047.
- B. In 1992, the City of Pittsburg and SEECON Financial and Construction Company entered into a development agreement (San Marco Development Agreement) for the construction of up to 2,938 residential units on 639 acres in Pittsburg's Southwest Hills Planning Subarea.
- C. In 1993, the City Council adopted Resolution No. 93-7888, Ordinance No. 93-1057, and Resolution No. 93-7890, certifying a subsequent environmental impact report (SCH #91073029), establishing a 'Planned Development' zoning district, and approving a vesting tentative map (Subdivision No. 7362) for the San Marco Development Plan.
- D. The San Marco Development Agreement and Development Plan authorize construction of up to 1,412 single family residential and 1,526 multi-family residential units throughout 14 'villages' and require dedication of approximately 19.2 acres for construction of a school and three community parks. To date, the entire San Marco Development area is close to 70% built out.
- E. The San Marco Development Agreement is currently set to expire in 2032. Pursuant to the original San Marco PD (Ordinance No. 93-1057), design review approval is required prior to construction of any phase of development in the San Marco Development Plan area.

- F. The proposed project is governed by the policies and development standards in the 1988 Pittsburg General Plan, the San Marco Development Plan and the Pittsburg Municipal Code (PMC), all of which predate the San Marco Development Agreement which took effect on July 1, 1993.
- G. Development of the project site (Village B and C) was envisioned in and is consistent with the San Marco Development Plan. The San Marco Development Plan was determined to be consistent with the applicable General Plan (1988) at the time it was approved.
- H. The proposed project is exempt from the requirements of the City's Inclusionary Housing Ordinance (PMC Chapter 18.86) adopted in 2004 because the project is subject to the San Marco Development Agreement. Provisions of this agreement expressly prohibit the application of new City rules, regulations and policies that come into effect after July 1, 1993.
- I. The proposed project is within the scope of the Subsequent Environmental Impact Report (SEIR, SCH #91073029) prepared for the San Marco Development Plan Area and certified by the Planning Commission on October 13, 1992. The project is in substantial conformance with the multi-family residential units analyzed in the SEIR for Village B and C of the San Marco Development Plan area. Furthermore, there are no substantial changes that have occurred with respect to the circumstances under which the SEIR was certified.
- J. Design review approval can be granted by the Planning Commission only after the Commission makes a determination that the proposed project is consistent with PMC section 18.36.220 (B), which is summarized below:
 - 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.
- K. On September 8, 2020, the Planning Commission held a meeting on Design Review Application No. 20-1498, at which time oral and/or written testimony was considered.

Section 2. Findings

- A. Based on the Planning Commission Staff Report entitled, "San Marco Villas III , AP-20-1498 (DR)," and based on all the information contained in the Planning Division files on the project, incorporated herein by reference and available for review in the Planning Division located at 65 Civic Avenue in Pittsburg, and based on all written and oral testimony presented at the meeting, the Planning Commission finds that: All recitals above are true and correct and are incorporated herein by reference.
1. The proposed project is within the scope of the Subsequent Environmental Impact Report (SEIR, SCH #91073029) prepared for the San Marco Development Plan Area and certified by the Planning Commission on October 13, 1992. The project is in substantial conformance with the multi-family residential units analyzed in the SEIR for Village B and C of the San Marco Development Plan area. Furthermore, there are no substantial changes that have occurred with respect to the circumstances under which the SEIR was certified.
 2. The structures conform with good taste, good design and in general contribute to the character and image of the city as a place of beauty, spaciousness, balance, taste, fitness, broad vistas, and high quality, in that the proposed project is consistent with the design of San Marco Villas I and II. Similar to San Marco Villas I and II, the proposed project (Villas III) features 'Mediterranean' architecture with Italian influences. The proposed project will be internally connected to San Marco Villas I and II which offers a unique multi-family living opportunity to Pittsburg residents with its estate-like layout, large open landscaped areas, and extensive amenities.
 3. The structures will be protected against exterior and interior noise, vibrations and other factors which may tend to make the environment less desirable, in that mitigation measures for these factors have been evaluated in the Subsequent Environmental Impact Report (SEIR) prepared for the San Marco Development Plan. The mitigation measures will be implemented with the construction of the proposed project.
 4. The exterior design and appearance of the structures are not of inferior quality as to cause the nature of the neighborhood to materially depreciate in appearance. The proposed structures are attractive and evoke the feeling of a grand estate/resort which is appropriate for the proposed site given its high visibility from State Highway 4.
 5. The structures are in harmony with proposed developments on land in the general area, in that the proposed architecture and theme of the entire San Marco Villas Apartments are complimentary to the overall architectural theme of the detached single family homes in the San Marco Development Plan area.

6. Although not required for this project (given the terms of the San Marco Development Agreement), the application will conform with the city adopted Development Review Design Guidelines (DRDGs), specifically sections I.a, VI.C.3, VI.C.5, VI.C.7, and VI.C.8 if: 1) AC units are substantially screened from public view; 2) rewiring for solar panels is provided on all new carports; 3) all garages are rewired for EV charging; 4) at least 56 bike parking spaces (one per each ten auto parking spaces provided on site) are provided for guests within outdoor racks, to be evenly distributed throughout the site; 5) permanent wall mounted bike storage systems are provided within each garage unit for residents; and 6) the project incorporates the most recent acceptable best management practices for water-efficient landscape design, consistent with PMC section 18.84.310.

- B. The staff report entitled, "San Marco Villas III (Village B and C), AP-20-1498 (DR)," dated September 8, 2020, is referenced hereto as additional support for the findings.

Section 3. Decision

- A. Based on the findings set forth in Section 2 above, the Planning Commission hereby approves Design Review Application No. 20-1498, subject to the following conditions:
 1. The project shall be constructed in substantial conformity with the project plans and materials sample board, date stamped March 27, 2020, except as hereinafter may be modified.
 2. The Standard Conditions of Development as adopted by the Pittsburgh 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.
 3. The project shall be designed to comply with the mitigation measures and performance standards specified in the San Marco Subsequent Environmental Impact Report for potential noise impacts. These measures shall be reflected on building and site development plans and shall be subject to review and approval by the Planning Division prior to issuance of a site development permit or building permit. Alternatively, the developer may comply with this condition of approval by submitting an acoustical study conducted by a professional acoustical engineer that evaluates the existing noise levels on the site and recommends measures necessary to attain the acceptable noise level performance standards established in the City's current General Plan for multi-family development. If an acoustical study is prepared, it shall be submitted to the Planning Division for review and approval prior to issuance of a grading permit. If applicable, any new recommended mitigation measures identified in the acoustic study shall be implemented in the building plans and site development plans for the project

and shall be subject to review and approval of the Planning Division prior to issuance of a site development permit or building permit.

4. The applicant shall comply with the Mitigation and Monitoring Plan (Exhibit A of this Resolution) identified in the San Marco SEIR (SCH #91073029) for the San Marco Development Plan area.
5. All AC units shall be substantially screened from view in a manner that is deemed acceptable to the Planning Manager or his or her designee. Acceptable screening may include the use of structural screen or adequately sized landscaping.
6. All new trash enclosures shall match the design of enclosures constructed in San Marco Villas I and II. Specifically, trash enclosures shall incorporate a matching tile and hipped roof. Final design shall be subject to review and approval by the Planning Division prior to the issuance of a building permit.
7. Solar panel prewiring shall be provided on all new carports.
8. Prewiring shall be provided in all garages for electric vehicle charging units.
9. At least 56 outdoor bicycle parking spaces shall be provided for on site for guests. Bike racks shall be evenly distributed throughout the site. Final design and location of bike racks shall be subject to review and approval by the Planning Division prior to the issuance of a building permit.
10. Permanent wall mounted bike storage systems shall be provided inside of each garage unit for use by residents.
11. At least 10 percent of the total parking spaces shall be supported by electric vehicle charging conduit or infrastructure. Final design and location of EV stalls shall be subject to review and approval by the Planning and Building Division prior to the issuance of a building permit.
12. The project shall incorporate the most recent acceptable best management practices for water-efficient landscape design, consistent with PMC section 18.84.310.

Engineering Fees:

13. Improvement and Grading Plan Review fees. The applicant shall provide an initial payment for review of the grading and improvement plans with the first submittal. These fees are based on the engineer's estimated costs for site improvements and grading, which shall be submitted with the plans. The improvement plan check fee is 4.5% 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 these total fees are to be paid with the initial

submittal of plans and engineer's cost estimate. These initial payments will be credited towards the final fees as determined at engineering permit. The remainder of the fees shall be due payable prior to issuance of an engineering permit.

14. Improvement and Grading Inspection fees. The applicant shall pay the improvement and/or grading inspection fee(s) to the Engineering Division prior to the issuance of a single parcel development permit. The current improvement inspection fee is 6% 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.
15. Facility Reserve Charge. Prior to the issuance of a building permit, 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 Division for water and sewer service in the amounts in effect at the time of building permit issuance. The applicant understands that the current FRC on file, effective August 20, 2005, shall be paid in accordance with the fee schedule approved by Resolution No. 05-10290, and amended by Resolution No. 12-11778, on February 21, 2012, a copy of which is available at the City.
16. Regional Traffic Mitigation Fee. Prior to issuance of a building permit, the applicant shall pay the Regional Transportation-Development Impact Mitigation Fee (PMC Chapter 15.103) (the "RTDIM") amount in effect at the time of building permit issuance. The RTDIM will be automatically increased or decreased on January 1 of each year based on the percent change in the Engineering News-Record Construction Costs Index – San Francisco Bay Area, between September 1 and September 1 of the preceding two calendar years.
17. GIS Update. Prior to the issuance of an engineering permit, the applicant shall pay the Geographic Information System (GIS) fee as set forth in the City's Master Fee Schedule. The current fee is \$0.05/sf of parcel for non-residential uses.

Engineering Submittals:

18. Improvement Plans. The applicant 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) A Site Plan
 - b) A Grading and Drainage Plan
 - c) A Utilities Plan
 - d) A Landscaping and Irrigation Plan
 - e) An Erosion and Sedimentation Control Plan

f) Offsite Improvements due to Project Impacts

19. Geotechnical Report. The applicant shall submit a current geotechnical report that supports the design features incorporated into this project including, but not limited to, grading activities, compaction requirements, utility construction, slopes, retaining walls, and roadway sections. The geotechnical report shall be submitted to the Engineering Division for review prior to the approval of any civil plans and/or the issuance of a site development permit.
20. 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 applicant, the applicant shall pay for all costs related to the extra work. The costs shall be paid at the time of first plan check submittal, and they may include all costs associated with the preparation of special studies, additional staff time, and/or reviews of the special studies if studies are prepared by the applicant's engineer.

NPDES Requirements:

21. Stormwater Pollutants. The applicant shall incorporate long-term best management practices (BMP's) for the reduction or elimination of storm water pollutants. The project design shall incorporate wherever feasible, the following long term BMPs to limit pollutant generation, discharge, and runoff. Such source control design measures may include:
- 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 joints 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.

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

Engineering Exactions (CFD inclusion):

23. Annexation Documentation for CFD 2007-1. The applicant shall agree to annex the project parcel into Community Facilities District 2007-1, which is for park maintenance facilities. The rate of the CFD 2007-1 fee is subject to City Council Resolution No. 07-10698. The applicant 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 issuance of any building or engineering permits.

Engineering Conditions

24. All grading work shall be done in accordance with the provisions of Chapter 15.88 of the Pittsburg Municipal Code.
25. 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.
26. 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.
27. Provide adequately sized trash and recycling containers, housed in a covered enclosure. Water service should be provided within the trash enclosure and drainage within should be plumbed to the sanitary sewer conveyance system. Grades around the enclosure should prevent stormwater run-on from entering the enclosure.
28. Off-Site Capacity Evaluation. The applicant shall evaluate the existing, receiving storm, sewer, and water facilities for adequate capacity and provide the results to the City to identify any service or supply problems. The cost for installation of additional facilities required to be constructed to accommodate the project shall be borne by the applicant.

29. Fair Share Traffic Improvements. The applicant shall pay a fair share of the cost of widening of northbound San Marco Boulevard north of West Leland Road to allow for a full free-right turn from westbound West Leland Road onto San Marco Boulevard.
30. Transit Incentive. The applicant shall provide future tenants a transit incentive in the form of a free one-month pass for BART or Clipper Card for Tri-Delta Transit Use.
31. Create Parcel. The applicant shall file a map to create the parcels for the project, portion of the West Leland Road extension, and the Pump Station Parcel.
32. Upgraded Bikeways. Prior to issuance of a certificate of occupancy for the project, the applicant shall upgrade the existing Class II bike lanes located along both sides of West Leland Road between Villa Drive and San Marco Boulevard to Class IV separated bikeways. The separated bikeways shall be designed consistent with the guidance provided in Caltrans Design Information Bulletin 89-01. The type of vertical element separation used in the new bikeways shall be determined by the City Engineer in consultation with the Planning Manager. The bikeway installation costs shall be credited toward the Local Traffic Mitigation Fees for the cost of the improvements required for the bike lane modification.

Standard Conditions:

33. 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.
34. The applicant shall provide appropriate water service, adequately sized to meet the domestic and fire protection demands for the project.
35. The applicant shall provide appropriate sanitary sewer, adequately sized to accommodate the project's wastewater demand.
36. All grading work shall be done in accordance with the provisions of Chapter 15.88 of the Pittsburg Municipal Code.
37. 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.
38. 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.

39. The applicant agrees to indemnify, defend, and hold harmless the City, its officials, officers, employees, agents and consultants from any and all administrative, legal or equitable actions or other proceedings instituted by any person challenging the validity of the project approval, subsequent project approval, or other action arising out of, or in connection with, or the project approvals. The parties shall cooperate in defending such action or proceeding. The parties shall use reasonable efforts to select mutually agreeable defense counsel but, if the parties cannot reach agreement, City may select its own legal counsel at Applicant's sole cost and expense. The applicant may select its own legal counsel to represent applicant's interests at the applicant's sole cost and expense. The applicant shall pay for City's costs of defense, whether directly or by timely reimbursement to City on a monthly basis. Such costs shall include, but not be limited to, all court costs and attorneys' fees expended by City in defense of any such action or other proceeding, plus staff and City Attorney time spent responding to and defending the claim, action or proceeding.
40. This approval will expire on September 8, 2023, 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 is subsequently approved by the Planning Commission. The approval shall be valid for no more than six months from the date of building permit issuance, unless work is commenced and diligently pursued prior to the expiration of the building 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 8th day of September 2020, 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. 10155 was adopted by the Planning Commission of the city of Pittsburg on September 8, 2020.

KRISTIN POLLOT, AICP, SECRETARY
PITTSBURG PLANNING COMMISSION

SUMMARY OF IMPACTS AND MITIGATIONS

Impacts	Potential Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Potential Significance With Mitigation
LAND USE				
The project would result in the urban conversion of the largest of the five remaining unsubdivided properties in the city's Southwest Hills planning area, would result in a substantial westerly extension of urbanization, and would represent a significant loss of local open space values.	S	This impact would be unavoidable and unmitigable, unless the general plan development designations and corresponding project size and development area were substantially reduced and confined to the lower elevations of the site.	City	SU
Construction of the project and associated freeway, arterial roadway, and infrastructure improvements would have significant growth-inducing effects on the adjacent Alves, Seecon, DeBonneville, and Ridge Farm properties.	S	Project growth-inducing effects on the adjacent Alves, Seecon, DeBonneville, and Ridge Farm properties would be subject to similar individual rezoning, environmental impact documentation, and public review procedures to ensure that associated adverse impacts and related mitigation needs are adequately addressed.	City	LS
Conversion of the project site from agricultural rangeland to urban use would not constitute a significant adverse impact because none of the site is classified as prime agricultural land, the project represents a small portion of the countywide rangeland inventory, and the project	LS	No mitigation required.	None	LS

S = Significant
LS = Less than significant
SU = Significant unavoidable impact

Impacts	Potential Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Potential Significance With Mitigation
would not contribute to a significant countywide cumulative decline in agricultural productivity.				
The project would extend suburban density residential development to an elevation 270 feet higher than the highest existing suburban development, and would extend "ranchette" lots up to an elevation approximately 500 feet higher than existing major subdivisions in the Pittsburgh hills. The visual impacts of this project aspect, which would be significant, are described herein under <i>VISUAL FACTORS</i>.	S	This impact would be unavoidable and unmitigable unless the general plan Land Use map and/or policies were changed to confine development to lower elevations of the project site.	City	SU
The quality and livability of the approximately 309 closest project homes to the onsite PG&E and USA electrical transmission lines would be substantially diminished by views of these lines and associated towers.	S	Strategic planting of screen vegetation should be incorporated into the project landscaping plan to filter or block views of the transmission lines and towers from affected private lots, project travel corridors, and other key onsite vantage points. Even with these measures, however, these impacts could not be reduced to less than significant levels, given the height and prominence of the existing tower lines.	Project	SU
The proposed large lots located atop the southwest ridge area of the site do not assure adequate preservation of the <i>Open Space</i> area designated on the City of Pittsburgh General Plan Land Use Map.	S	The approximately 95-acre <i>Open Space</i> area now shown on the project development plan as five large lots in Village N should be more effectively preserved as permanent undisturbed open space through use of a conservation easement or some similar legal instrument.	Project	LS

S = Significant
LS = Less than significant
SU = Significant unavoidable impact

Impacts	Potential Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Potential Significance With Mitigation
The project would involve culverting and filling of onsite creek channels, which would be inconsistent with <u>Pittsburg General Plan</u> provisions calling for preservation and enhancement of creek open space, habitat, and recreational values.	S	This easement should cover at least 85 percent of each of these lots. See Vegetation and Wildlife section for mitigation of this impact.	--	--
The project could have land use compatibility impact problems with existing or future grazing activity on the Alves property (until the Alves site is converted to similar residential use, as anticipated in the city's general plan).	S	Land use compatibility impacts between project residential uses and existing or future grazing activity on the Alves property should be mitigated by implementation of the following measures: - Warning prospective buyers of potential nuisances from grazing and other adjacent agricultural activity. - Implementation of strict project leash laws to keep project dogs away from livestock and equestrian activities on adjacent properties. - Construction of dog-proof fencing between project yards and adjacent agricultural operations.	Project	LS
The introduction of approximately 13 project homes in Village D near existing kennel and planned "animal center" activities on the	S	The same mitigations listed for impacts to the Alves property should be implemented.	Project	LS

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LS = Less than significant
SU = Significant unavoidable impact

Impacts	Potential Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Potential Significance With Mitigation
adjacent DeBonneville property may also result in future nuisance complaints from the new homeowners.				
The introduction of two or three project homes in Village D near existing grazing, stable, paddock uses, truck storage, and other ranching activities on the adjacent Ridge Farms property could result in future nuisance complaints from the new homeowners.	S	The same mitigations listed for impacts to the Alves property should be implemented.	Project	LS
The introduction of approximately 27 lots in project Villages G and N next to existing grazing activity on the adjacent Seecon property could also result in future nuisance complaints from the new homeowners.	S	The same mitigation listed for impacts to the Alves property should be implemented.	Project	LS
The construction of the project adjacent to Highway 4 could result in impacts on project residents related to air quality and noise.	S	See SEIR sections on Noise and Air Quality for recommended mitigation measures.	--	--
The project would be located outside the "Explosive Safety Quantity Distance" (ESQD) areas established to indicate the minimum required distance between inhabited structures and weapons storage activities at the Concord Naval Weapons Station.	LS	No mitigation required.	--	--

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LS = Less than significant
SU = Significant unavoidable impact

Impacts	Potential Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Potential Significance With Mitigation
Successful development and buildout of the project, and completion of related highway interchange, arterial roadway extensions, and other infrastructure extensions, would substantially increase pressures for development of other surrounding southwest Pittsburg lands, including the recently annexed Alves site, the pending DeBonneville and Ridge Farm annexations, and eventually other lands	S	Any such precedent-following actions would be subject to similar individual general plan amendment, rezoning, environmental impact documentation, and public review procedures to ensure that associated impacts and related mitigation needs are adequately addressed.	City	LS

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Impacts	Potential Significance		Mitigation Measures	Mitigation Responsibility	Potential Significance With Mitigation
	Without Mitigation	With Mitigation			
in the vicinity, including the adjacent Seeno property to the south. With the exception of the Alves property, urban development of these lands would require city approval of general plan amendments.					
POPULATION AND HOUSING					
The project would result in the construction of 2,938 residential units, including 1,363 single-family units, 1,236 apartments, and 339 townhouses. These residential units would accommodate an estimated total population of 7,730. Assuming project completion by the year 2005, the 2,938 new housing units would account for approximately 49 percent of the ABAG-projected increase of 6,010 households in the Pittsburg area between 1990 and 2005 and almost four percent of the countywide increase of 77,100 households during the same 15-year period.	LS		No mitigation required.	None	LS
Without the project, anticipated cumulative growth is expected to add approximately 3,489 residential units and approximately 8,025 persons to the city between 1990 and the year 2005, a 13 percent 1990-2005 increase. The project would increase this growth increment to a total of 6,427 new residential units and	LS		No mitigation required.	None	LS

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Impacts	Potential Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Potential Significance With Mitigation
14,782 people, a 23 percent 1990-2005 increase.				
Based on the anticipated project home price and rental ranges described in this SEIR, none of the 2,968 project homes would be affordable to households in the <i>very low</i> income range, roughly 25 to 30 percent would be affordable to households in the <i>low</i> income range, roughly 45 to 50 percent would be affordable to households in the <i>moderate</i> income category, and roughly 25 percent would be affordable to households in the <i>above moderate</i> income category.	LS	No mitigation required.	None	LS

TRANSPORTATION

The project would be constructed in phases which would be dictated primarily by market forces. The SEIR traffic analysis is based on the conservative ("worst case") assumption that construction of the first 1,000 project units would be completed by 1998 ("Phase I"), the second 1,000 units by 2000 ("Phase II"), and the remaining 438 units by 2005 ("Phase III"). Local roadway improvements assumed to be completed before the end of each of these three project phases include:

Phase I (by 1998): Widening of Highway 4 from four to six lanes between Willow Pass Road-Concord and Bailey Road; associated reconstruction of the Willow Pass Road and Bailey Road interchanges, extension of BART to Bailey Road, extension of Leland Road west into the site, but not yet connecting with Avila Road, and extension of Willow Pass Road over Highway 4 through the site to "stub" at the southern project boundary.

Phase II (by the year 2000): Leland Road would be connected to Avila Road.

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LS = Less than significant
SU = Significant unavoidable impact

Impacts	Potential Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Potential Significance With Mitigation

Phase III (by the year 2005): No additional improvements.

The proposed project residential mix would be expected to generate approximately 9,550 daily two-way trips on an average weekday following occupancy of Phase I; 7,560 additional trips after Phase II; and 5,910 additional trips after Phase III; for a total of 23,020 average daily trips. Project traffic distribution would occur as shown in SEIR Table 17 (section IV.C.2). Specific "base case" and project traffic impacts are described below (the term "base case" refers to anticipated future roadway operational conditions at years 1998, 2000, and 2005, without the project).

Base Case Traffic Impacts--Highway 4 and Ramps

Base case traffic volumes without the project would result in significant operational impacts on <u>westbound</u> Highway 4 in the AM peak hour west of Willow Pass Road-Concord by 1998; westbound east of Bailey Road by 2005; and on the westbound on-ramp from southbound Willow Pass Road-Pittsburg by 1998. Similar impacts would occur eastbound during the PM peak hour east of Bailey Road by 1998.	S	By 1998, require fair-share contribution from all "base case" developments for an additional freeway lane in each direction on Highway 4 west of the Willow Pass Road-Concord interchange to the Port Chicago interchange, an additional freeway lane in each direction east of Bailey Road to Railroad Avenue or beyond, and a second southbound Willow Pass Road-Pittsburg to westbound Highway 4 on-ramp lane. A short additional auxiliary lane should be provided to the west of this on-ramp lane merge area with the freeway mainline.	All "base case" development	LS
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Base Case Traffic Impacts--Non-Freeway Road Segments

Base case traffic volumes at local non-freeway midblock roadway segments <u>without the project</u> would result in significant operational impacts in the <u>AM peak hour</u> by the year 2005 on Bailey Road, south of Leland Road (borderline	S	By the year 2000, the city should require fair-share contributions from all benefitting "base case" developments to improve Bailey Road between Leland Road and the City of Concord (i.e., selected realignments to reduce curves	All "base case" development	LS
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S = Significant
LS = Less than significant
SU = Significant unavoidable impact

Impacts	Potential Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Potential Significance With Mitigation
operating conditions), and on westbound Willow Pass Road-Pittsburg, east of Port Chicago Highway (borderline operating conditions). Similar impacts would occur during the <u>PM peak hour</u> on Bailey Road, south of Leland Road by the year 2000, and on Willow Pass Road-Concord (borderline operating conditions) by the year 2005.		and grades, widening of travel lanes, the addition of paved shoulders, and ideally, the addition of two more travel lanes). By the year 2005, the city should require fair-share contributions from all benefiting "base case" developments for the widening of Willow Pass Road-Concord from two to four lanes from Avila Road through the U.S. Naval Weapons Station.		
<i>Base Case Traffic Impacts--Intersections</i>				
Base case traffic volumes <u>without the project</u> would result in significant operational impacts in the AM and PM peak hours at the Willow Pass Road-Concord/Avila-Leland Road intersection by the year 2000 (i.e., unacceptable delays for left turns from Avila-Leland Road). Signal warrant criteria would be reached at the Willow Pass Road extension/Highway 4 eastbound ramps intersection by 1998, and at the Willow Pass Road-Concord/Avila-Leland Road intersection by 2000.	S	By the year 1998, the city should require fair-share contributions from all "base case" developments for the new signal that would be warranted at the Willow Pass extension/Highway 4 eastbound off-ramp intersection. By the year 2000, the city should require similar fair-share contributions for a traffic signal at Avila-Leland/Willow Pass Road-Concord intersection, for left and right turn deceleration lanes on the Willow Pass Road-Concord intersection approaches, and for the widening that would be needed on the Avila-Leland intersection approaches to provide separate right and left turn lanes. By the year 2005, the city should require similar contributions for a traffic signal at the Avila-Leland Road/Willow Pass extension intersection.	All "base case" development	LS

Impacts	Potential Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Potential Significance With Mitigation
<i>Project Traffic Impacts--Highway 4 and Ramps</i>				
Project traffic would create significant additional operational impacts on Highway 4 in the AM peak hour <u>westbound</u> from the Willow Pass Road extension-Pittsburg to Willow Pass Road-Concord, and westbound, west of Willow Pass Road-Concord, by 2005.	S	By 2005, the project should provide a 200-to-300 space park-and-ride lot (two to three acres) adjacent to or near the Willow Pass Road-Pittsburg/Highway 4 interchange. The applicant should also coordinate project internal street design with local transit agencies to provide bus stops throughout the development, and should provide TSM/TDM information to all project residents.	Project	LS
		If the ongoing CCTA Highway 4 improvement project provides pavement width for only six lanes plus auxiliary lanes, the city should require a fair-share contribution from the project and all other benefitting developments towards the addition of one freeway lane in each direction (possibly an H.O.V. lane) from the Willow Pass Road-Pittsburg interchange to west of the Willow Pass Road-Concord interchange by 2005. If a mechanism is not established by the CCTA to collect such contributions, these impacts would be significant unmitigable impacts.	Project and all benefitting developments	LS

S = Significant
LS = Less than significant
SU = Significant unavoidable impact

Impacts	Potential Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Potential Significance With Mitigation
Project Traffic Impacts--Non-Freeway Road Segments				
The applicant does not control access across the Alves property. Without this access, the project would result in significant adverse operational impacts to the local circulation system.	S	The applicant should construct access to the project through the Alves property. Without the access, the project should not proceed.		
Project traffic would create marginal operating conditions during the PM peak hour on Bailey Road south of Leland Road by 1998, and more than a five percent increase in traffic to a roadway with a pre-existing LOS E would occur by 2000. Project traffic would also create significant additional operational impacts during	S	The City should require fair-share contributions from the project and other benefitting developments for the widening and improvements needed along Bailey Road from Leland Road to the City of Concord by the year 2000. The City should require similar fair share contributions for the widening of Willow Pass	Project and all benefitting developments	LS

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Impacts	Potential Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Potential Significance With Mitigation
the AM peak hour on Bailey Road, south of Leland Road by 2005. Significant operational impacts would also occur on Willow Pass Road-Concord, south of Avila Road by 2005.		Road-Concord from two to four lanes south of Avila Road by 2005.		
<i>Project Traffic Impacts--Intersections</i>				
Project traffic would significantly aggravate the pre-existing need for signals at the intersection of the Willow Pass Road extension/Highway 4 eastbound ramps intersection by 1998, and the Willow Pass Road-Concord/Avila-Leland Road intersection by 2000.	S	#14 The project should provide a fair-share contribution towards the signalization of the Willow Pass Road-Pittsburgh/Highway 4 eastbound ramps intersection by 1998, provide similar contributions towards the signalization and geometric improvements needed at the Avila-Leland/Willow Pass Road-Concord intersection by 2000, and provide a right turn lane on the eastbound Leland Road approach to Bailey Road by 2005.	Project and all benefitting development	LS
The project would also contribute to cumulative traffic impacts throughout the citywide roadway system beyond the specific intersection and roadway segments analyzed in this SEIR.	S	#15 The project should be required to pay the Traffic Mitigation Fee being considered for adoption by the Pittsburgh City Council in June of 1992 to offset citywide traffic impacts.	City of Pittsburgh, all citywide developments	LS
<i>Regional Impacts</i>				
The project would incrementally add to the pre-existing base case need for widening of Highway 4 to the east through the Antioch area.	S	The project should be required to pay a regional traffic impact fee which should be established by the Contra Costa Transportation Authority. If such a fee is not established prior to issuance of project building permits, these impacts would be unmitigable significant impacts.	CCTA, City of Pittsburgh, adjacent jurisdictions, all regional development	LS

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Impacts	Potential Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Potential Significance With Mitigation
<i>Project Onsite Impacts</i>				
The westerly portion of the project would have only one access road for use during an emergency until the connection of Leland Road to Avila Road is completed as anticipated in Phase II.	S	Provide an interim emergency access connection from the west end of Leland Road on the south end of Willow Pass Road to the existing local street system.	Project	LS
The project Village A connection to Avila-Leland Road is proposed too close to the Willow Pass extension/Leland Road intersection and would create safety problems related to conflicting vehicular movements between these two intersections.	S	Redesign the project to eliminate the Village A street connection to Avila-Leland Road near the Willow Pass Road extension intersection.	Project	LS
The intersection of Avila-Leland Road/Willow Pass Road extension would operate at LOS E by 2005 in the AM peak hour. During the PM Peak hour, the intersections of Avila-Leland Road/Willow Pass Road extension, Avila-Leland Road/Village A and M access, Avila-Leland Road/Village B-Park access, and Avila-Leland Road/B Street-Village C access would experience unacceptable levels of service by the year 2000. The Avila-Leland/Willow Pass Road extension intersection would also warrant a traffic signal by the year 2000.	S	To mitigate onsite intersection impacts, signalize the Avila-Leland/Willow Pass Road extension intersection by the year 2000 and signalize the Avila-Leland Road intersections with Street B/Village C access and with the Village A and M access drives by 2005.	Project	LS

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Impacts	Potential Significance Without Mitigation		Mitigation Measures	Mitigation Responsibility	Potential Significance With Mitigation
	Potential Significance Without Mitigation	Potential Significance With Mitigation			
SOILS AND GEOLOGY					
The proposed preliminary project grading plan involves extensive "mass grading" over most of the 639-acre, hilly site in order to realize the proposed development capacity and repair existing landslides. The applicant estimate that between 7.5 and nine million cubic yards of earth would be moved to accommodate the project. The plan is expected to involve cuts up to 120 feet deep and 180 feet high, and fills up to about 125 feet deep and 130 feet high. The maximum inclination of both cut-and-fill slopes would be 3:1.					
Expansive soils on the site contain moderate to high shrink/swell potentials which, if not properly engineered for, could damage project homes, roads, and infrastructure.	S	Grading/foundation designs should be prepared for each lot based on a standard soils test performed by a qualified geotechnical professional on each lot after mass grading has been completed, and an associated report recommending appropriate lot-specific foundation design, soil preparation, and selective grading measures.	Project	LS	
A drainage plan should be prepared by a registered civil engineer for each lot in compliance with the provisions listed in SEIR section IV.D.3.b(1) to avoid impacts of expansive earth materials due to improper surface drainage.					
Soils on the site are also susceptible to severe stream, gully, and sheet erosion, particularly during project construction operations.	S	A project erosion control plan should be prepared and implemented by the project civil engineer and a qualified geotechnical professional. The plan should include construction of "V"-lined ditches on all graded slopes, should designate all drainageways as	Project	LS	

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Impacts	Potential Significance Without Mitigation		Mitigation Measures	Mitigation Responsibility	Potential Significance With Mitigation	
Project hillsides are prone to slope stability problems such as landslide activity, slope creep, and debris flow.	S		public storm easements, should incorporate ABAG-recommended erosion control measures, and should incorporate <i>best-management</i> construction practices. In order to mitigate the specific slope stability impacts identified in the SEIR, the following measures must be completed by a qualified geotechnical professional prior to subdivision approval: ■ Preparation of a <u>detailed</u> geologic map. This map should identify every instance of past landsliding, earthflows, slumps, debris flows, debris basins, erosional gullies, and every occurrence of colluvial swales, soil creep, rock falls, and adversely oriented bedding. Test borings and/or exploration pits should be used to evaluate all areas of unstable material. ■ A slope stability analysis should be completed for critical cut slopes, fill slopes, and natural slopes. ■ A detailed slope stabilization plan should be prepared. This plan should include the measures listed in section IV.D.3.e(1) of this SEIR.	Project	LS	

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Impacts	Potential Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Potential Significance With Mitigation
Project homes, appurtenant structures, retaining walls, roadways, and public infrastructure could be damaged by reactivation of existing landslides on the site.	S	The slope stabilization plan described above should give particular attention to onsite landslide areas. Prior to subdivision approval, a detailed construction plan should be prepared, including detailed sections, limits of work, and grading specifications for all landslides, potential landslides, and off-site landslides.	Project	LS
Project homes, appurtenant structures, retaining walls, roadways, and public infrastructure could also be damaged by slope creep and debris flow.	S	The slope stabilization plan should include specific recommendations, including setbacks from slopes susceptible to slope creep, to offset potential damage to project features.	Project	LS
If project subsurface drainage improvements at cut and fill slopes are not properly maintained, they could cease to function as designed, causing slope stability impacts.	S	See General Mitigations at the end of this section.	Project	LS
The extensive and large amounts of fill proposed for the site, in combination with the number of compressible deposits on the site, make the project particularly subject to damage due to differential fill settlement.	S	To mitigate the potential effects of differential settlement: (1) a series of laboratory settlement analyses should be completed for soils on the site prior to subdivision approval; (2) all fill should be placed so as to minimize settlement; (3) subsurface drains should be placed under all fills; and (4) a fill settlement monitoring program should be implemented.	Project	LS

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Impacts	Potential Significance Without Mitigation		Mitigation Measures		Mitigation Responsibility		Potential Significance With Mitigation	
	Mitigation							
Damage to structures, as well as slope and stream bank failure, could occur within the project as a result of seismically-induced groundshaking. Groundshaking could also cause landslides, differential fill settlement, ground fissures, or liquefaction, effects which could also significantly damage project structures and infrastructure.	S		Seismic-related hazards could be offset through completion of the following: ▪ Prior to subdivision approval, an analysis by a qualified geotechnical professional of the site susceptibility to earthquake-induced landsliding, fill settlement, development of ground fissures, and liquefaction, and the preparation of detailed recommendations to address identified hazards through engineering solutions or the avoidance of hazardous areas. This analysis should be based on test borings and laboratory tests. ▪ Prior to subdivision approval, an analysis of possible sympathetic displacement along the fault related features of the site, and the preparation of recommendations for appropriate setbacks from these features. ▪ Construction of project buildings and foundations, underground utilities, and other improvements in compliance with all public agency requirements.		Project		LS	
Project-grading (placement of fill, location of cuts) could affect existing onsite groundwater conditions (see Table 30, SEIR section IV.D.2), resulting in slope instability, differential fill settlement, seepage, and other geotechnical hazards. Also, project landscape irrigation could result in increased infiltration into the	S		These groundwater-related geotechnical hazards could be offset by construction of a subsurface drainage system in all fill areas (especially all springs or streams to be covered), construction of trench drains across all onsite valleys in which fill is proposed to extend offsite, subdrainage measures as		Project		LS	

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Impacts	Potential Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Potential Significance With Mitigation
groundwater system, resulting in similar geotechnical hazards.		needed at utility trenches, design of a surface drainage system which will not create adverse impacts on the groundwater regime, and education of project homeowners regarding the hazards of over-irrigation of landscape areas.		
The hauling of excess dirt from the site due to a possible grading cut-and-fill imbalance could result in heavy offsite truck traffic during the project construction period, and associated offsite and air quality impacts relating to dust particles.	S	Onsite grading should be balanced to the extent possible to reduce or eliminate necessary offsite hauling of dirt.	Project	LS

The SEIR also makes several general recommendations to facilitate effective mitigation of all identified impacts. These recommendations include: (1) the preparation of a detailed construction phase geologic map to verify that geologic conditions are as expected; (2) completion of progress and completion reports with a geologic mapping of all cut-and-fill pads and slopes, and also showing the installed location of subdrainages and cleanouts; and (3) the implementation of ongoing maintenance and repair programs for all geotechnical-related mitigation elements of the project, funded by a maintenance assessment district.

DRAINAGE AND WATER QUALITY

The project proponents have designed a drainage system which includes detention facilities designed to limit offsite drainage runoff peak runoff to levels stipulated by the Contra Costa County Flood Control and Water District. The design of the system has been approved by the CCCFCWCD.	LS	No additional mitigation is required.	None	LS
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Impacts	Potential Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Potential Significance With Mitigation
Although the total volume of runoff from the site would increase, the reduction in peak discharge rates created by the proposed drainage system, and the existing capacity of the downstream drainage system, would be expected to prevent the project from creating significant downstream drainage facility impacts due to increased volumes.	LS	Prior to Final Map Approval, a hydrology report describing the project drainage system design details must be submitted to all affected agencies. The report must present a complete hydraulic analysis of discharge from the project beneath Highway 4, and the capacity of the proposed retention basins.	Project	LS
As explained herein under Soils and Geology, the project could cause significant erosion and related impacts due to steep slopes, the susceptibility of site soils to erosion, and the large quantity of grading proposed.	S	The project grading plan should include an approved drainage and erosion control plan and an associated ongoing inspection program, as described in SEIR sections IV.D.3 (Soils and Geology) and IV.E.3.b (Drainage and Water Quality).	Project	LS
The conversion of the site from grassland to suburban type development would increase the amount of non-point urban pollutants flowing from the site into Shore Acres Creek and eventually into Suisun Bay.	S	In anticipation of the NPDES stormwater discharge permit requirements to be implemented in the near future, the project should include provisions for street cleaning, oil and grease separators for large parking areas, infiltration areas, and trash racks.	Project	LS
VISUAL				
The proposed conversion of hillside rangeland to urban use would be consistent with the <u>Pittsburg General Plan Land Use Map</u> , but	S	The visual impact associated with the proposed change in land use could not be mitigated to levels considered less than significant.	Project	SU

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Impacts	Potential Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Potential Significance With Mitigation
would represent a significant adverse visual impact on the rural, open space character of the distinctive Southwest Hills landscape.		However, the following measures would substantially reduce identified visual impacts: (1) Require that all project construction occur at elevations below the major ridgeline portion of the site (i.e., below approximately the 750-foot contour); (2) Incorporate appropriate controls on architecture, grading, introduced landscaping, future tree removal, ongoing landscape maintenance, and building materials and colors (including roofing) in the final project design (CC&Rs, etc.); (3) Incorporate architectural design standards in the project final design to ensure against visually conspicuous residential structures, particularly for possible custom homes in Village N; (4) Incorporate provisions and controls in the project final design related to common and private landscaping as described in SEIR section IV.F.2.a(4); and (5) Incorporate provisions and controls in the final project design to reduce the effects of light and glare, as described in SEIR section IV.F.3.a(5).		

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Impacts	Potential Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Potential Significance With Mitigation
The location of residential uses and other features in proximity to the two parallel PG&E electrical transmission lines and associated towers would result in adverse visual impacts for residents and users of those project components closest to the lines.	S	Identified visual impacts associated with the PG&E electrical transmission lines and towers could be reduced, although not to less than significant levels, by the strategic location of trees and other landscaping.	Project	SU
The generally consistent building setbacks, home types, and building heights, in combination with the garage doors of similar design, narrow residential streets, limited front yard setbacks, and large percentage of two story homes, could result in visual monotony and an internal sense of excessive density and enclosure.	S	The final project design should include more variation in unit design, the inclusion of more single-story elements in two-story homes, the introduction of more single-story homes at selected locations along each street, and the introduction of unit designs which do not emphasize the garage door in the front elevation.	Project	LS
The project would significantly change the character of the west "gateway" to the Pittsburgh community as viewed from eastbound traffic on Highway 4 (see Figure 38 in SEIR section IV.F.2), and would also dramatically change the view of the site for westbound traffic on Highway 4 (see Figure 39).	S	Implementation of mitigation measures described in SEIR section IV.F.3 relating to: (1) increased tree planting; (2) implementation of an effective landscaping plan for Villages A, B, C, and M; (3) the use of subdued building materials and colors (including roofing); and (4) provision of dense landscaping in open space areas in Villages B, C, and M, would substantially reduce project adverse visual impacts on views from Highway 4, although not to less than significant levels. Preservation of the southern portion of Shore Acres Creek and	Project	SU

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Impacts	Potential Significance Without Mitigation		Mitigation Measures		Mitigation Responsibility		Potential Significance With Mitigation	
Project homes in Villages L, J, and M would be most visible from viewpoints in the Sea Breeze and Mota Ranch subdivisions. Project impacts on southerly views from these two subdivisions would be significant due to the close proximity, the large portion of the site visible from these locations, and the degree of contrast between the intensive new project suburban landscape and the distinctive existing hillside landscape (see Figure 40 in section IV.F.2).	S		incorporation of the creek into the project design would also reduce visual impacts.		Project		SU	
Views of the project from the Shore Acres community would be limited by intervening urban development and landscaping. However, loss of the visual relief currently provided to this community by the project site ridgeline backdrop to the south would be considered a significant adverse visual impact.	S		Implementation of all measures listed above and below would substantially reduce project impacts on views from locations in the Shore Acres community, although not to less than significant levels. The preservation of the general plan designated "major ridge" and Open Space areas would be particularly important.		Project		SU	
Project visibility from the unincorporated West Pittsburgh community would be limited primarily to vantage points along Willow Pass Road and along those diagonal, northeast-southwest oriented residential streets north of Willow Pass Road which are in line with the project site. Loss of the visual relief currently provided by	S		Implementation of all measures listed above and below would substantially reduce impacts on views from West Pittsburgh vantage points, although not to less than significant levels. The preservation of the general plan designated "major ridge" and Open Space areas would be particularly important.		Project		SU	

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Impacts	Potential Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Potential Significance With Mitigation

the ridgeline backdrop of the project site would be considered a significant adverse visual impact.

Views of the project site from Evora Road (photograph 1 in SEIR section IV.F.1) and Avila Road would also undergo a dramatic change. The amount of traffic on Evora Road, the extent of views of the site from this route, and the distinctly rural existing character of the area would make the project impacts to these views particularly significant. Due to the relatively small amount of traffic on Avila Road, project impacts on Avila Road views would not be considered significant.

The development of the Oak Hills South subdivision and the Alves property, in combination with the project, would represent a major westerly extension of Pittsburg urbanization, a significant reduction in the existing hillside landscape, a significant loss of open space, and a corresponding significant cumulative visual impact. The potential future conversion of the adjacent DeBonneville, Ridge Farm, and Seecon properties to urban use would further increase the cumulative adverse visual impact.

Mitigation relating to use of subdued building materials and colors, and common landscaping, would be effective in substantially reducing project impacts on views from Evora Road and Avila Road-Leland Avenue. Mitigation relating to increased overall landscaping, landscaping in Villages A, B, and C; and use of subdued roofing materials would be particularly important for reducing impacts on views from Evora Road.

Each additional development in the project vicinity is currently undergoing or will be subject to its own environmental review. The visual impacts and mitigation needs related to each of these projects should be addressed in each project review. Nevertheless, the cumulative adverse visual impacts of these development expectations, although substantially reducible through good design, could not be mitigated to less than significant levels.

Project

City

SU

SU

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Impacts	Potential Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Potential Significance With Mitigation
The development plan includes five 20-acre+ lots in the ridgeline area in the upper southwest portion of the project site which is designated by the general plan as <i>Open Space</i> . Inadequate control of the development and use of these lots would be in conflict with the intent of this general plan land use designation and would create a significant adverse visual impact.	S	Any private ownership of the designated <i>Open Space</i> area should be subject to permanent prohibition on future development or visual impacts on at least 85 percent of the ownership through application of a conservation easement or some similar legal instrument.	Project	LS
The project site plan may not be consistent with the city general plan policy to retain "major ridgelines" as open space. Project homes are proposed in an area of the southwest corner of the site designed by the <u>Pittsburg General Plan</u> as a "major ridgeline."	S	The layout of Neighborhood N should be revised as warranted to achieve project consistency with the "major ridgeline" and <i>Open Space</i> designations of the city general plan.	Project	LS
VEGETATION AND WILDLIFE				
The project would involve removal of most of the site's existing vegetation, including over 500 acres of common annual grassland. The direct loss of this grassland vegetation would not be biologically significant, but would contribute to a significant regional cumulative loss of open wildlife range.	S	The project contribution to these regional impacts could be reduced, but not to less than significant levels, through appropriate revegetation and landscaping of the site with emphasis on native plants, and restoration of site riparian and wetland areas.	Project	SU
No sensitive plant species would be affected by the project.	LS	No mitigation is required.	None	LS

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Impacts	Potential Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Potential Significance With Mitigation
No significant impacts to common or sensitive wildlife species have been identified.	LS	No mitigation is required.	None	LS
The project would result in the loss of 0.75 acre of riparian thicket along Shore Acres Creek, and 3.5 acres of jurisdictional wetlands.	S	<u>The project should be redesigned to preserve the identified corridor of riparian and other vegetation along the northern section of Shore Acres Creek, and the riparian herbaceous meadow in the northwest corner of the site. Alternately, these sensitive habitats should be re-created elsewhere on the site (i.e., in a designated park or open space area) to the satisfaction of the US Army Corps of Engineers and the State Department of Fish and Game.</u>	Project	LS
These stream and wetland fill aspects of the project would require a Section 404 permit from the US Army Corps of Engineers (COE) and would require a Streambed Alteration permit from the Department of Fish and Game (DFG).	S	The wet meadow to be displaced by the eastbound offramp of the new freeway interchange should be re-created elsewhere on the site (i.e., in a designated park or open space area), to the satisfaction of the US Army Corps of Engineers. As a condition of project approval, the applicant should be required to submit to the city written documentation showing that all COE and DFG requirements have been met with regard to Section 404 and the Streambed Alteration permitting process.	Project	LS

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Impacts	Potential Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Potential Significance With Mitigation
MUNICIPAL SERVICES				
Schools				
The project would generate an estimated 423 additional elementary school, 173 middle school, and 202 high school students. This additional enrollment would create significant impacts on the capacity of these Mount Diablo Unified School District elementary and middle schools serving the project area.	S	School enrollment impacts would be partially mitigated by the existing school impact fees. The project should also participate in a future added capital facilities program which would include (in addition to the payment of existing fees) payment of any additional impact fees established by the MDUSD under current state guidelines, and establishment of a project Mello-Roos District to fund the project's fair share of necessary cumulative school improvements. Project participation in this mitigation program could be reduced in exchange for financing or construction of a new elementary school on the project site.	Project, City, MDUSD	LS
Water				
The project would require construction of the water distribution system planned for the site by the city's <u>Water Master Plan Update</u> .	S	The project would be responsible for all water distribution system improvements required to serve the project, and should also constitute a project fair share toward the cost of recent water treatment plant expansion and raw water storage facilities.	Project	LS

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Impacts	Potential Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Potential Significance With Mitigation
<i>Sewer</i>				
The project would require the construction of the planned sewer collection system from the project to the existing West Pittsburgh interceptor, as anticipated by the Delta Diablo Sanitation District (DDSD). The DDSD has established a development fee to fund this construction.	S	The project would be required to pay the sewer development fees for DDSD Zone 1. Applicant completion of a sewer capacity study to determine the size of the project sewer extension lines and points of connection to the DDSD main facilities would also be required.	Project	LS
<i>Police Service</i>				
The project would be subject to longer than typical emergency response times and would generate a need for ten additional sworn police officers and five non-sworn personnel at project buildout.	S	A new, separate, fully staffed, southwest area beat should be established to meet the demands of the project and other cumulative growth in the city's southwest area. The police department also recommends that the project provide (1) adequate, well lit, accessible, and safe parking lots for proposed multi-family buildings, (2) streets which meet city standards, and (3) parks which do not abut side and/or rear yards of residential dwellings.	City	LS
<i>Fire Protection Service</i>				
The project would significantly increase the population located outside the existing range of adequate Riverview Fire Protection District (RFPD) emergency response time. The substantial new population generated by the	S	A new fire station should be constructed at a location which can meet the RFPD response time standard. The project should provide its fair share of those local fire protection capital improvement and operating expenses not	RFPD, Project fair share	LS

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Impacts	Potential Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Potential Significance With Mitigation
project would also create the demand for a new fire station (and associated equipment) in closer proximity to the site, and the need to fund ongoing operation of that station. Payment of the established Fire Facilities Fee for capital improvements and the Annual Benefit Assessment Fee for annual operations would only partially fund these necessary increases in capital facilities and ongoing operations require by the project.		covered by existing fees. The project should also incorporate the additional development design measures recommended by the RFPD which are listed in SEIR section IV.H.5.c(3).		
<i>Parks and Recreation</i>				
To meet city per-capita park standards, the project would need to include approximately 15.5 total acres of community park and 23 total acres of neighborhood parks. The proposed combination of one 36-acre community park, two "community recreation areas" totalling eight acres, and three one-acre village parks would meet the total acreage park needs of project residents and would provide adequate park facilities within walking distance (i.e., one-half mile) from all project lots, provided that the various park facilities are fully improved and completed in a sequence that adequately corresponds to project population needs.	LS		Project	LS
		The project must complete proposed park and recreation facilities in a sequence that relates adequately to the needs of project residential phasing; i.e., at least one park facility which is equivalent to a neighborhood park (5 acres or greater in size) should be constructed with the first three project villages.		

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Impacts	Potential Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Potential Significance With Mitigation
<i>Library Services</i>				
The project would increase the total population served by the Pittsburg and Concord branches of the Contra Costa County Library system by four and one-half percent. This population increase would reduce the already inadequate library space per capita and books per capita ratios at both of these branches.	S	The project should contribute additional library facilities equal to the need generated by the project. Based on nationally accepted per-capita standards, this goal would require the addition of approximately 3,865 square feet of library space, and the addition of 15,460 volumes of books to the local branches of the county library system. The project impact on library space and volumes per capita ratios could also be offset by adequate provision of a fully-equipped bookmobile.	Project	LS
<i>NOISE</i>				
Noise levels outside of proposed project homes closest to Highway 4, Willow Pass Road, and West Leland Road would exceed the normally acceptable exterior L_{dn} standard of 60 dBA for residential development and the interior standard of 45 dB L_{dn} when windows are open.	S	To mitigate exterior noise level impacts, an eight-foot high landscaped berm, or an 11-foot sound wall, or some combination of the two, should be constructed along Highway 4; a seven-foot sound wall should be constructed on both sides of the Willow Pass Road extension (or the project could be redesigned to allow room for a noise berm); and individual decks and patios on those project homes adjacent to Leland Road should be constructed with fences adequately designed to mitigate local noise impacts to each individual affected dwelling unit.	Project	LS

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Impacts	Potential Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Potential Significance With Mitigation
		First floor interior noise levels would be mitigated by those measures described above for exterior noise levels. Second story interior spaces exposed to 60 dB exterior noise levels should be provided with mechanical ventilation so that windows can be closed. In some cases, sound rated glazing may be required.		
No significant offsite noise impacts related to project-generated traffic have been identified.	LS	No mitigation is required.	None	LS
No significant construction period noise impacts on offsite land uses have been identified.	LS	No mitigation is required.	None	LS
Because the development would be phased, construction noise from later phases would impact project homes constructed in earlier phases.	S	To reduce identified impacts, project construction should be limited to weekdays between 8:00 AM and 5:00 PM. All equipment used in the project should be muffled and maintained.	Project	SU
AIR QUALITY				
Construction of the project would generate significant quantities of airborne particulate matter (PM-10) which could adversely affect existing or future residential areas near the project site.	S	Construction period air quality impacts should be reduced through implementation of the construction practices described in SEIR section IV.J.3(a).	Project	LS

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Impacts	Potential Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Potential Significance With Mitigation
Project generated emissions of carbon monoxide would not result in local concentrations above state and federal standards.	LS	No mitigation is required.	None	LS
<i>Need Determine Conduct</i> The project would result in emissions of regional pollutants (i.e., pollutants which affect the entire San Francisco air basin) exceeding 150 lbs. per day for two precursors of ozone (reactive organic gases, and oxides of nitrogen).	S	Project impacts on regional air quality could be reduced, but not to less than significant levels, by locating one or more neighborhood commercial centers within the project; by provision of expanded pedestrian trail, bicycle and transit facilities within the project to encourage alternative transportation options; and by restricting the number of fireplaces and woodstoves per household, and/or by requiring use of EPA-certified woodstoves or fireplace inserts.	Project	SU
CULTURAL RESOURCES				
Project and grading could damage prehistoric or historic resources located around the Rogers Ranch complex.	S	An archaeologist (familiar with the history of the site) should be present to monitor site clearing and grading to identify and remove any significant in this area and 19th century artifacts discovered in this process. All known and discovered historic resources should be catalogued and described in a summary archaeological report which would constitute preservation of the site's cultural resources in written form.	Project	LS

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Impacts	Potential Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Potential Significance With Mitigation
Project grading and construction could also damage prehistoric and/or historic resources at the Highway 4/Isolate 1 location.	S	This location should be mechanically tested under the supervision of a qualified archaeologist for any evidence of buried prehistoric deposits before project grading and construction begin. If any resources are discovered, construction should be halted and further evaluation through hand excavation should occur to assess the significance of the finds and to formulate necessary further mitigation measures.	Project	LS
Project grading and construction could damage prehistoric and historic resources at the Alvernaz Ranch Complex location.	S	Historic research and an architectural evaluation for this location, plus backhoe testing, should be completed by qualified cultural resource professionals before any grading or construction begins. The results of the research should be preserved in written form. In addition, if any resources are discovered during the backhoe testing, a specific archaeological mitigation program should be formulated for this location depending on the nature of the find.	Project	LS
Project grading and construction could also damage prehistoric and historic resources at the identified possible barn/structure location along the minor drainage channel in the northeast corner of the site.	S	The mitigations described above for the Alvernaz Ranch Complex location should also be implemented for this location.	Project	LS

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Impacts	Potential Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Potential Significance With Mitigation
PUBLIC HEALTH AND SAFETY				
<i>Electrical Transmission and Distribution Line Impacts</i>				
To date, there is no conclusive evidence regarding the possible health risks from power line EMF exposure. However, there is the potential that project residents could be exposed to power line EMFs that could adversely affect their health. There are approximately 73 lots or units proposed within 150 feet of the edge of the 230 kV PG&E transmission line easement and approximately 77 units or lots located within 100 feet of the PG&E 115 kv line easement. Future occupants of these units could be exposed to potential health risks related to prolonged EMF exposure.	S	Although no specific setback or other criteria exists beyond conventional PG&E easement boundaries, the following measures are suggested in this SEIR, based primarily on current state standards for school facilities: Setbacks. The applicant should endeavor to redesign the project such that proposed residential lots should be located at least 150 feet from the edge of the 87.5-foot 230 kV transmission line easement and 100 feet from the edge of the 50-foot 115 kV transmission line easement. This measure would require the relocation of up to an estimated 150 proposed residential lots and units.	Project	Unknown
Disclosure. Prospective project residents of all project homes within 200 feet of the 230 kV line, 150 feet of the 115 kV line, and 100 feet of the 69 kV line <u>easement edges</u> should be notified in writing by the applicant of the potential EMF health risks associated with such lines. This could be achieved by requiring the project proponent to include such disclosures in				

S = Significant
LS = Less than significant
SU = Significant unavoidable impact

Impacts	Potential Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Potential Significance With Mitigation
<i>Natural Gas Well Hazard Impacts</i>				
The applicant plans to abandon the existing gas wells as the project is developed. Unless these gas wells are abandoned to current Department of Oil and Gas (DOG) standards specified in Section 1723 of Title 14 of the California Code of Regulations, future residents could be subject to the risk of explosion.	S	the sales and rental materials to be signed by future project residents.	Project	LS
		The following two mitigation measures should be implemented to reduce natural gas well hazard impacts to a less than significant level: <i>Remediation.</i> Pursuant to Section 3208.1 of the Public Resources Code, the applicant would be required to contact DOG's Woodland district office to determine whether wells have been abandoned to current abandonment standards (as required in Section 1723 of Title 14 of the California Code of Regulations), and whether additional remedial work on a particular well would be necessary.		
		<i>Avoid Abandoned Wells.</i> Revise the site plan to avoid construction of residential units over the wells. If avoidance is not possible, a State Division of Oil and Gas (DOG)-approved vent systems should be installed to collect and disperse any gas vapors that may be emitted from the wells.		

S = Significant
LS = Less than significant
SU = Significant unavoidable impact

Impacts	Potential Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Potential Significance With Mitigation
<i>Natural Gas Well Access Impacts</i>				
Early phases of development could block access to gas wells located in portions of the site that would be developed in latter phases of the project, a potentially significant impact assuming that there is additional gas to be extracted.	S	Adequate access to the active well sites should be maintained. Access should be wide enough to allow large mobile rigs to access the active well sites.	Project	LS
<i>Natural Gas Well Noise Impacts</i>				
Noise associated with gas well compressors operating near earlier phases of development could disturb project residents. This could result in significant noise impacts prior to project build-out.	S	Noise from compressors used on gas wells that could adversely affect project residents should be reduced by implementing the following measures: <i>Limit Hours of Operation.</i> Limit noise-generating pumping activities near project residences to daytime, weekday (non-holiday) hours (8:00 AM to 5:00 PM). <i>Shield Equipment.</i> Shield stationary noise-generating equipment with plywood barriers in order to reduce noise impacts.	Project	LS
<i>Natural Gas Pipeline Impacts</i>				
PG&E has a ten-foot natural gas pipeline easement at the southwestern corner of the site. Ranchette Lot 1268 proposed in Village	S	Ranchette Lot 1268 in Village N at the southwestern corner of the site should include the necessary building setback and other	Project	LS

S = Significant
LS = Less than significant
SU = Significant unavoidable impact

Impacts	Potential Significance Without Mitigation	Mitigation Measures	Mitigation Responsibility	Potential Significance With Mitigation
N in the southwestern portion of the site would encroach into this pipeline easement.		limitations necessary to avoid encroachment into PG&E's gas pipeline easement.		
<i>Fuel Storage Tank Impacts</i>				
A small fuel storage tank is located near one of the existing natural gas wells in the northern portion of the site. If fuel spills or leaks have occurred and soil around the tank is contaminated, construction workers could be exposed to contamination during project site preparation work and future residents could be exposed to contamination over the long-term.	S	The fuel storage tank should be removed, the soils around the tank should be tested for contamination and, if necessary, the soil cleaned to ensure that it is devoid of any contamination from the tank. If contaminated soils are discovered, a remediation plan should be submitted to and approved by the Toxic Substances Control Division of the California Environmental Protection Agency (Cal-EPA). Implementation of an approved remediation plan would be expected to reduce impacts to a less than significant level.	Project	LS

S = Significant
LS = Less than significant
SU = Significant unavoidable impact

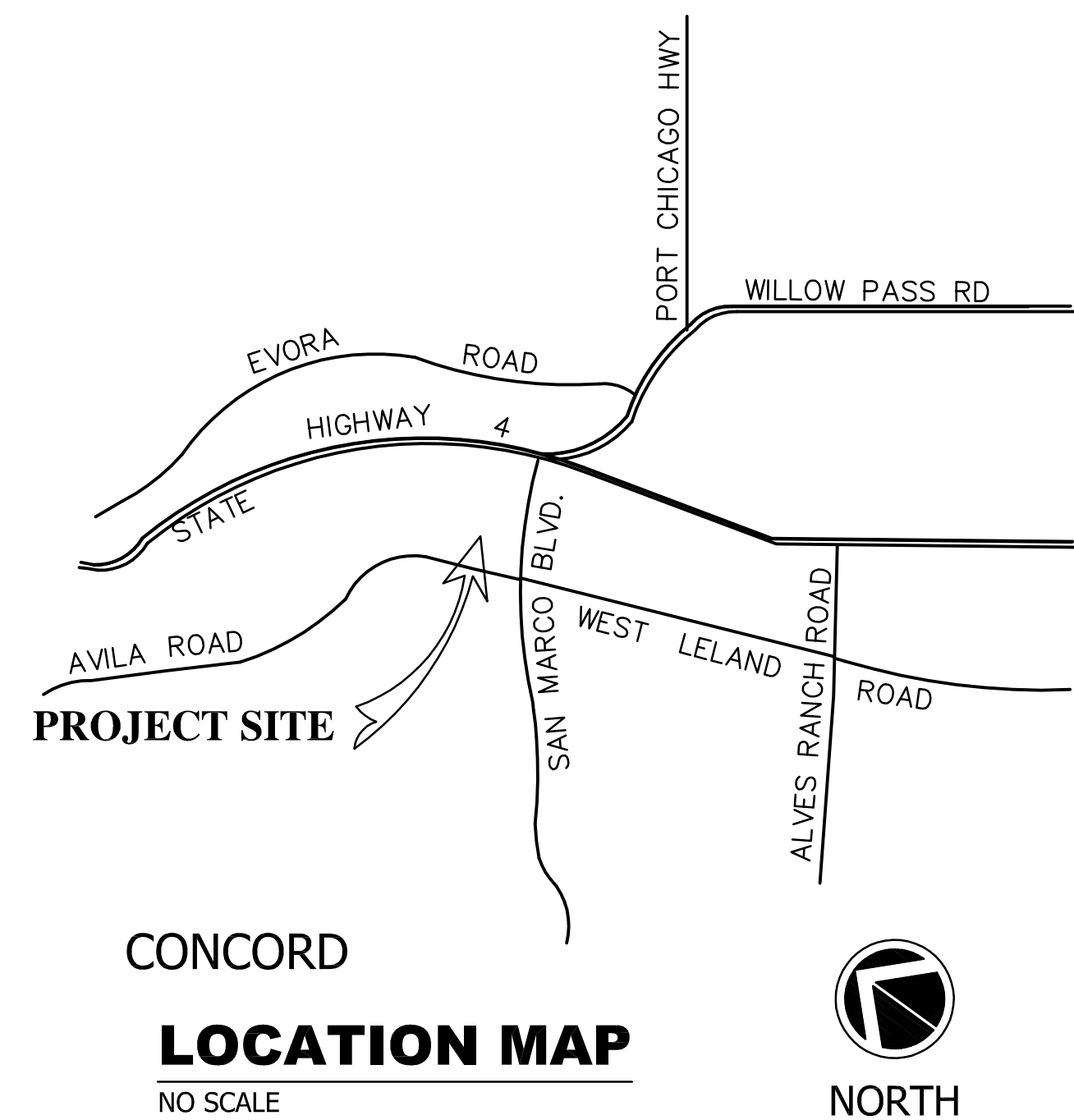


SAN MARCO VILLAS III

PITTSBURG, CA

BY

DISCOVERY BUILDERS INC.



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A4	UNIT PLANS
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COVER SHEET

SCALE: NO SCALE
DATE: 01 / 10 / 2020

REVISIONS:
03 / 27 / 2020

PROJECT NO. 18112

A0
SHEET OF



PROJECT DATA	VILLAS III	
GROSS SITE AREA -	15.74 ACRES	
TOTAL UNITS -	270 UNITS	
GROSS DENSITY -	17.2 DU/AC	
	NUMBER OF BUILDINGS	NUMBER OF UNITS/BLDG
BUILDING A - 12 UNITS	1	x 12 = 12 UNITS
BUILDING B - 24 UNITS	5	x 24 = 120 UNITS
BUILDING C - 30 UNITS	1	x 30 = 30 UNITS
BUILDING D - 12 UNITS	3	x 36 = 108 UNITS
TOTAL -	270 UNITS	
	1 BR UNITS -	90 (33.3%)
	2 BR UNITS -	180 (66.7%)

PARKING COUNT:	
CARPORT PARKING (34 CARPORTS) -	272 SPACES
UNCOVERED PARKING -	254 SPACES
GARAGES (5 @ 6 SPACES EACH, 1 @ 4 SPACES) -	34 SPACES
TOTAL PARKING AVAILABLE -	561 SPACES
PARKING SPACES PER UNIT -	2.08 SPACES/UNIT

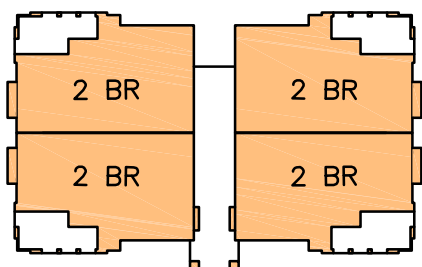
ACCESSIBLE PARKING SPACES

1. COVERED UNITS (GROUND FLOOR) = 90 UNITS	3. TOTAL PROVIDED
2. REQUIRED PARKING SPACES 90 X 2 = 180 SPACES 180 X .02 = 3.6 OR 4 SPACES	TYPE & NUMBER OF ACCESSIBLE SPACES 1 - GARAGE SPACE 3 - CARPORT SPACE 4 - TOTAL SPACES (TO BE ASSIGNED UPON TENANT REQUEST)

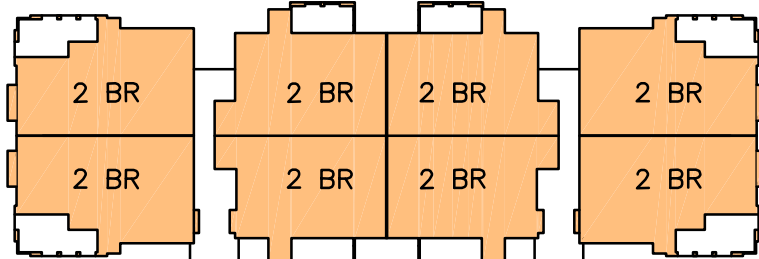
ELECTRIC VEHICLE CHARGING STATIONS

(10) TEN PERCENT OF THE TOTAL PARKING SPACES, ROUNDED UP TO THE NEAREST WHOLE NUMBER	= 57 SPACES TO BE CAPABLE OF SUPPORTING FUTURE EVSE (ELECTRIC VEHICLE SUPPLY EQUIPMENT)
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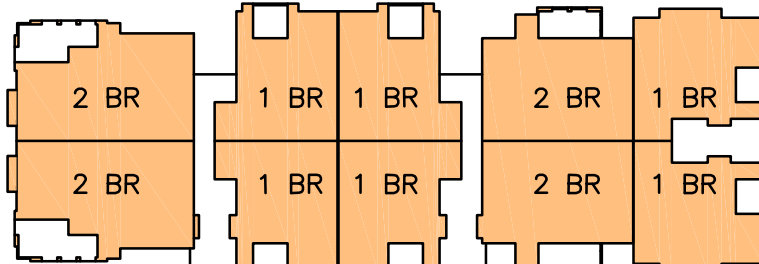
BUILDING TYPES



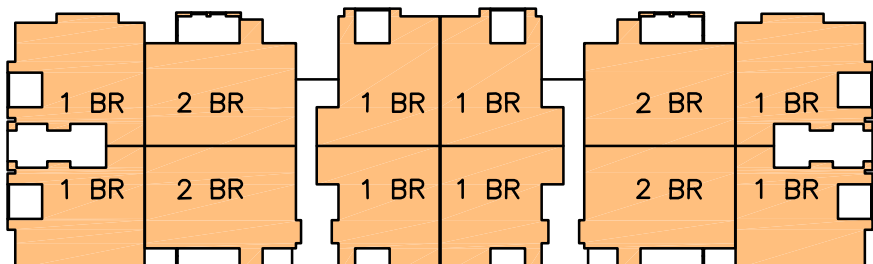
TYPE A - 3 STORIES, 12 UNITS



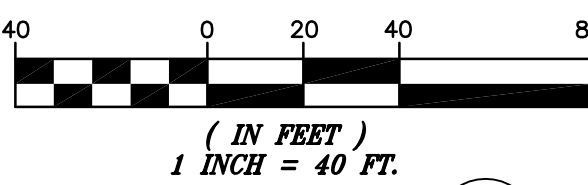
TYPE B - 3 STORIES, 24 UNITS



TYPE C - 3 STORIES, 30 UNITS



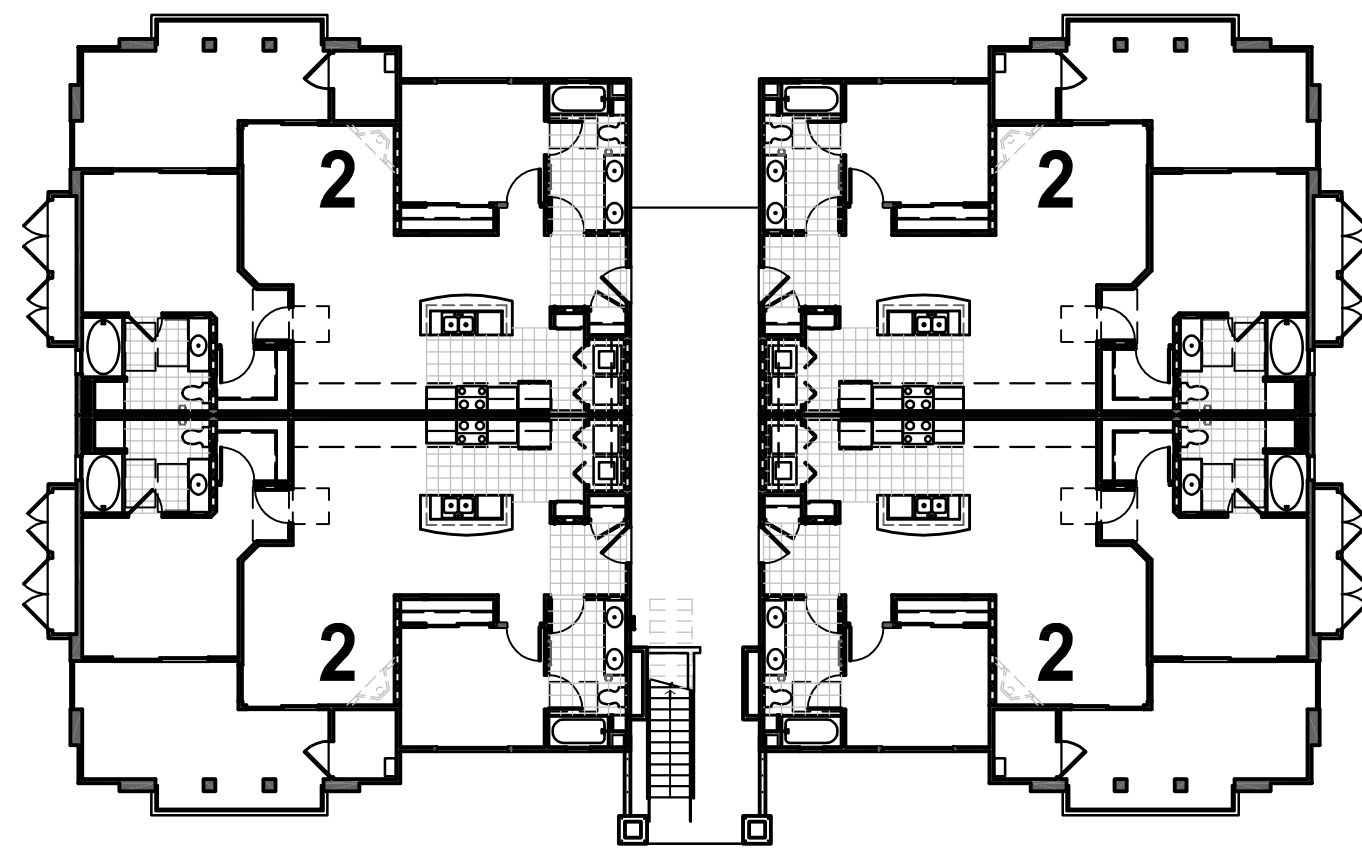
TYPE D - 3 STORIES, 36 UNITS



CONCEPTUAL SITE PLAN

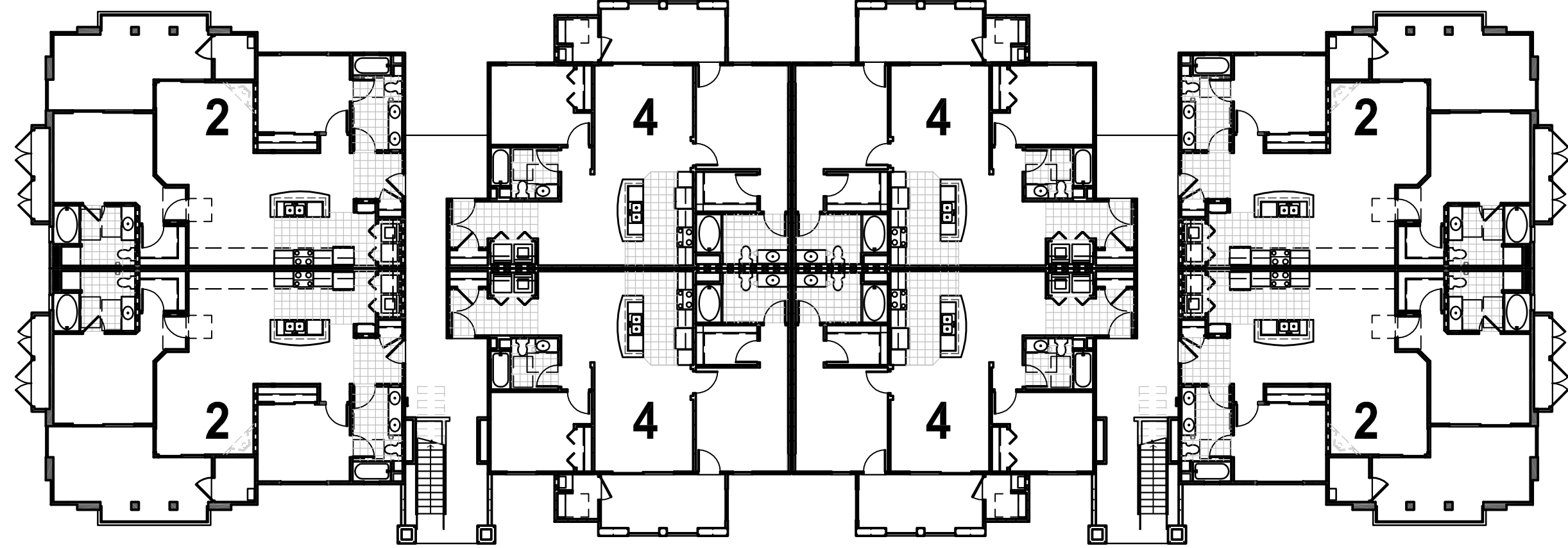
SCALE: 1" = 40'





BUILDING A - 12 UNITS

13,704 SF LIVING AREA
 UNIT 1 = 0 UNITS
 UNIT 2 = 12 UNITS
 UNIT 3 = 0 UNITS
 UNIT 4 = 0 UNITS

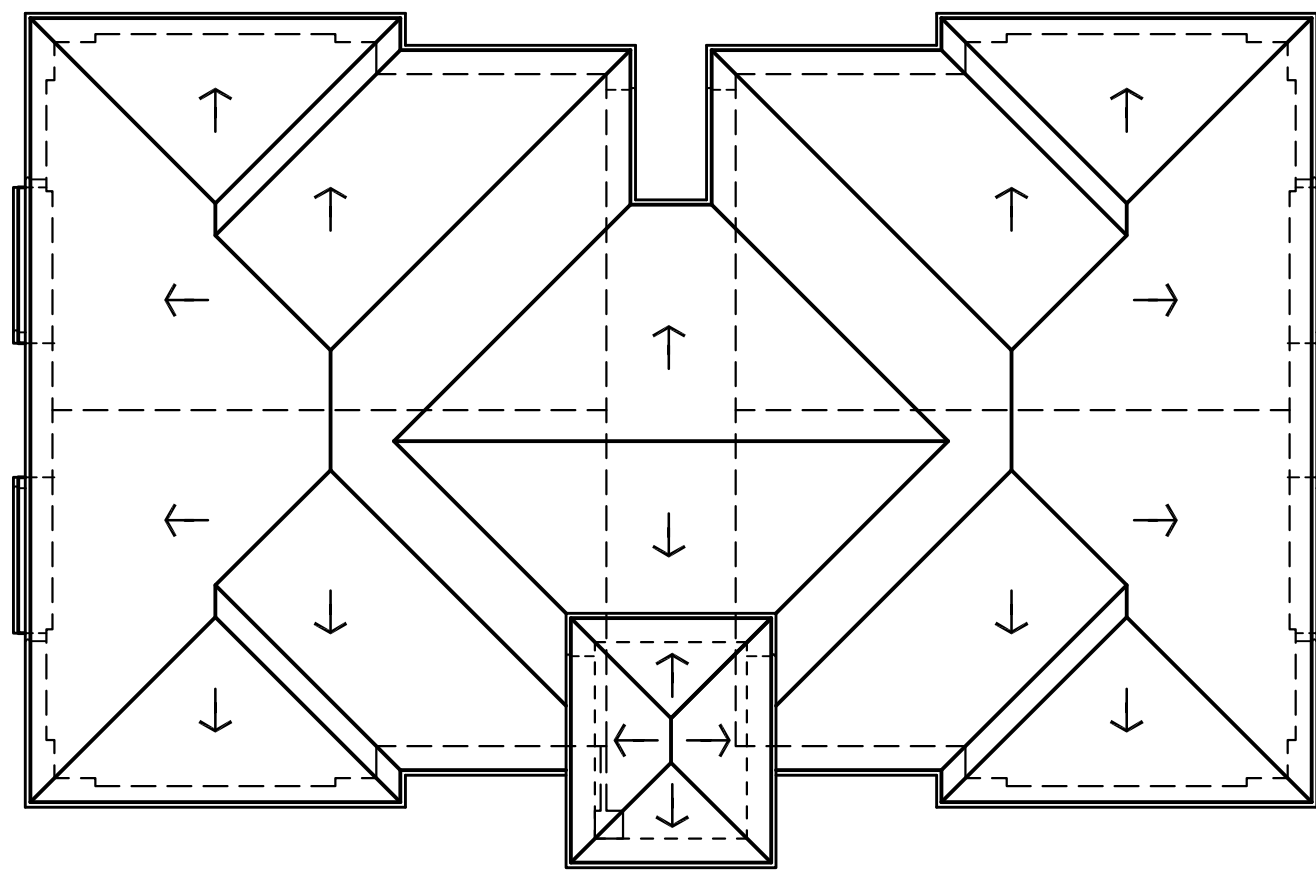


BUILDING B - 24 UNITS

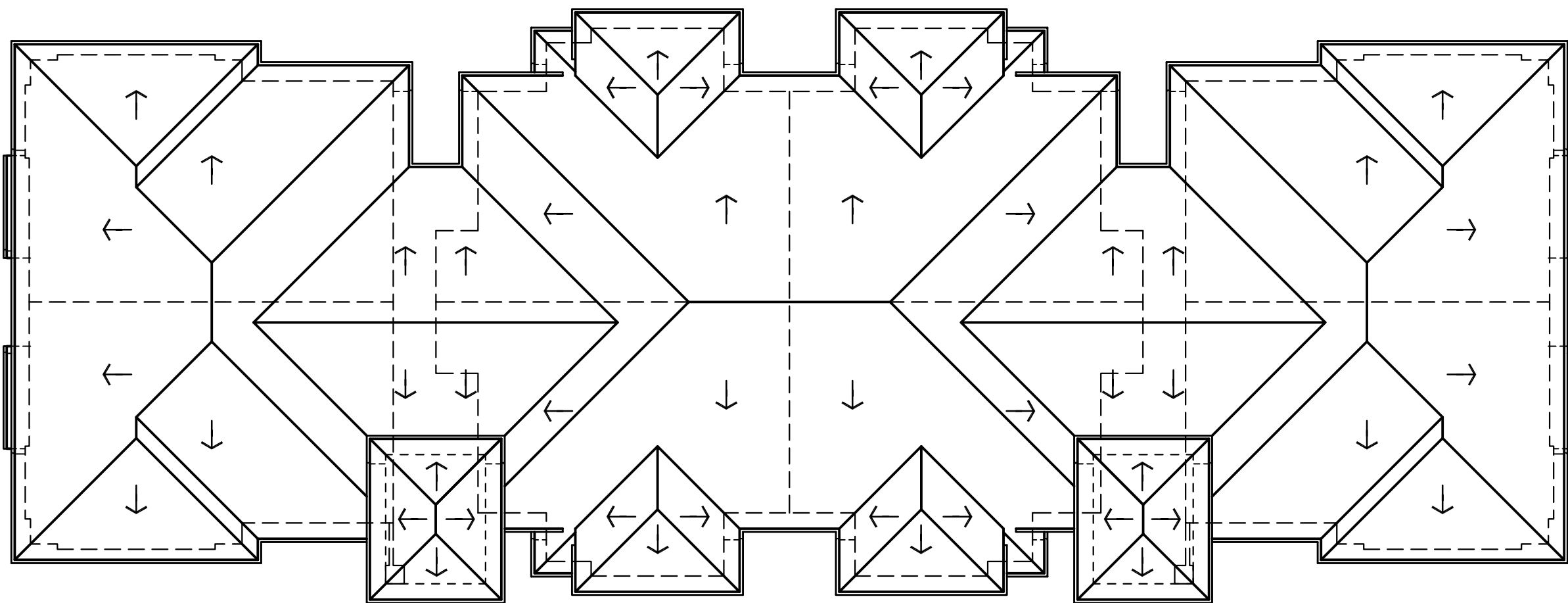
26,868 SF LIVING AREA
 UNIT 1 = 0 UNITS
 UNIT 2 = 12 UNITS
 UNIT 3 = 0 UNITS
 UNIT 4 = 12 UNITS

CONCEPTUAL MASSING PLANS

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



BUILDING A

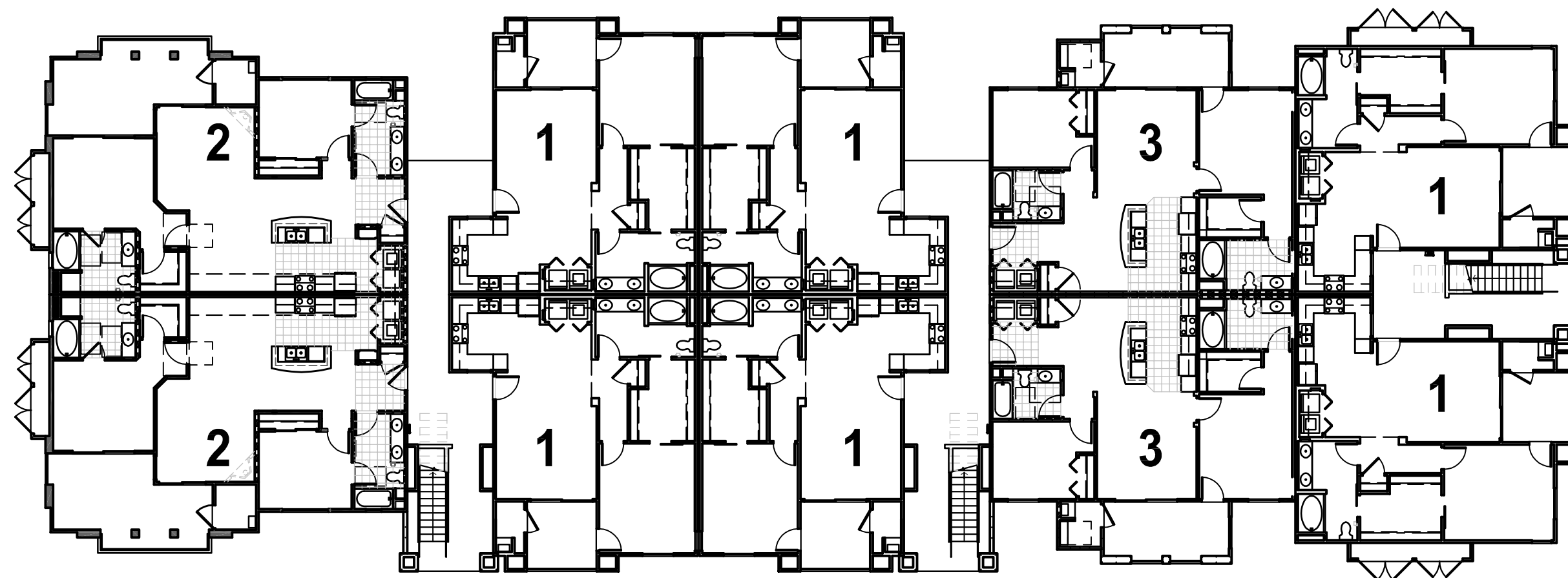


BUILDING B

CONCEPTUAL ROOF PLANS

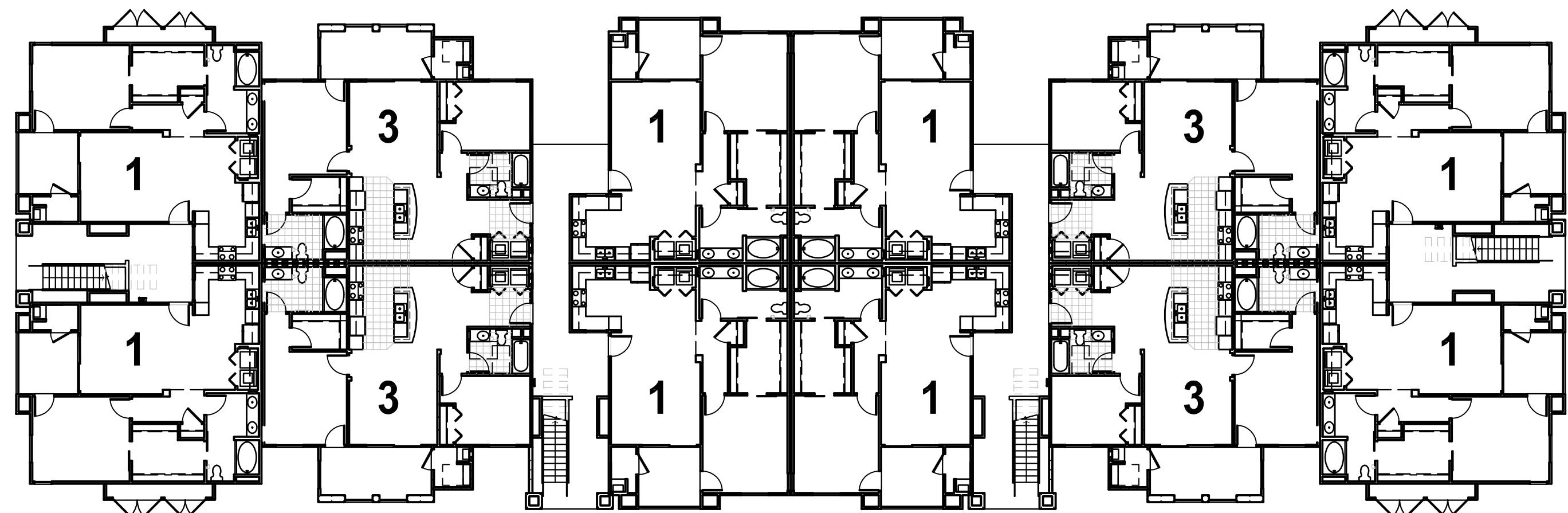
SCALE: 1/16" = 1'-0"





BUILDING C - 30 UNITS

28,446 SF LIVING AREA
 UNIT 1 = 18 UNITS
 UNIT 2 = 6 UNITS
 UNIT 3 = 6 UNITS
 UNIT 4 = 0 UNITS

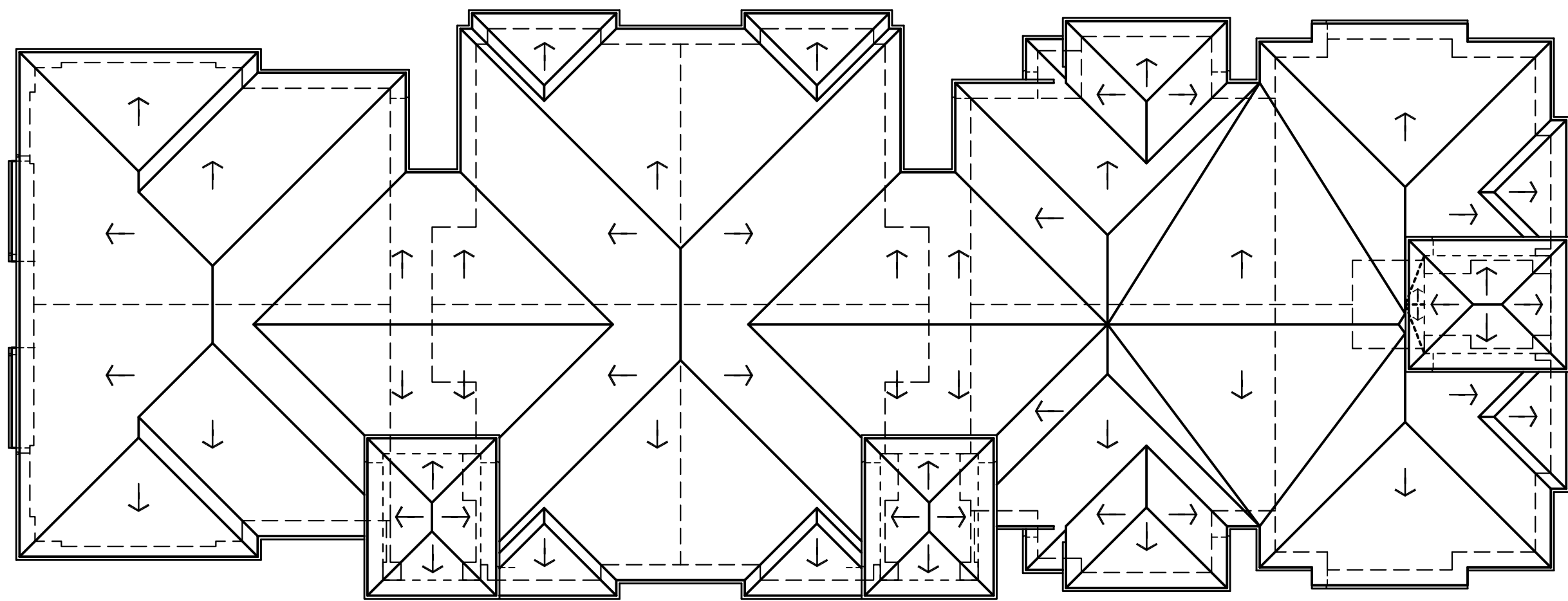


BUILDING D - 36 UNITS

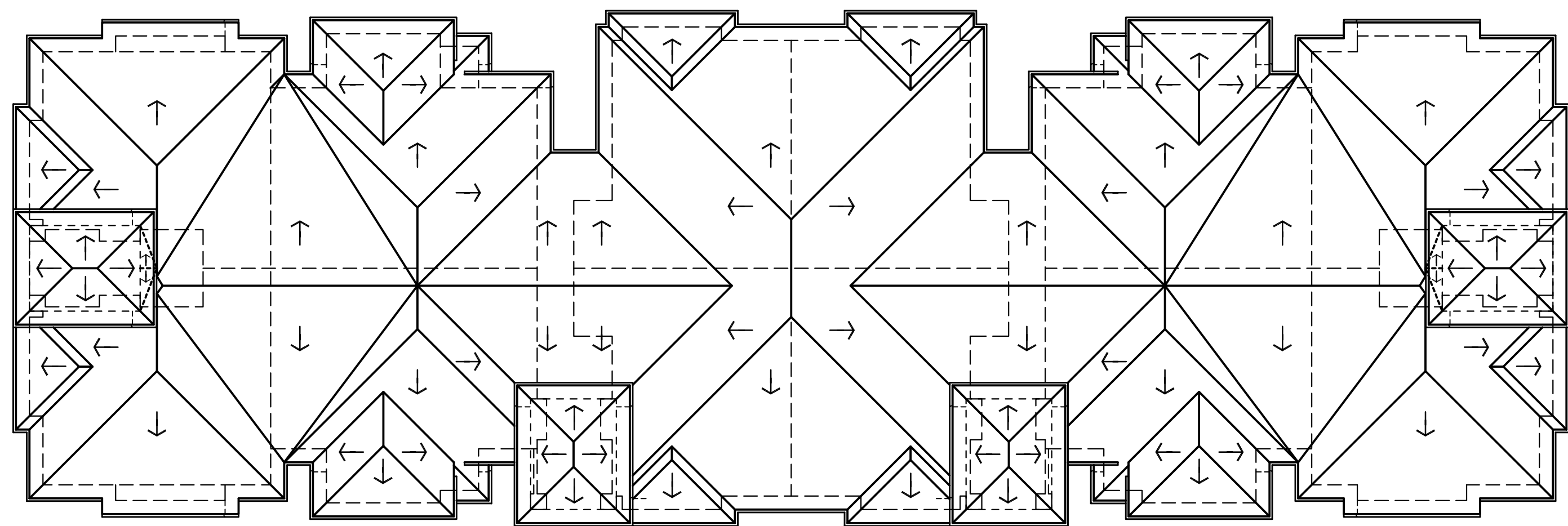
32,988 SF LIVING AREA
 UNIT 1 = 24 UNITS
 UNIT 2 = 0 UNITS
 UNIT 3 = 12 UNITS
 UNIT 4 = 0 UNITS

CONCEPTUAL MASSING PLANS

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



BUILDING C

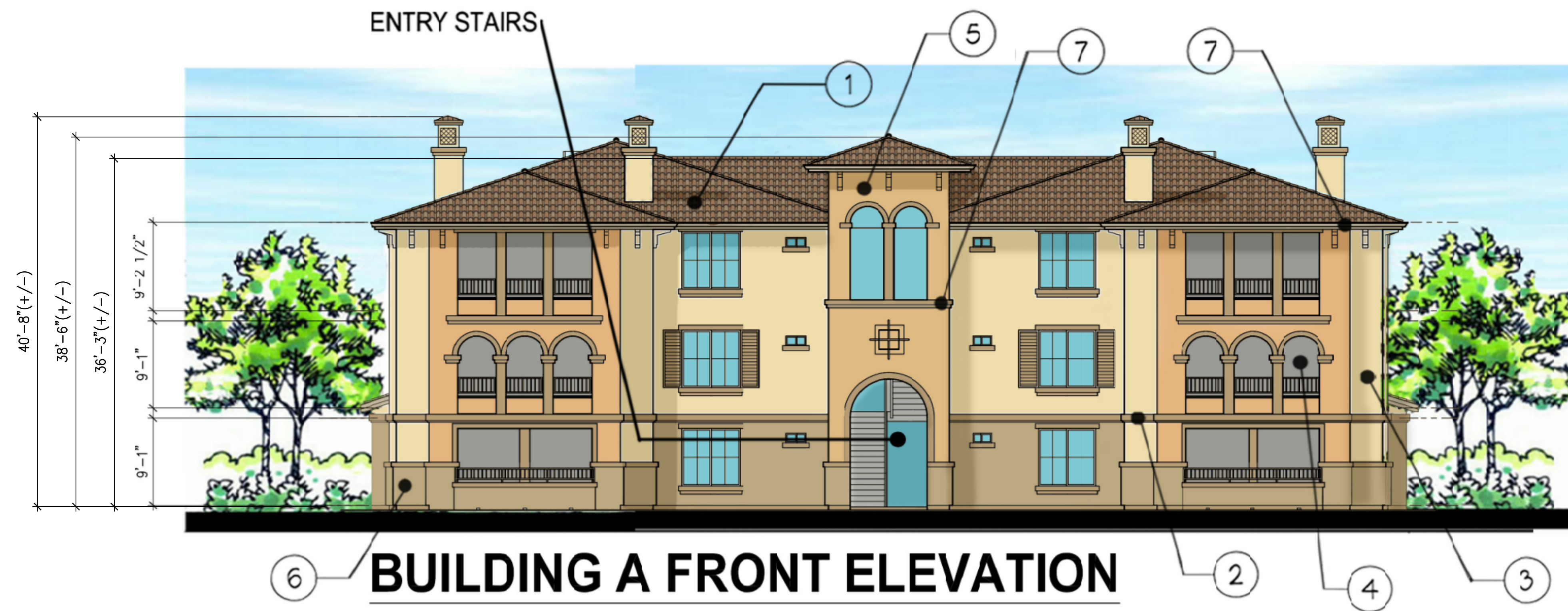


BUILDING D

CONCEPTUAL ROOF PLANS

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





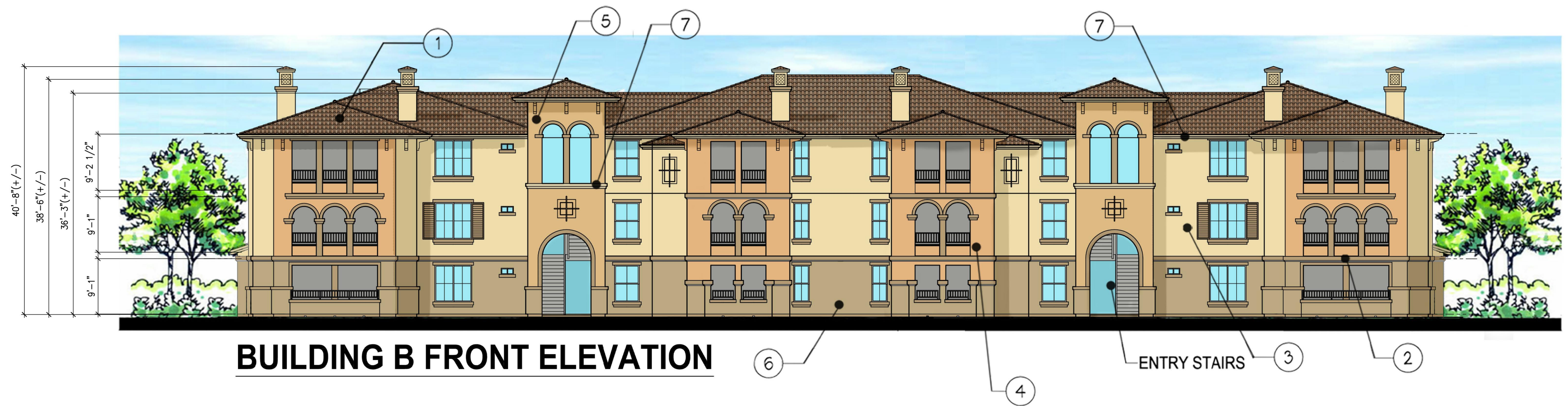
CONCEPTUAL ELEVATIONS

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



COLOR CHART

	1	ROOF EAGLE ROOF CONCRETE TILE CAPISTRANO ADOBE BLEND 3723
	2	TRIM KELLY MOORE KM 4671 EMPEROR'S GOLD
	3	BODY COLOR 1 KELLY MOORE KM 5236 GOLDEN FLEECE
	4	BODY COLOR 2 KELLY MOORE KM 5356 EYE OF THE TIGER
	5	BODY COLOR 3 KELLY MOORE KM 5265 HONEY ROBBER
	6	BASE COLOR KELLY MOORE KM 4690 SPA SANGRIA
	7	FASCIA / ACCENT KELLY MOORE KM 5733 SONORA HILLS
	8	RAILINGS KELLY MOORE KM 4024-5 LATTE PLEASE
	9	ACCENT TILE DAL TILE DM 14 COBALT



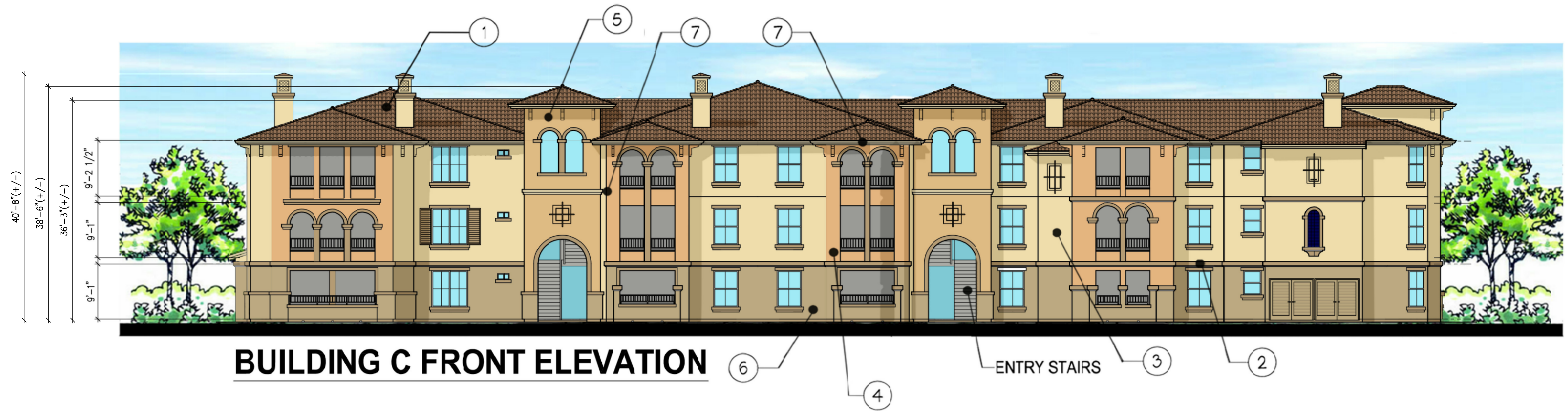
CONCEPTUAL ELEVATIONS

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



COLOR CHART

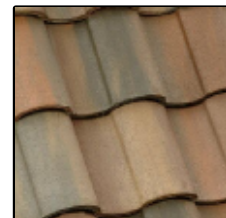
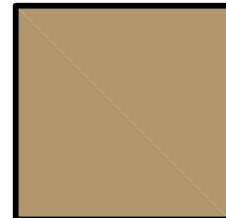
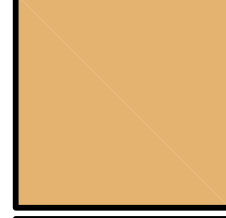
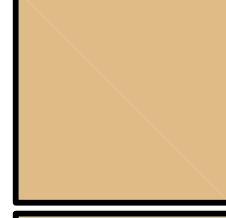
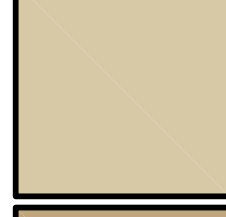
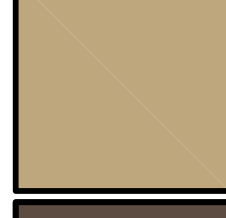
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	8	RAILINGS KELLY MOORE KM 4024-5 LATTE PLEASE
	9	ACCENT TILE DAL TILE DM 14 COBALT



BUILDING C FRONT ELEVATION



BUILDING C REAR ELEVATION

COLOR CHART	
	1 ROOF EAGLE ROOF CONCRETE TILE CAPISTRANO ADOBE BLEND 3723
	2 TRIM KELLY MOORE KM 4671 EMPEROR'S GOLD
	3 BODY COLOR 1 KELLY MOORE KM 5236 GOLDEN FLEECE
	4 BODY COLOR 2 KELLY MOORE KM 5356 EYE OF THE TIGER
	5 BODY COLOR 3 KELLY MOORE KM 5265 HONEY ROBBER
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	7 FASCIA / ACCENT KELLY MOORE KM 5733 SONORA HILLS
	8 RAILINGS KELLY MOORE KM 4024-5 LATTE PLEASE
	9 ACCENT TILE DAL TILE DM 14 COBALT



BUILDING C SIDE ELEVATION



BUILDING C SIDE ELEVATION

CONCEPTUAL ELEVATIONS

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





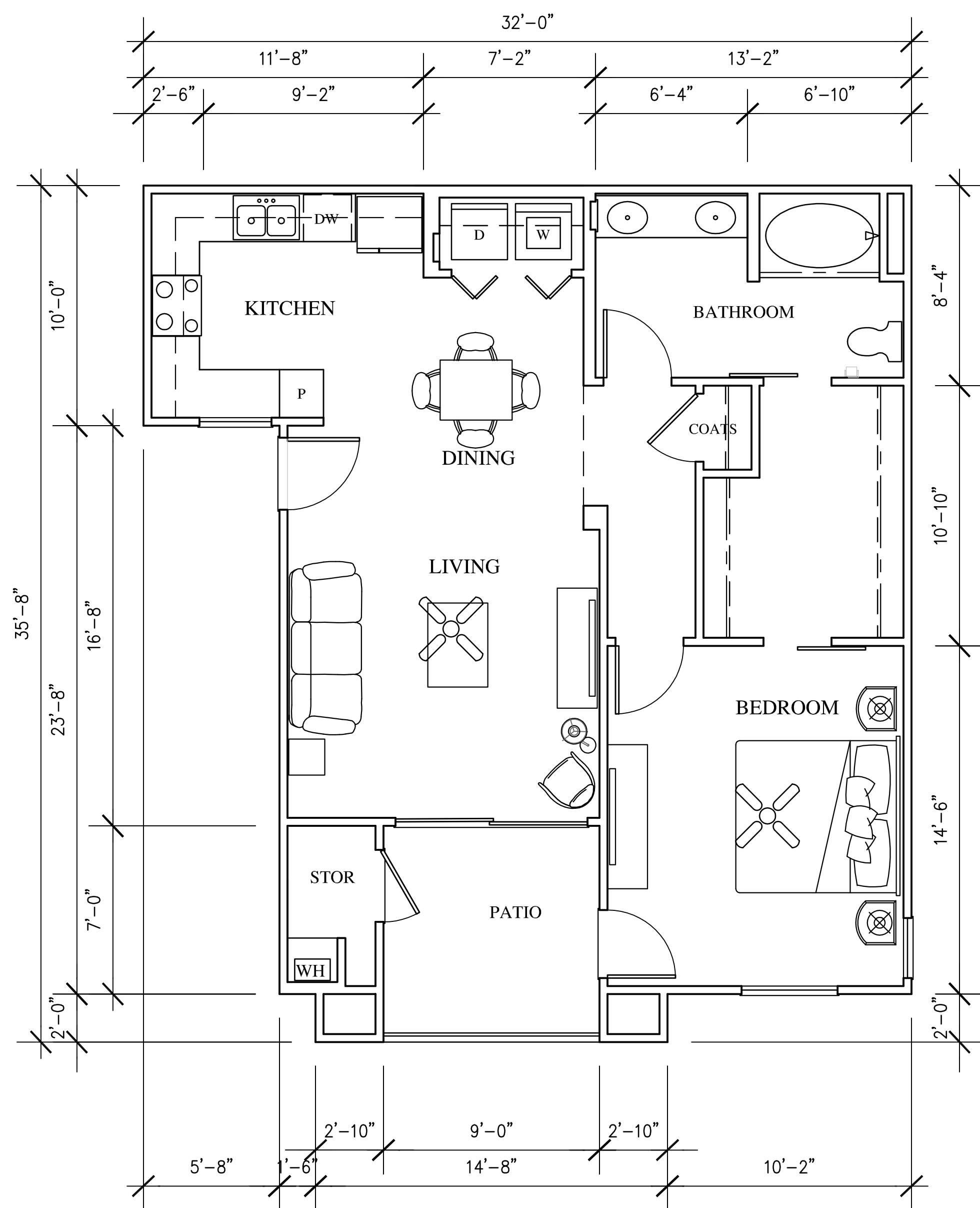
CONCEPTUAL ELEVATIONS

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



COLOR CHART

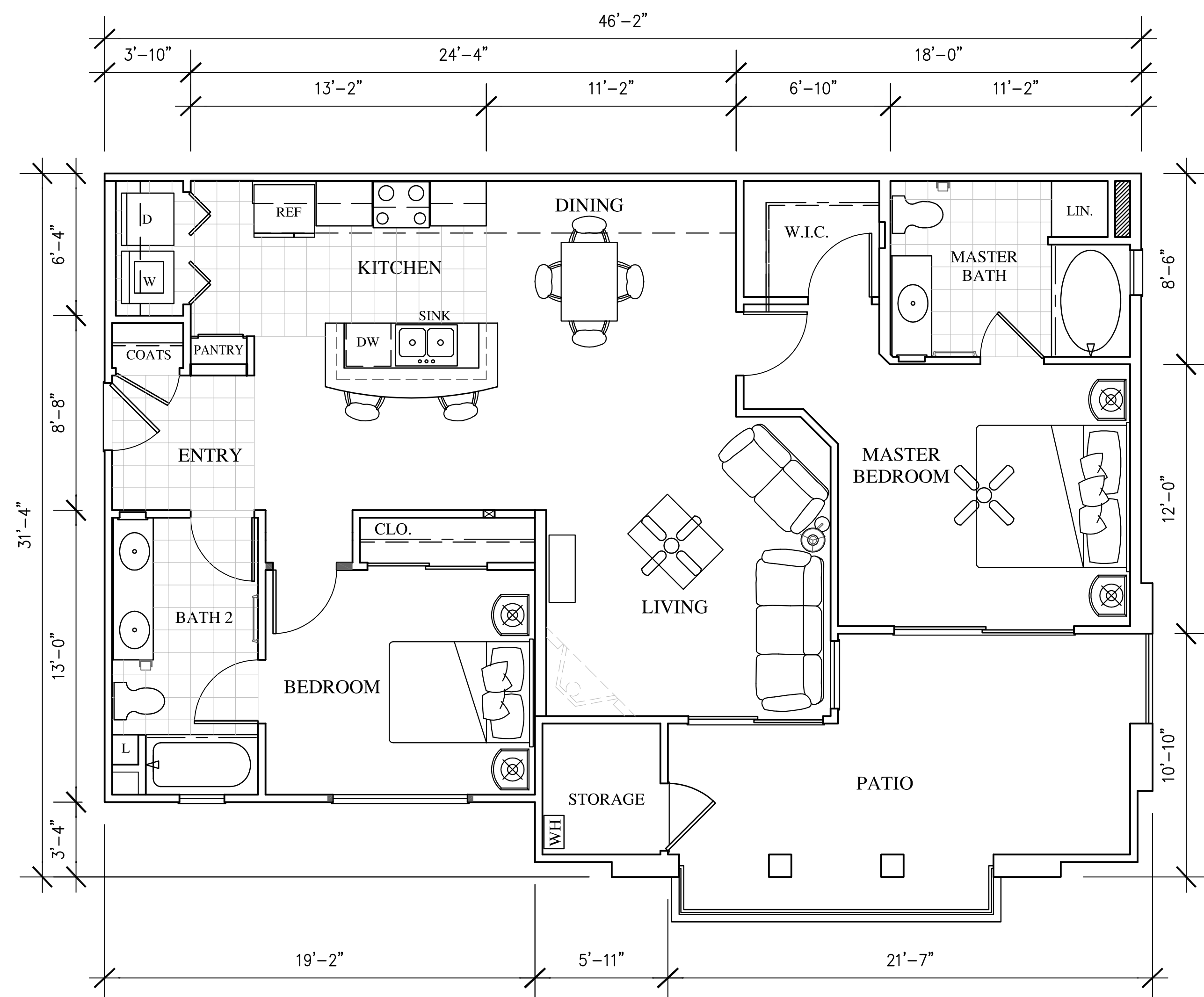
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	2	TRIM KELLY MOORE KM 4671 EMPEROR'S GOLD
	3	BODY COLOR 1 KELLY MOORE KM 5236 GOLDEN FLEECE
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	8	RAILINGS KELLY MOORE KM 4024-5 LATTE PLEASE
	9	ACCENT TILE DAL TILE DM 14 COBALT



UNIT 1

1 BR / 1 BATH

UNIT AREA = 850 SF
PRIVATE STORAGE = 24 SF
DECK (PRIVATE OS) = 114 SF



UNIT 2

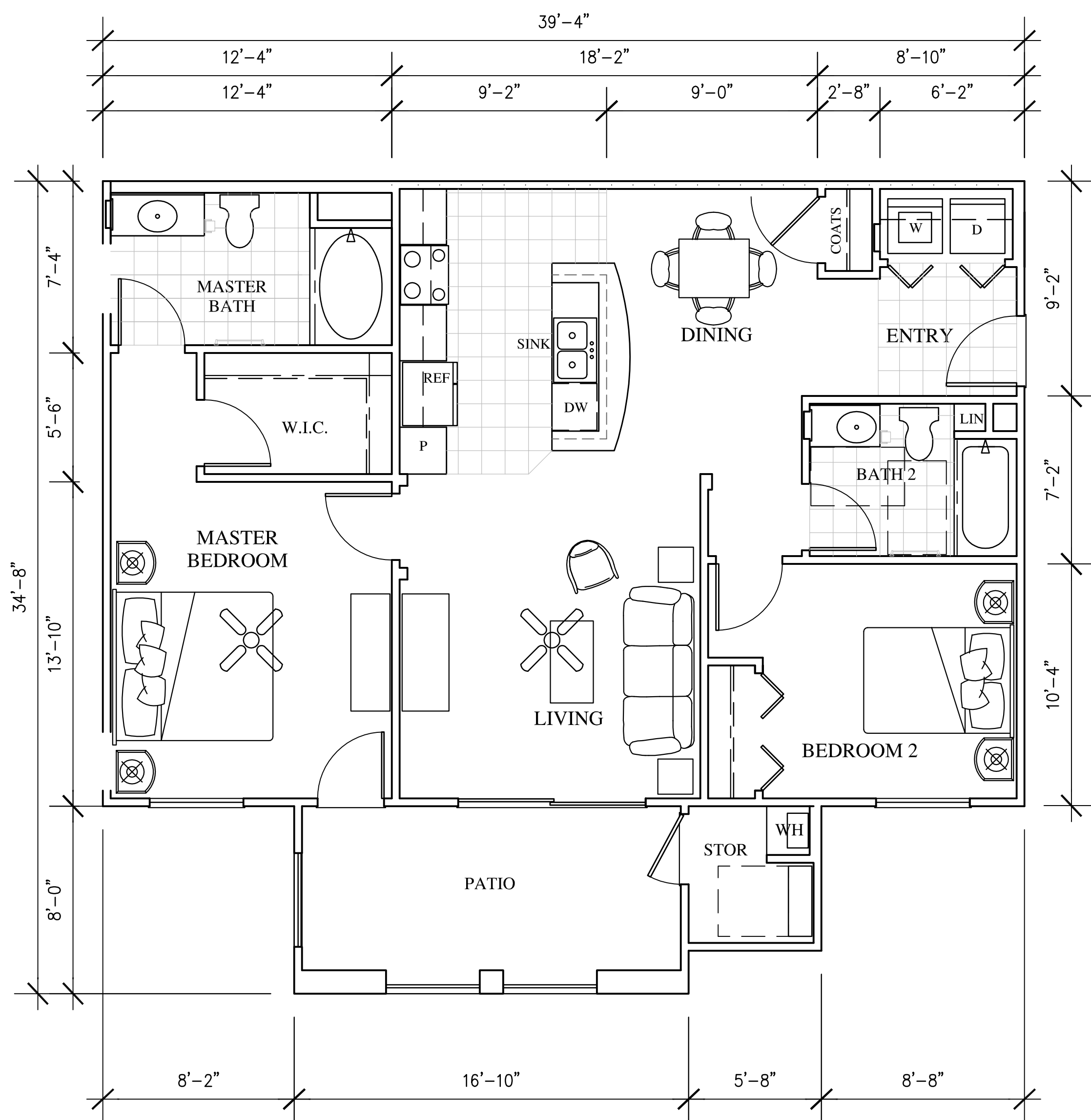
2 BR / 2 BATH

UNIT AREA = 1,142 SF
PRIVATE STORAGE = 35 SF
PATIO (1ST FLOOR) = 224 SF
DECK (2ND & 3RD FLOOR) = 185 SF

CONCEPTUAL UNIT PLANS

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





UNIT 3

2 BR / 2 BATH

UNIT AREA = 1,049 SF
 PRIVATE STORAGE = 37 SF
 PATIO (1ST FLOOR) = 133 SF
 DECK (2ND & 3RD FLOOR) = 133 SF



UNIT 4

2 BR / 2 BATH

UNIT AREA = 1,097 SF
 PRIVATE STORAGE = 37 SF
 PATIO (1ST FLOOR) = 133 SF
 DECK (2ND & 3RD FLOOR) = 133 SF

CONCEPTUAL UNIT PLANS

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



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UNIT
 FLOOR PLANS

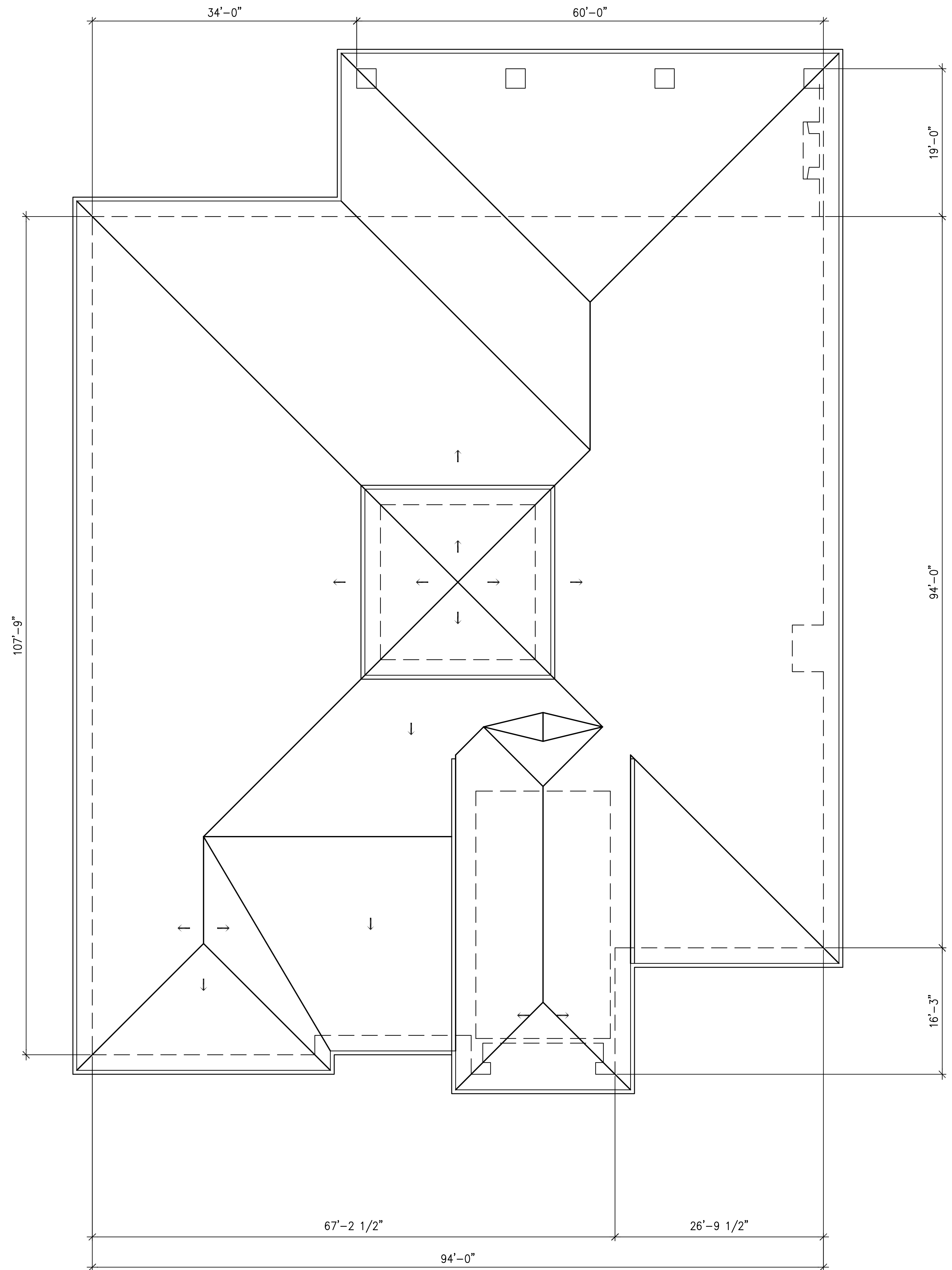
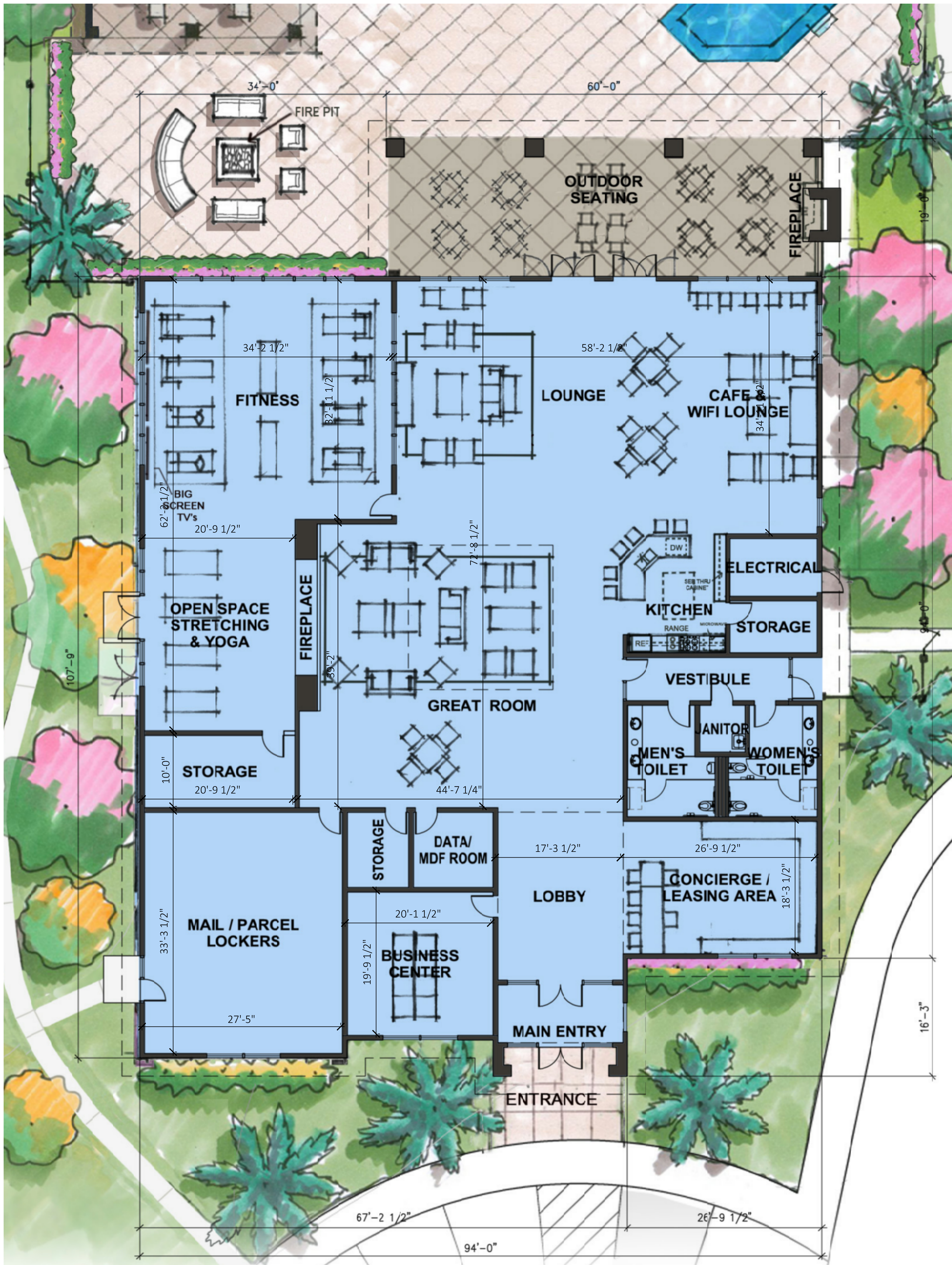
SCALE: AS SHOWN
 DATE: 01 / 10 / 2020

REVISIONS:
 03 / 27 / 2020

PROJECT NO. 18112

A4.2

SHEET OF

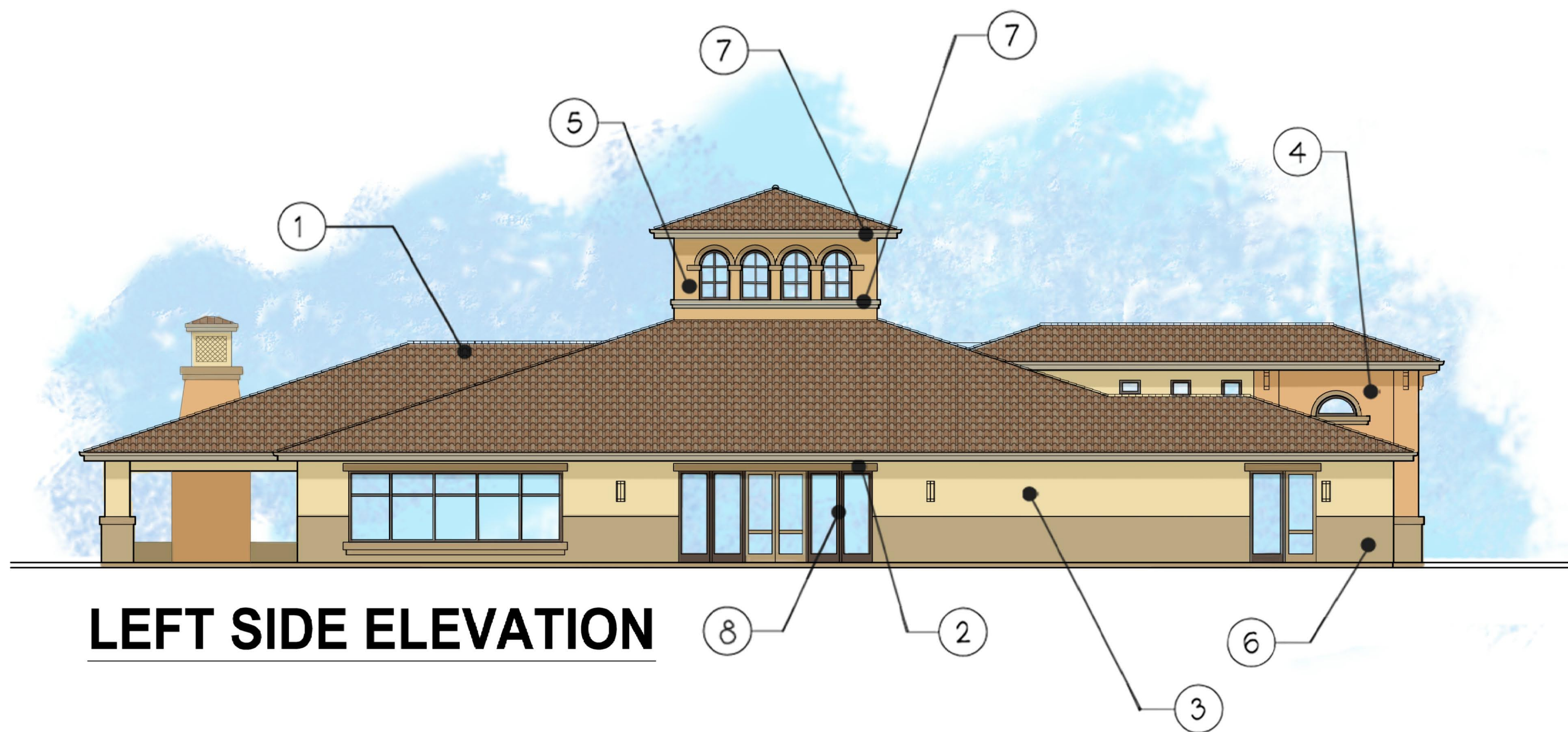




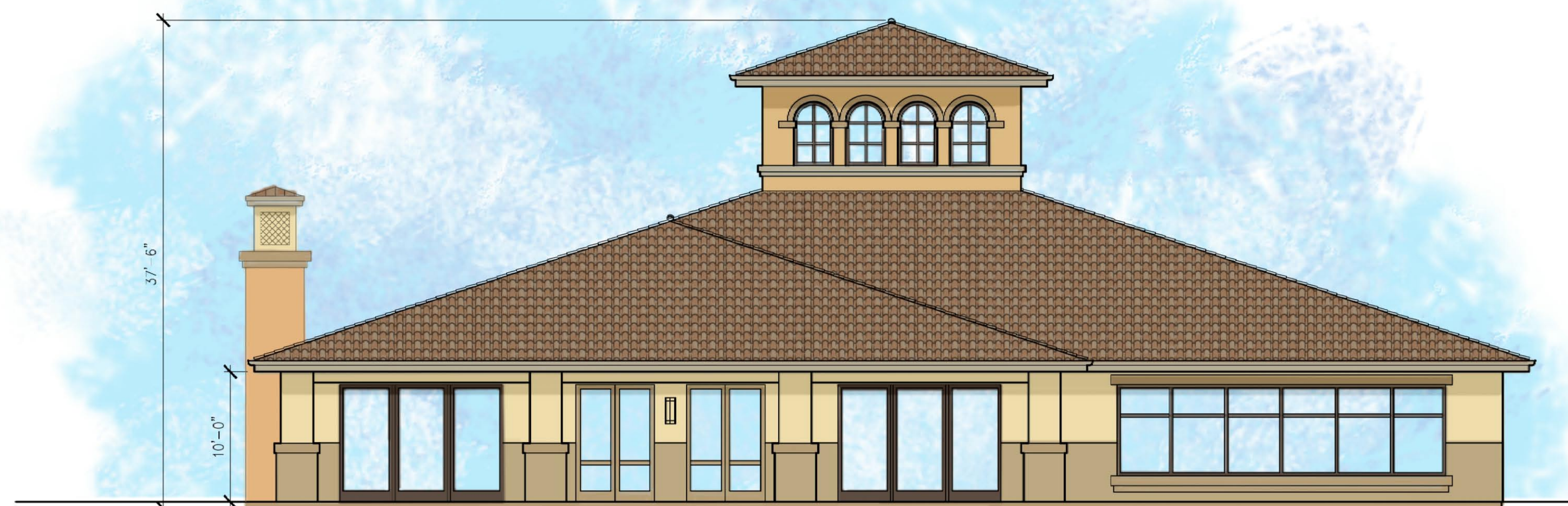
RIGHT SIDE ELEVATION



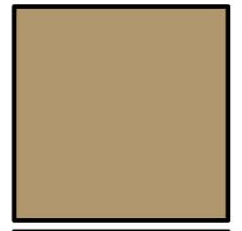
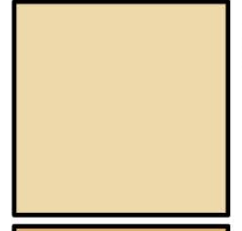
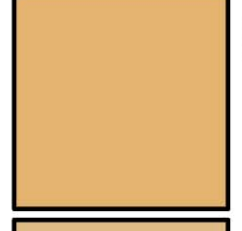
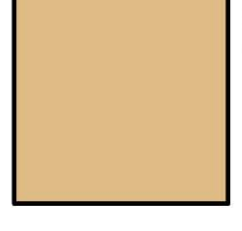
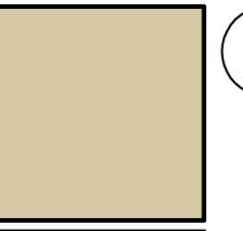
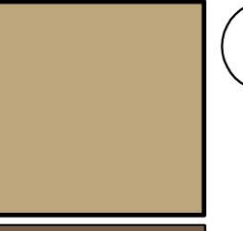
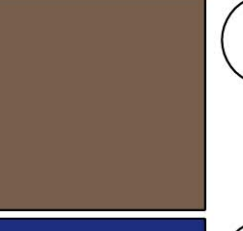
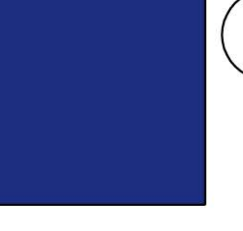
FRONT ELEVATION



LEFT SIDE ELEVATION

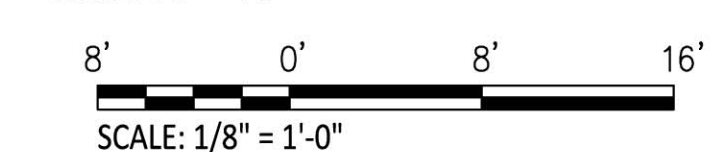


REAR ELEVATION

COLOR CHART			
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	2	TRIM KELLY MOORE KM 4671 EMPEROR'S GOLD	
	3	BODY COLOR 1 KELLY MOORE KM 5236 GOLDEN FLEECE	
	4	BODY COLOR 2 KELLY MOORE KM 5356 EYE OF THE TIGER	
	5	BODY COLOR 3 KELLY MOORE KM 5265 HONEY ROBBER	
	6	BASE COLOR KELLY MOORE KM 4690 SPA SANGRIA	
	7	FASCIA / ACCENT KELLY MOORE KM 5733 SONORA HILLS	
	8	RAILINGS KELLY MOORE KM 4024-5 LATTE PLEASE	
	9	ACCENT TILE DAL TILE DM 14 COBALT	

**CONCEPTUAL RECREATION
BUILDING ELEVATIONS**

SCALE: 1" = 10'



1
ROOF
EAGLE ROOF
CONCRETE TILE
CAPISTRANO
ADOBE BLEND 3723

2
TRIM
KELLY MOORE
KM 4671
EMPEROR'S GOLD

3
BODY COLOR 1
KELLY MOORE
KM 5236
GOLDEN FLEECE

4
BODY COLOR 2
KELLY MOORE
KM 5356
EYE OF THE TIGER

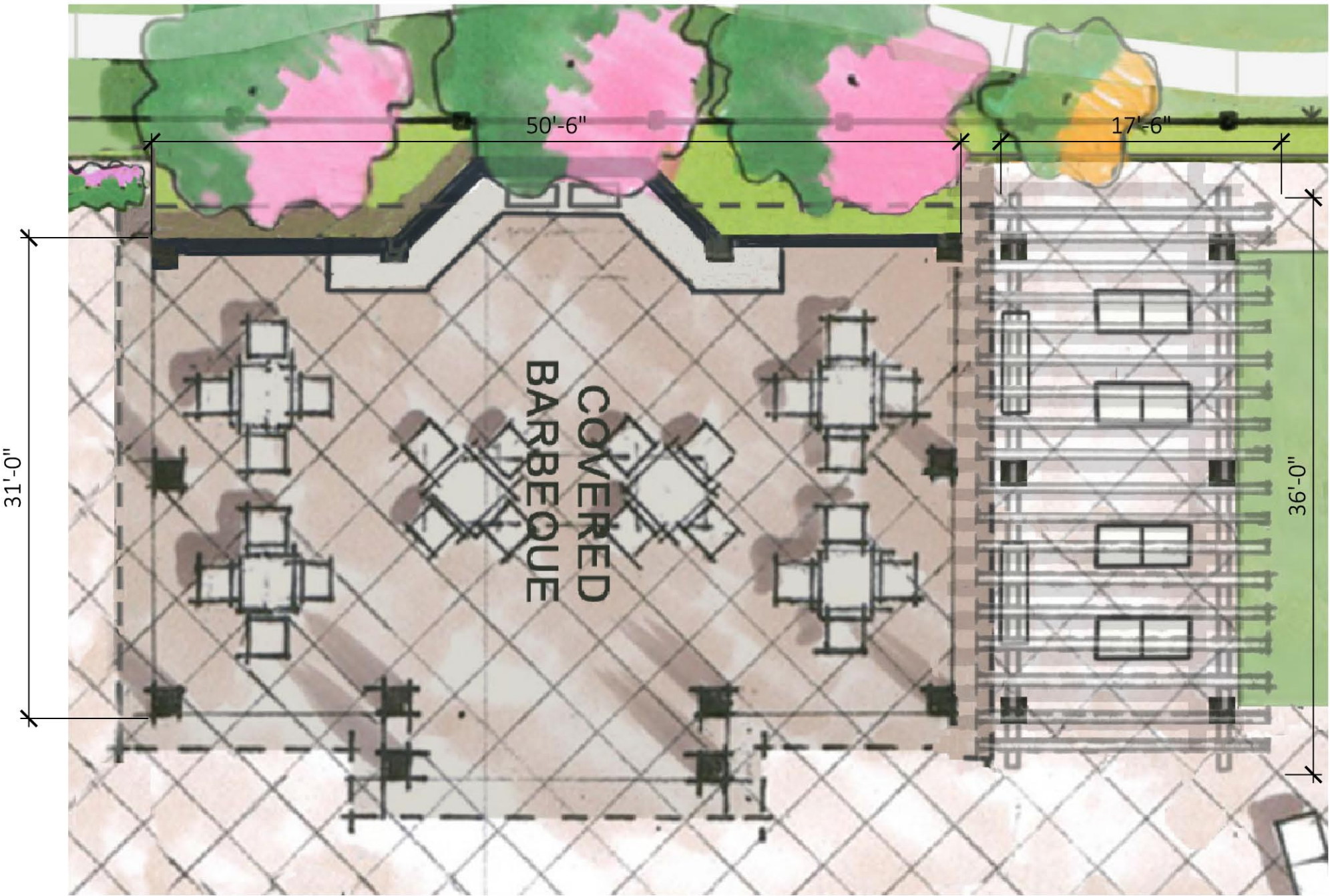
5
BODY COLOR 3
KELLY MOORE
KM 5265
HONEY ROBBER

6
BASE COLOR
KELLY MOORE
KM 4690
SPA SANGRIA

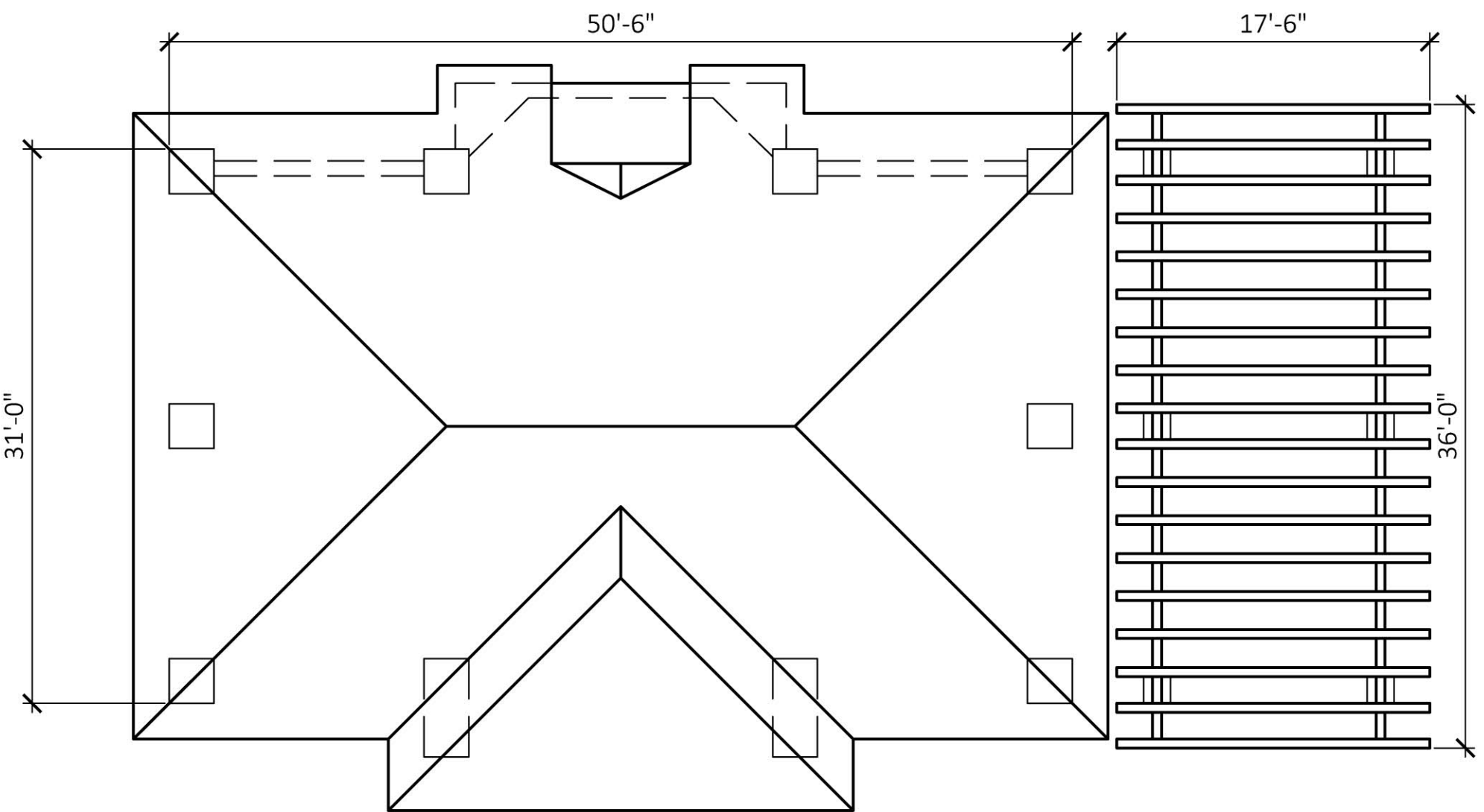
7
FASCIA / ACCENT
KELLY MOORE
KM 5733
SONORA HILLS

8
RAILINGS
KELLY MOORE
KM 4024-5
LATTE PLEASE

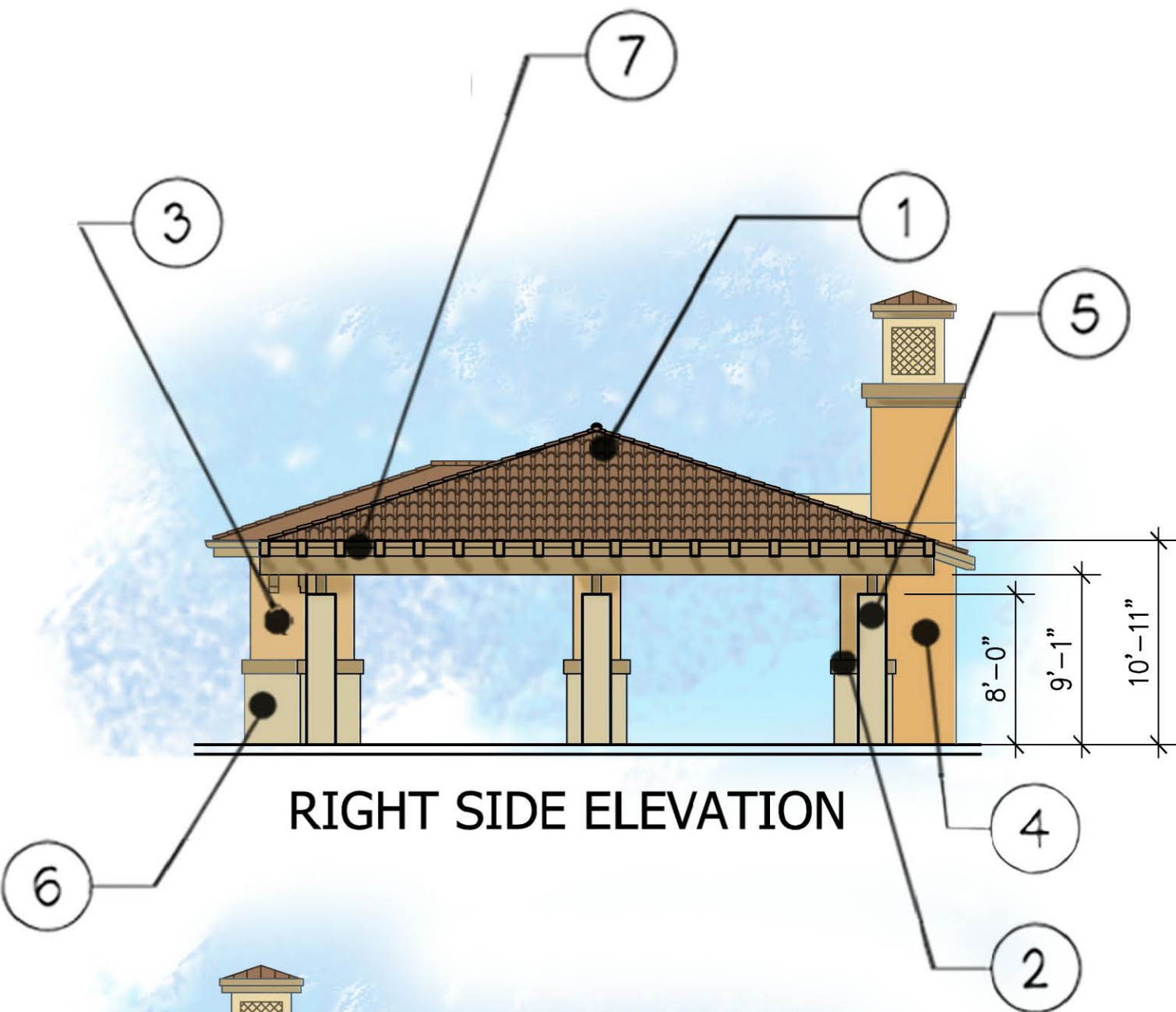
9
ACCENT TILE
DAL TILE
DM 14
COBALT



FLOOR PLAN



ROOF PLAN



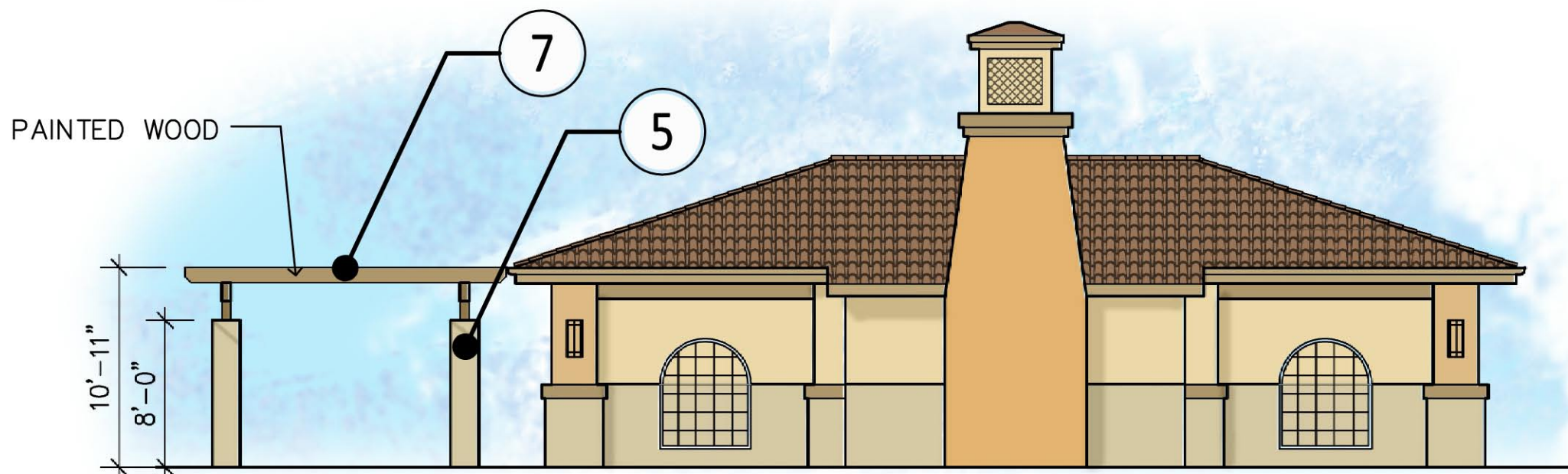
RIGHT SIDE ELEVATION



LEFT SIDE ELEVATION

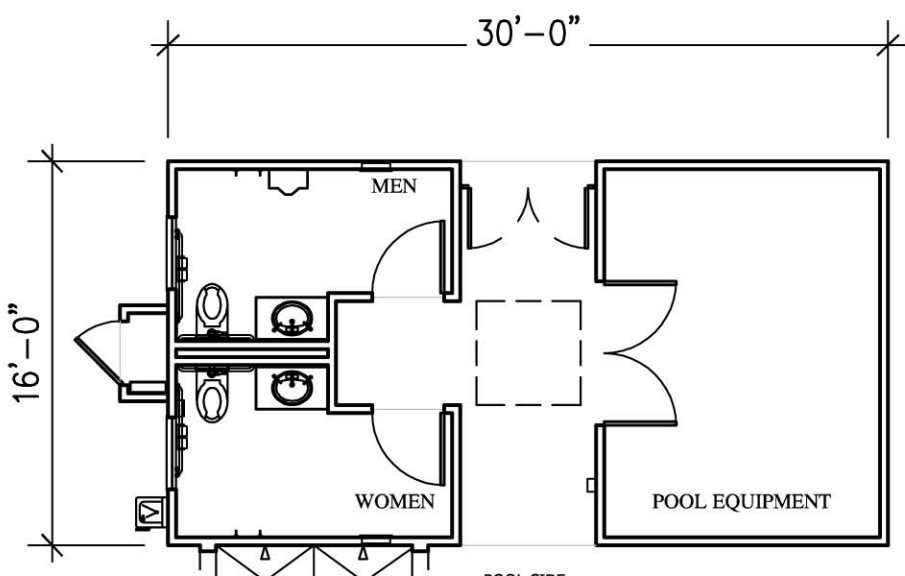


FRONT (POOL SIDE) ELEVATION

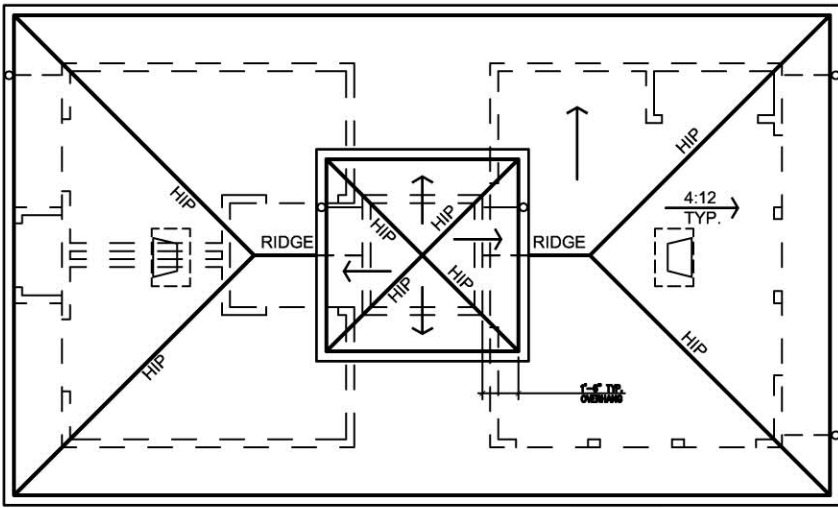


REAR ELEVATION

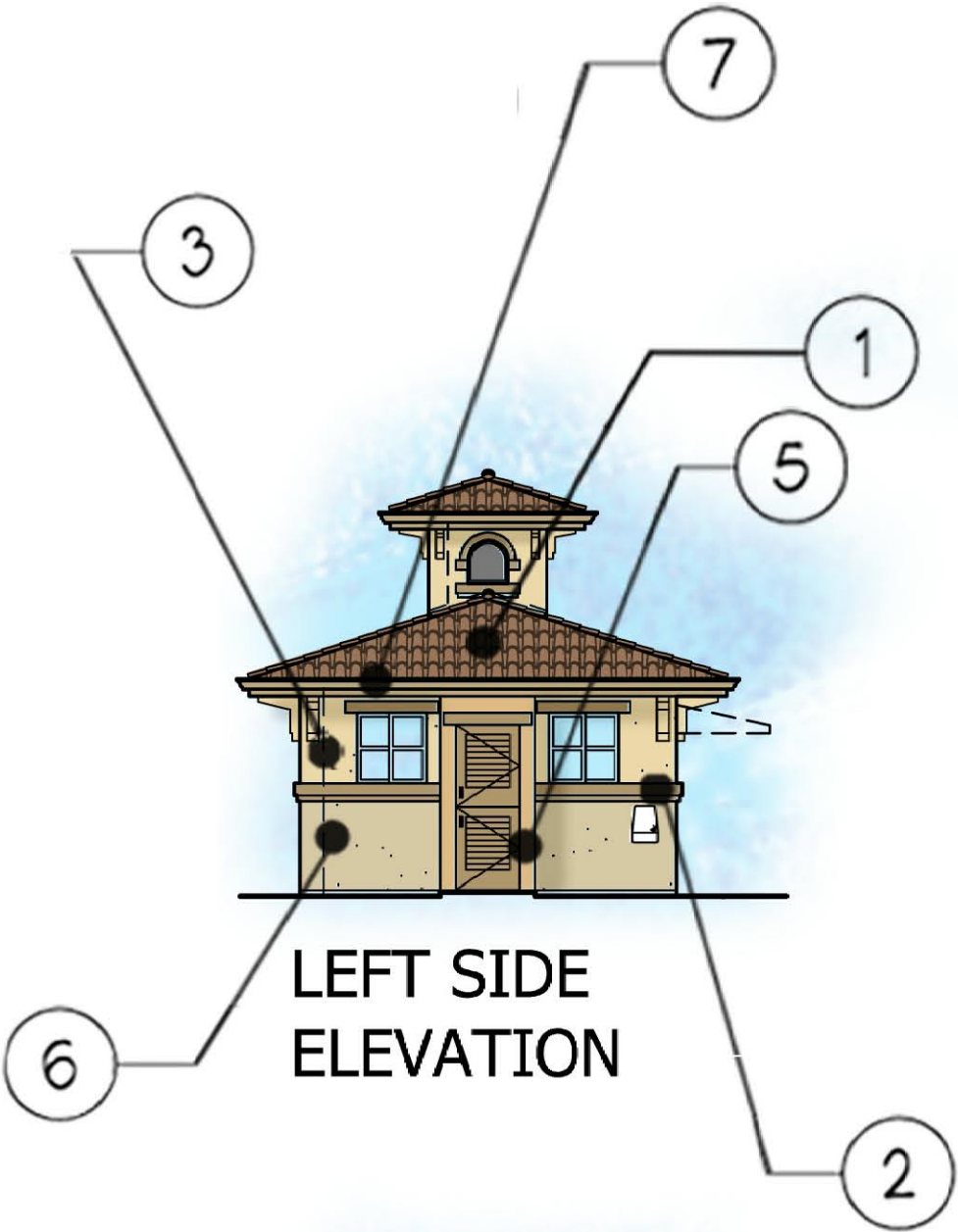
CONCEPTUAL COVERED LOGGIA BUILDING PLANS AND ELEVATIONS



FLOOR PLAN



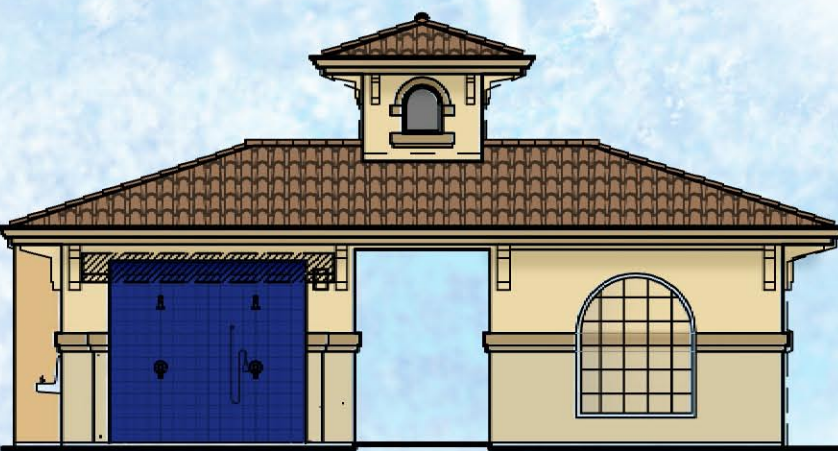
ROOF PLAN



LEFT SIDE ELEVATION



RIGHT SIDE ELEVATION



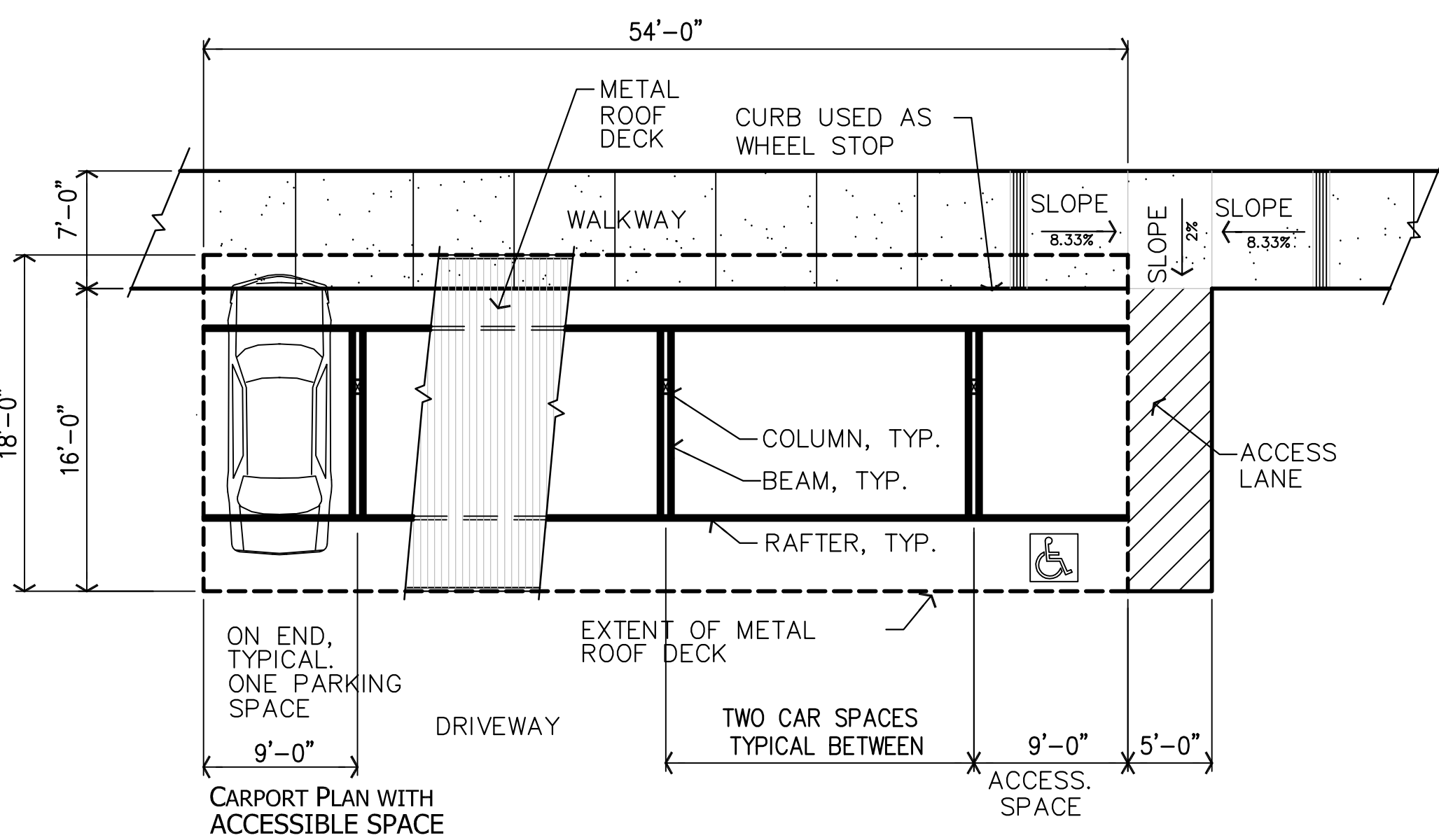
FRONT ELEVATION



REAR ELEVATION

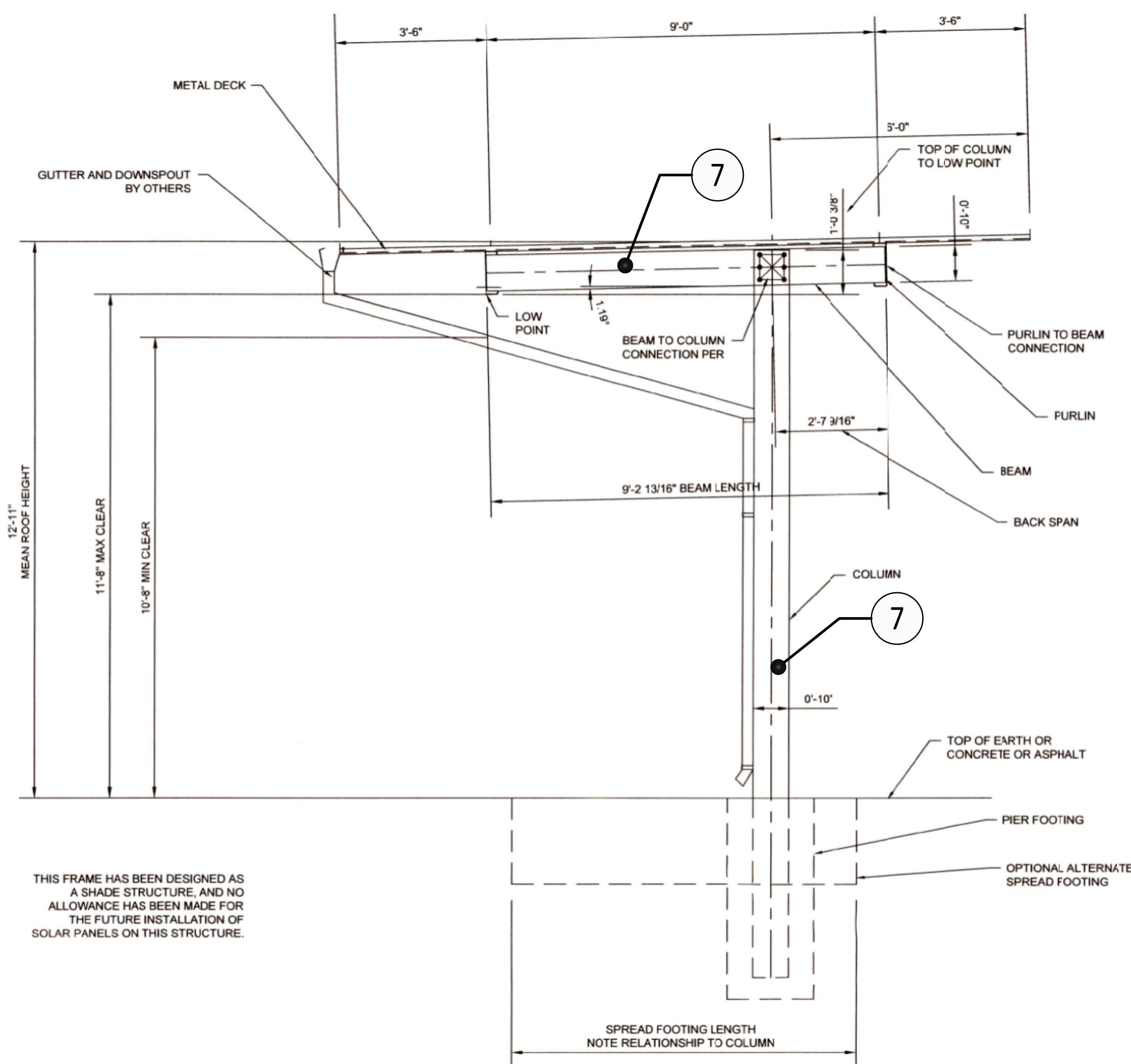
CONCEPTUAL CABANA BUILDING PLANS AND ELEVATIONS





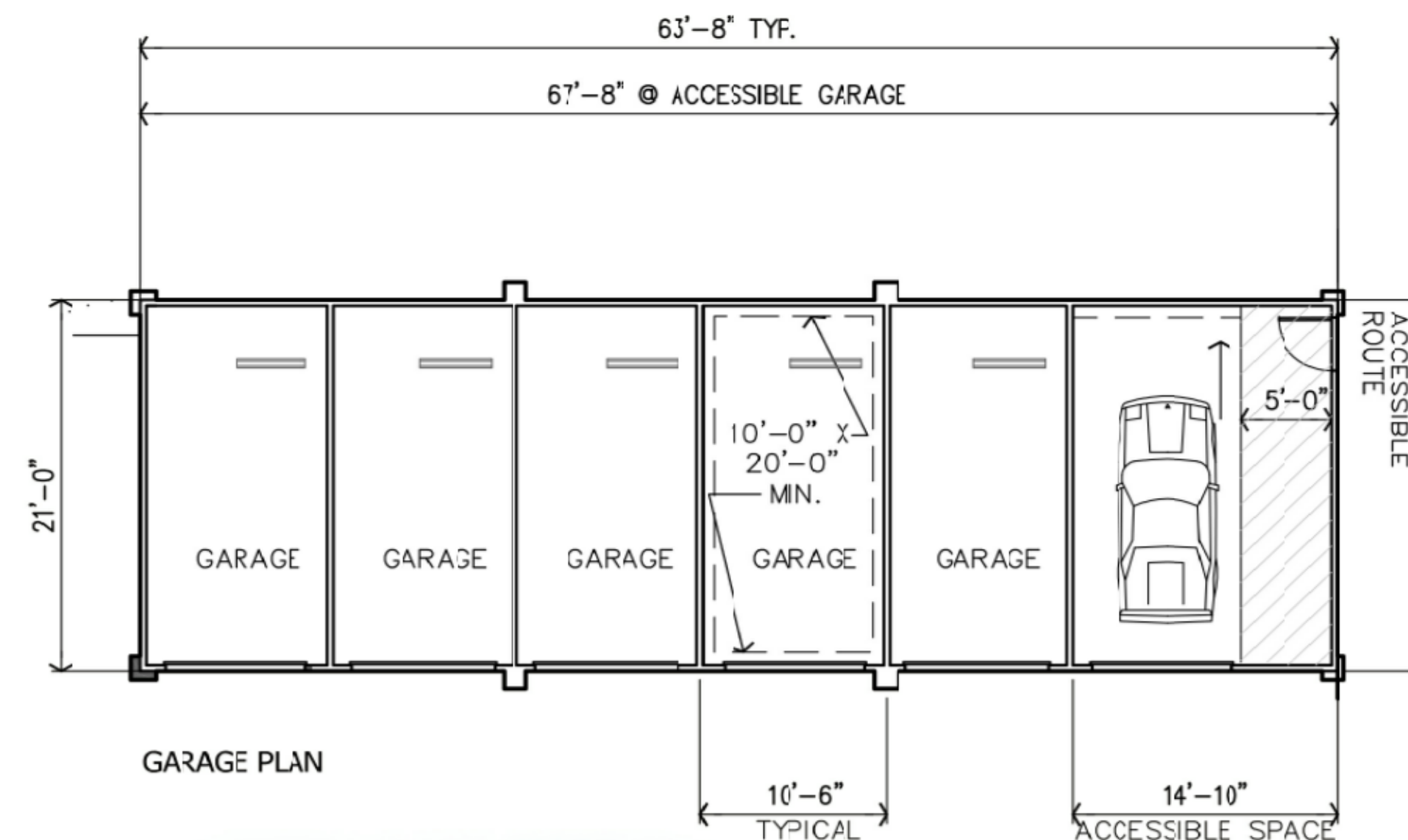
CONCEPTUAL CARPORT PLAN

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

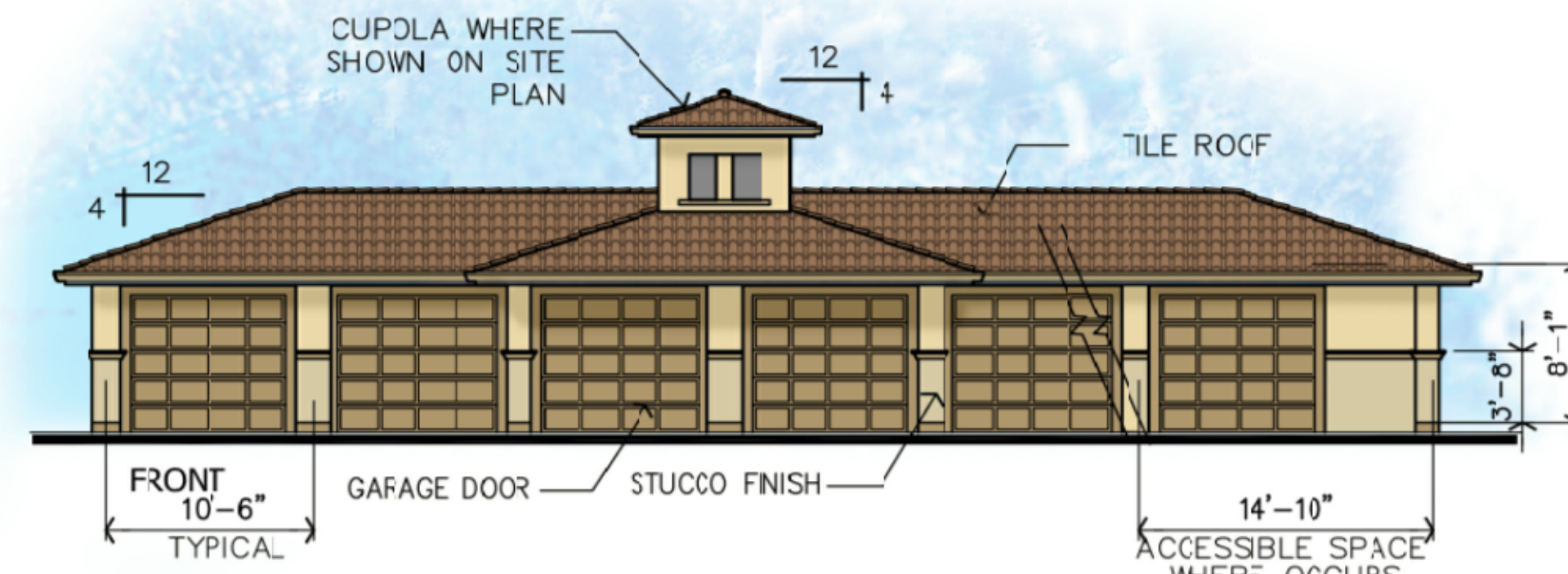


CONCEPTUAL CARPORT SECTION

SCALE: $1/2" = 1'-0"$

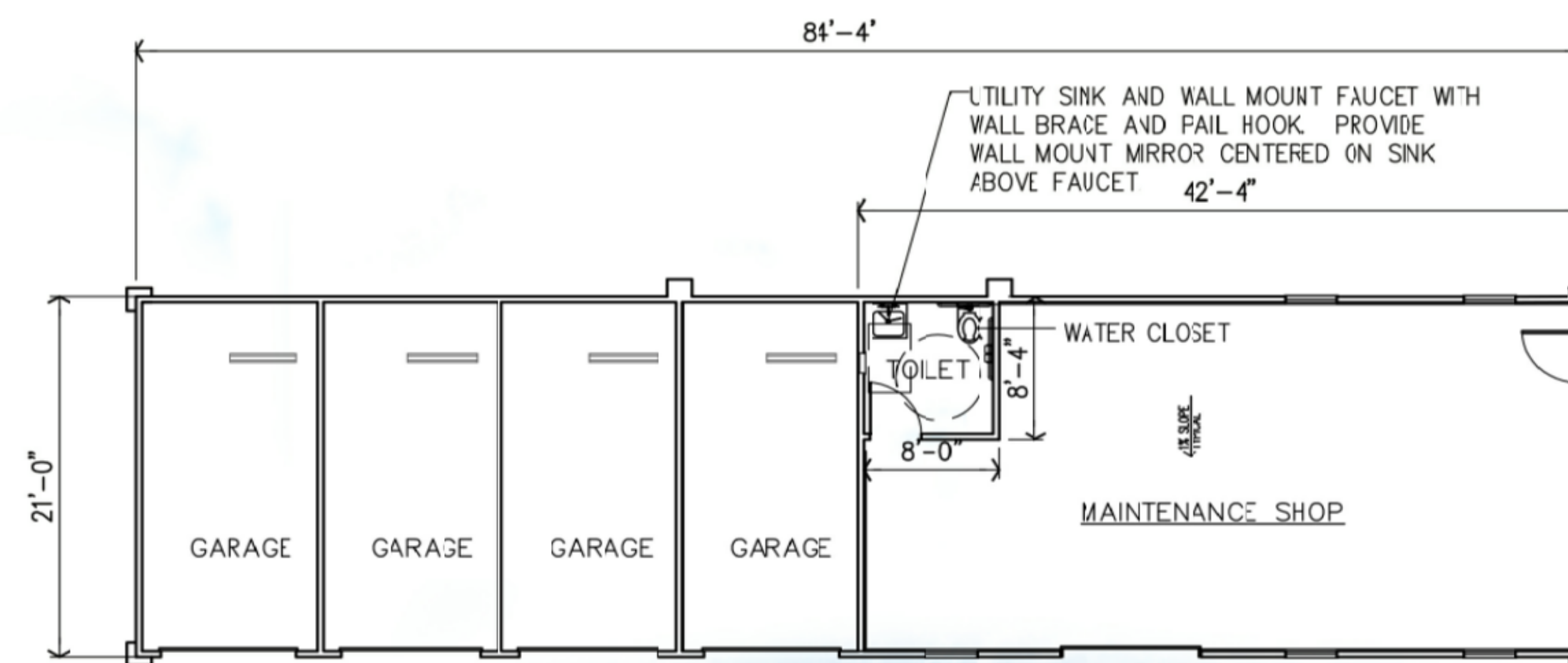


GARAGE PLAN

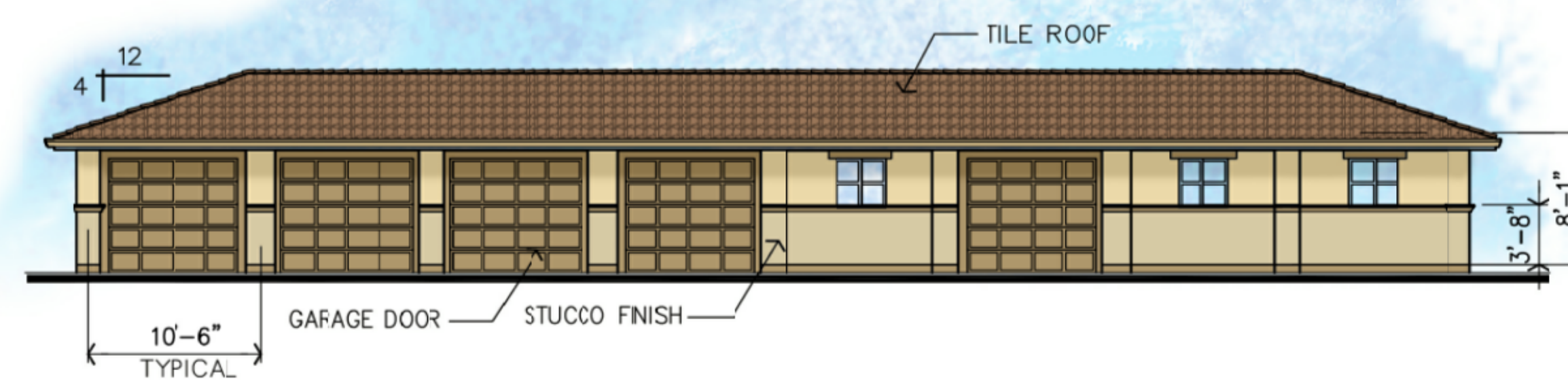


GARAGE PLAN & ELEVATION

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



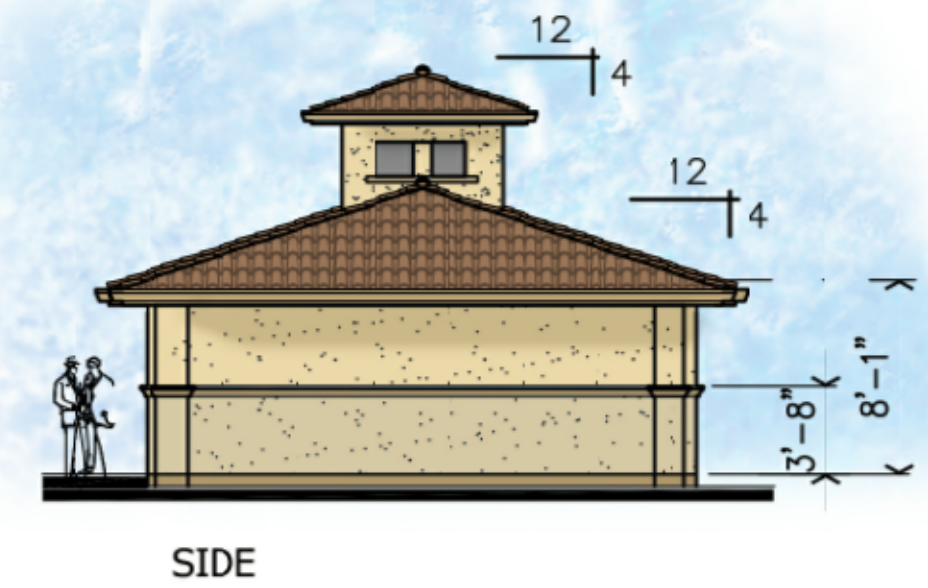
GARAGE PLAN WITH MAINTENANCE SHOP



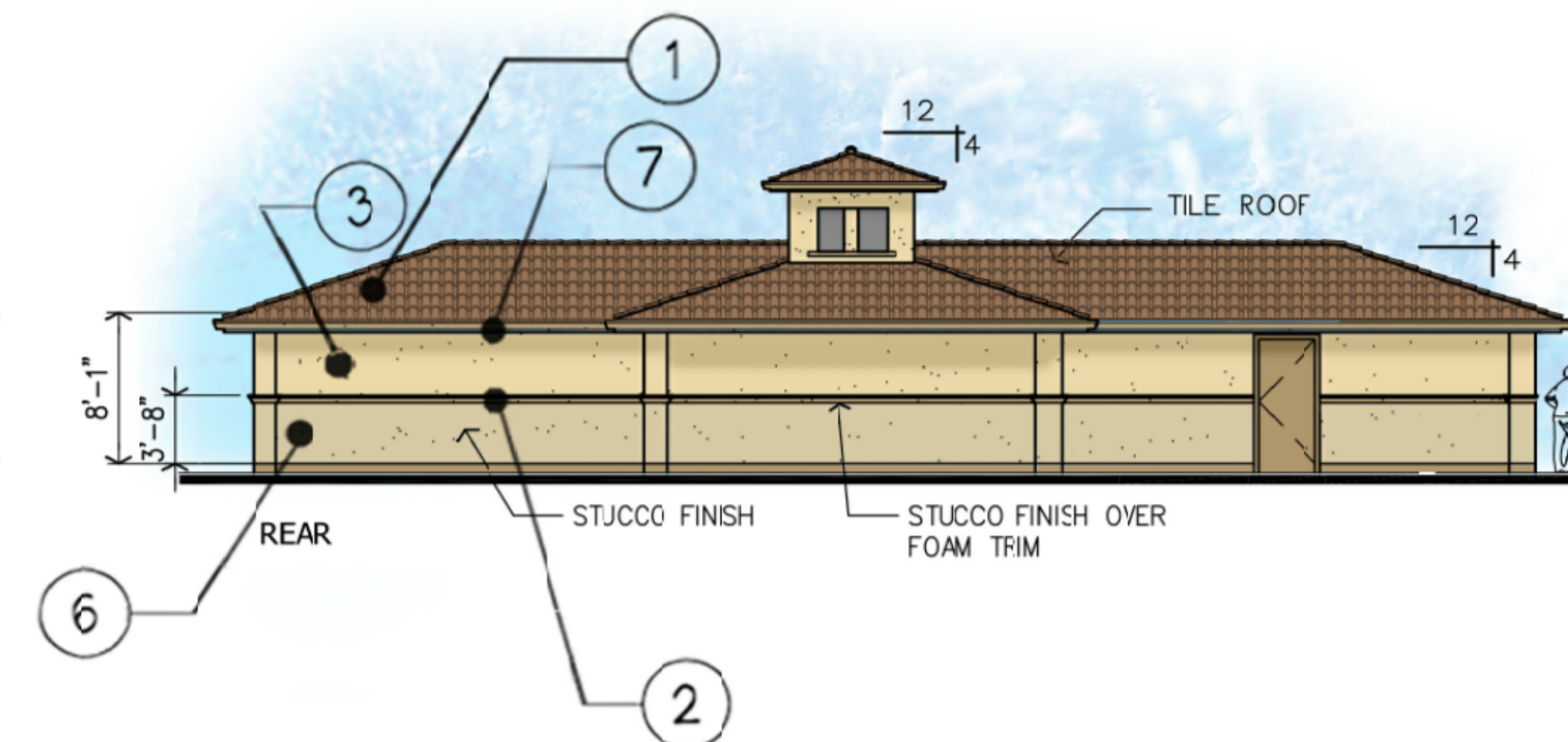
FRONT ELEVATION - GARAGE PLAN WITH MAINTENANCE SHOP

GARAGE PLAN & ELEVATION WITH MAINTENANCE SHOP

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



SIDE

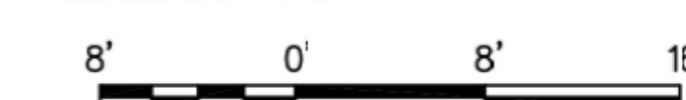


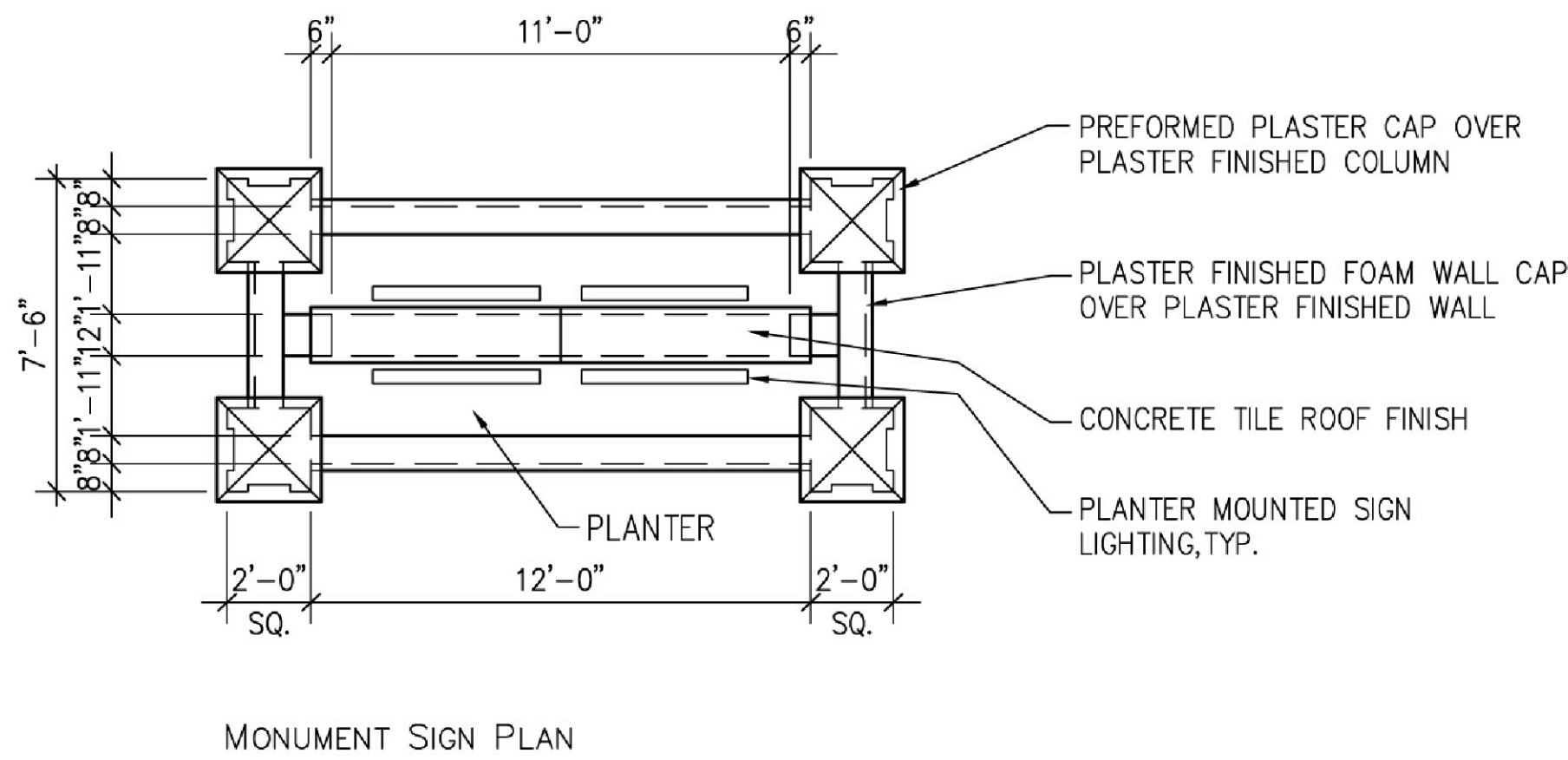
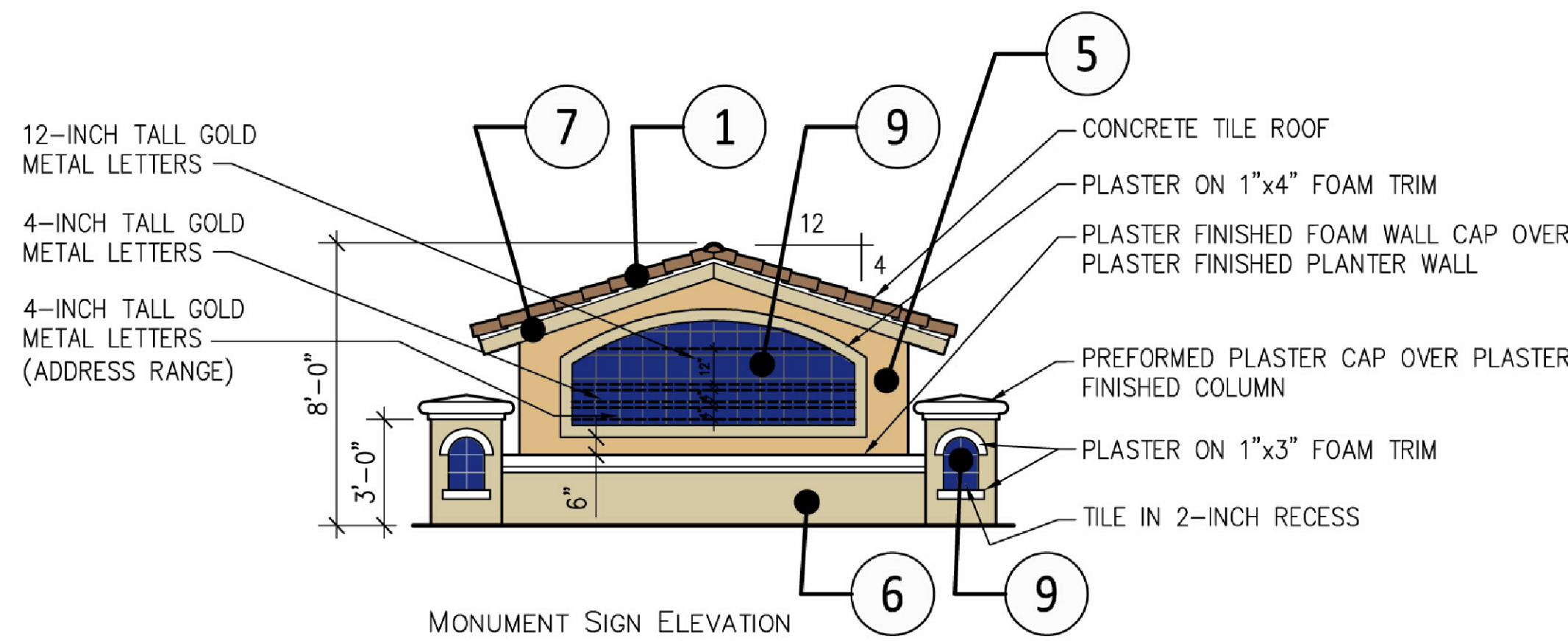
COLOR CHART

	1 ROOF EAGLE ROOF CONCRETE TILE CAPISTRANO ADOBE BLEND 3723		6 BASE COLOR KELLY MOORE KM 4690 SPA SANGRIA
	2 TRIM KELLY MOORE KM 4671 EMPEROR'S GOLD		7 FASCIA / ACCENT KELLY MOORE KM 5733 SONORA HILLS
	3 BODY COLOR 1 KELLY MOORE KM 5236 GOLDEN FLEECE		8 RAILINGS KELLY MOORE KM 4024-5 LATTE PLEASE
	4 BODY COLOR 2 KELLY MOORE KM 5356 EYE OF THE TIGER		9 ACCENT TILE DAL TILE DM 14 COBALT
	5 BODY COLOR 3 KELLY MOORE KM 5265 HONEY ROBBER		

CONCEPTUAL ACCESSORY BUILDINGS

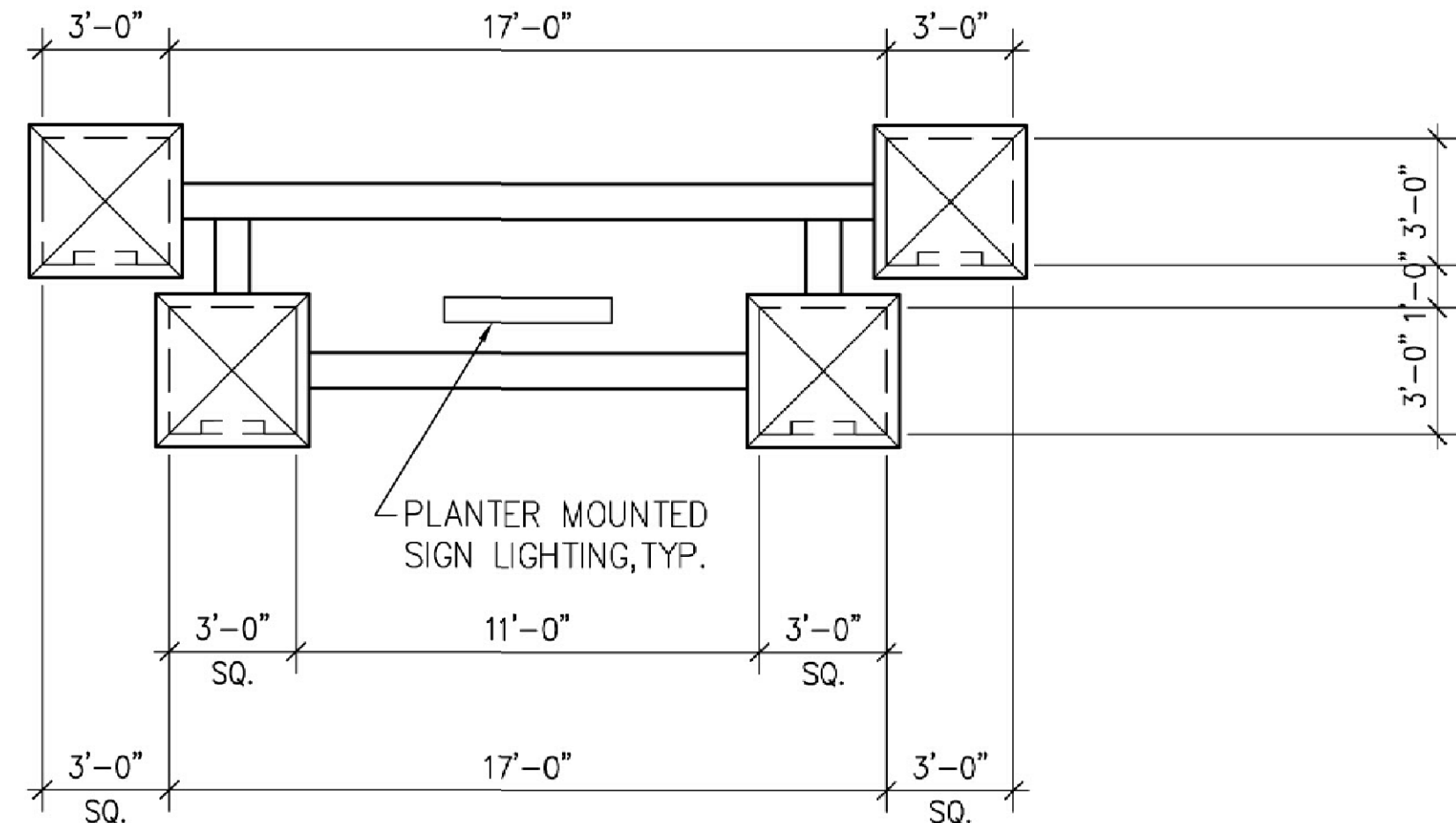
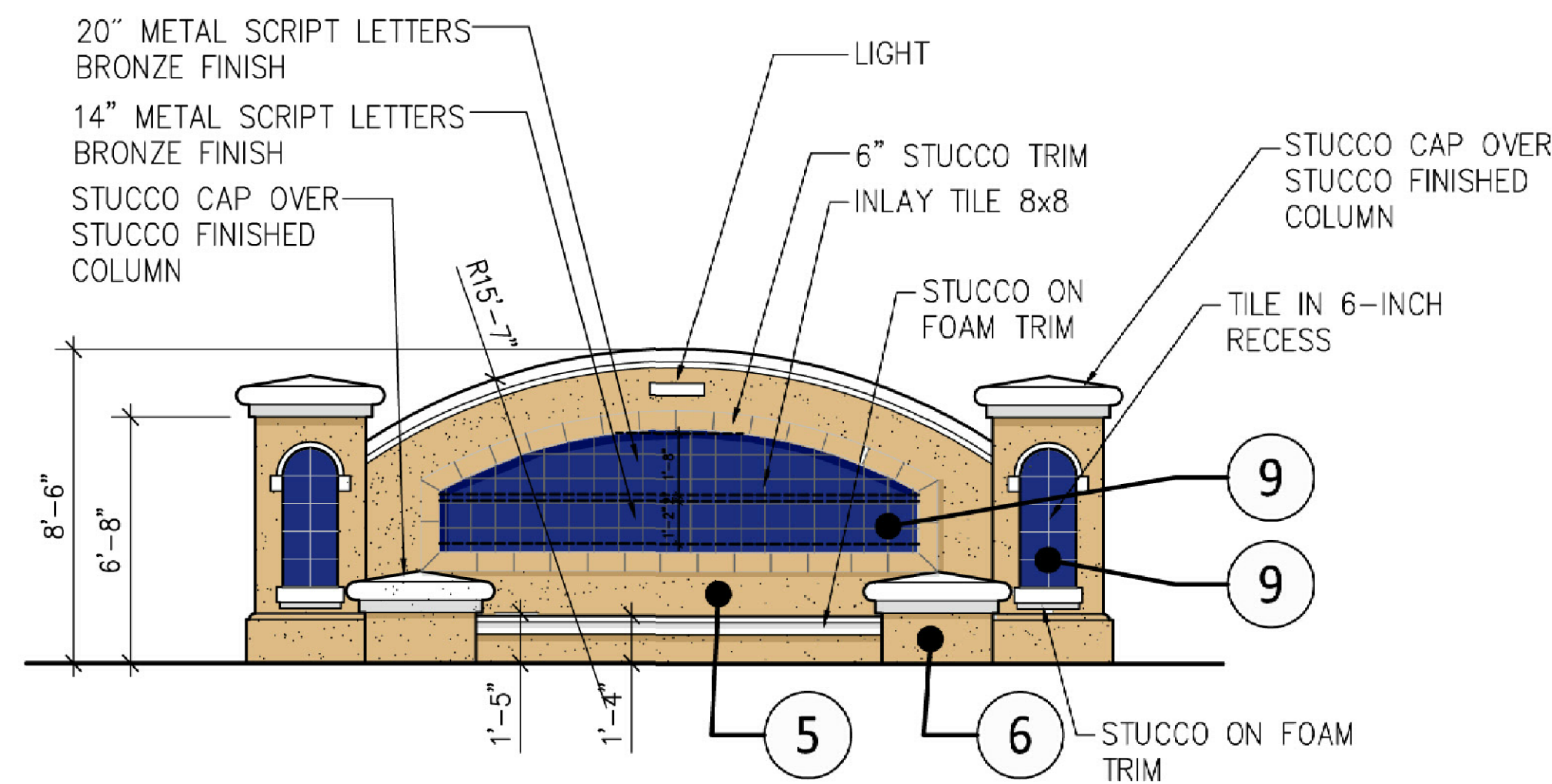
SCALE: $1/8" = 1'-0"$





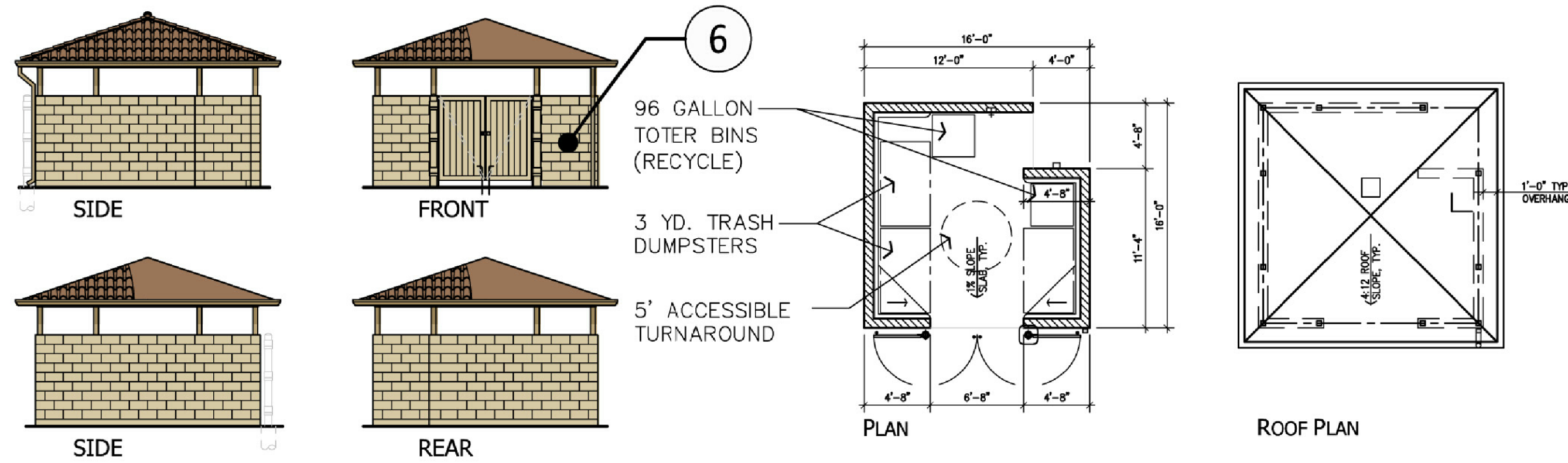
WEST LELAND ROAD MONUMENT SIGN PLAN, ELEVATION, & DETAILS

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



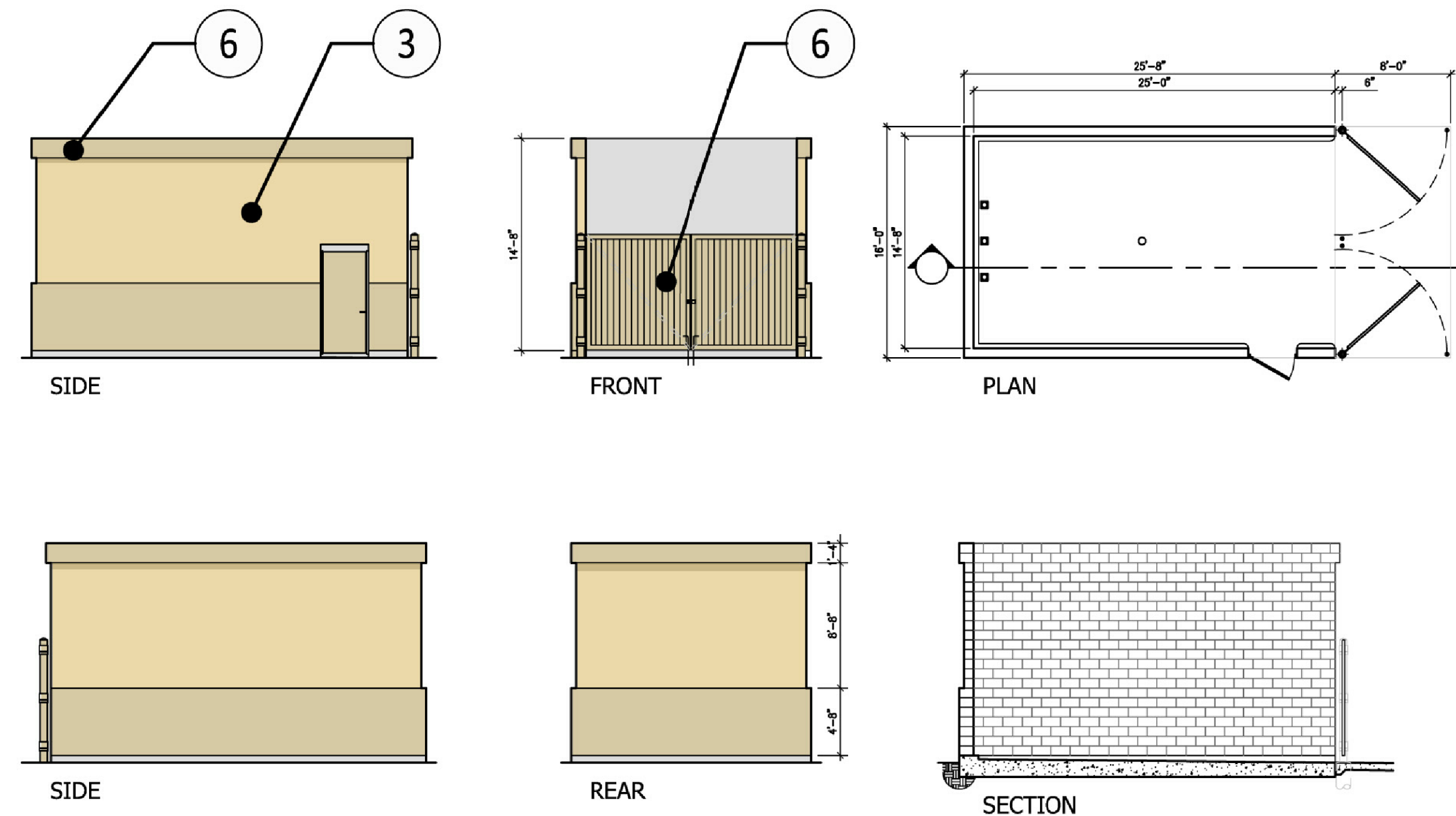
VILLA DRIVE MONUMENT SIGN PLAN, ELEVATION, & DETAILS

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



TRASH ENCLOSURE PLAN & ELEVATIONS

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



TRASH COMPACTOR PLAN, ELEVATION, & SECTION

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

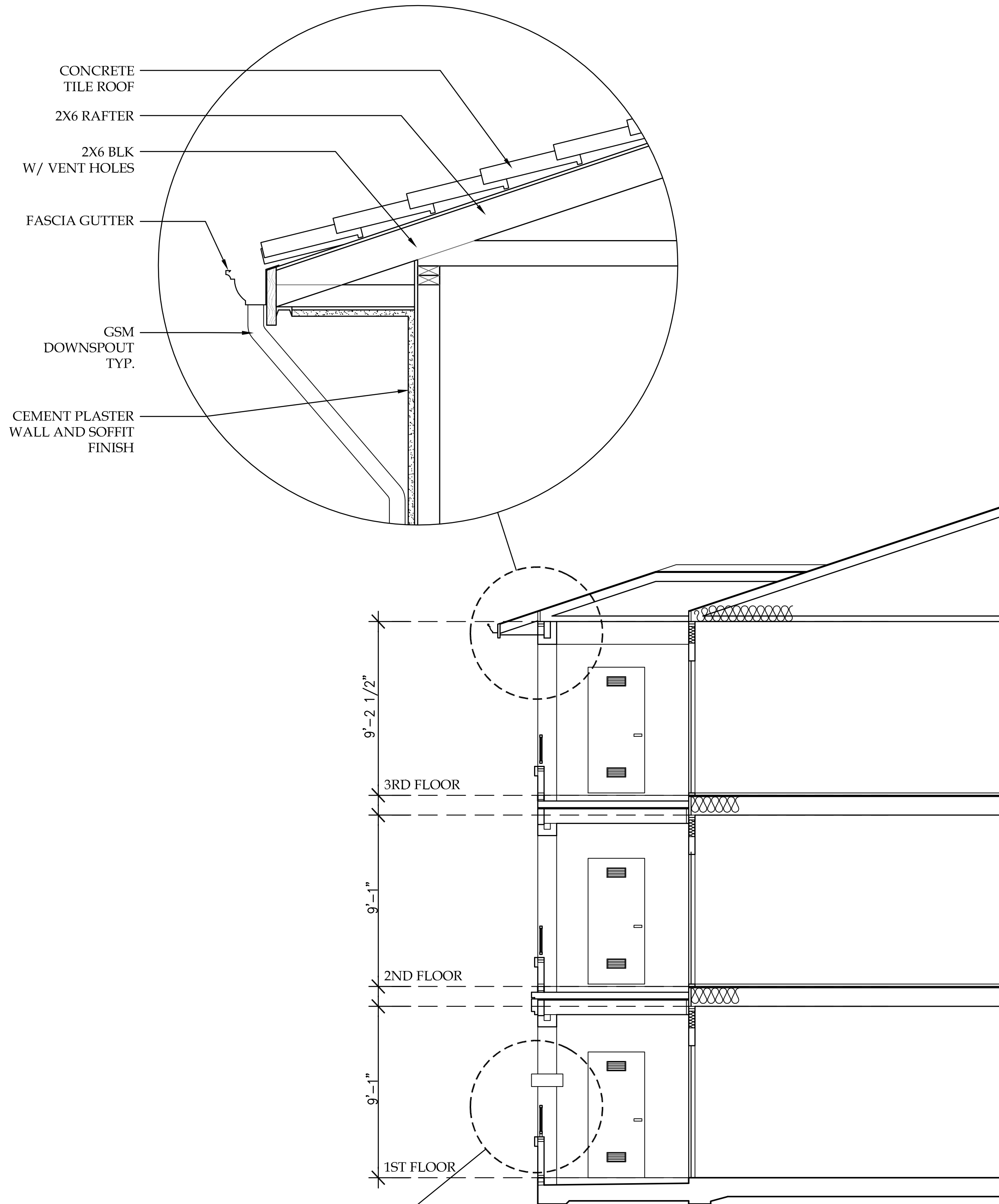
COLOR CHART

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	2 TRIM KELLY MOORE KM 4671 EMPEROR'S GOLD		6 BASE COLOR KELLY MOORE KM 4690 SPA SANGRIA
	3 BODY COLOR 1 KELLY MOORE KM 5236 GOLDEN FLEECE		7 FASCIA / ACCENT KELLY MOORE KM 5733 SONORA HILLS
	4 BODY COLOR 2 KELLY MOORE KM 5356 EYE OF THE TIGER		8 RAILINGS KELLY MOORE KM 4024-5 LATTE PLEASE
	5 BODY COLOR 3 KELLY MOORE KM 5265 HONEY ROBBER		9 ACCENT TILE DAL TILE DM 14 COBALT

CONCEPTUAL ACCESSORY BUILDINGS

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





CONCEPTUAL ELEVATION DESIGN ELEMENTS & SECTION

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



Project Location and Surrounding Land Uses Map

San Marcos Villas III, AP-20-1498 (DR)

West Leland Road and San Marco Boulevard (Terminus of Villa Drive)

APN: 091-050-047



Site Photos:

Site facing Villas Drive and W Leland Road



View of the site from W Leland Road – looking north.





Transportation Impact Analysis
San Marco Villas 3 Apartment Project
City of Pittsburg

Prepared for:
City of Pittsburg
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Pittsburg, CA 94565
Attn: Paul Reinders

Prepared by:
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Walnut Creek CA 94596



Abrams Associates
TRAFFIC ENGINEERING, INC.

July 31, 2020

San Marco Villas 3 Project

City of Pittsburgh

TRANSPORTATION IMPACT ANALYSIS

1) Executive Summary

This transportation impact analysis describes the existing and future conditions for transportation with and without the proposed project, which consists of an apartment project with 270 apartment units within ten three-story buildings. This study presents information on the regional and local roadway networks that serve the project site, the pedestrian and transit conditions in the area, and provides an analysis of the effects on transportation facilities associated with the project.

This study also describes the regulatory setting; the criterion used for determining if the project would have adverse environmental effects; and summarizes potential environmental effects and appropriate countermeasures. This study has been conducted in accordance with the requirements and methodologies set forth by the City of Pittsburgh, the Contra Costa Transportation Authority (CCTA) and Caltrans.

Summary of Adverse Effects and Countermeasures - The following is a summary of the adverse effects from the project and the proposed countermeasures to address the transportation effects of the project. Based on a detailed analysis of traffic operations with and without each of the proposed mitigations, implementation of the following countermeasures would adequately address the adverse effects identified.

Adverse Effect #1 The project would contribute to LOS operations exceeding the established standards at the following four intersections:

West Leland Road at San Marco Boulevard (Intersection #3)

The addition of traffic from the proposed project would contribute to this intersection exceeding the established LOS standards in the plus project scenarios. With implementation of the recommended mitigations, the development of the proposed project would still result in potentially adverse effects to the LOS at the above mentioned intersections.

Countermeasure #1

Feasible mitigation includes the improvements listed below which are currently included in the City's 5-year capital improvement program and are eligible for funding from the Local Traffic Mitigation Fund. Prior to construction of the identified improvements the project would mitigate the above-identified adverse effects by paying a proportionate share of the construction costs, consistent with City ordinances. The intersection mitigations required for the project to meet the established LOS standards include the following:

CM 1(a) West Leland Road at San Marco Boulevard – Widening of northbound San Marco Boulevard north of West Leland Road to allow for a full free-right turn from westbound West Leland Road onto San Marco Boulevard.

Adverse Effect #2 The project would contribute to traffic operations exceeding the established standards on the State Route 4 Freeway

The development of the proposed project would increase the total traffic during both AM and PM peak hours. For SR 4 the East County Action Plan specifies a maximum delay index of 2.5. As shown in Table 9 in Section 5.12 the proposed project would not significantly increase the delay index under existing or cumulative conditions. However, the proposed project would add traffic to State Route 4 in the westbound direction during the AM peak hour, which is forecast to exceed the County's established delay index standard of 2.5. Therefore, the proposed project would have an adverse effect on freeway operations.

Countermeasure #2

Prior to construction the project would mitigate the above-identified adverse effects by paying the required traffic impact fees, subject to City approval.

CM 2 Payment of the Regional Transportation Development Impact Mitigation Fee – The project will pay the Regional Transportation Development Impact Mitigation Fee (the "RTDIM") to fund regional freeway system improvements including State Route 4 improvements. Because the project applicant and the City of Pittsburg do not control the funding, prioritization and/or construction of improvement projects, it is assumed that payment of the RTDIM fees may not be sufficient to guarantee full elimination of the project's adverse effects to State Route 4. Please note the CCTA's planned SR4 Operational Improvements Project (OIP) and the SR4 Integrated Corridor Management (ICM) project are expected to improve SR4 delay index.

2) PROJECT DESCRIPTION

As noted above, the proposed project would consist of an apartment project with 270 apartment units within ten three-story buildings. The project would meet its parking demand by providing 561 on-site parking spaces. The project would be located on West Leland Road just west of the existing San Marco Villas Apartments in the City of Pittsburgh. All access to the project site will be from the extension of Villa Drive into the project site. **Figure 1** shows the location of the project and the surrounding roadway network. **Figure 2** shows the site plan for the project.

3) ENVIRONMENTAL SETTING

This section of the report describes the roadways, traffic conditions and other existing transportation characteristics in the vicinity of the project. The primary basis of the analysis is the peak hour level of service for the key intersections. Throughout this report, these peak hours will be identified as the AM and PM peak hours, respectively.

3.1 Project Study Intersections

Based on the project's trip generation and the potential for adverse effects a list of project study intersections was prepared including all signalized intersections where more than 50 peak hour trips would be added as per the Contra Costa Transportation Authority's Technical Procedures.¹ **Figure 1** shows the location of the project study intersections. As mentioned above, all access to the site will be via driveways onto San Marco Boulevard and West Leland Road. There are eleven (11) study intersections included in the analysis.

Project Study Intersections

1. State Route 4 Westbound Off-Ramp/Evora Road and Willow Pass Road
2. State Route 4 Eastbound Off-Ramp and San Marco Boulevard/Willow Pass Road
3. San Marco Boulevard and West Leland Road
4. West Leland Road and Villa Drive (the Project Entrance)
5. West Leland Road and Santa Teresa Drive

¹ *Final Technical Procedures*, Contra Costa Transportation Authority, Walnut Creek, CA, January 16, 2013.

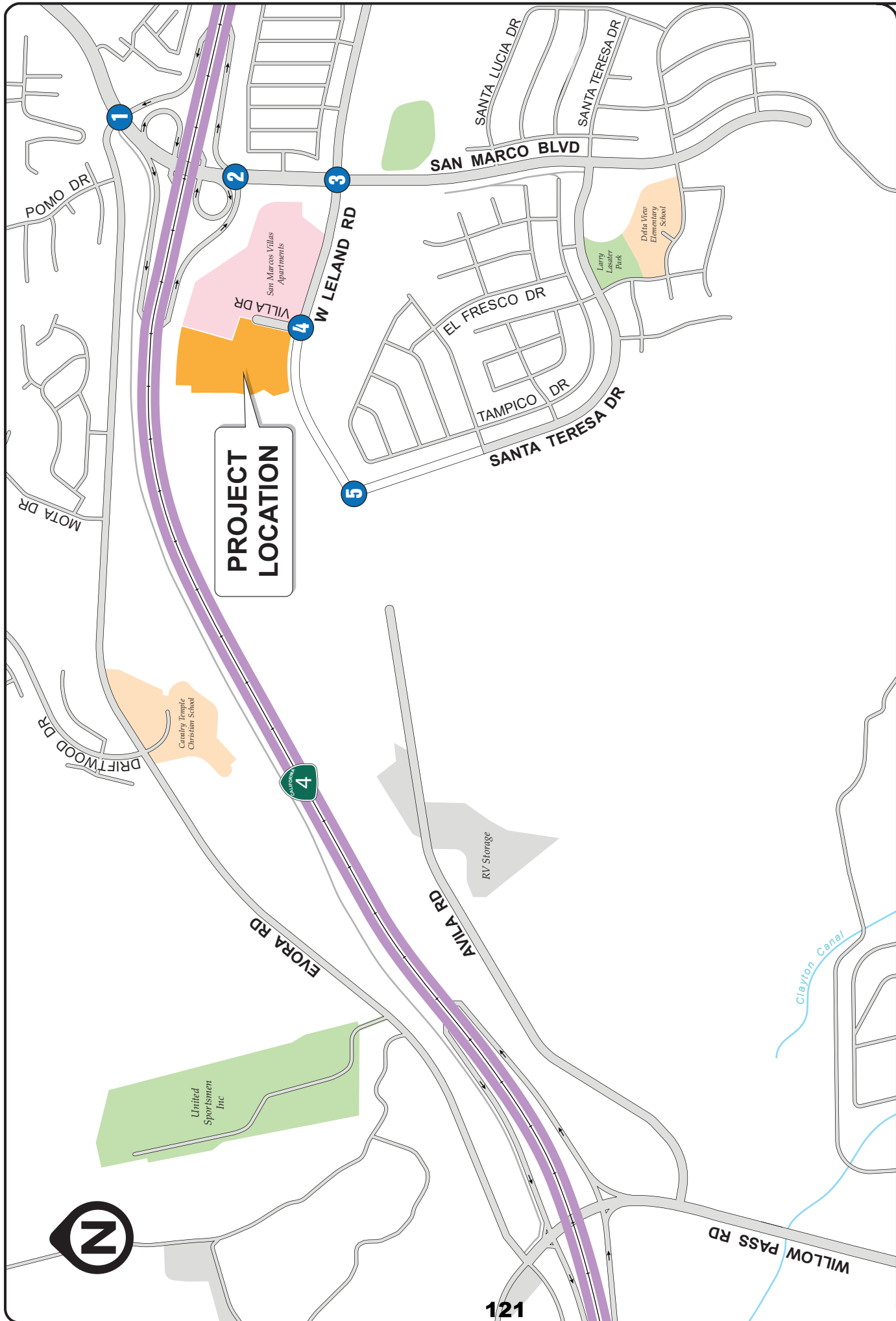


FIGURE 1 | PROJECT LOCATION
TRANSPORTATION IMPACT ANALYSIS
San Marco Villas 3
City of Pittsburgh

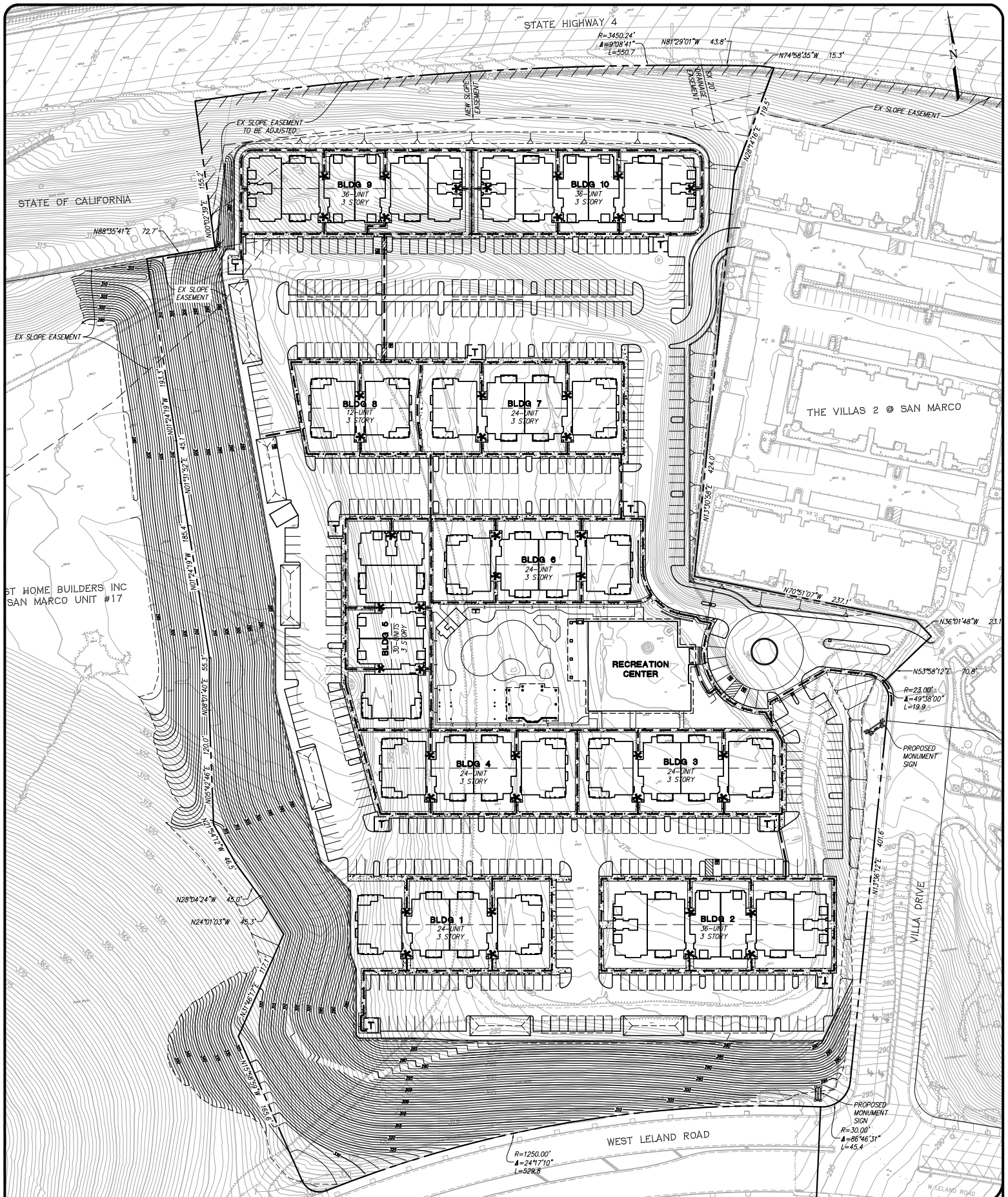


FIGURE 2 | SITE PLAN
TRANSPORTATION IMPACT ANALYSIS
San Marco Villas 3
City of Pittsburgh

3.2 Traffic Analysis Scenarios

The study intersections were evaluated for the following five scenarios:

- Scenario 1: *Existing Conditions* – Level of Service (LOS) based on existing peak hour volumes and existing intersection configurations.
- Scenario 2: *Existing Plus Project* – Existing traffic volumes plus trips from the proposed project.
- Scenario 3: *Baseline (No Project) Conditions* – The Baseline scenario is based on the existing volumes plus growth in background traffic plus the traffic from all reasonably foreseeable developments that could substantially affect the volumes at the project study intersections.
- Scenario 4: *Baseline Plus Project Conditions* – This scenario is based on the Baseline traffic volumes plus the trips from the proposed project.
- Scenario 5: *Cumulative Conditions* – This scenario includes year 2040 cumulative volumes based on planned and approved projects the Countywide Travel Demand Model. This scenario assumes the completion of the planned connection from Avila Road to West Leland Road.
- Scenario 6: *Cumulative Plus Project Conditions* – This scenario includes year 2040 cumulative volumes based on the Countywide Travel Demand Model plus the trips from the proposed project.

3.3 Existing Roadway Network

Routes of Regional Significance - Routes of Regional Significance (RRS) are major roadway and freeway corridors that serve regional traffic. These are identified in Action Plans adopted by the Contra Costa Transportation Authority under the countywide Measure J program. State Route 4, West Leland Road, Willow Pass Road and Bailey Road are all identified as RRS in the East County Action Plan.

As discussed previously, the project location and the surrounding roadway network are illustrated in **Figure 1**. The following is a more detailed description of the arterials that could be affected by the project:

- **State Route 4 (SR 4)/SR 4 Bypass** – SR 4 is the primary east-west corridor in Contra Costa County. It connects Interstate 80 in the city of Hercules to the west with SR 160 and the cities of Oakley and Brentwood to the east. SR 4 is currently a two-

lane roadway through Oakley and Brentwood and is a divided freeway from Interstate 680 east through Concord, Pittsburg, and Antioch. Interchanges along SR 4 within the study area include San Marco Boulevard and Bailey Road.

- **San Marco Boulevard** – San Marco Blvd is a four-lane arterial which starts at the Highway 4 freeway interchange. It currently is the main access for a series of single family neighborhoods and Delta View Elementary School. San Marco Blvd is planned be extended south until it intersects with Bailey Road, providing another point of access into the area. In the Pittsburg 2020 General Plan, San Marco Blvd is expected to be a Route of Regional Significance once it is extended to Bailey Road.
- **West Leland Road** – West Leland Road is a four-lane arterial which starts just west of San Marco Boulevard and extends to the east to end at Century Boulevard where it continues as Delta Fair Boulevard. West Leland Road provides two lanes in each direction with a landscaped center median and bike lanes in the project vicinity.
- **Willow Pass Road** – Willow Pass Road is a discontinuous four lane roadway with a center two-way left turn lane. The speed limit on Willow Pass Road is 35 mph in the project study area. Please note that there are two sections of Willow Pass Road in the area. One is the western segment that begins south of SR 4 and extends into downtown Concord and the other is the eastern segment in Bay Point which eventually becomes West 10th Street before it extends into downtown Pittsburg.

3.4 Intersection Analysis Methodology

Existing operational conditions at the eleven (11) study intersections have been evaluated according to the requirements set forth by the Contra Costa County Transportation Authority (CCTA) using the methodology set forth in the Final Technical Procedures Update (dated January 16, 2013). Analysis of traffic operations was conducted using the 2010 *Highway Capacity Manual (HCM)* Level of Service (LOS) methodology with Synchro software.² Level of service is an expression, in the form of a scale, of the relationship between the capacity of an intersection (or roadway segment) to accommodate the volume of traffic moving through it at any given time. The level of service scale describes traffic flow with six ratings ranging from A to F, with “A” indicating relatively free flow of traffic and “F” indicating stop-and-go traffic characterized by traffic jams.

As the amount of traffic moving through a given intersection or roadway segment increases, the traffic flow conditions that motorists experience rapidly deteriorate as the capacity of the intersection or roadway segment is reached. Under such conditions, there is general instability in the traffic flow, which means that relatively small incidents (e.g., momentary engine stall) can cause considerable fluctuations in speeds and delays that lead to traffic congestion. This near-capacity situation is labeled level of service (LOS) E. Beyond LOS E, the intersection or

² 2010 *Highway Capacity Manual*, Transportation Research Board, Washington D.C., 2011

roadway segment capacity has been exceeded, and arriving traffic will exceed the ability of the intersection to accommodate it. For signalized intersections, The *HCM* methodology determines the capacity of each lane group approaching the intersection. The LOS is then based on average control delay (in seconds per vehicle) for the various movements within the intersection. A combined weighted average control delay and LOS are presented for the intersection. A summary of the HCM results and copies of the detailed HCM LOS calculations are included in the appendix to this report. **Table 1** summarizes the relationship between LOS, average control delay, and the volume to capacity ratio at signalized intersections. **Table 2** summarizes the relationship between LOS and average control delay at unsignalized intersections. For unsignalized (all-way stop controlled and two-way stop controlled) intersections, the average control delay and LOS operating conditions are calculated by approach (e.g., northbound) and movement (e.g., northbound left-turn) for those movements that are subject to delay. In general, the operating conditions for unsignalized intersections are presented for the worst approach.

3.5 Existing Intersection Capacity Conditions (Scenario 1)

The existing intersection geometry at each of the project study intersections can be seen in **Figure 3** and the existing traffic volumes at each are presented in **Figure 4**. Traffic counts at the study intersections were conducted in May and October of 2018 as part of the EIR for the Alves Ranch Project.³ Please note that data was supplemented with AM and PM peak hour traffic counts that were conducted in March of 2019 at intersections #5 and #6. It should be noted that during these counts there were no pedestrians observed crossing West Leland Road in the vicinity of the project site and Ray Giacomelli Park during these traffic counts. **Table 3** summarizes the associated LOS computation results for the existing weekday AM and PM peak hour conditions. Please note that the corresponding LOS analysis calculation sheets are presented in the *Traffic Analysis Appendix*.

As shown in **Table 3**, all of the existing project study intersections currently have acceptable during the weekday AM and PM peak hours with the exception of Intersections #3 (West Leland Road at San Marco Boulevard) which would exceed the established thresholds described below in Section 4.3. Please note that during the AM peak hour queues regularly extend back from the ramp meters at the westbound State Route 4 on-ramp up San Marco Boulevard. The queues typically extend through the San Marco Boulevard/West Leland Road intersection and onto the segment of West Leland Road along the frontage of the proposed project site.

³ *Alves Ranch Transportation Impact Assessment*, Fehr and Peers, Walnut Creek, CA, March 2019

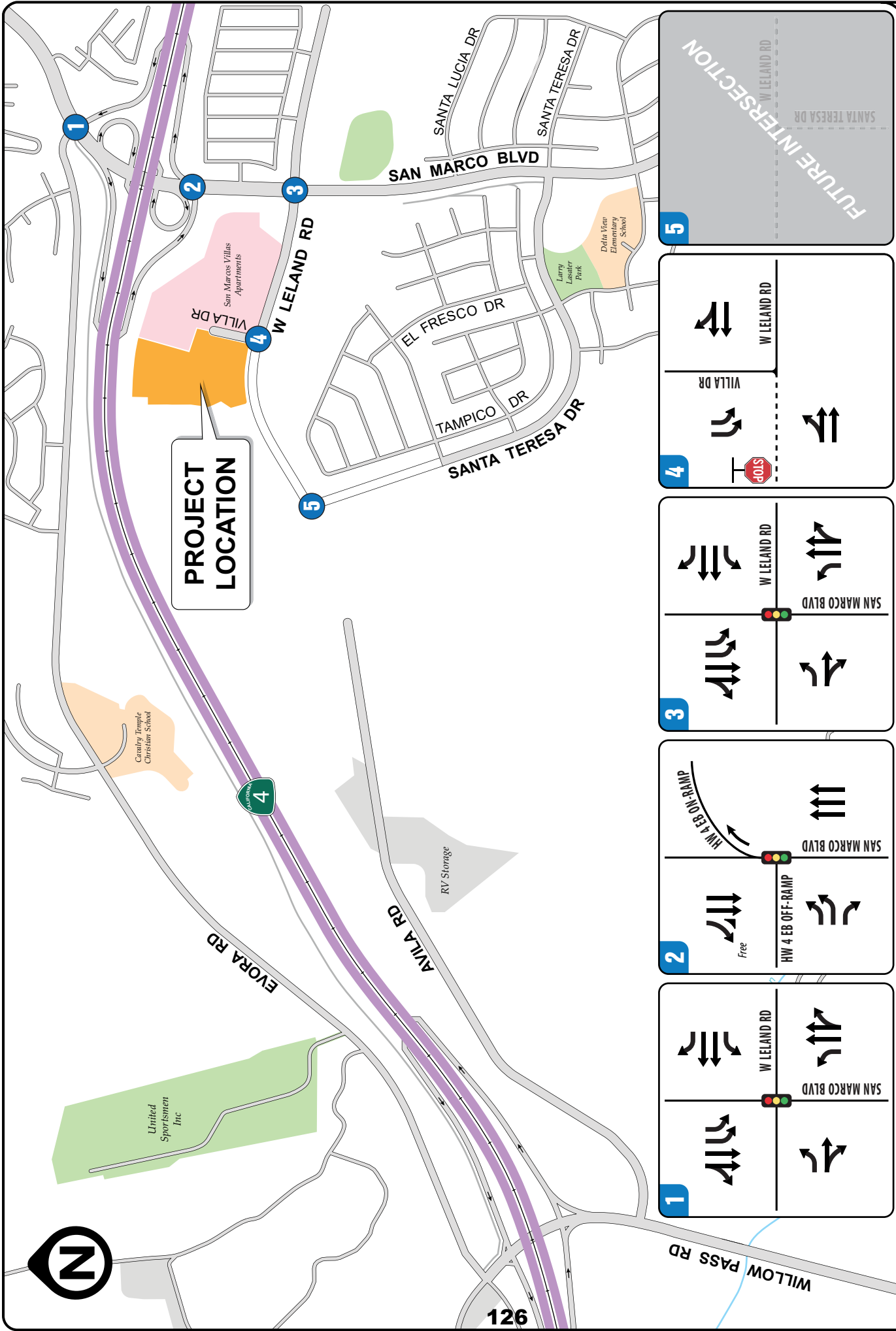


FIGURE 3 | EXISTING LANE CONFIGURATIONS
TRANSPORTATION IMPACT ANALYSIS
San Marco Villas 3
 City of Pittsburgh

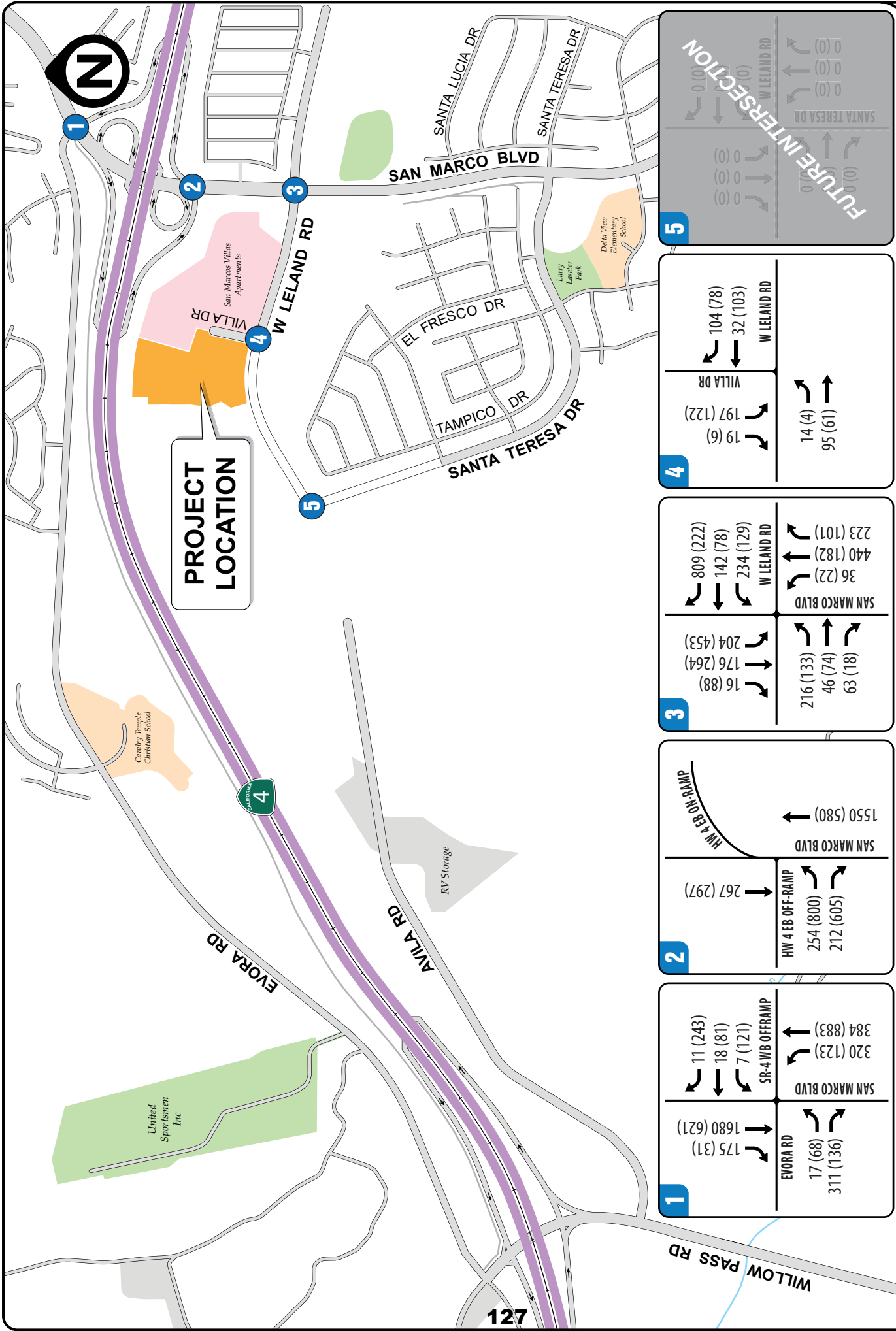


FIGURE 4 | EXISTING AM(PM) PEAK HOUR TRAFFIC VOLUMES
 TRANSPORTATION IMPACT ANALYSIS
San Marco Villas 3
 City of Pittsburgh

TABLE 1
SIGNALIZED INTERSECTION LEVEL OF SERVICE DEFINITIONS

<u>Level of Service</u>	<u>Description of Operations</u>	<u>Average Delay (sec/veh)</u>	<u>Volume to Capacity Ratio</u>
A	Insignificant Delays: No approach phase is fully used and no vehicle waits longer than one red indication.	≤ 10	< 0.60
B	Minimal Delays: An occasional approach phase is fully used. Drivers begin to feel restricted.	> 10 to 20	> 0.61 to 0.70
C	Acceptable Delays: Major approach phase may become fully used. Most drivers feel somewhat restricted.	> 20 to 35	> 0.71 to 0.80
D	Tolerable Delays: Drivers may wait through no more than one red indication. Queues may develop but dissipate rapidly without excessive delays.	> 35 to 55	> 0.81 to 0.90
E	Significant Delays: Volumes approaching capacity. Vehicles may wait through several signal cycles and long vehicle queues from upstream.	> 55 to 80	> 0.91 to 1.00
F	Excessive Delays: Represents conditions at capacity, with extremely long delays. Queues may block upstream intersections.	> 80	> 1.00

SOURCES: 2010 *Highway Capacity Manual*, Transportation Research Board, 2011. *Technical Procedures Update*, Contra Costa Transportation Authority, January 16, 2013.

TABLE 2
UNSIGNALIZED INTERSECTION LEVEL OF SERVICE DEFINITIONS

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

SOURCE: 2010 *Highway Capacity Manual*, Transportation Research Board, 2011.

TABLE 3
EXISTING INTERSECTION LEVEL OF SERVICE CONDITIONS

INTERSECTION		CONTROL	PEAK HOUR	EXISTING	
				Delay	LOS
1	EVORA ROAD / SR-4 WB OFF-RAMP & WILLOW PASS ROAD	Signalized	AM	46.2	D
			PM	9.9	A
2	SR-4 EB OFF-RAMP & SAN MARCO BOULEVARD / WILLOW PASS ROAD	Signalized	AM	8.6	A
			PM	9.6	A
3	SAN MARCO BOULEVARD & W. LELAND ROAD	Signalized	AM	> 80.0	F
			PM	21.0	C
4	VILLA DRIVE & W. LELAND ROAD	Side Street Stop	AM	11.1	B
			PM	10.5	B
5	SANTA TERESA DRIVE & W. LELAND ROAD	Future	AM	N/A	N/A
			PM	N/A	N/A

SOURCE: Abrams Associates, 2020

NOTES: HCM LOS results are presented in terms of average intersection delay in seconds per vehicle. For stop controlled intersections the results for the worst side street approach are presented.

3.6 Pedestrian and Bicycle Facilities

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

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

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

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

Class IV – Provides an exclusive facility for bicyclists that is located within or directly adjacent to the roadway and is physically separated from motor vehicle traffic with a vertical element. They are sometimes referred to as a separated bike lane.

In the immediate project vicinity there are sidewalks in most areas. There are also marked crosswalks, pedestrian push buttons, and pedestrian signals provided at the nearby signalized intersection of West Leland Road at San Marco Boulevard. West Leland Road has Class II bicycle lanes in the study area. Class II facilities are also provided on Bailey Road between Willow Pass Road and just south of the City limit, and on San Marco Boulevard between West Leland Road and Willow Pass Road. There are also several Class I trails in the area, including the Delta De Anza Regional Trail and a Class I trail along the west side of San Marco Boulevard.

Pittsburg Moves Pedestrian and Bicycle Plan – In March 2018, the City was awarded grant funding from Caltrans to prepare the Pittsburg Active Transportation and Safe Routes Plan, also known as 'Pittsburg Moves'. The Pittsburg Moves plan is expected to be adopted soon and will spell out clear policies, programs, and practices to help support the safety and comfort of people walking and biking in Pittsburg. Another goal of the plan is to encourage new walking and biking trips by creating and maintain a robust and comfortable active transportation network, especially near schools, parks, and transit stations.

3.7 Transit Service

Two major public transit operators provide service within or adjacent to the study area. These include BART and the Eastern Contra Costa Transit Authority (or Tri Delta Transit). These are described below.

Bay Area Rapid Transit (BART) – BART is a rapid mass transit system which provides regional transportation connections to much of the Bay Area. It runs from the North Bay Area in Richmond to the South Bay Area in Fremont. In the east-west direction it runs from Pittsburg to the San Francisco Airport and Milbrae with several connections in Oakland. The Pittsburg/Bay Point BART station, which is closest to the proposed project, serves all of Pittsburg, Bay Point, Antioch, and all other surrounding cities and runs from 4:00 am to 12:00 am daily, with a weekday frequency of 15 minutes. An E-BART extension to Hillcrest Avenue in Antioch connects with BART at the Bay Point BART station. Please note there is also an E-BART Station at Railroad Avenue.

Tri Delta Transit - Tri Delta Transit serves the East County including Brentwood, Oakley, Pittsburg, Antioch, Bay Point and unincorporated areas of East County. Tri Delta Transit operates fourteen local bus routes from Monday to Friday, including three express services, and four local bus routes during weekends and Holidays. The Tri Delta Transit route that runs closest to the proposed project is Route 200 with bus stops about a third of a mile from the project site near the intersection of West Leland Road and San Marco Boulevard. This route operates on weekdays from about 6:30 AM to 6:00 PM with approximately one-hour headways. The route provides a connection to the Pittsburg/Bay Point BART station where ten of the nineteen TriDelta Transit bus routes make connections (Routes 200, 201, 380, 387, 388, 389, 390, 392, 394 and 396).

4) REGULATORY CONTEXT

Existing policies, laws and regulations that apply to the proposed project are summarized below.

4.1 State

The California Department of Transportation (Caltrans) has jurisdiction over State highways. Therefore, Caltrans controls all construction, modification, and maintenance of State highways, such as SR 4. Any improvements to these roadways would require Caltrans' approval. The

Guide for the Preparation of Traffic Impact Studies provides consistent guidance for Caltrans staff who review local development and land use change proposals. The Guide also informs local agencies about the information needed for Caltrans to analyze adverse effects on state highway facilities which include freeway segments, on- or off-ramps, and signalized intersections.

4.2 Local

Contra Costa Countywide Comprehensive Transportation Plan Update (2017) - The transportation policies that are currently applicable within Contra Costa County are based on the Contra Costa County Comprehensive Transportation Plan. This document identifies the criteria for analyzing adverse effects on transportation and sets forth plans for future roadway improvements in the county.

City of Pittsburg General Plan - The Transportation and Circulation Element included in the City of Pittsburg General Plan was prepared pursuant to Section 65302(b) of the California Government Code. The Transportation and Circulation Element addresses the location and extent of existing and planned transportation routes, terminals, and other local public utilities and facilities. The General Plan identifies roadway and transit goals and policies that have been adopted to ensure that the transportation system of the City will have adequate capacity to serve planned growth. These goals and policies are intended to provide a plan and implementation measures for an integrated, multi-modal transportation system that will safely and efficiently meet the transportation needs of all economic and social segments of the City.

4.3 Significance Criteria

The project would be considered to have an adverse effect if it would:

- *Conflict with an applicable program, plan, ordinance or policy establishing measures of effectiveness for the performance of addressing the circulation system, including transit, roadways, bicycle lanes and pedestrian facilities/paths?*

The goal of the City of Pittsburg (City) is to maintain a Level of Service (LOS) D during the peak hours with LOS E permissible at intersections along Bailey Road, as established in the East County Action Plan.⁴ Please note that all project study intersections are located on roadways designated as routes of regional significance. Please note the City does not have plans, ordinances, or policies establishing measures of effectiveness for the performance of other parts of its circulation system.

⁴ *East County Action Plan for Routes of Regional Significance*, Fehr & Peers Associates, Walnut Creek, CA, September 2017.

This analysis also includes intersections under the jurisdiction of Contra Costa County and Caltrans. For the Caltrans freeway facilities, the operational standards and significance criteria are established by the Contra Costa Transportation Authority (CCTA) acting as the designated Congestion Management Agency (CMA) representing the jurisdictions of Contra Costa County. As the acting CMA, the CCTA establishes the traffic LOS standards for all state highway facilities in Contra Costa County, which supersede the general Caltrans operational standard for all state highways.⁵

The City's and CCTA's measures of effectiveness are summarized below:

Signalized Intersections - Project-related adverse effects on the signalized study intersections in the City of Pittsburg are considered significant if project-related traffic causes the Level of Service (LOS) rating to deteriorate from LOS D to LOS E or F, or from LOS E to LOS F on routes of regional significance. For intersections already operating at an unacceptable LOS without the project it is considered an adverse effect if the project increases the average intersection delay by more than 5 seconds.

Unsignalized Intersections - Project-related adverse effects on unsignalized intersections are considered significant if project generated traffic causes the worst-case movement (or average of all movements for all-way stop-controlled intersections and roundabouts) to deteriorate from LOS D or better to LOS E or F. For intersections already operating at an unacceptable LOS without the project it is considered an adverse effect if the project increases the average intersection delay by more than 5 seconds.

SR 4 Freeway - For the State Route 4 freeway the East County Action Plan specifies a maximum MTSSO delay index of 2.5.³ The MTSSO delay index and average speed is measured over the length of SR 4 from Willow Pass Grade to SR 160. For the Caltrans freeway facilities being studied, the operational standards and significance criteria are established by the CCTA acting as the designated Congestion Management Agency (CMA) representing the jurisdictions of CCC. As the acting Congestion Management Agency (CMA), the CCTA establishes the traffic LOS standards for all state highway facilities in CCC, which supersede the general Caltrans operational standard for all state highways. The LOS standard established for the two segments of SR 4 in the vicinity of the project is LOS F.

- Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections).
- Result in inadequate emergency vehicle access.

⁵ 2017 Contra Costa Congestion Management Plan, Contra Costa Transportation Authority, Walnut Creek, CA, 94598, March 2018.

5) ADVERSE EFFECTS AND COUNTERMEASURES

5.1 Project Trip Generation

The proposed project would consist of an apartment project with 270 apartment units within ten three-story buildings. The resulting trip generation calculations are shown in **Table 4**. They are based on the trip generation rates for apartments (Land Use Code 220) from the Institute of Transportation Engineer's (ITE) Trip Generation Manual, 10th Edition.

TABLE 4
PROJECT TRIP GENERATION CALCULATIONS

Land Use	ITE Code	Size	ADT	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
ITE Apartment Trip Rates - Trips per unit	220		7.32	0.11	0.36	0.46	0.35	0.21	0.56
Project Trip Generation			1,976	29	96	124	95	56	151

SOURCE: Trip Generation, 10th Edition, Institute of Transportation Engineers, Washington D.C., 2019.

The total trip generation reflects all vehicle trips that would be counted at the project driveways, both inbound and outbound. For purposes of determining the reasonable worst-case effects of traffic on the surrounding street network from a proposed project, the trips generated by this proposed development are estimated for the peak commute hours which represent the peak of "*adjacent street traffic*". This is the time period when the project traffic would generally contribute to the greatest amount of congestion. As shown in **Table 4**, the project is forecast to generate approximately 124 net new vehicle trips on the surrounding roadway system during the AM peak hour and 151 trips during the PM peak hour.

5.2 Project Trip Distribution

The trip distribution assumptions have been based on the project's proximity to freeway interchanges, the existing directional split at nearby residential neighborhoods and local intersections, and the overall land use patterns in the area as determined from the Countywide Travel Demand Model. **Figure 5** shows the percentage of project traffic assigned to various study roadways. **Figure 6** shows the project traffic that would be added at each of the study intersections.

5.3 Existing Plus Project Traffic Capacity Conditions (Scenario 2)

This scenario evaluates the existing conditions with the addition of traffic from the proposed project. The traffic volumes for each of the study intersections for the Existing Plus Project scenario are shown in **Figure 7**. The capacity calculations for the Existing Plus Project scenario are shown in **Table 5**. The corresponding LOS analysis calculation sheets are presented in the

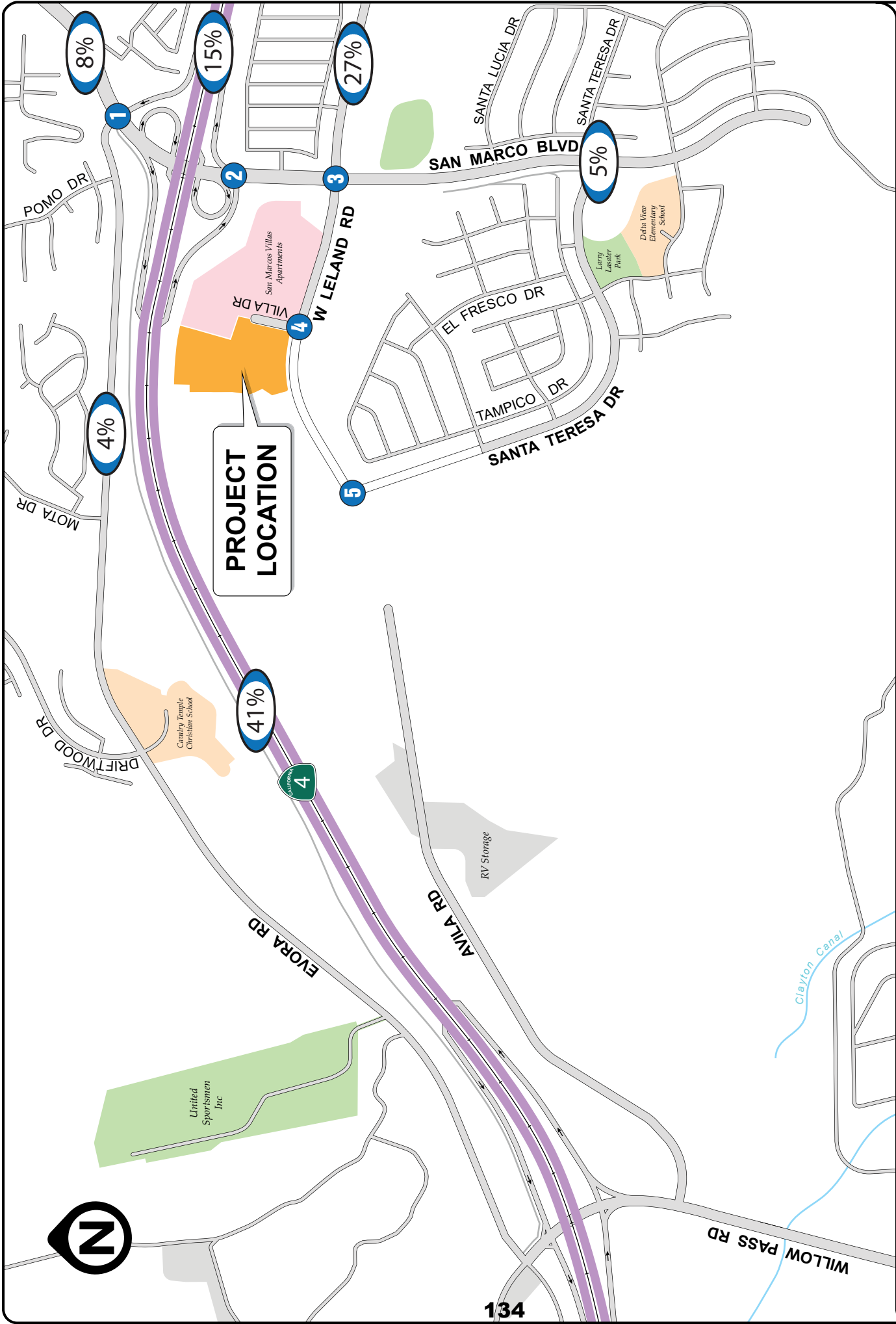


FIGURE 5 | PROJECT TRIP DISTRIBUTION
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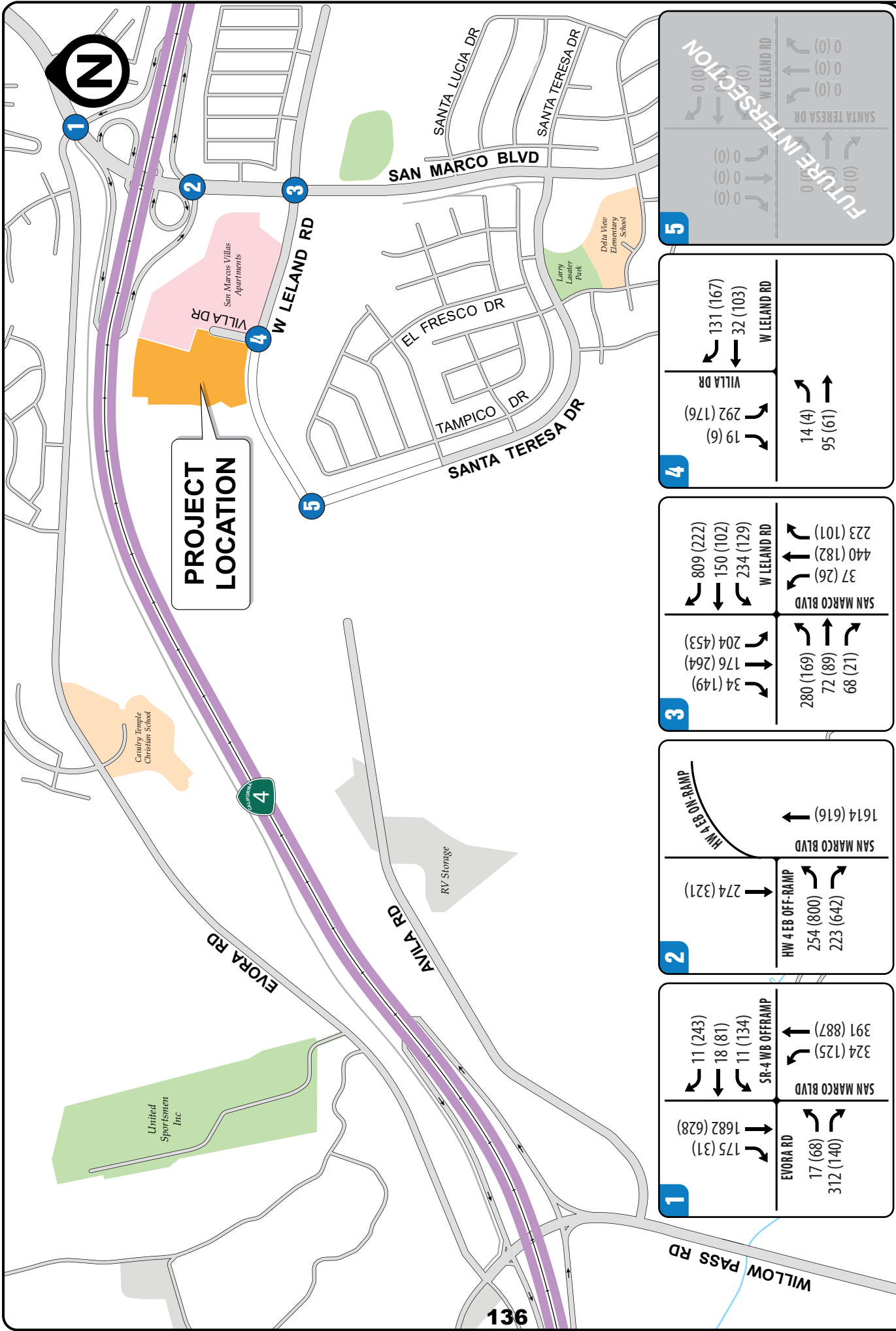


FIGURE 7 | EXISTING PLUS PROJECT AM(PM) PEAK HOUR TRAFFIC VOLUMES
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Traffic Analysis Appendix. As shown in **Table 5**, all of the existing project study intersections currently have acceptable during the weekday AM and PM peak hours with the exception of Intersection #3 (West Leland Road at San Marco Boulevard) which would continue to exceed the established LOS thresholds. Please note the addition of project traffic would be considered an adverse effect at Intersection # 3 (San Marco Boulevard and West Leland Road) and would increase the intersection delay by more than five seconds as per the criteria described in Section 4.3. This intersection is forecast to continue exceeding the City's LOS standards regardless of whether or not the proposed project is implemented. Mitigations to improve the operations at these intersections are discussed in Section 5.13.

TABLE 5
EXISTING PLUS PROJECT INTERSECTION LEVEL OF SERVICE CONDITIONS

INTERSECTION		CONTROL	PEAK HOUR	EXISTING		EXISTING PLUS PROJECT	
				Delay	LOS	Delay	LOS
1	EVORA ROAD / SR-4 WB OFF-RAMP & WILLOW PASS ROAD	Signalized	AM	46.2	D	46.7	D
			PM	9.9	A	10.0	B
2	SR-4 EB OFF-RAMP & SAN MARCO BOULEVARD / WILLOW PASS ROAD	Signalized	AM	8.6	A	9.1	A
			PM	9.6	A	10.3	B
3	SAN MARCO BOULEVARD & W. LELAND ROAD	Signalized	AM	> 80.0	F	> 80.0	F
			PM	21.0	C	22.1	C
4	VILLA DRIVE & W. LELAND ROAD	Side Street Stop	AM	11.1	B	12.7	B
			PM	10.5	B	11.7	B
5	SANTA TERESA DRIVE & W. LELAND ROAD	Future	AM	N/A	N/A	N/A	N/A
			PM	N/A	N/A	N/A	N/A

SOURCE: Abrams Associates, 2020

NOTES: HCM LOS results are presented in terms of average intersection delay in seconds per vehicle. For stop controlled intersections the results for the worst side street approach are presented.

5.4 Baseline Traffic Capacity Conditions (Scenario 3)

The Baseline scenario evaluates the existing conditions with the addition of traffic from reasonably foreseeable projects in the area and general baseline growth in traffic. The traffic volumes for each of the study intersections for the Baseline scenario are shown in **Figure 8**. **Table 6** summarizes the associated LOS computation results for the Baseline weekday AM and

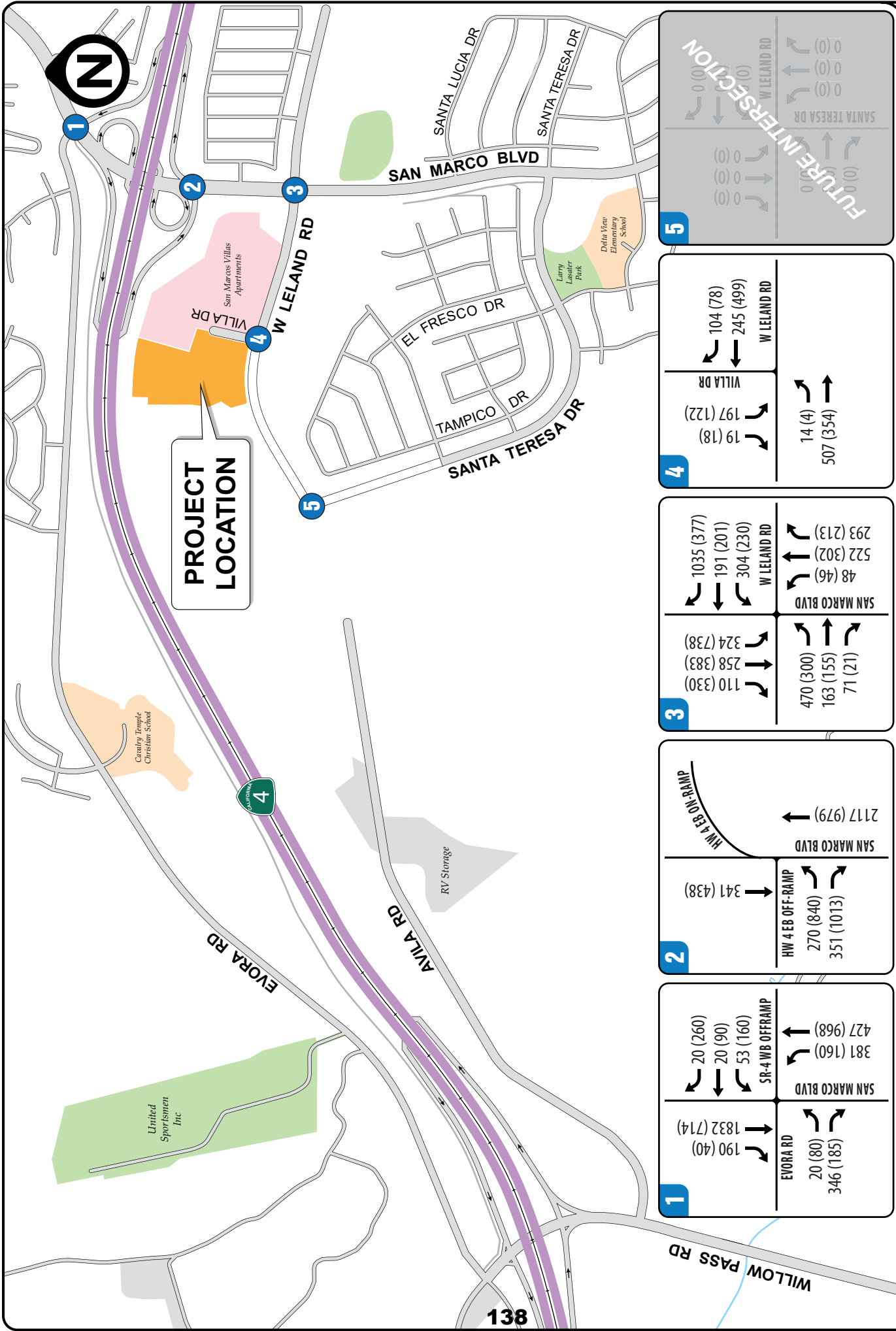


FIGURE 8 | BASELINE AM(PM) PEAK HOUR TRAFFIC VOLUMES
 TRANSPORTATION IMPACT ANALYSIS
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TABLE 6
BASELINE PLUS PROJECT INTERSECTION LEVEL OF SERVICE CONDITIONS

INTERSECTION		CONTROL	PEAK HOUR	BASELINE		BASELINE PLUS PROJECT	
				Delay	LOS	Delay	LOS
1	EVORA ROAD / SR-4 WB OFF-RAMP & WILLOW PASS ROAD	Signalized	AM	48.5	D	48.9	D
			PM	11.1	B	11.3	B
2	SR-4 EB OFF-RAMP & SAN MARCO BOULEVARD / WILLOW PASS ROAD	Signalized	AM	17.6	B	18.9	B
			PM	32.4	C	37.2	D
3	SAN MARCO BOULEVARD & W. LELAND ROAD	Signalized	AM	> 80.0	F	> 80.0	F
			PM	64.1	E	68.9	E
4	VILLA DRIVE & W. LELAND ROAD	Signalized	AM	7.4	A	8.6	A
			PM	6.8	A	7.8	A
5	SANTA TERESA DRIVE & W. LELAND ROAD	Future	AM	N/A	N/A	N/A	N/A
			PM	N/A	N/A	N/A	N/A

SOURCE: Abrams Associates, 2020

NOTES: HCM LOS results are presented in terms of average intersection delay in seconds per vehicle. For stop controlled intersections the results for the worst side street approach are presented.

PM peak hour conditions. For this analysis the baseline volumes were developed based on the assumption that the project completion and full occupancy date would be 2022 with an average traffic growth of 1% per year. Traffic volumes for approved projects in the area were also derived from the Alves Ranch TIA.³ This scenario also assumes the planned construction of a traffic signal at Intersection #4 (West Leland Road and Villa Drive).

5.5 Baseline Plus Project Traffic Capacity Conditions (Scenario 4)

The Baseline plus proposed project traffic forecasts were developed by adding traffic from proposed project to the baseline traffic volumes. The traffic volumes for each of the study intersections for the Baseline Plus Project scenario are shown in **Figure 9**. **Table 6** summarizes the LOS results for the Baseline and Baseline Plus Project weekday AM and PM peak hour conditions. The corresponding LOS analysis calculation sheets and a trip distribution figure for this scenario are presented in the appendix. As shown in **Table 6**, all of the signalized study intersections would continue to have acceptable conditions (LOS D or better) under the Baseline Plus Project scenario during the weekday AM and PM peak hours with the exception

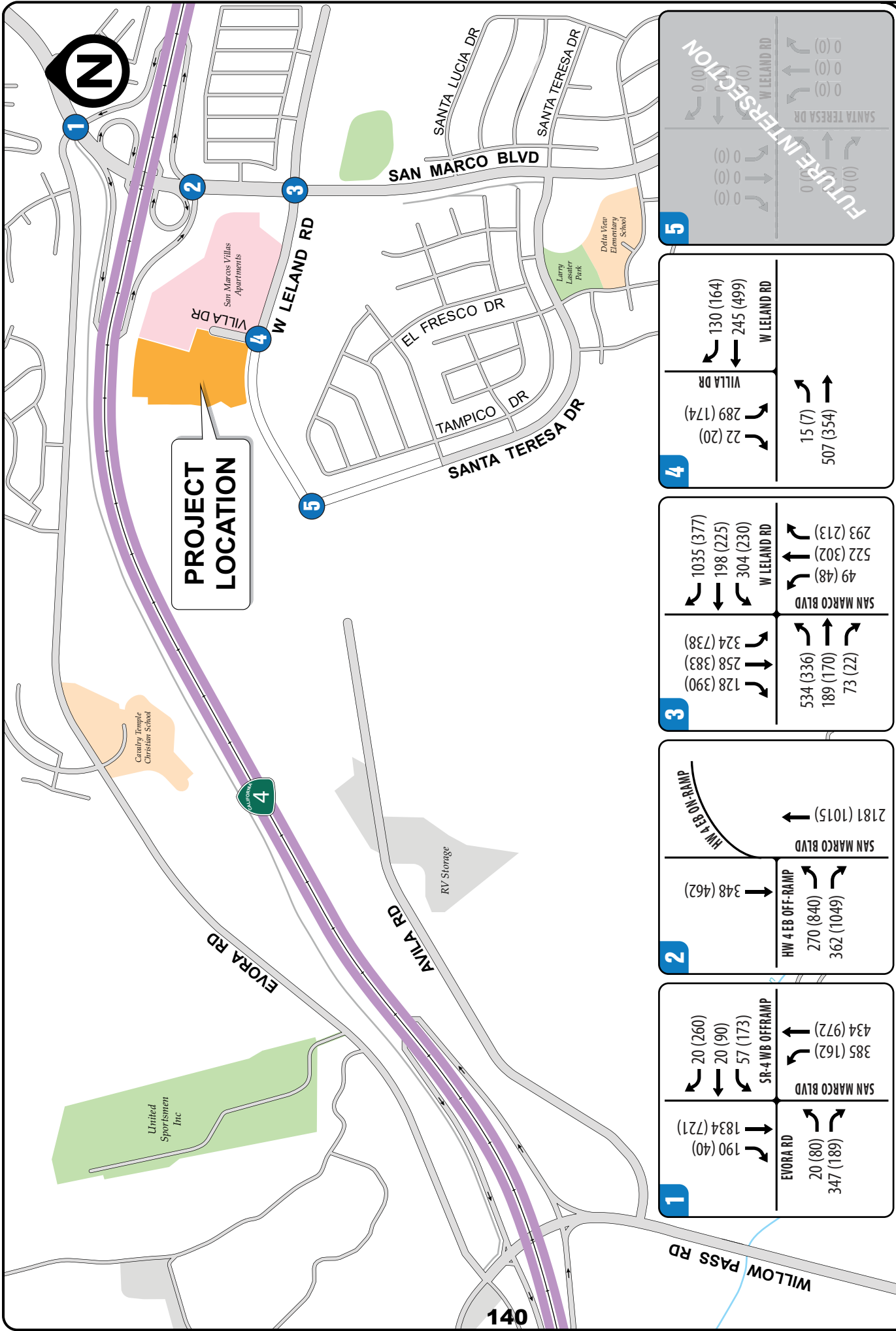


FIGURE 9 | BASELINE PLUS PROJECT AM(PM) PEAK HOUR TRAFFIC VOLUMES

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of Intersection #3 (West Leland Road at San Marco Boulevard) which would continue to exceed the established LOS thresholds. Please note the addition of project traffic would be considered to have an adverse effect at Intersection #3 (San Marco Boulevard and West Leland Road) and would increase the intersection delay by more than five seconds as per the criteria described in Section 4.3. This intersection is forecast to continue exceeding the City's LOS standards regardless of whether or not the proposed project is implemented. Mitigations to improve the operations at these intersections are discussed in Section 5.13.

5.6 Internal Circulation and Safety

No internal site circulation or access issues have been identified that would cause a traffic safety problem or any unusual traffic congestion or delay. The proposed main access intersection (West Leland and Villa Drive) is forecast to have acceptable operations with the planned traffic signal. Please note a stop sign would also be required at the existing San Marco Villas Apartments exit where it connects to Villa Drive since this would become a through roadway into the proposed project, whereas the roadway is currently a dead end. An analysis of sight distance was conducted at the existing project exit from San Marco Villas on Villa Drive and determined the intersection would continue to meet the minimum required sight distance, in particular for vehicles coming from the right from the San Marco Villas 3 project. However, it should be noted that there is the potential for the planned monument sign and any fences or landscaping on the west side of Villa Drive to restrict sight distance at the existing San Marco Villas exit. On the west side of Villa Drive near where the roadway turns left into San Marco Villas 3 these features would need to be designed/located so they do not interfere with sight distance at existing San Marco Villas exit. If any fences ultimately need to be located within this area they would need to be designed so that they would not significantly limit visibility of oncoming traffic. In addition, any landscaping proposed in this area would need to be designed appropriately so that ground cover is no higher than 2 feet and all trees are limbed up to at least 8 feet. In general, the project was not found to cause (or substantially increase) any safety hazards due to any design features or incompatible uses. Although the project would increase vehicle and pedestrian traffic in the project vicinity it is not expected to adversely affect or change the design of any existing facilities or create any new safety problems in the area. Based on the City's significance criteria the project's effects on transportation safety would be less than significant and no mitigation would be required.

5.7 Parking Analysis

Parking Requirements Based on the Pittsburg Municipal Code - Parking analysis is provided for planning and informational purposes only. This section discusses the City of Pittsburg's municipal code requirements for the project, which are outlined in Section 18.78.040. As per the City's Municipal Code, the minimum off-street parking requirement for this project this equates to a requirement of 561 spaces and the project is proposing to provide 561 off-street parking spaces in on-site surface parking lot.

Parking Demand Based on ITE Parking Generation Rates - To provide additional justification for the parking demand analysis, Table 8 provides a summary of the parking demand results using the average ITE peak parking demand rates for apartments. The rates were taken from the 5th Edition of the ITE Parking Generation Manual. As shown in **Table 7**, the parking demand generated would be forecast to be approximately 448 parking spaces based on the ITE data.

Table 7
Off-Street Parking Calculations Using Parking Data from
the Institute of Transportation Engineers

Land Use	Size		Parking Ratio	Estimated Demand
Apartments	270	units	1.66	448

5.8 Pedestrian and Bicycle Conditions

The City does not have level of service standards for pedestrian or bicycle facilities. Nevertheless, use of existing facilities by the users of the project would not be expected to overcrowd those facilities or decrease their performance or safety. The proposed project would not adversely affect or change the design of any existing pedestrian facilities and should not create any new safety problems for pedestrians in the area. The project will add some bicyclists in the area but the volumes added would not be expected to adversely affect any existing bicycle facilities. In relation to the existing conditions, the proposed project would not cause substantial changes to the pedestrian or bicycle traffic in the area and would not adversely affect or require changes to the design of any existing bicycle or pedestrian facilities. However, consistent with the City and County General Plans, the project would be required to provide adequate pedestrian facilities that connect it to the surrounding pedestrian network. The *Pittsburg Moves* pedestrian and bicycle plan is expected to be adopted soon and will spell out clear policies, programs, and practices to help encourage people to walk and bike in Pittsburg.

5.9 Transit

The project would not result in degradation of the level of service (or a significant increase in delay) on any roadway segments currently being utilized by bus transit in the area and, as such, no adverse effects to bus transit are expected. The proposed project would not interfere with BART or any existing bus routes and would not remove or relocate any existing bus stops. The proposed project could potentially help support existing bus services and BART service with additional transit ridership and would not conflict with any transit plans or goals of BART or Tri Delta Transit. As a result, the project would not be expected to result in any adverse effects on bus transit service in the area.

5.10 Cumulative Traffic Capacity Conditions (Scenario 5)

For the cumulative conditions, the intersection traffic volumes were based on the existing turning movements plus incremental growth in background traffic based on the County's traffic

model and consistent with the Alves Ranch TIA.³ Future traffic was also added from the planned apartment project (Village M) on the south side of West Leland Road at Toscana Drive, consistent with the TIA for the Toscana Project.⁶ **Figure 10** presents the cumulative build-out traffic volumes for the project study intersections. Future roadway improvements in the study area include the extension of West Leland Road to Avila Road, providing a connection to Willow Pass Road in Concord, and the signalization of the intersection of West Leland Road and Santa Teresa Drive. **Table 8** summarizes the LOS results for the Cumulative (Year 2040) traffic conditions at each of the project study intersections. As shown on this table, the project study intersections would continue to have acceptable conditions during the weekday AM and PM peak commute hours with the exception of Intersection #3 (West Leland Road at San Marco Boulevard) which would continue to exceed the established LOS thresholds.

5.11 Cumulative Plus Project Traffic Capacity Conditions (Scenario 6)

Table 8 summarizes the LOS results for the Cumulative Plus Project (Year 2040) traffic conditions at each of the project study intersection. **Figure 11** presents the cumulative build-out traffic volumes including the traffic from the proposed project. A trip distribution figure for this scenario accounting for the West Leland Road extension is presented in the appendix. As shown on this table, all of the signalized study intersections would continue to have acceptable conditions during the weekday AM and PM peak commute hours with the exception of Intersections #3 (West Leland Road at San Marco Boulevard) which would continue to exceed the established LOS thresholds. Please note the addition of project traffic would be considered an adverse effect at Intersection # 3 (San Marco Boulevard at West Leland Road) and would increase the intersection delay by more than five seconds as per the criteria described in Section 4.3. This intersection is forecast to exceed City standards regardless of whether or not the project is implemented but mitigations to improve the operations at this intersection are discussed in Section 5.13.

5.12 Caltrans Freeway Facilities

Analysis of the Delay Index on the State Route 4 Freeway - The delay index measures travel congestion and is expressed as the ratio of the time required to travel between two points during the peak hour (the congested travel time) and the time required during un-congested off-peak times. A delay index of 2.0 means that congested travel time is twice as long as during an off-peak travel time.

The following shows the formula for calculating delay indices:

$$\text{Delay Index} = \text{Measured Peak Hour Travel Time} / \text{Free Flow Travel Time}$$

⁶ *Toscana at San Marco (Village A) Traffic Impact Study*, Abrams Associates Traffic Engineering, Walnut Creek, CA, April 13, 2012.

TABLE 8
CUMULATIVE PLUS PROJECT INTERSECTION LEVEL OF SERVICE CONDITIONS

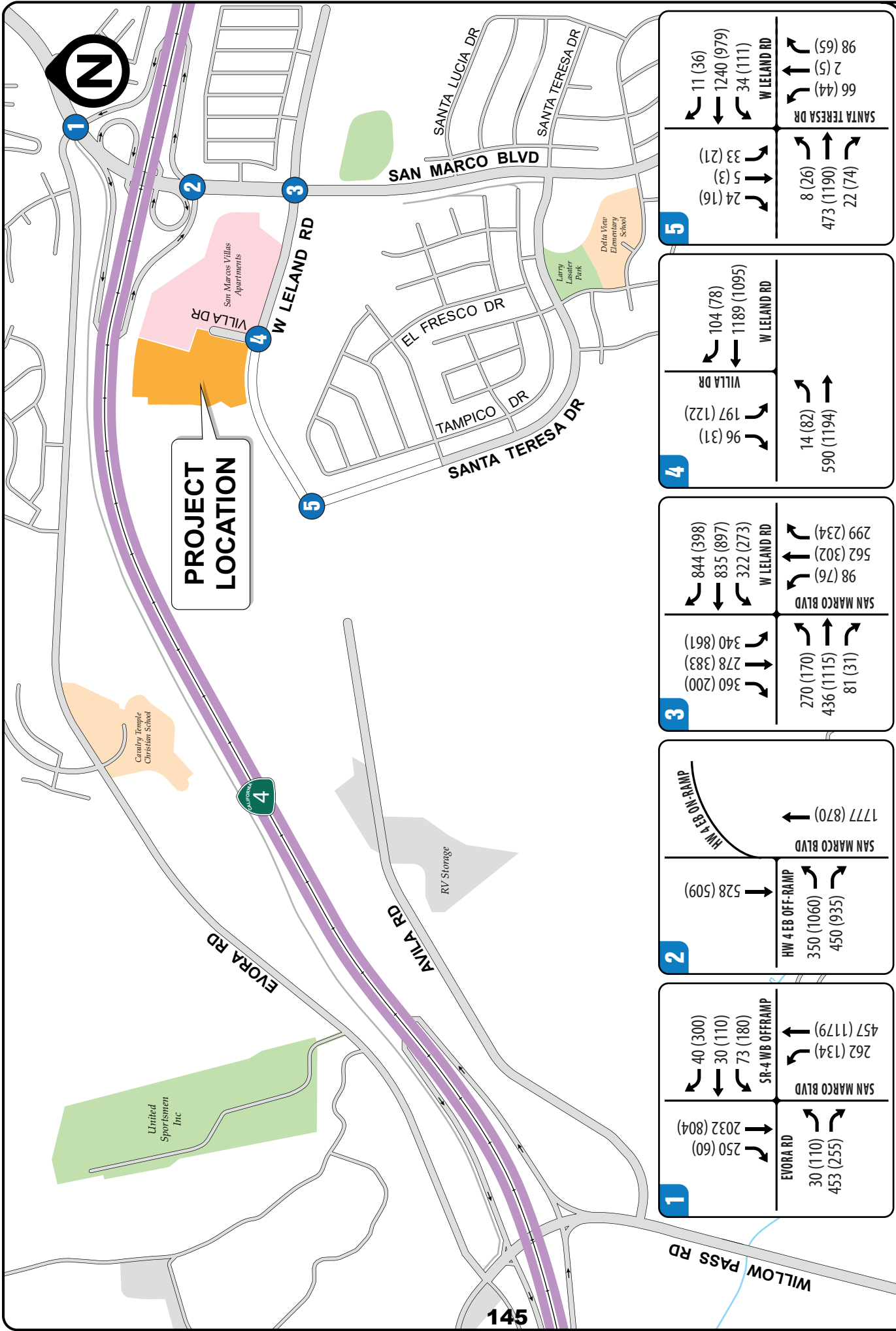
INTERSECTION		CONTROL	PEAK HOUR	CUMULATIVE		CUMULATIVE PLUS PROJECT	
				Delay	LOS	Delay	LOS
1	EVORA ROAD / SR-4 WB OFF-RAMP & WILLOW PASS ROAD	Signalized	AM	52.6	D	53.0	D
			PM	11.8	B	11.9	B
2	SR-4 EB OFF-RAMP & SAN MARCO BOULEVARD / WILLOW PASS ROAD	Signalized	AM	18.0	B	18.8	B
			PM	22.5	C	24.6	C
3	SAN MARCO BOULEVARD & W. LELAND ROAD	Signalized	AM	> 80.0	F	> 80.0	F
			PM	77.4	E	78.7	E
4	VILLA DRIVE & W. LELAND ROAD	Signalized	AM	9.9	A	12.4	B
			PM	7.9	A	9.9	A
5	SANTA TERESA DRIVE & W. LELAND ROAD	Signalized	AM	10.0	B	10.2	B
			PM	10.5	B	10.9	B

SOURCE: Abrams Associates, 2020

NOTES: HCM LOS results are presented in terms of average intersection delay in seconds per vehicle. For stop controlled intersections the results for the worst side street approach are presented.

The numerator of the delay index formula, the measured peak hour travel time, was determined from speed runs conducted along State Route 4 during the AM and PM peak hours in the spring of 2017 as part of the Contra Costa Transportation Authority's Congestion Management Program 2017 Monitoring Report. The denominator of the delay index formula, the free flow travel time is defined as *"the time it takes to traverse a roadway segment at the speed limit including the average uncongested delay experienced at traffic signals."* It is important to note that achievement of the MTSO delay index and average speed is measured over the length of SR 4 from Willow Pass Grade to Balfour Road in the City of Brentwood. For SR 4 the East County Action Plan specifies a maximum delay index of 2.5.⁷ As shown in **Table 9** the project would not significantly increase the delay index under existing or cumulative conditions. However, the delay index on westbound SR 4 during the AM peak hour is forecast to exceed the MTSO of 2.5 under cumulative plus project conditions and therefore the addition of project traffic would be considered an adverse effect.

⁷ Draft East County Action Plan for Routes of Regional Significance, Fehr & Peers Associates, Walnut Creek, CA, November 2013.



1	EVORA RD 250 (60) 2032 (804) 453 (255) 30 (110) SAN MARCO BLVD 262 (134) 457 (1179) SR-4 WB OFFRAMP 40 (300) 30 (110) 73 (180)
2	HW 4 EB OFF-RAMP 350 (1060) 450 (935) 528 (509) SAN MARCO BLVD 1777 (870) HW 4 EB ON-RAMP
3	270 (170) 436 (1115) 81 (31) 360 (200) 278 (383) 340 (861) SAN MARCO BLVD 98 (76) 562 (302) 299 (234) W LELAND RD 322 (273) 835 (897) 844 (398)
4	14 (82) 590 (1194) 96 (31) 197 (122) VILLA DR 104 (78) 1189 (1095) W LELAND RD
5	8 (26) 473 (1190) 22 (74) 24 (16) 5 (3) 33 (21) SANTA TERESA DR 66 (44) 2 (5) 98 (65) W LELAND RD 34 (111) 1240 (979) 11 (36)

FIGURE 10 | CUMULATIVE AM(PM) PEAK HOUR TRAFFIC VOLUMES

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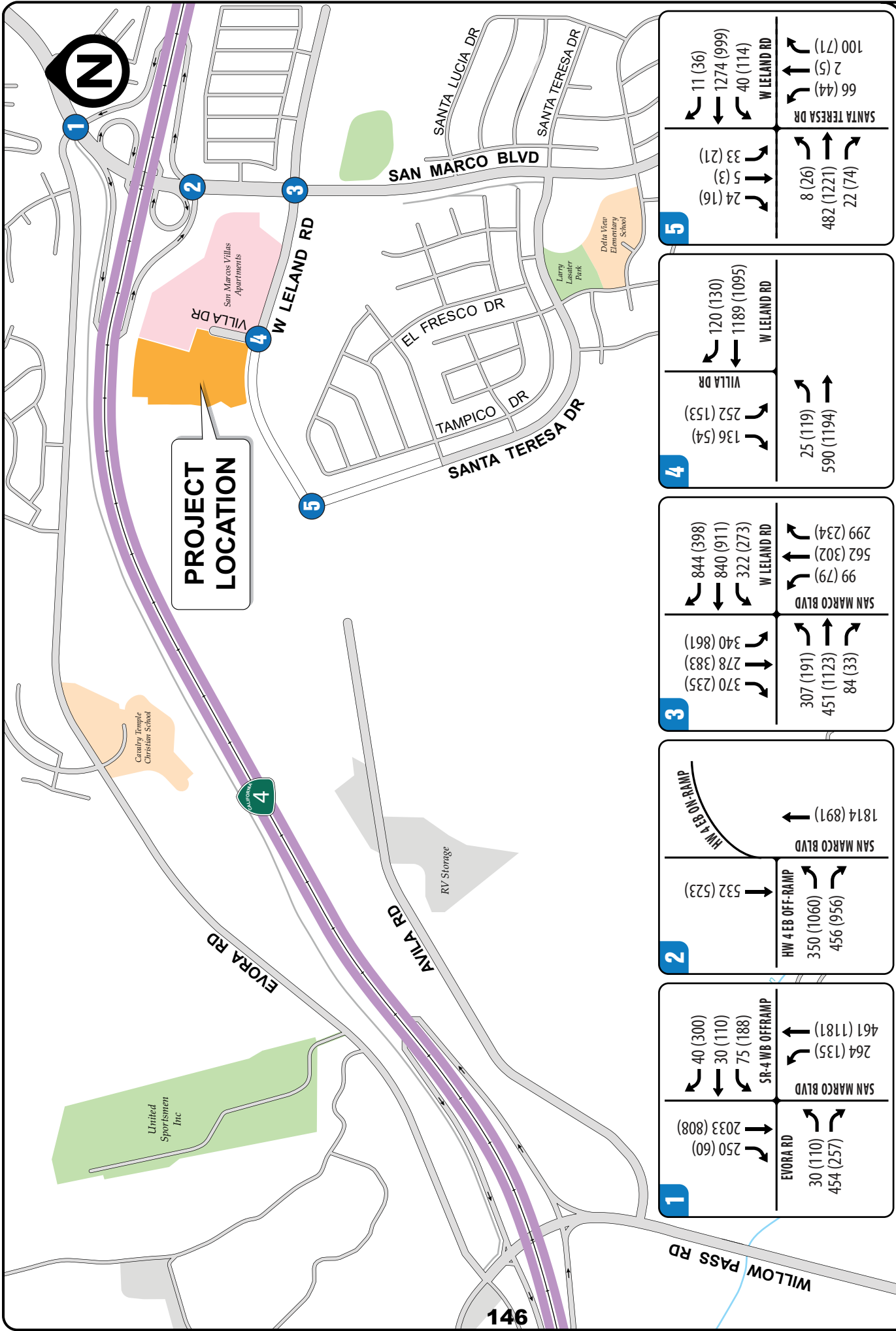


FIGURE 11 | CUMULATIVE PLUS PROJECT AM(PM) PEAK HOUR TRAFFIC VOLUMES

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TABLE 9
STATE ROUTE 4 FREEWAY DELAY INDEX CALCULATION RESULTS
WITH AND WITHOUT THE PROPOSED PROJECT

<i>Scenario</i>	<i>Direction</i>	<i>MTSO</i>	<i>No Project</i>	<i>With Project</i>
Existing AM Peak Hour (2018)	Eastbound	2.5	1.1	1.2
	Westbound	2.5	2.5	2.5
Existing PM Peak Hour (2018)	Eastbound	2.5	1.4	1.4
	Westbound	2.5	1.3	1.3
Cumulative AM Peak Hour (2040)	Eastbound	2.5	1.3	1.3
	Westbound	2.5	3.1	3.1
Cumulative PM Peak Hour (2040)	Eastbound	2.5	1.8	1.8
	Westbound	2.5	1.5	1.5

SOURCE: Abrams Associates, 2020

Analysis of Level of Service on the State Route 4 Freeway – A detailed analysis of existing traffic operations on nearby segments of the SR 4 Freeway was conducted by the Contra Costa Transportation Authority in 2017.⁸ The results of the surveys are presented in **Table 10**. As shown in **Table 10**, the LOS standard for the two key segments of SR 4 in the vicinity of the Willow Pass Road interchange are LOS F. Please note there is recurring congestion that occurs on State Route 4 in the vicinity of the San Marco Boulevard interchange during both the AM and PM commute periods.

TABLE 10
STATE ROUTE 4 FREEWAY EXISTING TRAFFIC OPERATIONS

SEGMENT INFORMATION			AM PEAK		PM PEAK		LOS STANDARD
ROUTE	LIMITS	DIRECTION	SPEED	LOS	SPEED	LOS	
SR-4	STATE ROUTE 242 TO BAILEY ROAD	EB	65.1	A	40.9	E	F
SR-4	STATE ROUTE 242 TO BAILEY ROAD	WB	27.4	F	65.2	A	F
SR-4	BAILEY ROAD TO LOVERIDGE ROAD	EB	66.5	A	56.6	C	F
SR-4	BAILEY ROAD TO LOVERIDGE ROAD	WB	21.4	F	66.8	A	F

SOURCE: Abrams Associates, 2020

⁸ Congestion Management Program 2017 Monitoring Report, Contra Costa Transportation Authority, Walnut Creek, CA, March, 2018.

5.13 Summary of Adverse Effects and Countermeasures

The following is a list of adverse effects from the project and the proposed countermeasures to address the transportation effects of the project. Based on a detailed analysis of traffic operations with and without each of the proposed mitigations, implementation of the following countermeasures would adequately address the adverse effects identified.

Adverse Effect #1 The project would contribute to LOS operations exceeding the established standards at the following intersection:

West Leland Road at San Marco Boulevard (Intersection #3)

The addition of traffic from the proposed project would contribute to this intersection exceeding the established LOS standards in the plus project scenarios. With implementation of the recommended mitigations, the development of the proposed project would still result in potentially adverse effects to the LOS at the above mentioned intersections.

Countermeasure #1

Feasible mitigation includes the improvements listed below which are currently included in the City's 5-year capital improvement program and are eligible for funding from the Local Traffic Mitigation Fund. Prior to construction of the identified improvements the project would mitigate the above-identified adverse effects by paying a proportionate share of the construction costs, consistent with City ordinances. The intersection mitigations required for the project to meet the established LOS standards include the following:

CM 1(a) West Leland Road at San Marco Boulevard – Widening of northbound San Marco Boulevard north of West Leland Road to allow for a full free-right turn from westbound West Leland Road onto San Marco Boulevard.

Adverse Effect #2 The project would contribute to traffic operations exceeding the established standards on the State Route 4 Freeway

The development of the proposed project would increase the total traffic during both AM and PM peak hours. For SR 4 the East County Action Plan specifies a maximum delay index of 2.5. As shown in Table 9 in Section 5.12 the proposed project would not significantly increase the delay index under existing or cumulative conditions. However, the proposed project

would add traffic to State Route 4 in the westbound direction during the AM peak hour, which is forecast to exceed the County's established delay index standard of 2.5. Therefore, the proposed project would have an adverse effect on freeway operations.

Countermeasure #2

Prior to construction the project would mitigate the above-identified adverse effects by paying the required traffic impact fees, subject to City approval.

CM 2 *Payment of the Regional Transportation Development Impact Mitigation Fee* – *The project will pay the Regional Transportation Development Impact Mitigation Fee (the "RTDIM") to fund regional freeway system improvements including State Route 4 improvements. Because the project applicant and the City of Pittsburg do not control the funding, prioritization and/or construction of improvement projects, it is assumed that payment of the RTDIM fees may not be sufficient to guarantee full elimination of the project's adverse effects to State Route 4. Please note the CCTA's planned SR4 Operational Improvements Project (OIP) and the SR4 Integrated Corridor Management (ICM) project are expected to improve SR4 delay index.*

Adverse Effect #3 Adverse effects related to conflicts with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or potential decreases to the performance or safety of such facilities.

The project would not result in degradation of the level of service (or a significant increase in delay) on any roadway segments currently being utilized by bus transit in the area and would not increase ridership beyond existing capacity. As such, no adverse effects to bus transit are expected. In addition, the proposed project would not adversely affect or change the design of any existing pedestrian facilities and should not create any new safety problems for pedestrians in the area. The project will add some bicyclists in the area but the volumes added would not be expected to adversely affect any existing bicycle facilities. In relation to the existing conditions, the proposed project would not cause substantial changes to the pedestrian or bicycle traffic in the area and would not adversely affect or require changes to the design of any existing bicycle or pedestrian facilities.

Countermeasure(s)

None required.

Adverse Effect #4 Adverse effects relating to demolition and construction activities.

The increase in traffic as a result of demolition and construction activities associated with the proposed project has been quantified assuming a worst-case single phase construction period of 24 months.

Heavy Equipment

Approximately five pieces of heavy equipment are estimated to be transported on and off the site each month throughout the demolition and construction of the proposed project. Heavy equipment transport to and from the site could cause adverse effects to traffic conditions in the vicinity of the project site during construction. However, each load would be required to obtain all necessary permits, which would include conditions. Prior to issuance of grading and building permits, the project applicant would be required to submit a Traffic Control Plan.

The requirements within the Traffic Control Plan include, but are not limited to, the following: truck drivers would be notified of and required to use the most direct route between the site and SR 4, as determined by the City Engineering Department; all site ingress and egress would occur only at the main driveways to the project site and construction activities may require installation of temporary (or ultimate) traffic signals as determined by the City Engineer; specifically designated travel routes for large vehicles would be monitored and controlled by flaggers for large construction vehicle ingress and egress; warning signs indicating frequent truck entry and exit would be posted on San Marco Boulevard and West Leland Road; and any debris and mud on nearby streets caused by trucks would be monitored daily and may require instituting a street cleaning program. In addition, eight loads of heavy equipment being hauled to and from the site each month would be short-term and temporary.

Employees

The weekday work is expected to begin around 7:00 AM and end around 4:00 PM. The construction worker arrival peak would occur between 6:30 AM and 7:30 AM, and the departure peak would occur between 4:00 PM and 5:00 PM. These peak hours are slightly before the citywide commute peaks. It should be noted that the number of trips generated during construction would not only be temporary, but would also be substantially less than the proposed project at buildout. Based on past construction of similar projects, construction workers could require parking for up to 75 vehicles during the peak construction period. Additionally, deliveries, visits,

and other activities may generate peak non-worker parking demand of 10 to 15 trucks and automobiles per day. Therefore, up to 85 vehicle parking spaces may be required during the peak construction period for the construction employees. Furthermore, the Traffic Control Plan requires construction employee parking be provided on the project site to eliminate conflicts with nearby residential areas. Because the construction of the project can be staggered so that employee parking demand is met by using on-site parking, construction-related employee traffic and parking would not be expected to result in adverse effects.

Construction Material Import/Export

The project would also require removal of existing debris as well as the importation of construction material, including raw materials for the building pads, the buildings, the parking area, and landscaping. During the maximum peak construction period, the project could generate approximately 50 truck trips per day. Furthermore, under the provisions of the Traffic Control Plan, if importation and exportation of material becomes a traffic nuisance, then the City Engineer may limit the hours the activities can take place.

Traffic Control Plan

The Traffic Control Plan would indicate how parking for construction workers would be provided during construction and ensure a safe flow of traffic in the project area during construction. This analysis assumed construction of the entire project in one phase to identify the potential worst-case traffic effects. If the project is built in phases over time, the effects of each phase will be the same or less. Each phase will be subject to a Traffic Control Plan and oversight by the City Engineer. The last phase may require added worker parking measures, depending on the circumstances, as there will not be any remaining vacant land for parking. Therefore, the demolition and construction activities associated with the proposed project or its individual phases would not be forecast to lead to noticeable congestion in the vicinity of the site or result in any adverse effects.

Countermeasure(s)

None required.

Adverse Effect #5 Adverse effects related to site access and circulation.

The proposed project would have driveways on San Marco Boulevard and West Leland Road that would be controlled with stop signs on the side street approaches. The proposed stop controlled intersections providing

access to the project are forecast to have acceptable operations. Based on a review of the proposed site plan it was determined that the site circulation should function well and would not cause any safety or operational problems. The project site design has been required to conform to City design standards and is not expected to create any adverse effects to pedestrians, bicyclists or traffic operations. Therefore, the project would not be expected to result in any adverse effects on access or circulation in the vicinity of the project.

Countermeasure(s)

None required.

Adverse Effect #6 Adverse effects regarding emergency vehicle access on and surrounding the proposed project site.

Sufficient emergency access is determined by factors such as number of access points, roadway width, and proximity to fire stations. The land use plan for the proposed project would include entrances on both San Marco Boulevard and West Leland Road. All lane widths within the project would meet the minimum width that can accommodate an emergency vehicle; therefore, the width of the internal roadways would be adequate. In addition, with the proposed mitigations the addition of traffic from project traffic would not result in any significant changes to emergency vehicle response times in the area. Therefore, subject to approval from the City and the fire department, the development of the proposed project is not expected to have any adverse effects on emergency vehicle access.

Countermeasure(s)

None required.



City of Pittsburg

Community Development Department – Planning Division

65 Civic Avenue, Pittsburg, CA 94565 | Tel: (925) 252-4920 | Fax: (925) 252-4814

NOTICE OF PUBLIC MEETING

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

DATE: September 8, 2020
TIME: 7:00 p.m.
PLACE: Zoom Teleconference via Streaming Media on the City's homepage,
www.ci.pittsburg.ca.us (see public advisory on last page)

Concerning the following matter:

Villas III Apartments at San Marco (Village B and C), AP-20-1498 (DR)

This is a public meeting on a request for Planning Commission approval on a design review application to construct a 270-unit extension, consisting of eleven new three-story buildings and one clubhouse, to the existing San Marco Villas apartment complex located at the northwest corner of West Leland Road and San Marco Boulevard with access off of Villa Drive. The project site consists of approximately 14.92 acres and is zoned PD (Planned Development, City Council Ordinance No. 12-1362) District. APN: 091-050-047.

PROJECT PLANNER: Trishia Caguiat, (925) 252-4855 or tcaguiat@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; please contact the project planner listed above to make necessary arrangements.

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

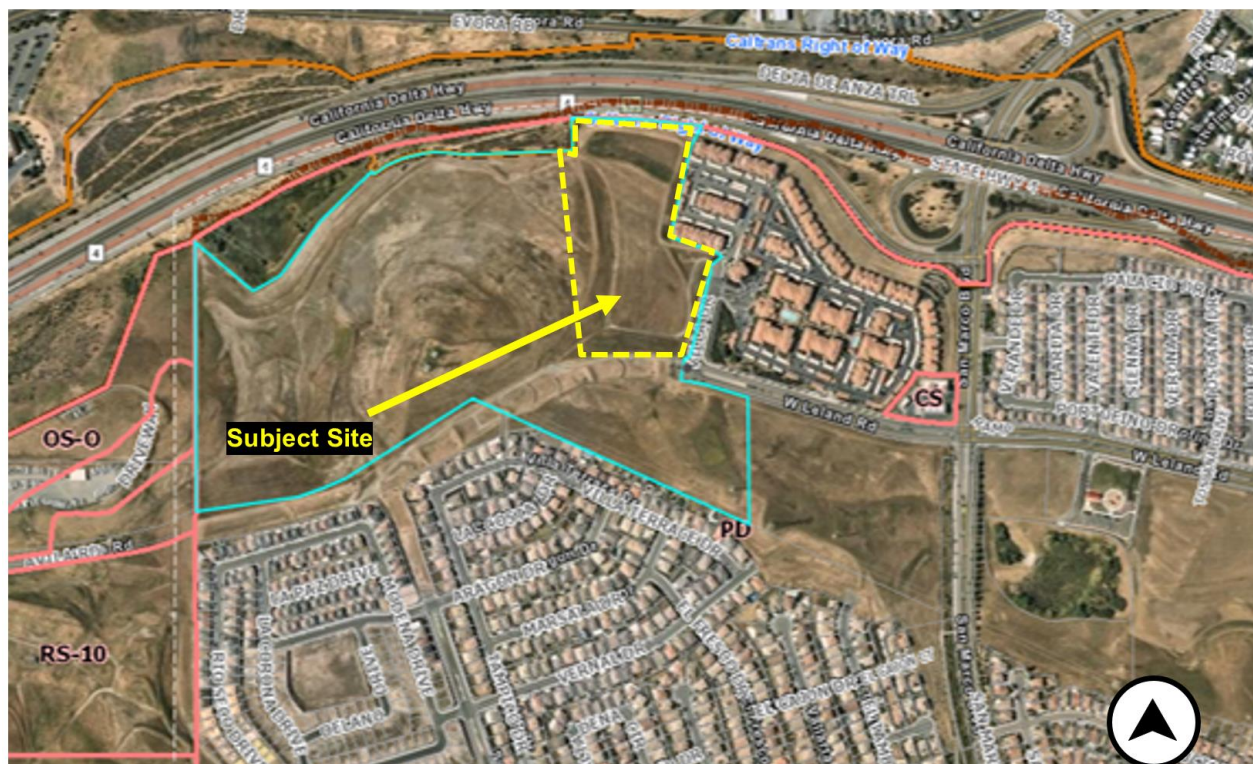
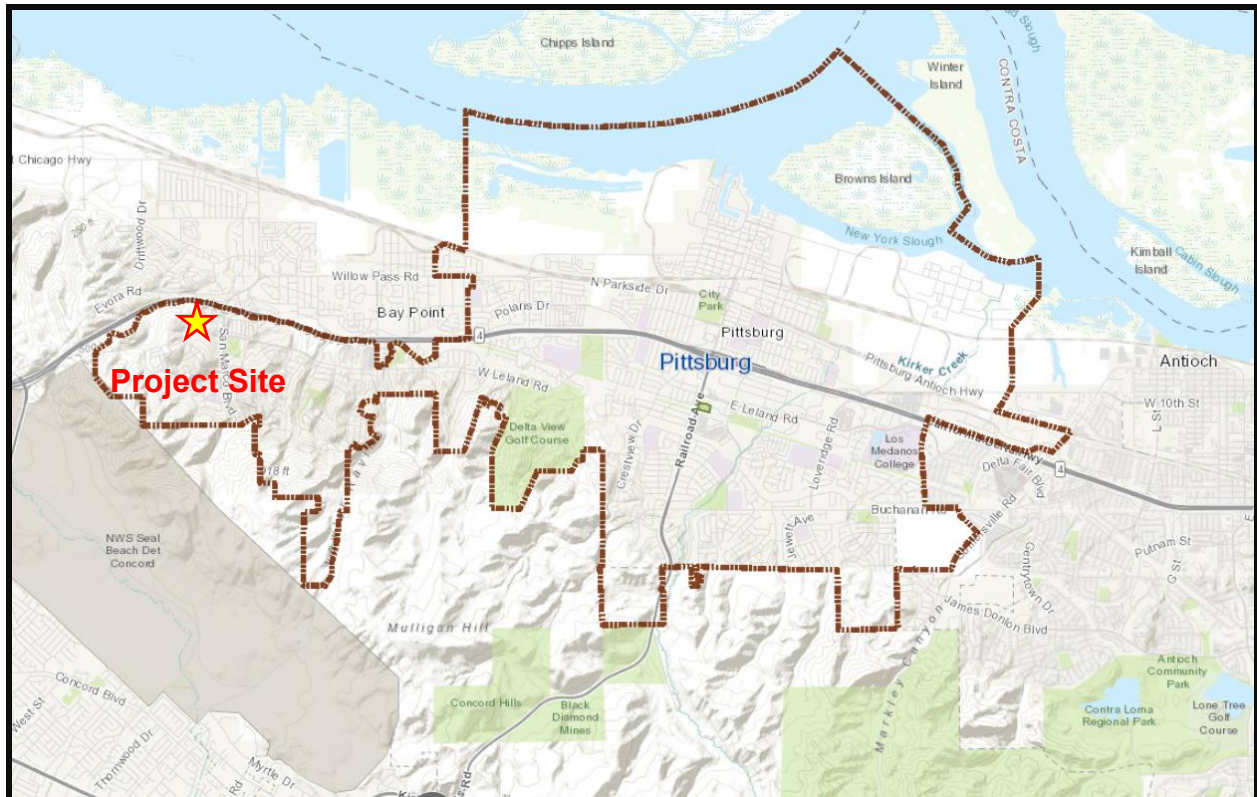
Comments or objections to the project can be made by writing or through e-mailed testimony during the public hearing. Written comments citing the project name may be emailed to the project planner listed above, or may be mailed or delivered to: Pittsburg Planning Division, 65 Civic Avenue, Pittsburg, CA 94565. Comments can be submitted via email to meetingcomments@ci.pittsburg.ca.us.

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

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

HECTOR ROJAS FOR
KRISTIN POLLOT, SECRETARY
PITTSBURG PLANNING COMMISSION

Project Title: Villas III at San Marco, AP-20-1498 (DR)
Location: Terminus of Villas Drive



PUBLIC ADVISORY:
THE CITY COUNCIL CHAMBER WILL NOT BE OPEN TO THE PUBLIC

Pursuant to Section 3 of Executive Order N-29-20, issued by Governor Newsom on March 17, 2020, the regular meeting of the Planning Commission for September 8, 2020 will be conducted telephonically through Zoom and broadcast live through the City's homepage.

Please be advised that pursuant to the Executive Order, and to ensure the health and safety of the public by limiting human contact that could spread the COVID-19 virus, the Council Chamber will not be open for the meeting. Planning Commissioners will be participating telephonically and will not be physically present in the Council Chamber.

To view the meeting online during its broadcast:

1. Go to www.ci.pittsburg.ca.us
2. On the right-hand side of the page, click the "Streaming Media" button

Comments on this item can be submitted via email to:

meetingcomments@ci.pittsburg.ca.us

If you wish to have your comments read to the Planning Commissioners during the appropriate Public Comment period, please indicate in the Subject Line "FOR PUBLIC COMMENT" and list the item number you wish to comment on. If your comment is for a non-agenda item, indicate "FOR PUBLIC COMMENT – NON-AGENDA." Comments that you want read to the Commission will be subject to the three minute time limitation (approximately 350 words). Written comments that are only to be provided to Commission and not read at the meeting will be distributed to the Commission prior to the meeting if received by 5:00 p.m. the date of the meeting. Comments via text and social media (Facebook, Nextdoor, etc.) will not be accepted.

The City of Pittsburg thanks you in advance for taking all precautions to prevent spreading the COVID-19 virus.



City of
Pittsburgh

San Marco Villas III
Design Review Application No. AP -20-1498
Planning Commission - September 8, 2020

Surrounding Context



Site



View from W Leland Road and Villa Dr

Project
Site



Site



159



View from Villas II – facing Villa Dr

San Marcos Villas III

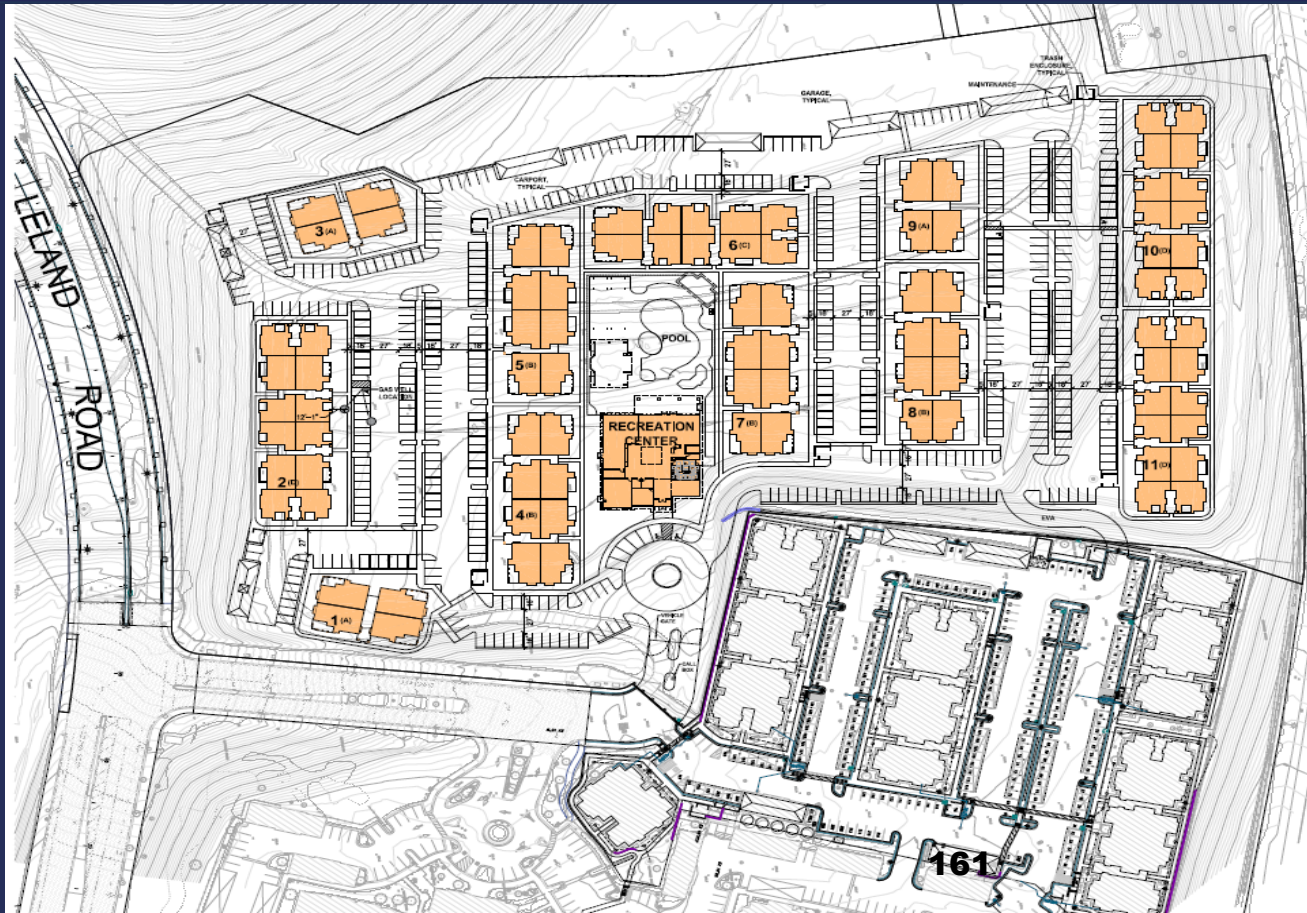


Existing Villas II elevation

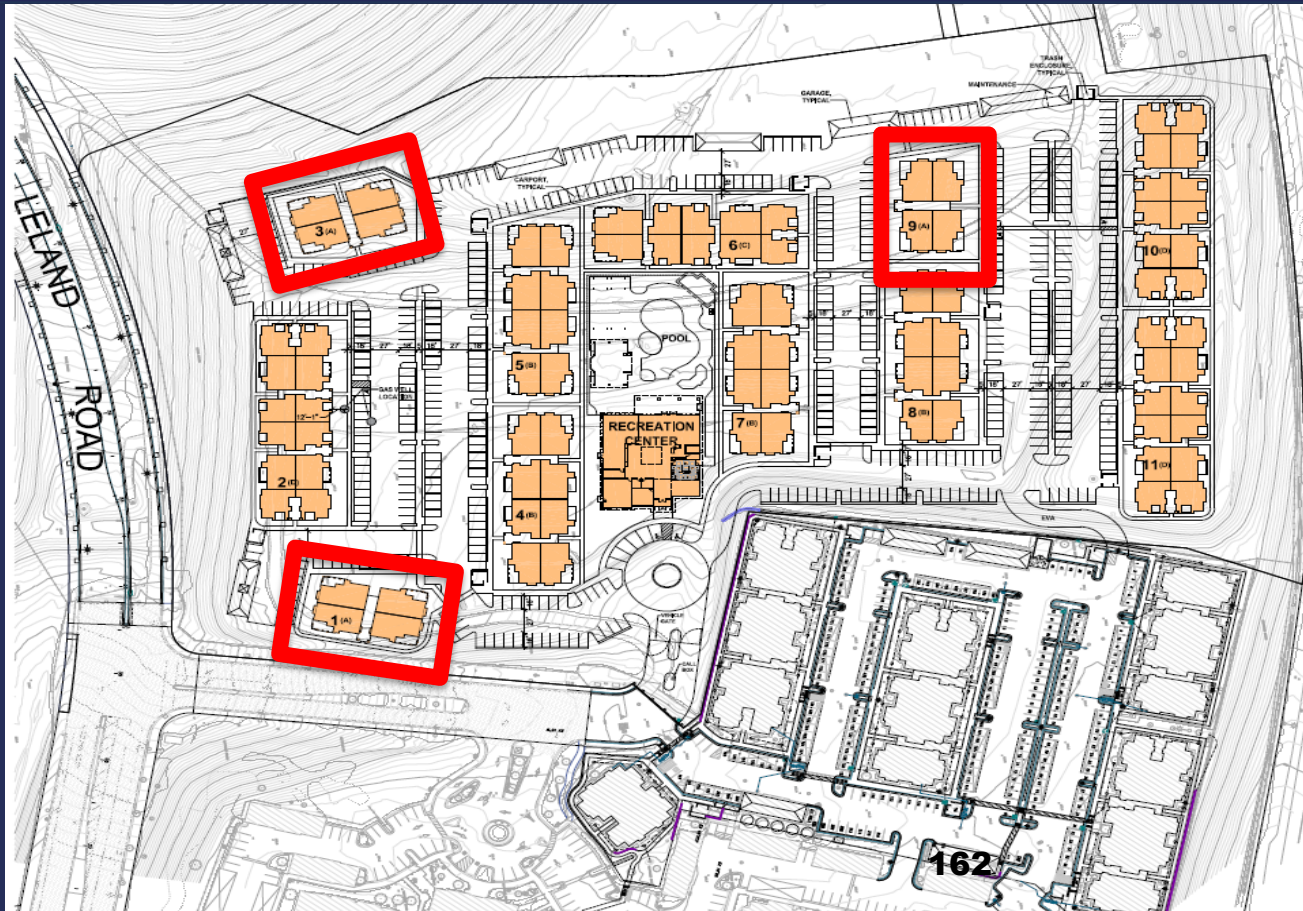


- Known as 'Village C'
- 270 Multifamily Units
- 14.92 acres
- Planned Development Zoning

Site Layout

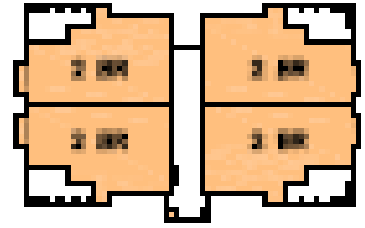


Site Layout

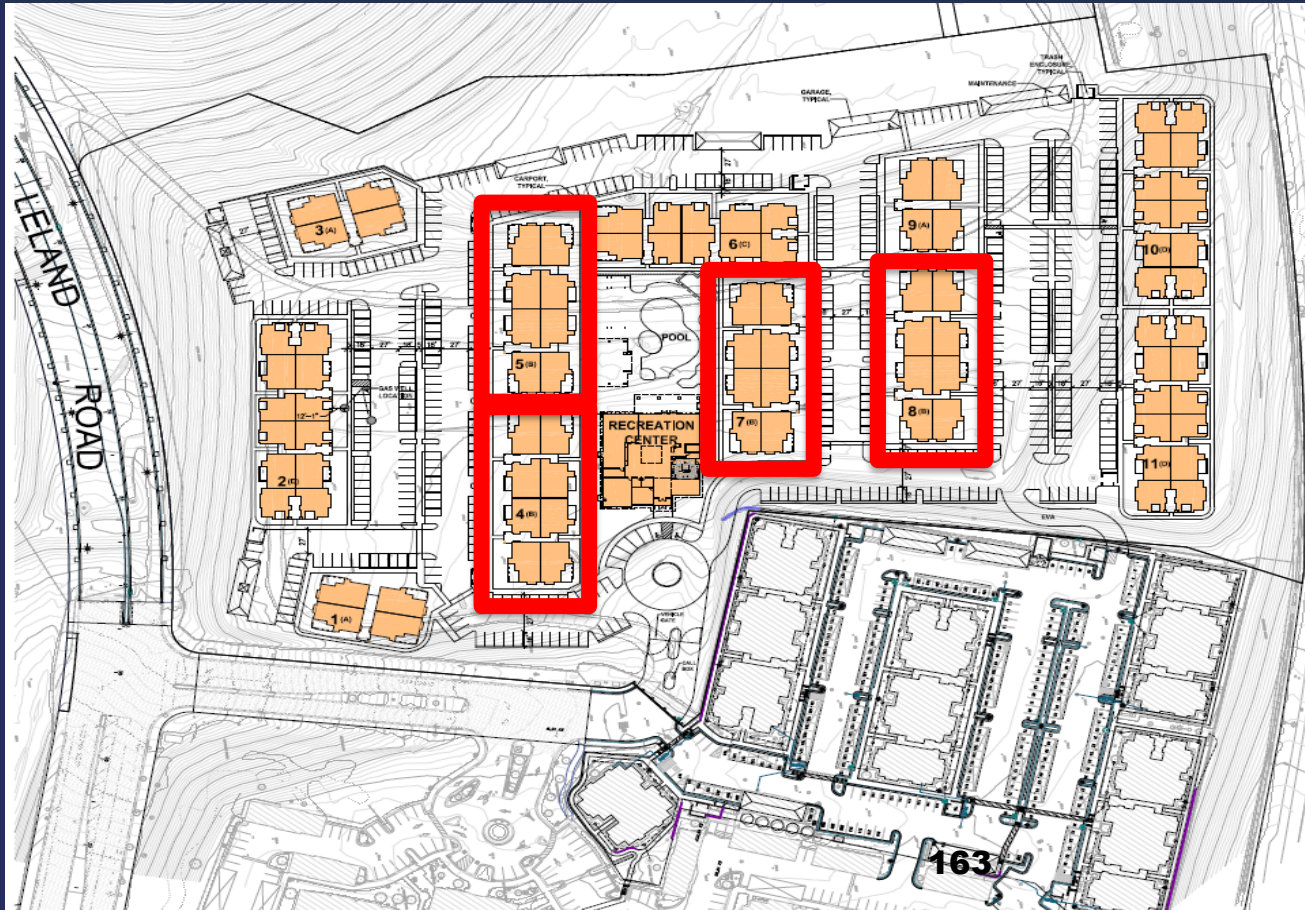


Residential Type A:

- 3 stories
- 12 units

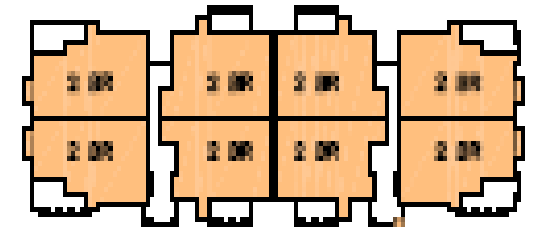


Site Layout

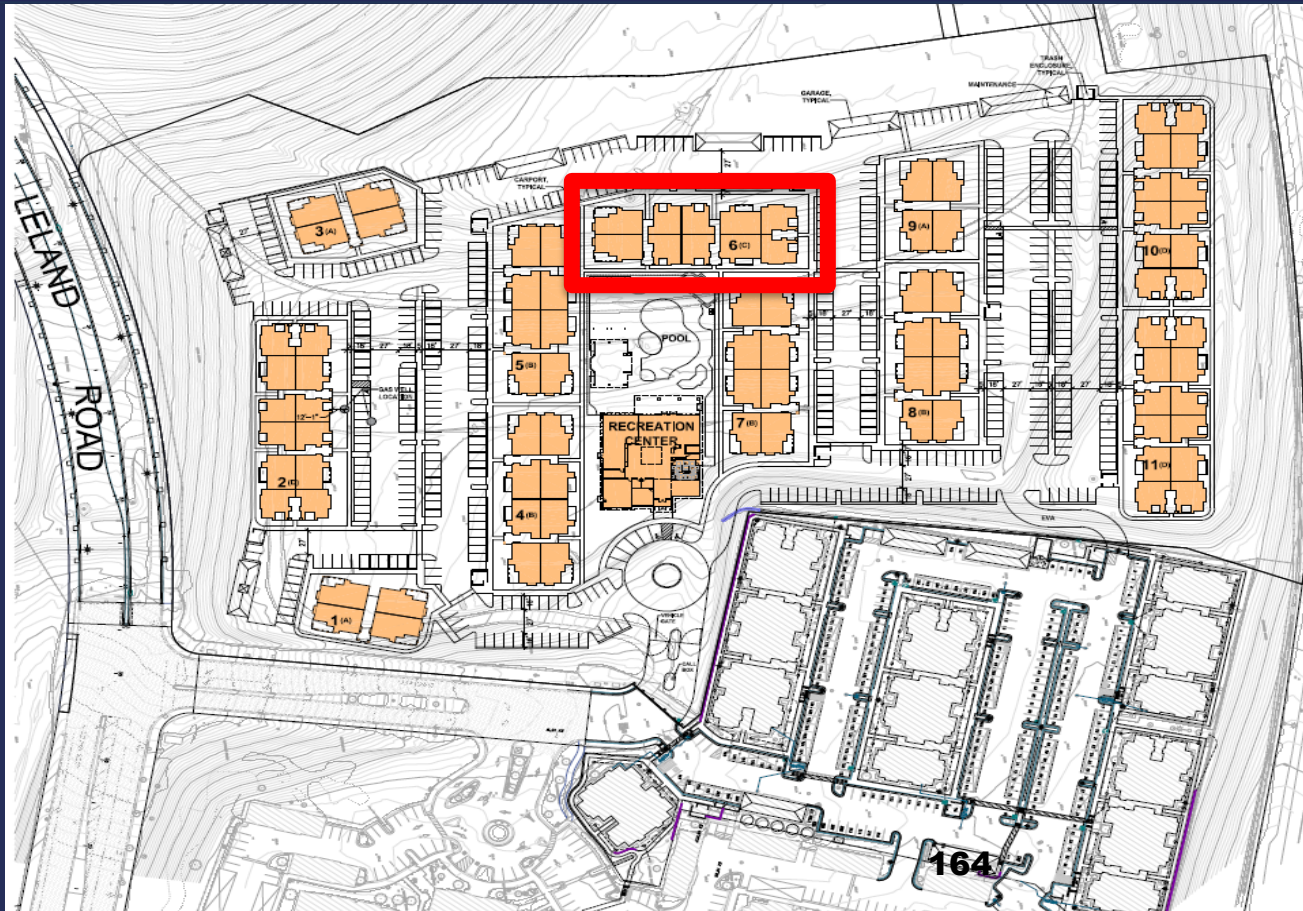


Residential Type B:

- 3 stories
- 24 units

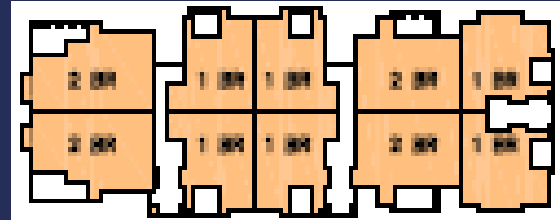


Site Layout

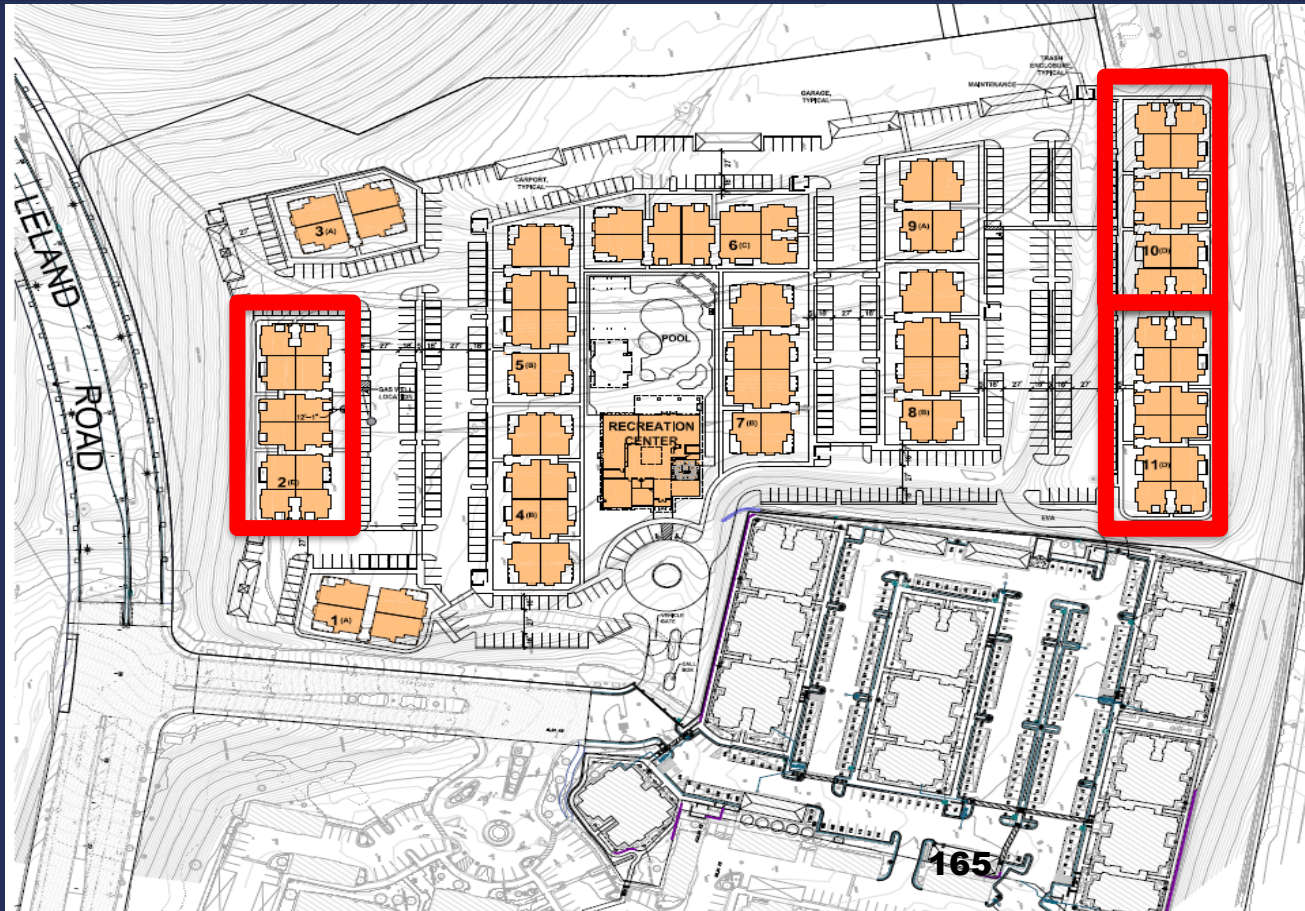


Residential Type C:

- 3 stories
- 30 units

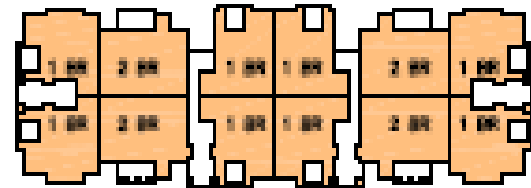


Site Layout



Residential Type D:

- 3 stories
- 36 units





Rendering (Sample Elevation)



Existing Villas I and II elevations

General Plan and Zoning



☐ Consistent with the San Marco PD and 1988 General Plan

- ☐ 60 units remaining under Village C

☐ Multifamily Residential use

- ☐ Italian Mediterranean inspired design
- ☐ Village style walk up units in a townhome design

☐ No additional onsite parking required

- ☐ Provides opportunity for bicycle, electric vehicle, pedestrian, and/or solar-ready parking amenities

☐ No Inclusionary Housing required

Recommendation



Staff recommend that the Commission adopt Resolution No. 10155 approval of design review for the San Marcos Villas III apartments, subject to conditions.