



City of Pittsburg

Land Use Sub-Committee Meeting Agenda

October 17, 2018
4:00 p.m.

City Hall
First Floor Conference Room, 4B
65 Civic Avenue
Pittsburg, CA 94565

Council Members
Sal Evola
Juan Antonio Banales

Planning Commission Members
Durie Foster
Mark Linde

1. Public Comment for Non-Agenda Items

2. Small Antenna Master Lease Agreement

In accordance with a recent FCC ruling, City's must now allow placement of antennas and other small cell facilities on existing city infrastructure. To facilitate these new co-locations a Master License Agreement has been drafted and will be brought before the City Council for consideration in November 2018.

Information item only.

3. Service Station at 501 California Avenue

A Preliminary Plan Review application has been submitted to evaluate the potential development of a gas station with a 2,000 sq. ft. convenience store and 2,000 sq. ft. drive-thru store at the northeast corner of California Avenue and Harbor Street. The proposal would require an amendment to the Railroad Avenue Specific Plan to allow a "service station," as the use is currently prohibited on site.

Subcommittee feedback/direction is requested.

4. 2156 Railroad Avenue Multifamily

A Preliminary Plan Review application has been submitted to evaluate potential development of a multifamily housing project on a vacant 2.2-acre property at 2156 Railroad Avenue. The proposal would require an amendment to the Railroad Avenue Specific Plan to allow for increased residential density on the project site.

Subcommittee feedback/direction is requested.

5. Miscellaneous Project Updates



ENVIRONMENTAL AFFAIRS DIVISION
Memorandum

MEMO: October 17, 2018

TO: Land Use Subcommittee Members

FROM: Laura Wright, Environmental Affairs Manager

RE: Item 2, Vertical Antennas on City Infrastructure

The new Federal Communication Commission (FCC) Declaratory Ruling, voted and approved on September 26, 2018, will allow the wireless industry to place antennas or other small cell facilities on City infrastructure such as street lights, with new streamlined requirements. The FCC's action is their ongoing effort to remove local regulatory barriers that would inhibit the deployment of more broadband service such as 5G by limiting what fees state and local governments can charge, reduce timelines for processing applications including license agreements, and provide certain guidance pertaining to aesthetics and undergrounding requirements.

Staff has been approached by wireless companies to place antennas on City street lights. This informational update will provide the Land Use Subcommittee an overview of what these antennas will look like, time restrictions established, and other concerns in preparation for expected applications and license agreements. Staff has prepared a Master License Agreement for City Council to consider for approval in November 2018, in preparation for the limited timeline to approve applications to place antennas on streetlights and to negotiate a license.



PLANNING DIVISION
Memorandum

MEMO: October 17, 2018
TO: Land Use Subcommittee Members
FROM: Hector J. Rojas, AICP, Senior Planner
RE: Item 3, Service Station at 501 California Avenue, AP-18-1362

Ross Hillesheim of Stehm, LLC would like to purchase the 1.05-acre site located at 501 California Avenue (see Attachment 1) to construct a new 5,200-square-foot service station. The service station being contemplated by Mr. Hillesheim consists of a 3,000-square-foot convenience store, a 2,000-square-foot drive-thru store, a canopy over several fueling bays, and related site improvements. Mr. Hillesheim has submitted two possible site layouts for the service station that he'd like the City to consider (see Attachment 2).

The site is located in the High School Village subarea of the Railroad Avenue Specific Plan (RASP) and has a land use designation of TOD-M (Transit Oriented Development Medium). This designation is primarily intended to allow residential or mixed-use development at densities from 15 to 30 dwelling units per acre. Within the High School Village subarea, commercial-only development is also permitted with a maximum floor-to-area ratio of 1.0 (see Attachment 3). Allowable land uses in the TOD-M designation are the same as those of the M (Mixed Use) District (see Attachment 4). The M District does not allow service stations.

Staff has informed Mr. Hillesheim that his project is inconsistent with the RASP and would therefore require an amendment in addition to environmental and design review. Mr. Hillesheim intends to submit a planning application but would like to hear the Land Use Subcommittees comments before he does so.

Attachments:

1. Location Map
2. Project Description and Concepts
3. TOD-M Development Standards
4. M (Mixed Use) District Regulations

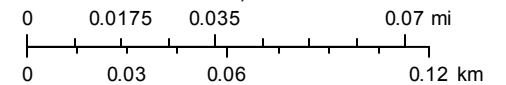
Attachment 1: Location Map



9/10/2018, 9:04:13 AM

- Zoning
- CCC Housing Authority
- Parcel
- Caltrans ROW
- City Limits

1:2,257



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Disclaimer: All reasonable effort has been made to assure the accuracy of the maps for its intended purpose. However, the GIS data may or may not be an exact depiction of the existence, location, depth, size, material or type of facilities shown herein. It is not to be relied upon for any purpose other than a general schematic diagram of the facilities depicted.

Attachment 2 - Project Description and Concepts

California Corner Project
501 California Ave, Pittsburgh CA 94565

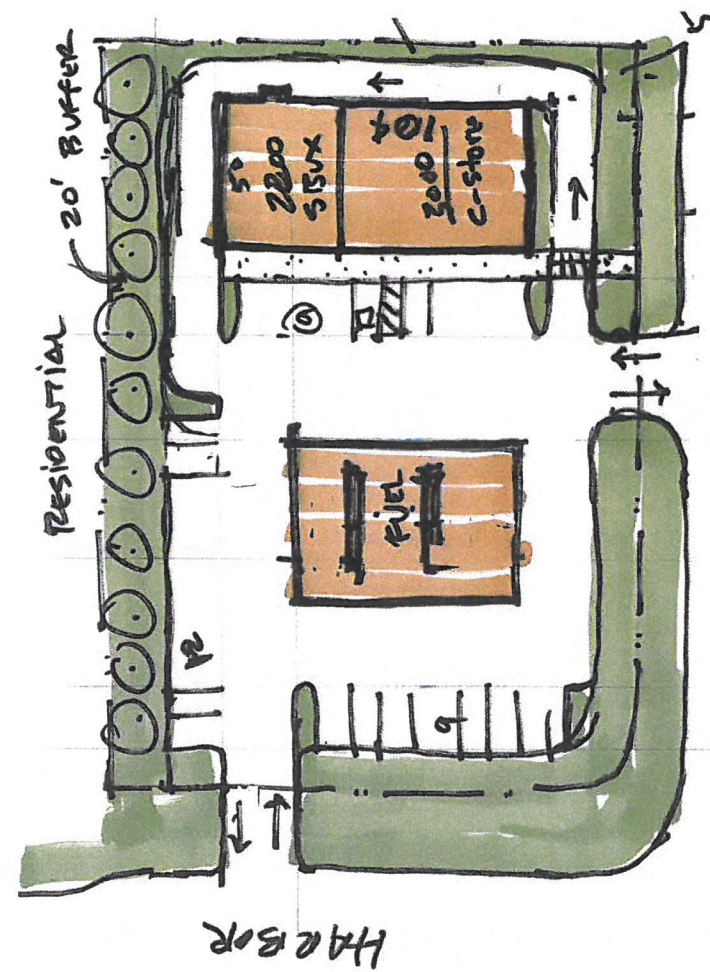
The corner of Harbor and California in Pittsburg, CA is a well-traveled thoroughfare and one of the gateways to the City.

501 California Avenue was once a bustling service station, serving the local community, as well as those traveling on HWY 4; however, due to an equipment failure and associated environmental issue, the property was subject to extensive remediation and monitoring for an extended period. Now that the property has been fully remediated, we wish to restore a commercial presence that will add to the vibrant community while at the same time create jobs and increase tax revenue flowing to the City.

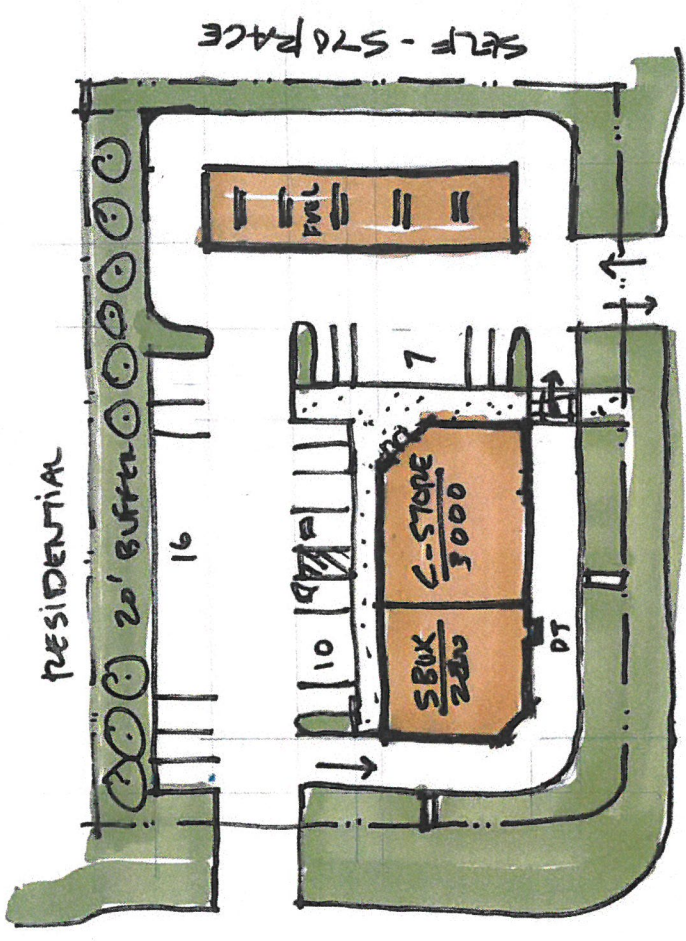
The proposed development will have +/- 5200 square feet of retail space, comprised of a drive through coffee shop and local market, with room to add additional retail space subject to market demand. Going back to the pre-existing use of the property, what we believe is the highest and best use of the site given its proximity to the HWY 4 off-ramp and distance to similar uses, the development will also feature a fuel canopy and dispensers selling retail motor fuel.

We are committed to an informed design, full landscaping and quality of construction that allows us to operate a state-of-the-art facility for years to come. Part of this effort involves the installation of solar panels on the fuel canopy and retail building, as well as working with electric car companies to install charging stations at the project. We will also work with neighbors, elected officials, and City staff to incorporate design recommendations into the project, including, design guidelines from the Railroad Avenue Specific Plan. Customer safety, circulation and reducing traffic is critical to the project. As such, the development will utilize two ingress and egress points, one off of California Avenue and another off of Harbor Street, consistent with the prior design of the property.

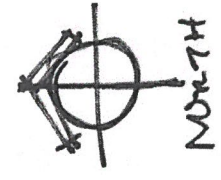
We anticipate spending over \$5 million to develop and construct the project. It is anticipated that the proposed retail businesses associated with the project will create over 15 full-time employees and sales tax contribution to the City of over \$150,000 annually.



A. CALIFORNIA



B. CALIFORNIA



SITE PLANS
SCALE: 1" = 40'

X-1 6-15-18

PARKING
 $SF_{BOX} = 2200 / 100 = 22$
 $C-store = 3000 / 250 = 12$
 REQUIRED = 34 STALLS
 TOTAL SF = 5200 SF (12%)





Upper-floor stepbacks create opportunities for balconies.

TRANSIT ORIENTED DEVELOPMENT MEDIUM (TOD-M)

Uses

Allowable land uses in this district are the same as those of the M (Mixed Use) District as specified in Title 18 of the PMC.

Development Intensity Range Requirements

- Allowable residential density shall be no less than 15 dwelling units per acre and no more than 30 dwelling units per acre with a 25% density bonus for the residential portion of a development within one-quarter-mile of the potential eBART station.
- Allow up to 1.0 FAR for commercial and retail uses.
- In the High School Village sub-area, there is not a minimum residential development component, and commercial development is permitted at a maximum 1.0 FAR.

Height Requirements

- Building heights shall be no less than 25 feet and no more than 40 feet.
- The first-floor of commercial structures shall be at least 15 feet in height.
- New buildings shall have no fewer than two stories.

Setback Requirements

- Ground-floor commercial uses shall be built to the public right-of-way with no setback. Allow front yard setbacks up to 15 feet for any portion of a building that includes a dining patio, elevated porch entry or other enhancement that requires a setback.
- Rear and side setbacks shall comply with residential standards when development is located adjacent to residential development. Waive side and rear setbacks requirements in all other cases.

Parking Requirements

- Allow up to a maximum of one parking space for every 333 square feet of commercial space.
- Require a minimum of one and allow up to a maximum of 1.5 parking spaces for every residential unit.

- Require a minimum of one bicycle parking space per 2,500 square feet of gross building area. Allow adjacent bicycle parking facilities located on the street, and in parking garages, to fulfill a portion of the requirement.
- Allow reductions in residential parking requirements for senior housing and affordable housing developments at the discretion of the Planning Commission/City Council.
- Allow adjacent on-street parking to fulfill on-site parking requirements for the retail component of the building where on-street parking is permitted.
- Accommodate on-site commercial parking requirements in nearby public parking lots or structures, where feasible.
- Private surface parking lots are prohibited in front of buildings. Locate on-site parking to the rear of the property and provide access to parking areas through alleys and driveways (as shown conceptually in Figure 4.6).
- Residential garages shall front onto alleyways or side streets.
- Parking space and facility design standards not specified in this chapter shall be subject to standards and requirements set forth in Title 18 of the PMC.



Setbacks provide room for tables along the sidewalk.



Alley-loaded garage doors are an alternative to garages that front on the public right-of-way.

Landscaping Requirements

- Require 10% of the total project area to be landscaped. Landscaping may include decorative hardscape, plazas, rooftop gardens, water features, and public art installations.
- Use landscaping and other treatments such as low fences, porches, unique paving materials, low gates, or other defining elements to clearly delineate private open space to promote a sense of ownership.
- Use stamped, colored concrete or other decorative material to provide clearly-delineated pedestrian-friendly pathways throughout surface parking lots.
- Provide a minimum of one tree per every four parking spaces in surface parking lots.
- Locate parking lot trees and landscaping either in a center median between rows of parking stalls and/or in landscaped planters placed throughout the parking lot. Planters less than three feet wide, excluding curbs and walls, are prohibited.
- Incorporate permeable surfaces and pavers for parking lots, driveways and alleys where feasible.



Shared open spaces between buildings break up building forms and provide recreation opportunities.

Attachment 4 - M (Mixed Use) District Regulations

Chapter 18.53 MIXED USE DISTRICT (M)

Sections:

Article I. General

[18.53.010 Specific purposes.](#)

[18.53.020 Land use and development regulations.](#)

Article II. Development Standards

[18.53.030 Development regulations.](#)

[18.53.040 Review of plans.](#)

Article I. General

18.53.010 Specific purposes.

The purposes of the mixed use district are to:

- A. Promote use of mass transit facilities by placing high concentrations of residents and employees in proximity to transit stations and routes;
- B. Establish standards and guidelines that allow integration of high-density residential, commercial and business uses, resident and employee services, and public spaces;
- C. Provide safe, attractive, accessible and well-designed pedestrian and bicycle pathways and routes between transit facilities, services, jobs and housing, in order to create interconnected neighborhoods and reduce automobile use;
- D. Minimize prominence of the automobile and enhance the pedestrian space through design standards that encourage visible and usable public open spaces and that orient commercial structures toward the pedestrian and street;
- E. Ensure that new development, redevelopment, rehabilitation of structures and establishment of new uses within one-half mile of existing and future transit stations occur in a manner that is consistent with the general plan. [Ord. 07-1284 § 3 (Exh. D), 2007.]

18.53.020 Land use and development regulations.

In the following schedule, the letter "P" designates use classifications permitted in the mixed use district. The letter "L" designates use classifications subject to certain limitations prescribed by the

“Additional Use Regulations” that follow. The letter “U” designates use classifications permitted on approval of a use permit (Chapter 18.28 PMC). The letter “T” designates temporary use classifications permitted on approval of a temporary activity permit. The letter “Z” designates accessory use classifications permitted on approval of the zoning administrator.

**M DISTRICT – LAND
USE REGULATIONS**

- P = Permitted
- U = Use Permit, Planning Commission
- T = Temporary Activity Permit
- L = Limited (See Additional Use Regulations)
- Z = Use Permit, Zoning Administrator
- = Not Permitted

	M
Residential	
Congregate care residential	L-157
Day care home	
Small	P
Large	L-163
Multifamily residential	L-157
Single-family residential – Attached	P
Supportive housing	L-157
Transitional housing	L-157
Governmental and Quasipublic	
Club and lodge	U
College, public or private	L-32
Cultural institution	P
Day care, general	L-145
Government office	L-27
Park and recreation facility	L-2

Public parking facility	L-114
Public safety facility	U
Public transit terminal	L-146
Religious assembly	L-117
School, public or private	L-117
Telecommunication facility	P
Utility, minor	P
Commercial	
Animal sales and service	
Animal grooming	L-147
Animals – Retail sales	P
Artist’s studio	P
Bakery, commercial	L-119a
Bank and savings and loan	L-121
ATM	P
Commercial filming and communications	L-148
Commercial recreation and entertainment	
Within building	U
Limited	U
Eating and drinking establishment	
Restaurant, full-service	P
Restaurant, self-service	P
Restaurant, take-out	P
Restaurant with full alcoholic service	U
Restaurant with outdoor dining	L-128

Alcoholic beverage establishment	U
Alcoholic beverage establishment or restaurant with live entertainment	L-129
Food and beverage sales	
Grocery	U
Liquor store	U
Specialty food market	P
Food shop	P
Catering service	L-119a
Funeral and interment services	L-149
Laboratory, limited	P
Massage establishment	L-131
Medical services office	P
Office, business and administrative	P
Personal improvement services	L-117
Personal services	P
Printing and publishing services	
Electronic	L-148
Limited	P
Recycling collection facility	
Reverse vending machine	P
Research and development services	L-148
Retail and wholesale sales	

General merchandise, retail and rental	L-150
Nursery	L-137
Mail order or direct selling establishment	L-148
Secondhand appliance and clothing sales	L-139
School, commercial	L-117
Smoke shop	L-165
Smoking lounge	L-165
Vehicle/equipment sales and service	
Visitor accommodations	
Bed and breakfast inn	U
Hotel	U
Industrial	
Industrial services	
Contractor	U
Manufacturing	
Custom	L-160
Accessory Uses	
Accessory uses	P
Accessory structures	
Nonresidential accessory structure	P
Caretaker's quarters	U
Temporary Uses	
Christmas tree sales	T
Circus and carnival	T
Commercial filming, limited	T

Farmers' market	T
Holiday boutique	T
Personal property sales	P
Real property sales	P
Religious assembly	T
Retail sales, outdoor	T
Rummage sales	T
Trade fair	T

M DISTRICT – ADDITIONAL USE REGULATIONS

L-2	Publicly owned facilities permitted. Privately owned noncommercial facilities, including swim clubs or tennis clubs, shall be subject to a use permit.
L-27	Use permit required for establishments occupying more than 10,000 square feet of gross floor area or more than 50 percent of the floor area in a shopping center. Use permit required for on-site maintenance or outdoor storage of vehicles.
L-32	Use permit for private institutions; public schools permitted.
L-101	Permitted; provided, that such uses shall be separated from each other by a minimum distance of 300 feet, measured from any point upon the outside wall of the

	structure(s) housing the facility.
L-114	Permitted when owned and operated by a public agency. All other public parking facilities require a conditional use permit.
L-117	Use permit required for establishments within a facility with an occupancy of 50 or more seated persons, as determined by Uniform Building Code standards. Otherwise permitted.
L-119a	Permitted on the ground floor only if the entire storefront, to a minimum depth of 20 feet, is primarily used for retail sales (i.e., as a counter area, display area, seating area, or general retail sales and display area). The city planner may grant exceptions when the building is not conducive to the 20-foot requirement; provided, that a substantial amount of retail space, visible from the sidewalk, is provided. Additionally, the business may have no more than two catering/delivery vehicles, and parking for those vehicles must be in designated parking spaces in a private parking lot behind or to the side of the building occupied by the business.
L-121	Conditional use permit required. In approving the use

	<p>permit, the planning commission must find that the location of the proposed bank does not impede or discourage the flow of pedestrian traffic.</p>
L-128	<p>An outdoor dining permit is required for all outdoor dining activities.</p>
L-129	<p>Permitted for live or recorded music in full-service and self-service restaurants between the hours of 10:00 a.m. and 10:00 p.m.; provided, that the noise generated is not audible beyond the property line or lease space for the use. When the provisions above are not met, a conditional use permit or temporary activity permit is required.</p>
L-131	<p>Use permit required. Applicant must also apply for and obtain a business permit pursuant to the requirements of Chapter 5.64 PMC.</p>
L-137	<p>Limited to establishments operating inside of a building.</p>
L-139	<p>Limited to clothing consignment stores.</p>
L-145	<p>Permitted; provided, that the city engineer has determined that drop-off and pickup associated with the use can be made safely without disruption of circulation patterns or modification to the streets that provide access to</p>

	the site. Otherwise, a use permit is required.
L-146	Permitted when owned by a public agency or transit district. Surface park and ride lots prohibited.
L-147	Use permit required for overnight boarding of animals.
L-148	Permitted above ground floor level. Use permit required for an establishment occupying the ground floor level of a building constructed on a lot with frontage on Railroad Avenue. Otherwise, prohibited.
L-149	Prohibited within one-quarter mile radius of the Railroad Avenue transit station, as designated in the general plan. Use permit required elsewhere.
L-150	Establishments occupying fewer than 25,000 square feet of gross floor area are permitted. Use permit required for establishments occupying 25,000 to 50,000 square feet of gross floor area. Establishments occupying more than 50,000 square feet of gross floor area prohibited.
L-157	Permitted in the Railroad Avenue specific plan area and along the West 10th Street mixed use corridor in accordance with residential development standards set

	<p>forth in the specific plan, design guidelines or other applicable planning document(s).</p>
L-160	<p>Ceramic studio, candle-making, custom jewelry manufacture and similar use as determined by the city planner permitted. If located on the ground floor of a building on a lot with frontage on Railroad Avenue, the entire storefront, to a minimum depth of 20 feet, must be used for retail sales and display of merchandise.</p>
L-163	<p>Permitted; provided, that (1) outdoor activities shall not occur before 8:00 a.m. on weekdays and 9:00 a.m. on weekends, and shall not occur after 9:00 p.m. any day of the week; (2) a minimum of one paved off-street drop-off/pick-up parking space is provided on site (note, this is in addition to any required parking for the residential unit); (3) the off-street parking space is reserved exclusively for child loading and drop-off during all hours of operation, and parents shall be provided notice about the availability of the designated drop-off/pick-up location; and (4) the use is separated from other large family day care homes by a minimum of 300 feet in all</p>

	directions, as measured from property line to property line. Zoning administrator approval required for any use that does not meet all of these requirements. Zoning administrator approval process (when required) shall adhere to the requirements of state law, including the California Child Day Care Facilities Act (California Health and Safety Code Section 1597.46(a)(3)), as amended from time to time.
L-165	Use permit required. Must be located at least 1,000 feet away from the property line of a school and front door of an existing smoke shop or smoking lounge. Appropriate air filtration systems shall be required for lounges if there are potential impacts to adjacent land uses.

[Ord. 18-1451 § 3 (Exh. C), 2018; Ord. 17-1424 § 4 (Exh. A), 2017; Ord. 16-1419 § 4, 2016; Ord. 15-1390 § 3 (Exh. C), 2015; Ord. 11-1350 § 3, 2011; Ord. 09-1322 § 3, 2009; Ord. 09-1319 § 3(3)(B), 2009; Ord. 07-1284 § 3 (Exh. D), 2007.]

Article II. Development Standards

18.53.030 Development regulations.

A. Railroad Avenue Specific Plan Area. Land use and development regulations for properties located within the Railroad Avenue specific plan area shall conform to the applicable use and development regulations identified in the specific plan.

B. Pittsburg/Bay Point BART Master Plan Area. Land use and development regulations for properties located within the Pittsburg/Bay Point BART master plan area shall conform to the applicable use and development regulations identified in the master plan.

C. West 10th Street Mixed Use Corridor. Nonresidential and mixed use development shall be regulated by the property development regulations specified in the CC district. Residential development that does not contain a commercial or governmental/quasipublic component shall be regulated by the property development regulations specified in the best fit zoning of the RM-D district or the RH-D district, as determined by the city planner or planning commission, as dictated by the code. [Ord. 16-1420 § 4, 2016; Ord. 11-1350 § 3, 2011; Ord. 07-1284 § 3 (Exh. D), 2007.]

18.53.040 Review of plans.

All projects require design review. [Ord. 07-1284 § 3 (Exh. D), 2007.]



PLANNING DIVISION Memorandum

MEMO: October 17, 2018

TO: Land Use Subcommittee Members

FROM: Jordan Davis, AICP, Senior Planner

RE: Item 4, 2156 Railroad Avenue Multifamily, AP-18-1375 (PPR)

David Lesser, on behalf of Newfoundland Investment Co., has requested a preliminary plan review for a multifamily development on 2.2 acres of vacant land located at 2156 Railroad Avenue, in the Railroad Avenue Specific Plan (RASP) PD (Planned Development, Ordinance No. 09-1319) District with a current RASP Land Use Designation of TOD-M (Transit Oriented Development, Medium Density). Assessor's Parcel No. 087-030-067. The project site is approximately 1/4-mile from the Pittsburg Center BART Station. See Attachment 1 for a Location Map.

Proposed Project: Under the current TOD-M land use designation, the 2.2-acre parcel would allow for up to 82 residential units. The applicant has proposed changing the land use designation to TOD-High Density in order to allow for a project in the range of 108-120 units. It should be noted that the applicant's proposal is well under the maximum 179 allowable units that could potentially be constructed under the TOD-H designation.

The developer has also expressed an interest in providing additional resident amenities in lieu of part or all of the required affordable housing component. These resident amenities would be intended to help foster true transit-oriented development by reducing the residents' reliance on personal automobiles and could include but are not limited to: an onsite child care center; expanded fitness center (beyond what is commonly seen in multifamily developments); car share partnership; and live-work units.

Relevant Background: Since adoption of the RASP in 2009, two commercial buildings have been approved within the adjacent shopping center, on parcels totaling 0.82 acres at the southwest corner of Railroad Avenue and State Route 4. These developments, which are within the TOD-H land use designation, do not contain residential components, and as such, have left more than 60 residential units "on the table"; as such, the proposed unit increase would still fall within the assumed development

program for the shopping center.

Discussion Items:

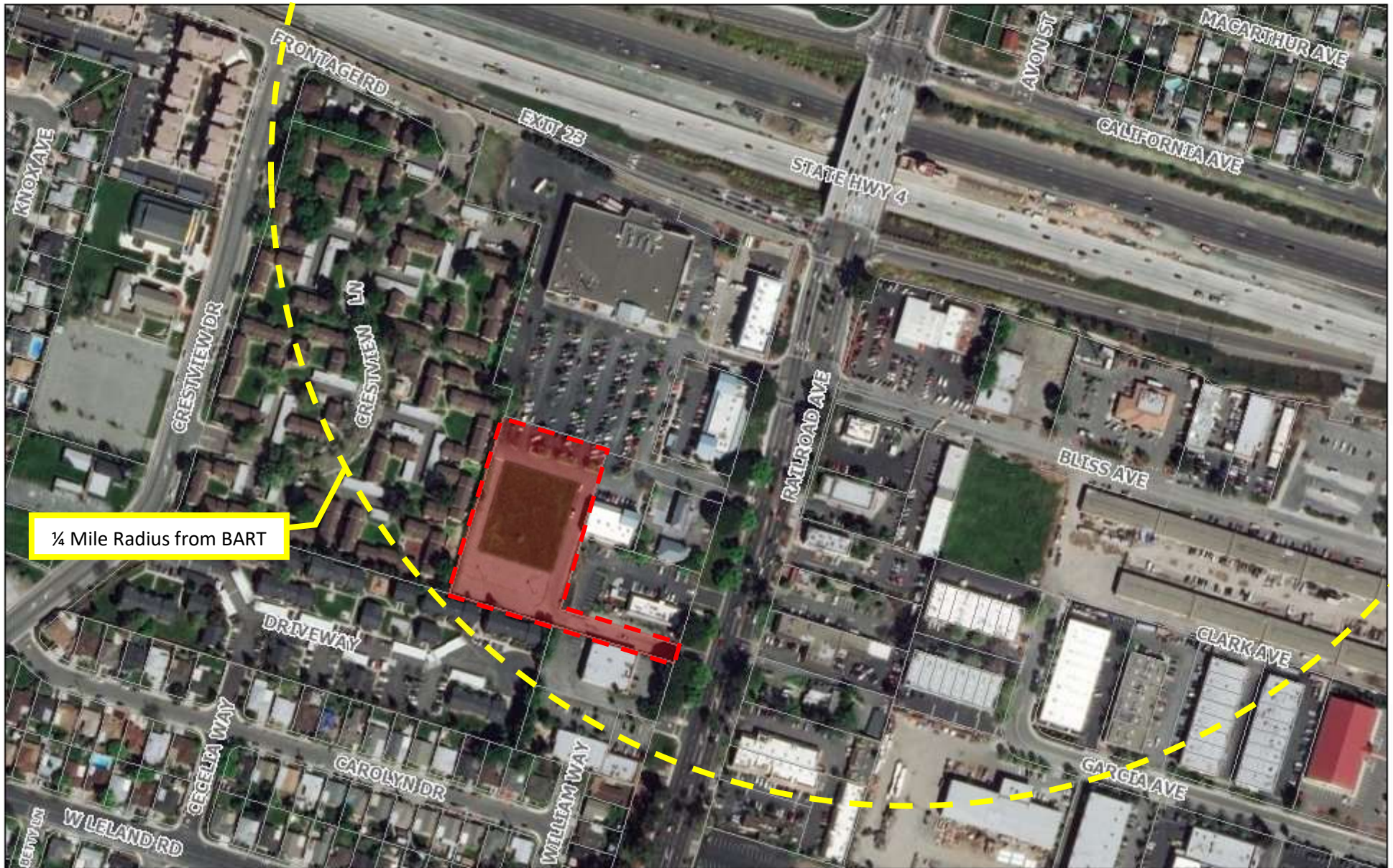
1. Is the proposed change in land use density/number of units proposed appropriate for the site?
2. Comments regarding site layout and preferred architectural style.
3. Inclusion of TOD amenities in lieu of affordable housing.

Next Steps/Required Approvals: If the applicant chooses to move forward with the project as proposed, the required entitlements would include: 1) a specific plan amendment to change the land use designation; 2) a development agreement outlining the amenities required in lieu of affordable housing; and 3) design review. The entitlements would require a recommendation from the Planning Commission and approval by the City Council.

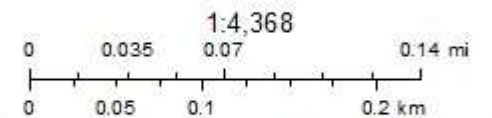
Attachments:

1. Location Map
2. Preliminary Project Plans and Conceptual Imagery

Location Map



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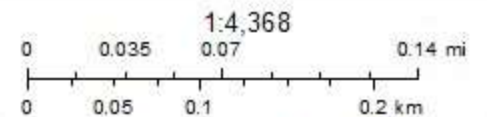


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RASP Land Use Map

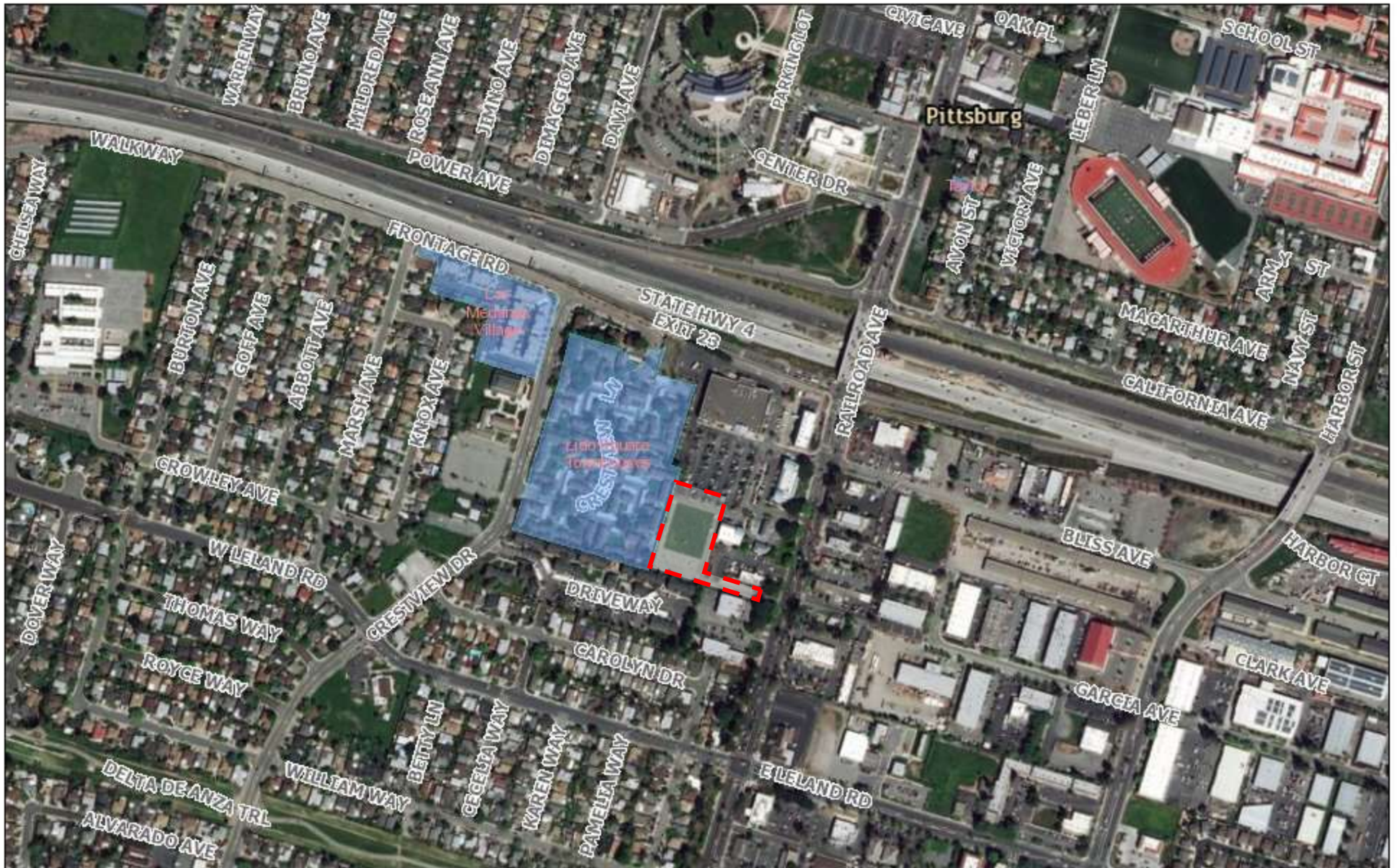


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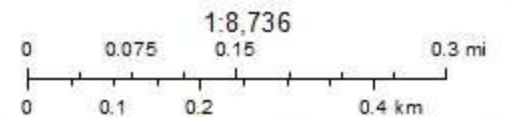
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Affordable Housing Sites



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■ Affordable Housing Sites



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(E.) MI PUEBLO
PARKING LOT

BLDG. A

(E.) RETAIL BUILDING

LOBBY @
1ST LEVEL

BLDG. B

(E.) BURGER KING

(E.) 2-STORY
APARTMENTS

(E.) 2-STORY APARTMENTS

SITE AREA 2.19A
49.3 D.U.A.
PARKING 108 X 1= 108 MIN
113 PROVIDED

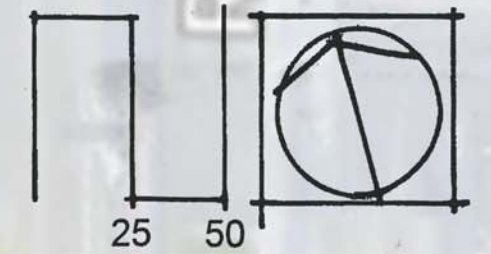
BUILDING A: 4-STORY WITH ROOF GARDEN
BELOW-GRADE PARKING LEVEL WITH
3 STORIES OF APARTMENTS ABOVE

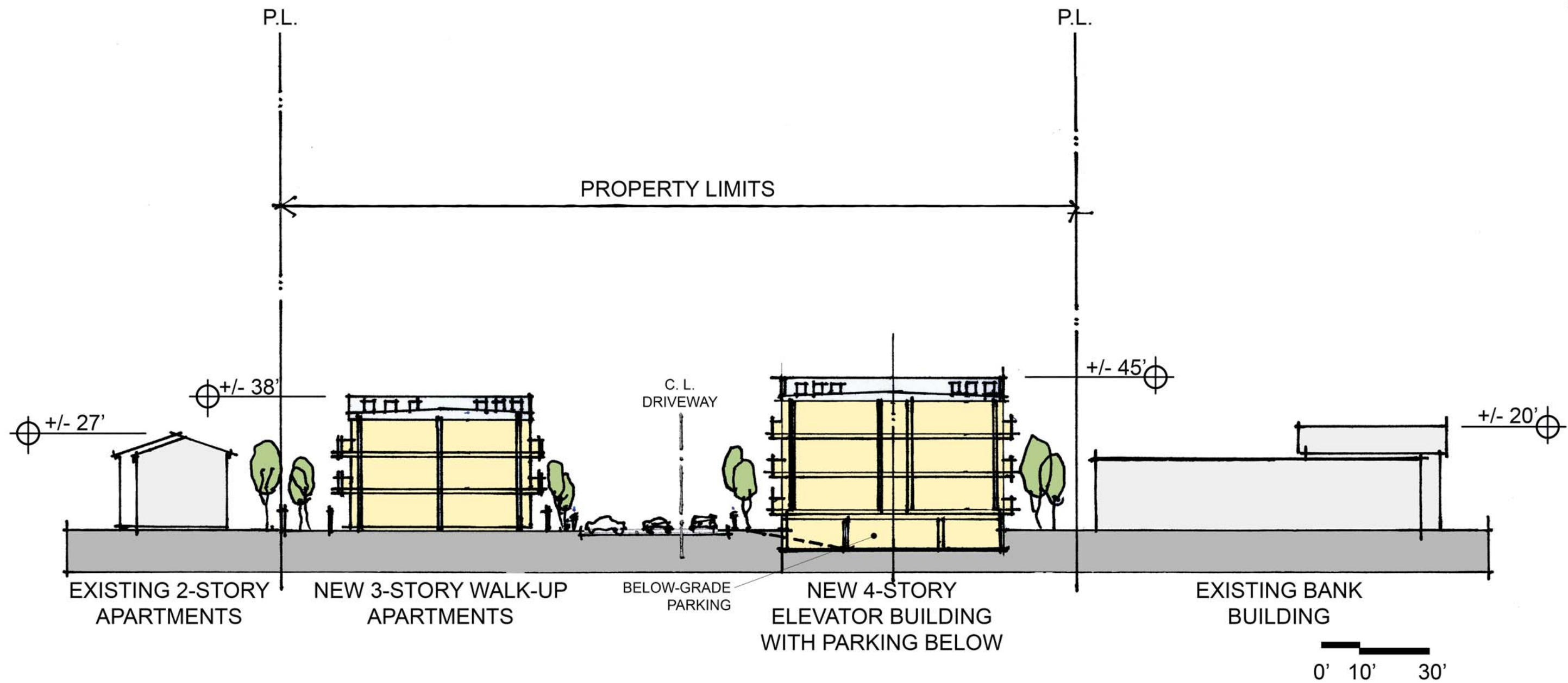
1 BED UNITS = 54
2 BED UNITS = 24
TOTAL UNITS = 78

BUILDING B: THREE STORY WALK-UP APARTMENTS

1 BED UNITS = 18
2 BED UNITS = 12
TOTAL UNITS = 30

TOTAL COMBINED UNITS = 108







CONTEMPORARY



TRANSITIONAL



SPANISH ECLECTIC



2156 Railroad Avenue Apartments
Pittsburg, CA
October 11, 2018

CONCEPTUAL IMAGERY

SDG Architects, Inc.
3361 Walnut Blvd, Suite 120
Brentwood, CA 94513
925.634.7000 | sdgarchitectsinc.com

