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I. INTRODUCTION

SITE LOCATION AND DESCRIPTION

The Pleasant Hill BART Station Area contains approximately 125 acres of land including and surrounding the Pleasant Hill BART Station located in Contra Costa County. The area is located approximately 30 miles east of San Francisco along the Interstate 680 Corridor and the Bay Area Rapid Transit (BART) line. (See Figures 1 and 2)

Most of the 125 acre area is unincorporated and within the jurisdiction of Contra Costa County. Figure 3 illustrates the parcelization and ownership pattern in the Station Area as of April 1, 1997.

BRIEF HISTORY

During the 1970's the Pleasant Hill BART Station Area was changing from a semi-rural agricultural/low density residential area to a suburban area dominated by the BART Station and its commuter traffic. The scattered remnants of the earlier rural pattern still existed in close proximity to the station intermixed with some early tract development on parcels ranging from 10,000 to 15,000 square feet.

In the late 1970's the Station Area was converting from Single Family Detached Residential development to Higher Density Multiple Family Residential with proposed commercial and office development planned along the Treat Boulevard Corridor.

The 1975 Area Plan envisioned the development pressure that would be placed on the Station Area because of its highly accessible location, but also recognized the lack of coherence in the circulation pattern that resulted from the area's earlier subdivision and small parcel sizes. The 1975 Area Plan established a three acre minimum parcel size for office development in order to allow market mechanisms to begin restructuring the land use.

Pressure from the private sector for amendments to the 1975 Area Plan, uncertainty surrounding any emerging circulation patterns, and interest in the potential for joint development of BART property led in 1981 to an agreement between the County, BART, the City of Pleasant Hill, and the City of Walnut Creek. A steering committee composed of representatives from each of these jurisdictions and a member of the Walden District Improvement Association was established to oversee the development of a Specific Plan. The first public workshop to solicit community response was held on September 24, 1981. Subsequent additional public workshops were held to review alternative development options for the area.
The original 1983 Specific Plan represents recommendations following review and discussion by the Steering Committee of detailed assessments of alternative development patterns. This Amended and Restated Specific Plan incorporates the 1983 Plan and Amendments adopted on January 31, 1984, April 10, 1984, February 5, 1985, May 14, 1985, July 19, 1988, and October 6, 1998. The result is a balance between the constraints identified during the analysis and the opportunities implicit in the land resource. The main goal of the Plan is to create an employment and housing center at the BART Station, which is accessible via the BART system as well as I-680, and Treat Blvd./Geary Rd.

Major fiscal, economic, and other changes have occurred at both the national and local level since the Specific Plan was adopted in 1983. Real estate development throughout the United States has slowed in response to tax reform (1986), the collapse of a major part of the lending industry (1989), and a recession (1992-1995). Other less dramatic but still influential national trends such as corporate downsizing and the increasing use of temporary workers have also affected the real estate industry. More locally, public opposition to road projects has occurred. A key circulation feature of the 1983 Specific Plan - the SP Arterial - failed to gain the acceptance of the surrounding neighborhood. In addition, traffic congestion has occurred due to growth within the sub-region. Meanwhile, key regional transportation improvements such as the BART extension to Bay Point, the reconstruction of the I-680/Highway 24 intersection, and the passage of the Measure C Growth Management/Transportation funding program are substantially underway or have been completed since 1983.

The combination of macroeconomic forces and changes in the local transportation network provide a basis for reexamination of the Pleasant Hill BART Station Specific Plan. The goal of creating a center of high intensity use remains. The challenge is to tailor this goal to the realities of the late 20th and early 21st centuries.

**PURPOSE AND DEFINITION OF THE SPECIFIC PLAN**

State law authorizes cities and counties with complete general plans to prepare and adopt specific plans (Government Code Sections 65450 et seq.). These plans have developed as a bridge between the local general plan and individual development proposals, and contain both planning policies and regulations. They often combine zoning regulations, capital improvement programs, detailed development standards, and other regulatory schemes into one document which can be tailored to meet the needs of the specific area.

In accordance with Government Code Section 65451, a specific plan must include "a text and a diagram or diagrams which specify all of the following in detail":

1. The distribution, location, and extent of the uses of land, including open space, within the area covered by the plan.

2. The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered.
by the plan and needed to support the land uses described in the plan.

(3) Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.

(4) A program of implementation measures including regulations, programs, public works projects, and financing measures necessary to carry out paragraphs (1), (2), and (3).

Government Code Section 65451 further states that a specific plan "shall include a statement of the relationship of the specific plan to the general plan."

MANDATORY REVIEW

The original 1983 Specific Plan required that the Plan be automatically reviewed by the agency or agencies responsible for implementation according to the following schedule:

1. After approval of a minimum of a total of 1.5 million gross square feet of commercial/office development within the Specific Plan Area or within the immediate market area within 2,000 feet of the Specific Plan Area; or

2. By January 1, 1990, whichever occurred first.

The Specific Plan Review was to include an assessment of the major impacts of permitted but not yet approved development. This Amended and Restated Pleasant Hill BART Station Area Specific Plan acknowledges that this mandatory review was completed and adopted by the Board of Supervisors in July, 1988.

II. OVERALL PLAN OBJECTIVES

A series of factors and conditions dictate a need to establish explicit and consistent directions for the future development of property in the Pleasant Hill BART Station Area. The high level of accessibility provided by both BART and Interstate 680, the area's central location in Contra Costa County, and the public investment represented by these and other area improvements give the area a special value and importance which should be recognized and properly utilized. In 1982, however, land uses and parcelization reflected conditions which predated these public improvements. This inconsistency was recognized by private sector real estate interests, which began to consolidate small residential use parcels and initiate proposals for more intensive commercial uses. In addition, public bodies responsible for planning and development of the area have joined together to implement a Specific Plan for the area to guide future public and private development decisions.

Set forth below are a set of overall objectives addressing land use and development, transportation and urban design. These objectives serve to clarify the public intent for the area and thereby provide a clear and consistent foundation for the provisions of the specific plan. The Specific Plan seeks to balance regional and local uses of the station area
through appropriate site planning which places high intensity, less sensitive uses west of the BART station and lower-intensity local-serving uses near adjacent neighborhoods. This objective is articulated in the Urban Design Policies of the Specific Plan.

These objectives have been developed in consultation with representatives of Contra Costa County, the cities of Walnut Creek and Pleasant Hill, BART, the Walden District Improvement Association, and later including the City of Concord, and the Contra Costa Center Association.

**LAND USE AND DEVELOPMENT**

1. Increase the concentration of high intensity transit-oriented development, including office, retail, housing, and institutional uses in the Station Area so as to better utilize the regional transit accessibility provided by BART. For Areas 11/12: a) undertake a Community Design Program that balances the many competing interests (the program to be further defined by the Pleasant Hill BART Steering Committee); b) establish a Design Review Process.

2. Integrate housing into the Station Area wherever environmental constraints or overall land use considerations do not preclude it. Developers proposing projects in areas with high noise levels must show how the land use suitability standards can be met both inside and outside residential buildings and hotels, and through architectural design and site planning that is consistent with the Urban Design Guidelines.

3. Provide retail and other commercial services and public open space amenities that serve station area employees, BART riders, and residents of the station area, and nearby residential and commercial users and that can optimize the use of area infrastructure.

4. Provide opportunities for developments with a mix of land use, including office, hotel, retail, business and personal services, public facilities, and/or housing in order to obtain superior design, to optimize the use of infrastructure, to develop supportive markets, and to permit the right mix of uses in all economic environments. Mixed use developments are typically very well integrated physically and functionally; for example, mixed use housing/retail developments allow residents to walk rather than drive to shops. Developments with one building or a series of buildings could be consistent with this objective.

5. On land suitable for intensification, prohibit low intensity development or uses that will not contribute to increased regional and local transit usage.

6. Provide for public uses that will complement and enhance the Station Area by helping to create a sense of place.

7. To prevent underutilization of the station area land supply and a discordant
development pattern, encourage either assemblage of small parcels into functionally viable sites or cooperative planning and development by groups of contiguous property owners.

8. Achieve cooperative development actions by BART and the private sector which will more fully utilize the Station Area resources.

9. Protect housing within and adjacent to the Station Area from adverse effects of intensification including noise, traffic intrusions, parking conflicts, visual incompatibilities and obstruction of sunlight.

10. Provide for the partial public recapture of value created by BART and other public investment so that these revenues can be used to support further transit improvements.

11. Achieve an equitable distribution among station area property owners of area wide development costs required to facilitate intensification of uses in the Station Area. An assessment district, or similar district, may be established to provide a financing mechanism for the payment of infrastructure fees. A property owner participating in such assessment district will receive credit towards the required development fee on a per square foot basis for the principal amount of the assessment.

12. Comply with the Growth Management provisions of the County General Plan as defined by Measure C (1988).

TRANSPORTATION AND CIRCULATION

1. Maximize use of public transit as a means of transportation for businesses and residents located within the Station Area.

2. Help facilitate improved local transit service to and from the Pleasant Hill BART station area.

3. Improve automobile access to the BART station from Pleasant Hill, Walnut Creek, and Concord.

4. Discourage through auto traffic in the Station Area which would preempt roadway capacity needed to serve the BART facility and Station Area land uses.

5. Provide for safe and convenient pedestrian and bicycle movement between the BART station, Station Area parking, local transit boarding areas, and major facilities in the Station Area and between the Station Area and nearby residential and commercial areas.

6. Replace all BART patron parking that is displaced by development on BART sites.
7. Encourage reductions in long-term employee parking for commercial uses in the Station Area.

8. Provide for the integration of proposed regional trail systems within the former Southern Pacific Railroad right-of-way into and through the Station Area.

9. Encourage shared parking arrangements where appropriate.

**URBAN DESIGN**

1. Promote a Station Area appearance which will project a positive image and have local identity.

2. Provide for a Station Area appearance which complements areas adjoining the Station Area.

3. Protect major stands and individual specimens of native oaks and make the trees a major design feature of the area.

4. Provide for a network of public open spaces, both informal park-like areas and urban plaza-like spaces, so as to both promote a unified sense of development and provide for the open space and amenity needs of Station Area employees, BART riders and local residents.

5. Maintain views of Mt. Diablo and other distant but dominant natural features from the BART platform, and encourage the creation of view corridors from the development on Area 12.

6. Develop areas intensively used by pedestrians at a human scale and with adjoining uses which will visually and functionally enliven the area.

7. Ensure that buildings and related site improvements throughout the Station Area are well designed and functionally and visually compatible with their surroundings.

8. Ensure that public and private areas are designed to promote personal safety and security of property.

9. Create a pedestrian-friendly street-level environment by discouraging blank building walls, and encouraging windows, doors, and other building facade features.

**III. AREA WIDE PLAN PROVISIONS**

This section of the Specific Plan forms the basis for well-planned, integrated development in the station area by establishing guidelines for:

- Land Use
• Circulation and Parking
• Utilities
• Urban Design

Within each of these sections, policies are established and criteria defined to guide the development process.

LAND USE

The Specific Plan's land use provisions include controls on the permitted uses, space and site requirements.

The area wide development pattern recognizes five major areas (see Figure 4): (1) the Station Core Area, i.e., those areas directly abutting the station, (2) the area north of Las Juntas, (3) the Buskirk/Oak frontage area, (4) the area south of Treat, and (5) the area west of the Station Core Area. These functional areas are defined by differences in accessibility, adjacent land uses, and existing utility locations. To integrate the five areas, the Specific Plan provides for improved circulation patterns and greater infrastructure capacity to support increased development intensity. The basic land use concept provides for the greatest activity near the northwest side of the station, with gradually decreasing activity further away from the station. This gradient recognizes:

• The need to establish an identifiable center for the station area at the northwest side of the station in order to provide community identity and a sense of place important to the creation of a new center of commercial and community activity.

• The need to rely on BART as a significant regional transportation access to the station area and therefore to provide greater intensity conveniently located within close pedestrian proximity to the station platform.

The following policies form the basis for this distinction:

Policy 1. The Station Core Area shall provide the center of focus for development in the Station Area by permitting a greater land intensification for developments abutting the station platform.

Policy 2. The area north of Las Juntas Way shall be developed as a residential neighborhood with substantial housing opportunities at higher densities in close proximity to the BART station.

Policy 3. The Buskirk frontage shall maintain a lower intensity, unified face to I-680 in response to the access limitations due to the one-way direction of Buskirk.
AREA WIDE DEVELOPMENT PATTERN

Figure 4

STATION CORE

BUSKIRK / OAK FRONTAGE

WEST OF STATION CORE

SOUTH OF TREAT

NORTH OF LAS JUNTAS

DEVELOPMENT AREA

PLEASANT HILL BART STATION AREA

HELLER * MANUS ARCHITECTS
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Policy 4. The area south of Treat together with the Station Core Area shall be encouraged to develop as an area designated for mixed use which may include commercial/office; including hotel and sports club and/or residential uses because of its close proximity to the BART station. The area west of the Station Core Area, together with the Station Core Area, may also include retail uses.

Permitted Uses

The land use designations for the Station Area are shown in Figure 5. The figure identifies the major utility and open space corridor that subdivides the BART parking lots from designated land uses to the west and further subdivides the BART property into a north lot area and a south lot area. The former Southern Pacific Railroad right-of-way is to be maintained as a utility and open space corridor. This corridor currently contains utility easements and the Iron Horse trail, and is to be preserved for possible future light rail use.

General Land Use Pattern

Four general land use designations as shown in Figure 5 are provided for in the Specific Plan: Multiple Family Residential, Commercial/Office, Mixed Use, and Utility/Open Space. More detailed definitions of each of the use types specifically permitted are shown in the land use matrix, Figure 6.

The Multiple Family Residential land use designation provides for higher density, multiple family designations. The multiple family designation permits intensification of development in Subareas 3 and 4 up to the maximum density permitted for residential development in the plan. In the area along the east-west portions of Coggins, presently developed in multiple family residential units at 26 units per net acre, and Subarea 5, the plan does not permit an intensification of land use.

The Commercial/Office land use designation refers to office and retail uses that are compatible with the surrounding uses. Generally, office uses are limited to those that are characterized by a high employee to developed square foot of space ratio. This will give priority to commercial/office uses that can benefit from close proximity to the BART station, that encourage transit use, that can use existing and/or future public facilities in optimal shared arrangements (e.g., shared parking), or that benefit from the area's excellent accessibility.

The Mixed Use designation in Figure 5 provides for the integration in a single project of both residential and commercial/office & hotel uses. The specific range of permitted use types is detailed more precisely for each subarea; however, the mixed use designation represents greater flexibility in integrating diverse activities into the Station Area. In the mixed use designation, housing is specifically permitted but not required.
The Utility/Open Space designation recognizes the need to protect important natural resources and reserve rights-of-way for public utilities through the station area. To do this, development is precluded except for paving and landscaping, internal circulation, and/or surface parking in those places where important resources are not affected.

**Specific Land Uses**

While the broad land use pattern is shown in Figure 5, Figure 6 (Land Use Matrix) details the specific land use types that are permitted within each development area. The definitions that follow for each land use type are intended to identify broad use types with a detailed description and examples of uses included and excluded. These use types represent categories of land uses that have similar characteristics rather than comprehensive lists of permitted uses. In this way, the land use provisions of the plan can be flexible enough to allow administrative review of individual projects or changes in marketing patterns that can make exhaustive lists quickly obsolete. Consistent with the County General Plan, childcare and preschool facilities are consistent with residential and commercial land use designations where safe vehicular access and effective buffering of neighborhood residences can be achieved.

Figure 6 identifies the specific range of permitted use types for each development area and indicates whether the use is permitted unconditionally or upon conditional approval by the zoning administrator of the planning agency. Conditional approval is required for a variety of use types so that as the area develops, the major concentration of retail sales establishments and business and personal services will be concentrated along the major pedestrian routes. Secondary concentration of such uses, as provided for in the Urban Design Policy Diagram, Figure 7.5, are intended to provide convenience, enhance the public outdoor spaces, but not adversely compete with the major concentration of such use types.

The specific land uses identified in Figure 6 are grouped into four major categories: Residential Use, Commercial/Office Use, Community Use, and Mixed Use.

**Residential Use**

**Use Types.** Residential use types include the occupancy of living accommodations on a wholly or primarily non-transient basis; but exclude institutional living arrangements involving those providing 24-hour skilled nursing or medical care and those providing forced residence, such as asylums and prisons.

**Multiple Family Residential.** The Multiple-Family Residential use type refers to the residential occupancy of attached or semi-attached living units on a weekly or longer basis. Typical facilities include apartments, townhouses, or condominiums. Transitional housing with supportive services would be permitted.
URBAN DESIGN POLICY DIAGRAM
LAND USE AREAS

COMMERCIAL / OFFICE ZONE

MULTIPLE FAMILY RESIDENCE ZONE

MIXED USE ZONE

UTILITY / OPEN SPACE ZONE

DEVELOPMENT AREA

PLEASANT HILL BART STATION AREA
Figure 6   LAND USE MATRIX

- Permitted
- Permitted w/ conditional approval by zoning administrator

DEVELOPMENT AREAS

North of Las Juntas
1A   1B   1C   2   3   4   5   6

Las Juntas to Treat
7A   7B   8   9   10A  10B  11  12   13

South of Treat
14A  14B  15  16

* Reflects existing use that will terminate upon completion of I-880/24 reconstruction project
* Permitted uses up to 60,000 sq. ft.; conditional use if in excess of 60,000 sq. ft.

Key to Development Areas
### Figure 7  SPACE AND SITE REQUIREMENTS MATRIX

#### DEVELOPMENT AREAS:

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#### Key to Development Areas

- **Legend:**
  - "C" = Covered parking (in structure) required
  - *Definitions:*  
    - Residential Density = Permissible number of dwelling units per net acre of developable parcel. Range establishes both minimum and maximum permitted, unless otherwise specified.
    - Residential Parking = The minimum off-street parking required shall be 0.75 spaces per sleeping space but in no case shall be less than 1.0 stalls per residential unit calculated for the entire project. Any project proposal with parking provisions less than the maximum permitted (3.3/1000) shall require approval of a parking report substantiating the lower requirement.
    - Commercial/Office Parking = The range of off-street parking required shall be a minimum of 0.5 stalls and a maximum of 3.3 stalls per 1,000 square feet of net rentable space. Any project proposal with parking provisions less than the maximum permitted (3.3/1000) shall require approval of a parking report substantiating the lower requirement.
    - Maximum Height = Maximum permissible height in stories above finish grade; (#) permissible height with conditional approval. If at least half of a story is below existing grade, it shall not be used in the story calculation.
    - Useable Open Space = Minimum area in percent of net acreage devoted to landscaped plazas, private yards, courtyards, or exterior pedestrian circulation. Areas above ground level which provide for publicly useable open space shall be included in the calculations. Setbacks wherever not developed for outdoor activity areas shall be excluded from the calculation.
Health and Safety Code Section 1596.750. The three basic designations covered are (1) small family day care home, licensed for the care of eight or fewer children, (2) large family day care home, licensed for the care of nine to fourteen children, and (3) child care center, licensed for the care of more than fourteen children.

**Lodging.** Lodging refers to establishments primarily engaged in the provision of lodging services on a temporary basis with incidental food, drink and other sales and services intended for the convenience of guests. Lodging services involve the provision of room and/or board. Typical uses include hotels or extended-stay hotels.

**Community Use**

**Use Types.** Community Use types include utility, educational, recreational, cultural, medical, governmental, and other uses which are strongly vested with public or social importance. The Community Use type could refer to facilities owned or used by public and quasi-public agencies for the delivery of services to the general public; these might include day care centers, libraries, community centers, museums, recreation facilities, and government centers. Uses allowed under this designation include the following:

a) **Adult Day Care Facilities.** Facilities other than adult day care homes that provide non-medical care and supervision on a less than 24-hour-per-day basis. This classification includes day care for adults and elderly persons, including social day care facilities.

b) **Child Care Facilities.** Facilities that provide non-medical care, protection, and supervision to children under 18 years of age on a less than 24-hour basis. The child care facility use type refers to a facility as defined in Health and Safety Code Section 1596.750. The three basic designations covered are (1) small family day care home, licensed for the care of eight or fewer children, (2) large family day care home, licensed for the care of up to fourteen children, and (3) child care center, licensed for the care of more than fourteen children.

c) **Clubs or Lodges.** Meeting, recreational, or social facilities of a private or non-profit organization primarily for use by members or guests. This classification includes union halls, social clubs, and youth centers.

d) **Colleges, Public or Private.** Institutions of higher education that provides a curriculum of a general, religious, or professional nature and that typically grants recognized degrees or certificates.

e) **Cultural Institutions.** Nonprofit institutions displaying or preserving objects of interest in one or more of the arts or sciences. This classification includes libraries, museums, and art galleries.

f) **Emergency Medical Care/No Inpatient.** Facilities providing emergency medical service on a 24-hour basis with no provision for continuing care on an inpatient
basis.

g) **Government Offices.** Administrative, clerical, or public contact offices of a
government agency.

h) **Park and Recreation Facilities.** Noncommercial parks, playgrounds, and recreation
facilities, including trail and open space uses.

i) **Public Safety Facilities.** Facilities for public safety and emergency services,
including police and fire protection.

j) **Public Transit Terminals.** Public or publicly regulated facilities for passenger transit
service and operations.

k) **Religious Assembly.** Facilities for religious worship and incidental religious
education, not including private schools.

l) **Residential Care Facilities.** Facilities that provide 24-hour non-medical care for
seven or more persons in need of personal services, protection, supervision,
assistance, guidance, or training essential for sustaining the activities of daily living,
or for the protection of the individual. This classification includes group homes,
residential care facilities for the elderly, adult residential facilities, wards of the
juvenile court, and other facilities licensed by the State of California.

m) **Schools, Public or Private.** Educational institutions having a curriculum comparable
to that required in public schools of the State of California.

n) **Utilities, Minor.** Utility facilities that are necessary to support legally established
uses and involve only minor structures such as electrical distribution lines and
underground water or sewer lines.

o) **Conference Center.** Facilities designed for business and community meetings,
education, and related purposes.

**BART Parking.** The BART Parking use type refers to parking services involving parking
structures and lots which are operated by or for BART to serve BART patrons.

**Utility/Open Space Corridors.** The Utility/Open Space Corridors use type refers to the
improvements for public utility infrastructure and public open space. The utility
improvements can include all necessary below grade utility lines such as storm drains,
water lines, sanitary sewer, etc., and all necessary above grade access improvements. The
Utility/Open Space use is also intended to maintain visual open space along appropriate
rights of way and preserve oak trees and creek on the BART property. Parking would be
a permitted use on the BART property. Excluded are above grade improvements such as
power lines or telephone lines that can be alternately located below grade. Public open
space improvements can include landscaped or paved areas for public gathering or outdoor
use areas to support private development such as (1) outdoor seating for adjacent eating and drinking establishments or food and beverage sales, (2) retail sale of merchandise in an open or covered outdoor area on the site of a legally established retail business, (3) vendor carts or stands that serve prepared food or drinks for on- or off-site consumption or provide a place for the display and sale of plants and flowers, and (4) all outdoor public pedestrian or bicycle circulation improvements. Excluded uses are vehicular uses such as parking except surface parking provided as an interim use and service access as necessary to provide deliveries to adjacent uses except where specifically noted in the plan provisions. Nonessential motorized vehicles are to be kept out of the utility/open space corridors for either parking or circulation, i.e. no public road use. Essential vehicles are those needed for service, maintenance, limited deliveries, emergency response, and transit. The utility and open space corridors shall permit all necessary circulation uses in the former Southern Pacific Railroad right-of-way identified in the circulation policy diagram or permitted by subsequent plans. Any Utility/Open Space Corridor uses of Areas 6 and 13 that are at or above grade shall be limited to the Iron Horse Trail (and pathways connecting the Trail), permanently landscaped open space, and a fixed guideway. Any part of Areas 6 and 13 reserved for a fixed guideway shall be temporarily landscaped until construction of the fixed guideway begins.

**Temporary Uses.** The Temporary Uses use type refers to uses that are conducted for a specified temporary length of time. Typical uses include outdoor arts and crafts shows (for display and sale of painting, sculpture, hand crafts, and similar objects); retail Christmas tree sales (generally between Thanksgiving and December 26); civic/community events, including entertainment and exhibitions, sponsored by the County, cities, or community organizations; farmers markets (for retail sales of produce and other food items); live entertainment events (concerts and other cultural events lasting fewer than five calendar days); retail pumpkin sales (generally between October 1 and October 31); and street fairs (for provision of games, eating and drinking facilities, live entertainment, or similar activities not requiring the use of roofed structures).

Temporary uses shall conform to the following performance criteria:

1. Temporary uses shall be administratively reviewed by the Zoning Administrator who will take into consideration the frequency of events. The Zoning Administrator may prior to making a determination, require notification of all property owners within 300 feet and to known property associations in the area.

2. The duration of events will be determined by the Zoning Administrator taking into consideration the impact on the neighborhood in terms of noise, nuisance, parking and other factors.

3. No loudspeakers may be used before 10:00 a.m. and after 9:00 p.m.

4. Outdoor lighting shall be directed downward and away from adjacent properties.
5. The operator of the event shall pick up and properly dispose of trash, litter and garbage originating on the premises, deposited on public and private property within 400 feet of any boundary of the premises on which the temporary use is approved.

6. A bond or cash deposit in an amount determined by the Zoning Administrator will be required to ensure trash is picked up and the station area is restored to its original state upon termination of the temporary use.

7. Signage shall be reviewed and approved by the Zoning Administrator.

8. All necessary approvals shall be obtained from the County Environmental Health, Building Inspection, Fire District, and Public Works Departments.

9. Public roads shall not be closed off to through traffic unless approved by the Zoning Administrator and the Department of Public Works.

10. The event sponsor shall demonstrate that adequate off-street parking spaces exist for the proposed use. Shared parking arrangements shall be made with adjacent property owners for weekend and evening events so as to not disrupt the surrounding neighborhood.

11. Temporary uses of the right-of-way shall be established in a manner that does not obstruct or otherwise adversely impact the construction and operation of the fixed guideway transit.

Temporary Parking. The Temporary Parking use type refers to an interim development use for the daytime use of vehicular parking. Typical uses would be for partially improved BART patron parking. The current use of Areas 6 and 13 for temporary parking use shall terminate at completion of the I-680/SR 24 reconstruction, at which time the asphalt parking surface shall be removed and landscaping installed (except on that portion reserved for the Iron Horse Trail). Excluded uses would include vehicular storage and RV parks.

Mixed Use

The Mixed Use designation in Figure 6 provides for the integration in a single project of both residential and commercial/office and hotel uses. The specific range of permitted use types is detailed more precisely for each subarea; however, the mixed use designation represents greater flexibility in integrating diverse activities into the Station Area. In the mixed use designation, housing is specifically permitted but not required.

CONDITIONAL USE CRITERIA

The Land Use Matrix (Figure 6) distinguishes between permitted uses and uses requiring approval by the County Zoning Administrator. Approval for the latter may be given by the Zoning Administrator only if the following findings can be made:
1. For residential uses: the use would not reduce the potential office/public use space capacity of the Station Area to a level that would create the potential for land use incompatibilities or impair the achievement of a reasonable jobs/housing balance in the Specific Plan area.

2. For retail sales uses: the use (a) would be located on a designated retail/service frontage as specified in Figure 7.5; and (b) would not detract from the market and economic feasibility of existing or proposed retail uses in the area. Applicants may be required to submit marketing and/or economic studies reflecting conditions in the subregion to provide a basis for these findings.

3. For business and personal service uses: (a) the use would primarily serve firms and households located within the Station Area or immediate environs and BART riders; (b) the use, if occupying more than 5 percent of the permitted floor area of the subarea within which it is located, would provide for an intensity of use, as measured in square feet per employee, that is equivalent to administrative and professional office uses or provide a complementary use that enhances the competitiveness of the administrative and professional office uses; (c) the use would not occupy space on a designated primary retail/service frontage; (d) the use would not detract from the appearance and vitality of designated secondary retail/service frontages and the public spaces to which they relate; and (e) if the proposal includes an athletic club, the applicant has demonstrated market capacity through market studies.

4. For lodging: (a) adequate market capacity is demonstrated for the hotel space, and (b) the use would provide facilities that are designed and constructed as an integrated, rather than self-contained and isolated, element of the Station Area.

5. For temporary parking: (a) the parking would be constructed with surfaces and landscaping that would not detract from the appearance of the station area; (b) ingress and egress would not interfere with the overall vehicular and pedestrian circulation of the station area; and (c) the use would be limited (by conditions of approval) so as not to constitute a long term use. The current use of areas 6 and 13 for temporary parking use shall terminate at completion of the I-680/SR 24 reconstruction, at which time the asphalt parking surface shall be removed and landscaping installed (except on that portion reserved for the Iron Horse Trail).

6. For interim uses: (a) the use and style of development would not be inconsistent with the provisions of the Specific Plan, and (b) the use and style of development would not preclude permanent development pursuant to the Specific Plan in the future.

7. No uses on the three subareas 6, 13 and 16 should preclude future development of a future fixed guideway.

8. For Cultural and Entertainment Uses involving theaters there shall be no more than one theater per parcel and no more than two theaters within the Specific Plan Area.
9. For conference centers in excess of 60,000 sq. ft: (a) adequate market capacity is demonstrated for the conference space; (b) the style and scale of the use is consistent with the site; (c) there is demonstrated adequate parking for the use on site.

Any land use permit approved by the Zoning Administrator may be administratively reviewed annually for a maximum time of seven years. At each annual review conditions may be added, deleted or modified, subject to public hearing.

SPACE AND SITE REQUIREMENTS

Development Transfer Provisions

Development intensity can be transferred to alternate development areas without a consequential increase or decrease in area wide development intensity. The provisions for this transfer shall require recording of the transfer as a condition of approval. The development transfer provision shall be seen primarily as a means of providing for the efficient assembly of key holdings, or to maximize the flexibility of site design, recognizing the opportunities and constraints of certain properties.

An applicant proposing development utilizing transferred FAR shall submit with a preliminary development plan request: (1) authorization of the seller of the FAR; (2) a traffic report addressing the impacts of the altered density location; and (3) a report from the Transportation Demand Management (TDM) coordinator addressing impacts on the area wide transit program. An area wide TDM program has been established. All applicants shall agree to participate in such program.

No development area may purchase more than 100,000 gross square feet. No more than 20 percent of the available base FAR for any parcel or parcels under single ownership may be transferred. Transferred FAR shall be treated as base FAR and will be required to comply with all plan regulations (i.e., parking, development fee, etc.), however, additional bonus development potential shall not be permitted based on transferred FAR. Notwithstanding the above, all of the development potential associated with property acquired by the County or the County’s Redevelopment Agency for right of way purposes may be transferred.

Development Bonus Provisions

The 1983 Specific Plan provided for development bonuses under certain specified conditions. Entitlements granted under the 1983 Specific Plan provision shall remain in place. No new development bonuses shall be granted beyond those granted as of April, 1997.

Public Roadway Dedication Provisions

For any development area where a new public roadway is indicated in the Specific Plan, the
development potential associated with the right-of-way area shall be transferred to the remaining developable area if the right-of-way is dedicated to the public.

CIRCULATION AND PARKING

Circulation and parking within the station area involve the integration of the automobile, transit vehicle, bicyclist, and pedestrian in a manner that minimizes congestion or safety hazards. The provisions for circulation and parking are incorporated into specific policies. A traffic study was completed in 1996 which evaluated circulation improvements needed to facilitate access to the Station Area and to alleviate regional traffic congestion around the Station Area. The traffic study also evaluated the implications of removing the proposed arterial in the former Southern Pacific Railroad right-of-way from the County General Plan. The executive summary of the traffic study appears in Appendix A.

Growth Management Program

As a result of the passage of Measure C in 1988, Contra Costa County jurisdictions are required to participate in a growth management program in order to receive their share of Measure C sales tax "return to source" funds. One requirement of the growth management program is the adoption of growth management elements in local general plans. Growth management elements set forth policies to ensure that local services will be available to accommodate new development, and recommend traffic levels of service (LOS) that should be maintained on basic (local) routes. For roads defined as regional routes, traffic service objectives (TSOs) are established by the regional transportation planning committees as part of the Action Plan for Routes of Regional Significance.

In the Pleasant Hill BART Station Area, Treat Boulevard is designated as a Route of Regional Significance. The remaining streets in the area are Basic Routes and are subject to traffic service objectives defined in local general plans. The Contra Costa County General Plan (1991) designates the land use in the Pleasant Hill BART Station Area as "central business district." The traffic level of service (LOS) for this type of land use is defined as low E (volume-to-capacity ratio of 0.90 to 0.94).

The Central Contra Costa Action Plan for Routes of Regional Significance (1994) establishes traffic service objectives for Treat Boulevard as follows: (1) a delay index of 2.0 with a minimum peak hour average travel speed of 15 miles per hour, and (2) an average vehicle occupancy of 1.2 persons per vehicle. The "delay index" is a measurement of the amount of time required to travel between two points during the peak hour, as opposed to the time required to travel the same distance during off-peak hours.

Automobile Circulation

Policy 1. The traffic level of service objective for projected traffic on public streets (except Treat Boulevard) shall be a volume to capacity ratio (V/C) of 0.90 to 0.94 (Level of Service E). The traffic service objectives for Treat Boulevard are (a) a delay index of 2.0, with a minimum peak hour average travel speed
of 15 miles per hour; and (b) average vehicle occupancy of 1.2 persons per vehicle.

Policy 2. Accept the determination of the host local jurisdictions as it relates to implementation of the following roadway improvements as recommended in the 1996 traffic study: (1) add one eastbound lane on Treat Boulevard from Cherry Lane to Bancroft Road; (2) realign North Main vertically at its intersection with Oak Park Boulevard to form a four-way intersection.

Policy 3. The cost of other roadway improvements, which serve to enhance the circulation throughout the Station Area, should be borne by the Redevelopment Agency using its own funds or funding it may secure and future development which has not yet paid Specific Plan fees. Property owners participating in prior infrastructure financing districts have complied with this policy objective. Those who have yet to meet their obligation may do so by paying the Pleasant Hill BART Station Specific Plan fee as adjusted.

Policy 4. While Del Hombre Lane is outside the Specific Plan Station Area, direct access to Treat shall be eliminated and a turning cul-de-sac provided. The southern portion of Del Hombre Lane shall be converted into a respite area until such time as the area may be needed for a future light rail use. The respite area shall be an adjunct to the trail use in the former Southern Pacific Railroad right-of-way.

Policy 5. Consider installation of appropriate and desired traffic calming devices using development impact fees and/or other public revenues including Redevelopment funds to reduce through traffic in adjacent residential neighborhoods.

Commercial Parking

Policy 1. The minimum parking requirement for Commercial/Office Space shall be equivalent to a minimum of .5 parking spaces per 1,000 square feet of net-rentable area with an allowance for 50 percent small car spaces. The maximum parking spaces permitted for Commercial/Office space shall be equivalent to 3.3 parking spaces per 1,000 square feet of net-rentable area. Large-scale retail sales uses may be permitted to provide up to 4.5 parking spaces per 1,000 square feet of net-rentable area. Any project proposal with parking provisions less than the maximum permitted (3.3/1000) shall require approval of a Parking Report substantiating the lower requirement. The report shall be submitted to the administering agency (BART Board of Directors in the case of BART-owned properties) and include a survey of similarly sited projects for which a lower parking requirement was employed and an assessment of the adequacy of the lower requirement to protect adjacent neighborhoods from adverse impacts.
Policy 2. Parking spaces shall be reserved on-site for retail and professional, business and personal service use types in clearly marked, short-term parking, equivalent to 1.0 space per 1,000 square feet of net-rentable retail and services area.

Policy 3. All parking spaces for Commercial/Office use in the Core Development Area shall be in a structure.

Policy 4. Shared parking arrangements shall be encouraged.

Residential Parking

Policy 1. The minimum parking requirement for multiple-family residential space shall be equivalent to 0.75 per sleeping space or 1.0 space per unit, whichever is greater. The maximum number of spaces per project shall not be greater than 1.5 per dwelling unit.

Policy 2. A parking management program shall be developed to provide for residential permit parking restrictions in the existing residential neighborhoods within the station area and is recommended for the surrounding residential neighborhood east of the former Southern Pacific Railroad right-of-way as well.

BART Parking

An approximate 1,337-space parking structure was constructed in 1991 northwest of the station and south of Las Juntas Way. The parking structure may be expanded to 2,600 spaces if there is a development project. The parking structure consists of approximately 300 spaces that replaced BART patron parking spaces displaced by the structure, plus 1,050 additional spaces. In addition to the 1,337-space parking garage, the BART site contains an additional 1,294 surface parking spaces, 42 accessible/handicapped spaces, 39 curb/street spaces, and 94 BART pool spaces, for a total of 2,806 parking spaces.

Policy 1. Parking spaces lost due to construction or changes in land use at the BART station shall be replaced, prior to elimination of the existing spaces, with the same number of new parking spaces allocated to BART patrons.

Policy 2. Temporary replacement parking may be located elsewhere in the Specific Plan area during construction of the permanent replacement parking, subject to compliance with temporary parking requirements.

Policy 3. Shared parking for development shall be encouraged at the Pleasant Hill BART Station Parking Area during non-commute hours including evenings, weekends and holidays.

Policy 4. Any extension of the existing parking structure shall (1) be designed so as to
prevent light and noise intrusion into residential areas and to minimize residential views of parked vehicles from those areas; (2) incorporate small retail uses at ground level around the structure's perimeter; (3) have vehicular entrances and exits only from Wayne Drive and the existing structure; and (4) require retrofitting of the existing structure to reduce its light intrusion into residential areas.

**Pedestrian, Bicycle, and Transit Circulation**

**Policy 1.** Bus stops and transfer areas shall be incorporated into the BART facility. If necessary to facilitate integration with the primary pedestrian circulation routes, bus stops may be incorporated into other roadways, but only where they can be sited to minimize conflict with vehicular traffic.

**Policy 2.** BART should provide preferential parking for bicycles and car pools.

**Policy 3.** A minimum 20' wide right-of-way shall be maintained within the former Southern Pacific Railroad right-of-way to Monument Boulevard to provide for regional pedestrian and bicycle circulation. Right-of-way shall also be preserved for future fixed guideway use within the corridor. A transit use may be elevated or at grade, and may share right-of-way with vehicular roadways. Additional environmental review of a fixed guideway proposal will occur. The County shall prepare a management plan that demonstrates how temporary uses of the right-of-way will be established in a manner that does not obstruct or otherwise adversely impact the construction and operation of the fixed guideway transit. When a fixed guideline line is proposed for the Southern Pacific right-of-way, it shall be sited and designed in a manner that minimizes conflict with trail users, does not create safety hazards, is aesthetically compatible with open space use and does not reduce the trail width available for walkers and/or bicyclists. Within one year of adopting the proposed Specific Plan, the County shall initiate preparation of a management program to show how the fixed guideway transit and trail use can be safely accommodated in an aesthetically pleasing manner. This may involve a change of alignment in the Southern-Pacific right-of-way. Determining a future fixed guideway station location should include consideration of an interconnection with the BART system given opportunities and/or limitations imposed by technology, costs, land use and safety.

**Policy 4.** A pedestrian overcrossing of Treat Boulevard shall be incorporated into the plazas within the developments north and south of Treat. Development projects on Area 12 and Area 15 shall share the cost of the improvement. The Redevelopment Agency may consider proceeding with construction if building permits have not been issued for development on both Areas 12 and 15 if it is determined to be appropriate given concerns of safety and funding availability.
Policy 5. A continuous ground level pedestrian route shall be maintained through future development generally in a direction shown north from the BART station to Las Juntas and north-westerly from the corner of Treat and Oak to Wayne Drive.

Policy 6. Bicycle and pedestrian circulation shall be provided through the Station Area. Bicycle and pedestrian circulation shall be safe and shall, to the extent possible, minimize conflicts with other transportation modes. Adequate, convenient and safe bicycle parking shall be provided. An interior circulation route will be provided which accommodates pedestrians and, to the maximum extent possible, bicycles. The alignment of the interior circulation route shown will be determined in the review and approval of site plans for each subarea.

Policy 7. A pedestrian and bicyclist overcrossing at Treat Boulevard in the vicinity of Jones Road for Iron Horse Trail circulation is included as part of this Specific Plan. The county, through its Redevelopment Agency, will pursue proceeding with construction to address safety concerns, and subject to funding availability. Redevelopment funding shall be combined with other funding to achieve financial leverage.

Policy 8. The Iron Horse Trail shall be located within the boundaries of the former Southern Pacific Railroad right-of-way, on right-of-way land, or on an overcrossing that is dedicated to trail use. Separate trail rights-of-way are preferred, and shall be used to the maximum extent possible. Sidewalks may be used for temporary connecting segments of the trail on a temporary basis, but only until the trail is located within the boundaries of the former SP right-of-way, which shall occur as soon as feasible. The trail should provide for connections to adjacent development areas and to the Del Hombre Respite Area.

Policy 9. Pleasant Hill BART Specific Plan fees may be used to finance the construction of infrastructure improvements which support alternative modes of transportation.

Policy 10. Undertake programs that would provide incentives for access to the Station Area by alternative modes and transit.

UTILITIES

All necessary infrastructure which was required in the Specific Plan of May 14, 1985 has now been completed including upgrades to the sanitary sewer system, water system, and storm drainage system.

URBAN DESIGN

The Specific Plan establishes nine urban design objectives for the Station Area (see page
10). To achieve these objectives urban design standards and criteria are specified below and in the following section to address conditions specific to various subareas. These criteria and standards address seven factors: (1) form, height and massing of buildings; (2) public spaces within the Station Area; (3) pedestrian circulation; (4) landscaping; (5) signage; (6) building design; and (7) defensible space. Provisions addressing these factors are set forth in a combination of text and graphics. These provisions establish an explicit and consistent design concept for the Station Area and provide future developers with an adopted set of program requirements to guide them in their design decisions and a consistent, non-arbitrary basis for project review.

The major design concepts embodied in the Plan are summarized below.

- Provide for building height and massing along the northwest side of BART property, gradually tapering toward the lower rise housing on the east.

- In recognition of both functional and visual concerns, vary heights and mass of buildings to provide for a transition from lower scale residential development along the perimeter to more intensive, large scale development at the immediate Station Area.

- Emphasize Treat Boulevard as the major entranceway to the Station Area and visually identify this role by the placement of the pedestrian overpass at Oak Road and the pedestrian/bicycle overpass at Jones Road, and the provision of elevated public plazas or pedestrian corridors in the vicinity of the northeast and southeast corners of the intersection (Subareas 12 and 15). Provide sufficient public outdoor space to accommodate the pedestrian activities focused at this location as a result of adjoining office development, BART parking and local transit stops.

- Provide for two types of housing environments: (1) a more traditional higher density residential area north of Las Juntas where residential uses predominate; and (2) a more urban residential setting where housing may be intermixed with office and retail uses.

- Preserve the native oaks, the remaining stream bed and the small hill on Las Juntas in order to enhance the visual appearance and interest of the area and retain an association with the area's natural history.

- Maintain the visual relationship of the Station Area to the larger natural and built setting provided by long distance views, in particular those of Mt. Diablo, by protecting for views as seen from the BART station platform and from future upper floor office space throughout the Station Area. Encourage the creation of view corridors from the development on Area 12.

- Focus and channel pedestrian movements to and from parking areas, local transit stops, the Iron Horse Trail, and the BART station into an integrated network of pedestrian ways and plazas; focus the major portion of the Station Area retail and
personal service uses in these areas and design the spaces and abutting structures to achieve an attractive, lively, and pleasant environment for pedestrians.

- Provide for intermixing of uses which will extend public use of the area into the non-commute hours (with appropriate hours of operation taking into account the proposed use), providing a safer environment for transit riders and residents in and adjoining the Station Area.

- Create a pedestrian-friendly street-level environment by discouraging blank building walls and encouraging windows, doors, and other building facade features.

**Form and Massing**

Policies governing building height and the placement of buildings in relationship to streets and adjoining development are specified below.

**Height Limits**

**Policy 1.** Building heights shall conform to the requirements specified in the Urban Design Policy Diagram, Figure 7.1. The height limits are designed to avoid adverse impacts on surrounding neighborhoods, to afford view opportunities for future residents and tenants of the area, and to achieve a high level of visibility and recognition for the Station Area. Two height standards are specified. The following table establishes the allowable heights related to stories. These height limits do not include mechanical equipment or decorative building tops. Exceptions to this table may be permitted for special uses (e.g., educational, conference, or cultural center).

<table>
<thead>
<tr>
<th>STORIES</th>
<th>HEIGHT</th>
<th>HEIGHT CONDITIONALLY</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>52'</td>
<td>N/A</td>
</tr>
<tr>
<td>3(5)</td>
<td>52'</td>
<td>80'</td>
</tr>
<tr>
<td>5(7)</td>
<td>80'</td>
<td>108'</td>
</tr>
<tr>
<td>5(10)</td>
<td>80'</td>
<td>150'</td>
</tr>
</tbody>
</table>

The lower heights shown in Figure 7.1 are permitted outright while the heights shown in () are conditionally permitted. The latter shall be permitted only with a finding that the increase in height: (1) will not create shading or wind conditions adversely affecting nearby public outdoor space; (2) will not unduly restrict view potential from other sites in the Station Area; and (3) where a subarea is in multiple ownership, a coordinated design has been prepared and agreed upon by all property owners within the subarea.
Figure 7.1

URBAN DESIGN POLICY DIAGRAM
FORM & MASSING

THREE (3) STORY
HEIGHT SETBACK

HEIGHT LIMIT IN STORIES
BY C.U.P. IN PARENTHESIS

EXISTING BUILDING MASSING ENVELOPE

FUTURE BUILDING MASSING ENVELOPE

DEVELOPMENT AREA

COMMERCIAL / OFFICE ZONE

MULTIPLE FAMILY RESIDENCE ZONE

MIXED USE ZONE

UTILITY / OPEN SPACE ZONE

PLEASANT HILL
BART STATION AREA

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URBAN DESIGN POLICY DIAGRAM
PUBLIC SPACES

MAJOR GROUND LEVEL PEDESTRIAN PLAZA

SECOND LEVEL PUBLIC SPACE

FOCAL POINT

VIEW OF MT. DIABLO

CONCEPTUAL LOCATION OF AREA TO VIEW OF MT. DIABLO

EXISTING BUILDING MASSING ENVELOPE

FUTURE BUILDING MASSING ENVELOPE

DEVELOPMENT AREA

COMMERCIAL / OFFICE ZONE

MULTIPLE FAMILY RESIDENCE ZONE

MIXED USE ZONE

UTILITY / OPEN SPACE ZONE

PLEASANT HILL BART STATION AREA

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Figure 7.3

URBAN DESIGN POLICY DIAGRAM
PEDESTRIAN AND BICYCLE CIRCULATION

FUTURE BICYCLE AND PEDESTRIAN CIRCULATION ROUTE

BICYCLE CIRCULATION ROUTE

PRIMARY BUILDING ENTRANCE

PEDESTRIAN CIRCULATION ROUTE

VERTICAL CIRCULATION BETWEEN PEDESTRIAN LEVELS

BICYCLE AND PEDESTRIAN CIRCULATION ROUTE

FUTURE VERTICAL CIRCULATION BETWEEN PEDESTRIAN LEVELS

INTERIOR CIRCULATION ROUTE

EXISTING BUILDING MASSING ENVELOPE

FUTURE BUILDING MASSING ENVELOPE

DEVELOPMENT AREA

COMMERCIAL / OFFICE ZONE

MULTIPLE FAMILY RESIDENCE ZONE

MIXED USE ZONE

UTILITY / OPEN SPACE ZONE

PLEASANT HILL BART STATION AREA

Heller Manuel Architects

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URBAN DESIGN POLICY DIAGRAM

Figure 7.3  BICYCLE AND PEDESTRIAN CIRCULATION
NATIVE OAK TREES TO BE RETAINED
(All protected trees as that term is defined in the County's Tree Preservation Ordinance are subject to the requirements of said Ordinance whether or not their presence is reflected on the map.)

FORMAL TREE PLANTING

EXISTING CREEK

UTILITY / OPEN SPACE ZONE

EXISTING BUILDING MASSING ENVELOPE

FUTURE BUILDING MASSING ENVELOPE

DEVELOPMENT AREA

COMMERCIAL / OFFICE ZONE

MULTIPLE FAMILY RESIDENCE ZONE

MIXED USE ZONE

UTILITY / OPEN SPACE ZONE

PLEASANT HILL BART STATION AREA

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URBAN DESIGN POLICY DIAGRAM

Figure 7.5 RETAIL/SERVICE CONCENTRATIONS

[Diagram of urban design policy with various streets and labels such as Coggins Dr, Oak Rd, Las Juntas Way, Pleasant Hill Bart Station, and others.]
In addition to the above, based on individual circumstances, additional height may be allowed as a result of the Development Plan review process. In no case shall any buildings be allowed to exceed ten stories (except Subarea 12). Exceptions to this limit are Subarea 12, and vertically integrated mixed use projects that contain residential, where the height limit would be the equivalent, in vertical feet, of a ten story commercial building. An applicant proposing such additional heights shall submit in conjunction with the Development Plan application the following information for review and consideration.

(1) Statement of extraordinary circumstances;

(2) Statement of consistency with the intent of the Specific Plan and the environmental documents certified in conjunction with the adoption of the Specific Plan relative to visual impacts;

(3) Visual documentation of the relationships of the proposed building and existing, approved or allowable building within the Specific Plan area.

**Policy 2.** The height and placement of buildings shall retain views of Mt. Diablo from the BART platform area and shall provide for long distance view opportunities for all building sites within the Station Area. Development of Area 12 should site buildings in a manner that creates a view corridor to Mt. Diablo, and provides public areas on the south and/or east edges that could be used for viewing Mt. Diablo.

**Policy 3.** Conditional heights in residential areas of five stories shall mean an average of five stories within an individual project, thereby allowing a wider variety of design concepts.

**Street Setbacks**

**Policy 1.** Minimum building setbacks from streets, both at ground level and at upper floors shall adhere to the following schedule:

<table>
<thead>
<tr>
<th>Street</th>
<th>Setback (in feet)</th>
<th>Stepped Profile (in feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Treat Boulevard</td>
<td>20</td>
<td>40</td>
</tr>
<tr>
<td>Oak Road</td>
<td>20</td>
<td>40</td>
</tr>
<tr>
<td>BART Station Entrance</td>
<td>20</td>
<td>40</td>
</tr>
<tr>
<td>BART Station Frontage</td>
<td>20</td>
<td>—</td>
</tr>
<tr>
<td>Typical 5-lane</td>
<td>10</td>
<td>20</td>
</tr>
<tr>
<td>Typical 2-lane</td>
<td>20</td>
<td>20</td>
</tr>
<tr>
<td>Buskirk</td>
<td>20</td>
<td>20</td>
</tr>
<tr>
<td>Coggins E-W</td>
<td>10</td>
<td>20</td>
</tr>
<tr>
<td>Coggins N-S</td>
<td>20</td>
<td>20</td>
</tr>
</tbody>
</table>
Property Line Setbacks

Policy 1. Building setbacks from side and rear yards shall conform to the following schedule except as noted below:

<table>
<thead>
<tr>
<th>Adjacent Use</th>
<th>Setback (in feet)</th>
<th>Stepped Profile (ratio)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>15/20 (see note 4)</td>
<td>2:1</td>
</tr>
<tr>
<td>Commercial/Office</td>
<td>20</td>
<td>1:1</td>
</tr>
<tr>
<td>Mixed Use</td>
<td>20</td>
<td>1:1</td>
</tr>
</tbody>
</table>

Policy 2. Commercial/office buildings on adjoining properties should be constructed to the common side property line when the buildings face onto major pedestrian streets or plazas.

Policy 3. Form and spacing of buildings within a particular development area shall be sufficient to maintain necessary pedestrian and vehicular circulation; retain reasonable solar access to all major public or private outdoor areas or pedestrian paths; provide visual privacy to indoor residential uses; and protect areas from the effects of wind.

Policy 4. Buildings adjacent to existing multiple family developments shall have a minimum setback of 15 feet. Buildings adjacent to existing single family residences in Subarea 3 shall have an average setback of 20 feet. Accessory structures such as single story carports are exempt from these setback requirements.

Public Spaces

Policy 1. The Public Open Space and Utility Corridors identified in Figure 5, Land Use Areas, shall integrate a variety of formal, paved public gathering areas with informal, landscaped areas to maintain continuous pedestrian circulation as indicated in the Urban Design Policy Diagrams, Figures 7.3 and 7.4. Public plazas shall front on major building entrances and provide outdoor use areas for the convenience of retail patrons. Require developers of mixed use projects to plan and demonstrate how their designs will control or eliminate land use incompatibilities between the different uses proposed, including but not limited to noise, traffic, parking and security. Among the techniques that could be used are separate office and residential elevators with floor keys to enter residential areas, sound-insulating walls, and provision of buffer zones and landscaping.

Policy 2. Retail, business, and personal service uses in Subarea 12 shall be developed in a manner that enhances and complements the existing native oak open space area. Secondary retail and service frontages shall be concentrated around second level public open spaces in each of three key development areas as
indicated in the Urban Design Policy Diagrams, Figures 7.2 and 7.5, and in the illustrative sections in the Subarea Site Specific Development and Design Provisions.

**Policy 3.** The County will initiate development of a management program for a linear park and other green open space in the station area. It will map the use and character of the Utility/Open Space corridors; Subareas 6, 13 and 16; and other landscaped pedestrian ways in the station area. For Subareas 6, 13 and 16, the management program will illustrate how pedestrian and bicycle paths of the Iron Horse Trail will be safely accommodated with the fixed guideway transit and associated facilities. Conflicts among uses shall be minimized.

**Bicycle and Pedestrian Circulation**

A bicycle and pedestrian circulation system shall be provided which integrates bicycle and pedestrian movements from major parking areas, local transit stops, major building complexes, the Iron Horse Trail, and the BART station. Pedestrian routes will be provided wherever possible through or along the major native oak trees stands in order to integrate this important natural resource into the public open space and circulation system. Generally, bicycle circulation in the Station Area will utilize local streets. However, some facilities are designated for both pedestrian and bicycle use, including the Iron Horse Trail. The basic elements of this system are shown in Figure 7.3 and the key components specified below. The alignment of the interior circulation route shown on Figure 7.3 may change based on the approved site plan of each subarea.

**Policy 1.** A pedestrian overpass shall be provided at the intersection of Treat Boulevard and Oak Road. The overpass shall be designed to link with an elevated plaza on both sides of Treat Boulevard. Development projects on Area 12 and Area 15 shall share the cost of this overpass.

**Policy 2.** A pedestrian and bicycle overpass should be provided at Jones Road for the Iron Horse Trail, provided that the County Board of Supervisors, in approving the project determine that, among other requirements, the form, height, mass, and setback of the Iron Horse Trail overpass is aesthetically and functionally consistent with its proximity to the existing office building at 1400 Treat Blvd. The convenience of pedestrian access to this building and the Treat Blvd. frontage shall also be provided for in the design of the overpass. Location and design of the bridge shall be reviewed and approved by the County Planning Commission after a public hearing.

**Policy 3.** If feasible, development on Area 12 should provide for a continuous pedestrian way from the north end of the pedestrian overpass at Oak Road to the BART station.

**Policy 4.** Pedestrian and bicycle access shall be provided to the Iron Horse Trail along a
20 foot wide easement in the former Southern Pacific Railroad right-of-way to Monument Boulevard with connections provided to the BART station, and to Area 11/12. Separate trail rights-of-way shall be used to the maximum extent possible, but only until the trail is located within the boundaries of the former SP right-of-way, which shall occur as soon as feasible. Sidewalks may be used for temporary connecting segments of the trail on a temporary basis. The trail should provide for connections to adjacent development areas and to the Del Hombre Respite Area.

**Policy 5.** Pedestrian access to the BART station and other destinations within the Station Area shall be provided from residential areas north of Las Juntas. Major pedestrian movement should be channeled between Area 9 and 11 and pedestrian ingress and egress to BART parking in Area 11 also directed into this corridor. The pedestrian routes shall be incorporated wherever possible through or along the major native oak tree stands in order to integrate this important natural resource into the public open space and circulation system. Bicycles should have direct access to the BART station. Signage and design features should be used to direct bicyclists.

**Policy 6.** Major pedestrian entrances to building complexes and major parking areas should be at the main public plazas as shown in Figure 7.3. Developers shall provide for bicycle transportation, including safe and convenient bicycle storage, paths to the buildings, and shower and locker facilities, where appropriate.

**Policy 7.** Undertake a community design program for both pedestrian and bicycle overcrossings as soon as feasible given availability of funding and reasonably defined site geometrics. The community design program would result in preliminary design(s) for the overcrossing sufficient to secure competitive funding.

**Landscaping**

The landscape of the Station Area should serve as a unifying element which helps define major public routes and spaces and integrates the individual building designs of the area. The landscape should also be designed to retain ties to the area’s natural history and to retain compatibility with the existing landscape program. The following landscape policies shall apply.

**Policy 1.** The existing native oaks massed in the central open space and utility corridor and scattered as major individuals throughout the remaining Station Area shall be retained and protected from encroachment by structures and paving damaging to their root structure. Hard surface areas shall be restricted and no change in finish grade shall be permitted beneath their drip line. Surface drainage shall be maintained to promote healthy root growth. Development in the Specific Plan area shall comply with the County’s Tree Preservation Ordinance (see Appendix B). Protected Trees, as that term is defined in the
County’s Tree Preservation Ordinance, that have a circumference exceeding 20” measured 4.5’ from the ground shall be replaced at a ratio of 2:1.

Policy 2. The existing stream bed identified in the Urban Design Policy Diagram, Figure 7.4 shall be retained in its present configuration and the existing stream side vegetation maintained. Wherever feasible, the creek side shall be integrated into a continuous pedestrian circulation system serving the redeveloping areas. Paths shall be integrated into the stream corridor so that they only minimally disrupt oak tree roots.

Policy 3. A unified street planting pattern shall be maintained for all streets as diagrammatically indicated with a formal tree planting designation in the Urban Design Policy Diagram, Figure 7.4. The street tree shall be Platanus acerifolia (London Plane Tree). Other tree specimens may be appropriate for street tree use, and may be appropriate and encouraged. Spacing between trees shall be generally between 22 and 30 feet except where vehicular circulation requirements preclude it or underground utilities interfere.

Policy 4. Informal tree and shrub planting shall be included as generally indicated in the Urban Design Policy Diagram, Figure 7.4 to screen residential areas.

Policy 5. All Protected Trees, as that term is defined in the County’s Tree Preservation Ordinance, shall be inventoried as part of any final Development Plan application.

Policy 6. Tree planting should be integrated with open space, landscaping and pedestrian circulation plans to unify the station area and circulation among the subareas.

Signage

Signage within the Pleasant Hill BART Station Area shall be designed in a manner which promotes the following objectives:

- Provide sufficient identification of business firms located within the Station Area.
- Adequately convey the directional information needed by transit riders, motorists, bicyclists, and pedestrians entering and leaving the area.
- Contribute positively to the visual appearance of the area.

To achieve these objectives, signage in the Specific Plan area shall be consistent with the following policies.
General Requirements

The following general requirements shall be met.

Policy 1. No advertising sign (a sign advertising a business, commodity, product, service, uses or activity sold or offered or conducted elsewhere than on the premises upon which such sign is located) shall be permitted in the Station Area in areas exposed to public view with the exception of the BART station ticketing and platform areas. In the latter case such advertising shall not be visible from other adjoining areas.

Policy 2. The copy on any sign should not occupy more than 40 percent of the surface area of the sign to ensure legibility.

Policy 3. Signs should be designed as a part of the building and landscaping and not as unrelated objects.

Policy 4. The scale of signs and letter and symbols employed should be designed to be legible by the intended viewer. Differing requirements of pedestrians and motorist should be recognized.

Policy 5. Color should be used carefully. Limited use of several colors with strong contrast between background and signage is recommended to make the signs easily readable. Too many colors reduce legibility and should be avoided.

Policy 6. Signs should be constructed with quality materials and in a craftsman like manner to ensure both an attractive appearance and a durable product.

Policy 7. Use of illuminated signs is encouraged to promote a lively and safe environment during the winter months when the area will be heavily used by transit riders after dark. The illumination should be controlled to avoid glare or levels of illumination which would be an annoyance to occupants of upper floor space and housing units within or adjoining the Station Area.

Policy 8. Signage within each of the Station Area subareas should have a unified appearance. Materials, shapes, colors, type face and placement should be consistent throughout the subarea. The signage should be used as a major means of establishing a distinctive identification and image for each of the subareas.

Policy 9. All development applications shall include a signage program specifying design requirements for all public exposed signs. The
signage program shall be prepared by a design professional and be submitted to the Zoning Administrator for approval.

**Policy 10.** Variances from the specified signage standards may be granted by the Zoning Administrator if it can be shown that the sign would enhance the appearance of the area or that change is necessary to achieve a sufficient level of legibility.

**Building or Building Complex Identification Signs**

A building identification sign is one which identifies the name and/or address of a building or the name or logo of the building tenant if a single tenant occupies the building, or major tenants in a retail complex. Three types of building identification signs are permissible: attached signs, roadway entrance signs, and business directory signs.

**Policy 1. Attached Sign.** Each facade of a building may incorporate an attached sign if designed as an integral part of the building architecture. The signs may be scaled and placed to be read by motorists or transit riders passing or entering the Station Area.

**Policy 2. Roadway Entrance Sign.** A freestanding sign shall be permitted at points of vehicular access to the building or building complex. The sign should be perpendicular to the approaching traffic. The surface area of any side of the sign shall not exceed 16 square feet and the height of letters shall not exceed 7 inches in height. To ensure legibility, copy on the sign should be placed no lower than three feet and no higher than seven feet from the ground elevation. The sign may incorporate a business directory sign as described below.

**Policy 3. Business Directory Sign.** A business directory sign is one which identifies multiple tenants located in the same premises, often above the ground floor. A business directory sign may be located at points of vehicular access, attached to the building to which it applies near the main building entrance(s) and/or located as a freestanding sign at the pedestrian approaches to the main building entrance(s) and at elevators, escalators or stairs serving as major access points to upper floor uses. If located as a freestanding sign along the vehicular approach it must be combined with a freestanding building identification sign if the latter is provided. The maximum surface on any one side of business directory signs shall not exceed 12 square feet.

**Business Establishment Signs**

A business establishment sign identifies the name or an individual business and/or the product produced or sold on premises or the services offered on premises. The following policies apply to business establishment signs.

**Policy 1.** Business establishment signs shall be placed on the building facade occupied
by the identified business. A business establishment sign may only be used for business located on the ground level, business located on upper level plazas or pedestrian-ways designed for public use, or tenants located on upper levels of a retail complex.

Policy 2. The total surface area of all signage for an individual business shall not exceed 20 percent of the total facade surface of the one story portion of the business establishment to which it applies. The signage may be provided in any or all of the following ways:

1. Wall sign painted on, incorporated in or affixed to the building wall.

2. Hanging or projected sign provided that the sign projects no more than five feet from the wall surface. No hanging or projecting signage over public sidewalks shall be allowed.

3. Signs attached or incorporated with a projecting canopy or overhead trellis.

4. A permanent window sign.

Vehicular and Pedestrian Control Signs

Vehicular signs shall comply with state standards.

Policy 1. In addition to vehicular control signs within the public rights-of-way, a coordinated and consistent signage system shall be established throughout the Station Area providing necessary circulation information (e.g., permitted travel speed, location and ingress and egress parking, restricted turning movements). Illuminated signage is recommended. The location and design of these signs shall consider visibility and readability requirements and the visual relationship to the building architecture and landscaping of the entire Station Area.

Building Design

The appearance and character of an area is produced by the combination of building mass and height, the scale of exterior spaces formed by the buildings, type of landscaping, signage, and visual relationships to adjoining areas, each of which are addressed above. Another major factor influencing the appearance is the design of individual buildings and the manner in which various materials, forms and colors are employed. Different combinations of material, forms and colors can produce a feeling of informality, formality, monumentality, urbanity, rusticness and so on. Similarly, great variations can result in a sense of chaos or conversely little variation often produces a sense of drabness or barrenness. It is important, therefore, to establish an overall framework to guide the design of individual buildings in a way which help produce an attractive and enjoyable setting. The accompanying diagram and policies set forth below provide the basis for coordinating future
building design.

Policy 1. A major distinction in design character should be established between the areas north and south of Las Juntas. An informal, suburban appearance should be retained north of Las Juntas. This should be accomplished by prevailing use of natural wood materials and finishes and softer-surface brick which generally conveys a suburban appearance. This should be reinforced by use of so called "natural colors" such as browns and greens, and use of smaller, loosely organized building forms and roofs with pitched, gable, hip, etc. surfaces to maximize visual interest and create an appearance of smaller building forms.

Policy 2. Development south of Las Juntas should be distinguished from the suburban appearance of its surroundings to help reinforce its identity and denote its special function. No attempt should be made to impose a standardized architecture on the area but a sufficient consistency in materials and building forms should be achieved to ensure a unified appearance. Building architecture should avoid a monumental look and instead suggest a more casual, relaxed environment. Materials, colors and building forms should convey a progressive, urban character through use of more highly refined building materials including concrete, glass, steel and harder surface brick which projects an urban quality.

Policy 3. Buildings facing onto the pedestrian and auto approaches and central Station Area plaza, as identified in the accompanying diagram as focal spaces, should have facade heights, cornice lines, colors, materials, fenestration, signage and building placement coordinated to create an organized, unified appearance for each street and the plaza.

Policy 4. A sense of entry should be created at each of the Station Area gateways shown. Buildings should be sited to provide a sense of enclosure at these points.

Policy 5. Individual buildings within each of the Station Area subareas should be designed to be compatible in appearance. For example, where two buildings abut a public space, a consistent cornice line should be used, and where buildings create outdoor spaces intended for use by the public or building tenants, the resulting spaces should be designed as a unit.

Defensible Space Guidelines

In encouraging defensible space design, care must be taken to balance with urban design principles. Concerns for personal safety and security of property are increasing, even in traditionally suburban areas like the Pleasant Hill BART Station area. Even where crime is minimal, the perception of safety problems can make an area seem uninviting and undesirable.

Sensitive building and site design can address these problems by creating "defensible" spaces that help people to feel safe and that deter criminal activity. Guidelines to encourage
"Defensible" space design in the Specific Plan area are outlined below.

**Guideline 1.** Proposed development should create subareas that impart a sense of identity, belonging, function, and security. Each subarea should allow for effective surveillance by proprietors, residents, and pedestrian and vehicle traffic, as appropriate, as well as by mechanical surveillance equipment if necessary.

**Guideline 2.** Site and building design should demonstrate attention to the need for effective surveillance. Designs should avoid creating obscure corners or potential hiding places, and should put multiple "eyes on the street" for effective human and mechanical surveillance.

**Guideline 3.** Pedestrian circulation plans should concentrate pedestrian activity in selected locations, and avoid creating isolated places that might be locations for aberrant behavior.

**Guideline 4.** In residential developments, major building entries and lobbies should be located so that they are visible and accessible from the street, not just from parking areas.

**Guideline 5.** In residential developments, units should include windows or balconies with views of streets, walkways, and/or parking areas, wherever possible, to create the security of "eyes on the street."

**Guideline 6.** Outdoor areas should be sufficiently illuminated to create a secure nighttime environment. Luminaries should be shielded as necessary to avoid light "spillover" into adjacent residential areas.

**Guideline 7.** Landscaping plans should demonstrate sensitivity to personal safety and property security concerns.

**Guideline 8.** Police agencies should participate in the application review process to ensure that "defensible space" principles are employed in proposed new development.

**IV. SUBAREA PLAN PROVISIONS**

In addition to the area wide development and design provisions, the unique features of individual developable areas each present specific conditions that will need to be reviewed during the approval process. These specific conditions pertain to particular setback requirements due to adjacent uses, land assembly issues that need to be resolved in order to use the land resources efficiently, or various opportunities for land use and design coordination that need to be realized in order for the area wide provisions to be met. In some cases, the conditions present alternatives, while in others, the conditions are necessary to maintain future choices. The site specific development and design conditions
are presented as development criteria to give administrative flexibility to their realization. The 1997 Amendment eliminates subarea discussion for projects already built.

NORTH OF LAS JUNTAS

The area north of Las Juntas includes multiple family residential development as well as the commercial frontage along Oak Road facing I-680.

Subarea 1

Subarea 1 has been developed with a variety of commercial uses. Area 1A (see Figure 5) contains a commercial office building, Area 1B contains a retail development, and Area 1C, located within the Pleasant Hill city limits, contains an athletic club.

Subarea 2

Much of Subarea 2 is located within the Pleasant Hill city limits. While redevelopment of this subarea is not expected given the present level of improvements and the permissible density included in this plan, any change in land use or intensity shall be accompanied by provisions for through-project pedestrian circulation to connect with area wide circulation to the BART station.

Subarea 3

Subarea 3 has been developed with a high density multi-family residential project.

Subarea 4

A future pedestrian/bicycle access may connect the Wayside Plaza area (Area 4N) through Area 4S to areas beyond. The interface between development on Area 4S and the Madison portion of Area 4N should emphasize neighborly concepts such as orienting front doors of development in the northwest corner of Area 4S to Area 4N, and low-level/non barricade style fencing.

No project shall result in the isolation of individual existing parcels, islands without access, or awkward remnant areas. Wayside Lane has been (or will be) abandoned and access shall be from Coggins or Las Juntas. Any project shall have a minimum of 200 linear feet of frontage along a primary access street.

Provisions shall be made for through-project pedestrian circulation to connect with direct access corridors to the BART station.

Convenience retail and eating/drinking establishments are conditionally permitted uses.
Subarea 5

Subarea 5 has been developed with a 59-unit condominium project.

Subareas 6, 13, and 16

Subareas 6 and 13 are currently used as temporary parking. The temporary parking use is expected to continue through the reconstruction period of the I-680/Hwy 24 intersection in Walnut Creek. These subareas are intended to be reserved for the Iron Horse Trail and a future fixed guideway system. The Iron Horse Trail would include a pedestrian and bicycle overcrossing of Treat Boulevard between Subareas 13 and 16 in the immediate vicinity of Jones Road.

Subarea 6 shall be reserved for trail, open space, and fixed guideway uses. Development of the right-of-way in Subarea 6 pursuant to this plan shall not preclude a potential use as a fixed guideway.

Subarea 13 shall be reserved for trail, open space, and fixed guideway uses, including a fixed guideway station.

Subarea 16 shall be reserved for trail and fixed guideway uses. The extension of Jones Road is permitted to encroach on the portion of the former SP right-of-way in Subarea 16, but a minimum 50 foot wide continuous right-of-way shall be reserved along the eastern edge of this subarea for public circulation. The right-of-way reserve shall incorporate improvements to the regional pedestrian and bicycle paths within a 20 foot minimum cross-section adjacent to Jones Road and reserve the remaining cross-section for the possible future improvements for a fixed guideway route.

LAS JUNTAS TO TREAT

The area between Las Juntas and Treat includes that core area of development intensity around the Station Area. The western perimeter of this area includes a portion of the lower development intensity commercial/office adjacent to Buskirk and facing I-680. The eastern perimeter of this area includes the former Southern Pacific Railroad right-of-way. A transition to a significantly more intense development requires an improved circulation system, and the provision of a phased development program or joint development at the BART station parking lots.

Subareas 7A, 7B, and 8

The existing 2950 Buskirk building conforms to the permitted land intensities and height restrictions. The remaining parcels have been assembled into a single site and may be developed as a single development project or into separate but integrated projects. Commercial/Community uses on Subarea 8 should be primary unless contained in other aspects of a mixed use project on Subarea 7B/8.
Access to projects in this subarea shall be from Wayne Drive and Oak Road. Any project shall have a minimum of 100 feet of frontage along access roads.

Buildings shall be oriented to face on Oak Road and to provide a well-defined, pedestrian-scaled street frontage with ground floor retail uses related to the pedestrian environment. The Buskirk frontage must include design features that reflect its high degree of visibility.

In order to provide for the implementation of the overall plan objectives and area wide policies, the entire development area shall be designed as an integrated project. The landowner shall prepare a master development plan for the entire development area that incorporates the provisions of the Specific Plan. Primary access to the parcels shall be from Oak Road with secondary access points from Wayne Drive and Buskirk.

Commercial retail serving station area employees, BART patrons and Station Area residents in Subarea 7/8 shall be located central to the Station Area near the corner of Wayne Drive and Oak Road. The retail design shall incorporate a continuous pedestrian route connection to plazas and pedestrian corridors.

**Subarea 9**

Subarea 9 has been developed. In accordance with the provisions of the 1983 Specific Plan, development in Subarea 9 has been kept a minimum of fifteen feet from the centerline of the existing creek. Creek side vegetation has been retained and engineering appurtenances associated with the creek have been minimized. Development in subarea 9 has been oriented to take advantage of the creek side open space corridor and has made provisions for connections to the continuous public pedestrian circulation route through the corridor.

**Subareas 10A and 10B**

The major circulation improvements required to support development in this subarea is Wayne Drive to provide a second access north of Treat from the freeway ramp system that utilizes Buskirk for one-way north movements. A key parcel in this subarea is the BART owned railroad right-of-way that bisects the development area.

In order to provide for the implementation of the overall plan objectives and area wide policies, the entire development area shall be designed as an integrated project but no minimum area for an individual project shall be required. The various landowners shall prepare a master development plan for the entire development area that incorporates the provisions of the Specific Plan.

A second level pedestrian plaza shall be provided with office and neighborhood-serving retail and business or service commercial uses fronting the plaza. Ground level pedestrian circulation shall be maintained from the corner of Wayne Drive and Buskirk to the corner of Oak and Treat to provide convenient pedestrian movement for bus commuters along Treat into and through the project area.
Subareas 11 and 12

Subareas 11 and 12 represent the concentration of BART ownership in the station area. The two areas provide opportunities for phased development to take advantage of a developing market demand for commercial and office space, educational and cultural facilities, residential and/or BART parking, and to link the development of the site with the construction of parking structures for BART users. BART development potential and intensity of use are to be maximized, provided that the development is visually and functionally compatible with surrounding uses within and adjoining the Specific Plan area. Utilization of surface area for any single project phase is to be minimized.

Depending on an agreement between BART and a private developer, the construction of BART parking (for replacement of spaces lost to building and for the implementation of their PHASE I parking program) can be integrated directly into a retail or commercial/office structure in Subarea 12 or located independently in Subarea 11. So long as Subarea 11 is not assembled into a single ownership, development shall require a master plan for the entire development area. The remaining land in Subareas 11 and 12 can continue to be used for surface parking for BART patrons to balance the overall parking need for BART. Subsequent phases of development will see the conversion of the remaining surface parking lots into structured parking with retail uses on the ground floor adjacent to the open space corridor. Development within Subarea 12 shall retain provisions for pedestrian and bicycle access from the former Southern Pacific Railroad right-of-way to the BART station to integrate the regional trail system with BART and to retain the future option of developing a major fixed guideway transfer into Subarea 13.

Commercial development, in close proximity to the station in Subarea 12 should include an appropriate amount of convenience retail uses as defined under permitted uses. This convenience retail use should be located along the major pedestrian routes and station frontage as shown in Urban Design Policy Diagram, Figure 7.5. Other designated commercial frontages may incorporate all permitted commercial uses. In addition the design should incorporate a continuous pedestrian route connection and a second level building entrance indicated in the Urban Design Policy Diagrams, Figures 7.2 and 7.3.

The overhead pedestrian bridge across Treat Boulevard shall be directly connected with the continuous pedestrian circulation. Stairs or ramps to connect any second level circulation route with Treat Boulevard shall be provided as part of the development project.

Development in Subarea 12 shall not encroach on the existing native oaks in the open space and utility corridor. Ground floor retail uses, however, may incorporate appropriate open space gathering areas or support for retail services (e.g., outdoor plazas, eating area, benches and walkways) so long as the improvements do not threaten the health and viability of the oaks.

Detailed circulation plans for the area shall include routes for buses through the area and to the BART station. Precise alignment shall be determined by BART with the consultation of the Central Contra Costa Transit Authority (CCCTA).
Provision shall be made for a "Kiss and Ride" drop-off zone in close proximity to the station entrance in Subareas 11 or 12. The drop-off zone shall be integrated with but not disrupt the pedestrian function of a major plaza at this location.

Design guidelines shall be developed and utilized to assist in project design and site planning.

SOUTH OF TREAT BOULEVARD

The area south of Treat Boulevard represents an important land resource suitable for intensification because of its proximity to the BART station and adjacent access afforded by Treat Boulevard and I-680. Treat Boulevard, however, also functions as a barrier to pedestrian access to the BART station and automobile access has been prohibited directly from Treat in order to maintain the vehicular capacity of the street.

Subarea 14A

This subarea in the southwest corner of the Pleasant Hill BART Station Area is separated by the raised BART tracks. In order to avoid severe obstructions to traffic flow on the north bound off-ramp of I-680 vehicular access to Subarea 14A shall not be permitted directly from Treat Boulevard. This restriction is also essential to avoid traffic safety problems which would otherwise exist. With this provision, Subarea 14A would become landlocked. The Specific Plan therefore provides for two options concerning this area. First, the development rights can be transferred to a portion of Subarea 14B (and presently the two areas are in the same ownership), with the condition that Subarea 14A be landscaped and maintained by the owners. Second, the site can be developed according to the facilities and site requirements in the Specific Plan and an internal circulation adjacent to Treat, beneath the BART tracks be incorporated to join the development to Subarea 14B. Unique to the Station Area, this development site may include business services and uses not otherwise permitted, e.g., storage. Uses would have to be of a low intensity nature, and include design features that would recognize the high level of visibility of the site. Design guidelines shall be developed and used to facilitate site planning and design.

The Circulation Policy reserves a 60 foot wide right-of-way centered on the existing Jones Road for future public access improvements. The reserve will retain the future option of using Jones Road as an exit off the north-bound off-ramp at I-680 beneath the BART tracks.

Subarea 15

This development area is the largest single development site except for the BART station. As such it represents an important opportunity to achieve an integrated development. The Circulation Policy Diagram reserves a 60 foot wide right-of-way (ROW) for future public access at the southern and eastern perimeter of the development area (now Jones Road). This route will be developed primarily for internal access to any development on Subarea 15. This future circulation route may be required in order to retain intersection capacity along Treat Boulevard by providing an alternate route for through traffic along the east-west
corridor. Precise alignment and design of the access road shall be reviewed at the time a specific project is proposed.

Offers of dedication along Jones and Oak shall be provided for to facilitate Iron Horse Trail installation.

The Urban Design Policy Diagram, Figure 7.2 provides for a second level pedestrian plaza within the development area oriented toward the intersection of Treat and Oak. This plaza shall provide commercial opportunities adjacent to an open, outdoor-use area and connect directly with the overhead pedestrian crossing of Treat Boulevard to the development in Subarea 12. Stairs or ramps, to connect this second level circulation route with Treat Boulevard shall be provided as part of the development project. Provisions shall be made to maintain necessary public circulation open at all times.
The Pleasant Hill Bart Specific Plan
Traffic Study Executive Summary

INTRODUCTION

This report introduces and summarizes the findings of the Pleasant Hill BART Specific Plan Traffic Study. By presenting key issues and recommendations, the report provides information to residents and businesses in surrounding neighborhoods and to the general public. Topics include current and proposed land use, existing traffic patterns and parking availability. Proposed transportation improvements are described both in terms of existing conditions and proposed development scenarios. Specific recommendations are offered, as well as the methodology by which these recommendations were derived.

The Pleasant Hill BART Specific Plan

The Specific Plan for development of the area surrounding the Pleasant Hill BART Station was first developed in 1983. It provides guidelines for zoning and other planning decisions that would balance traffic, land use, and environmental considerations.

Since 1983, significant growth has taken place in surrounding communities as well as in the area covered by the Specific Plan. There are currently 803,000 square feet of commercial property in the Specific Plan area as well as 1,213 residential units and a 249 unit hotel. The Specific Plan anticipated additional office and residential development. As a result of changing market conditions, revisions to the Specific Plan are under consideration. These revisions involve changes to zoning and land use that could affect traffic patterns and transportation planning. In addition, Contra Costa County is considering the elimination of the Southern Pacific Arterial project, which was an integral part of the Specific Plan's proposals for future transportation improvement.

The Pleasant Hill BART Specific Plan Traffic Study

The Traffic Study was undertaken to analyze existing traffic conditions and to explore measures that could alleviate potential congestion resulting from land use changes. Its findings will underlay the Traffic and Circulation section of the Environmental Impact Report now being prepared for consideration in conjunction with the Specific Plan amendments. The Traffic Study will also be available to other local jurisdictions who are considering transportation initiatives in their areas.
CONTRA COSTA COUNTY
PLEASANT HILL BART SPECIFIC PLAN
TRAFFIC STUDY

Specific Plan Area and Study Intersections
Current Conditions in the Specific Plan Area

The Specific Plan area is an unincorporated section of Contra Costa County that adjoins the city of Walnut Creek to the west, south and east, and the city of Pleasant Hill to the north. Its borders are further defined by Interstate 680 to the west, Coggins Drive to the north, the former Southern Pacific Right of Way to the east, and Jones Road to the south. Treat Boulevard a major thoroughfare goes through the Plan area.

Sponsors of the Traffic Study

The Traffic Study was undertaken by Contra Costa County and the Contra Costa Transportation Authority. Findings and technical analysis were reviewed by a Technical Advisory Committee made up of planners and engineers from Contra Costa County, the Bay Area Rapid Transit District, the Walden District Improvement Association, the Contra Costa Centre Association and the cities of Walnut Creek, Concord and Pleasant Hill. Policy direction was provided by a Steering Committee drawn from elected officials from the agencies represented on the Technical Advisory Committee.

Land Use in the Specific Plan Area

The Specific Plan, first developed in 1983, envisioned further commercial development of in office buildings. Subsequent economic conditions have not been conducive to this type of development, and the land use scenarios currently under consideration provide a different mixture of land use than was originally envisioned in the 1980's. The proposed amendments to the Specific Plan include additional traffic improvements.

Several land use projects are already in the planning stage. The Club Hyatt application has been approved by the Contra Costa County Board of Supervisors, and the proposed Contra Costa Entertainment Village on BART property is a subject of public interest. In addition to these projects, the Contra Costa County Community Development Department has developed alternative land use scenarios for several vacant sites that are available for development within the Specific Plan area. Five land use scenarios included in the Traffic Study are listed in Table 2.1 below:
Table 2-1
Total Remaining Development Potential on Vacant Sites

<table>
<thead>
<tr>
<th>Scenario</th>
<th>Office (thousand square ft.)</th>
<th>Retail (thousand square ft.)</th>
<th>Other Commercial (As Shown)</th>
<th>Residential (dwelling units)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Office Emphasis</td>
<td>2,387</td>
<td>11</td>
<td>0</td>
<td>211</td>
</tr>
<tr>
<td>(existing Specific Plan)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2. Residential Emphasis</td>
<td>0</td>
<td>11</td>
<td>0</td>
<td>1,455</td>
</tr>
<tr>
<td>3. Mixed Use</td>
<td>1,017</td>
<td>261</td>
<td>0</td>
<td>990</td>
</tr>
<tr>
<td>4. Active Proposals</td>
<td>806</td>
<td>265</td>
<td>425 hotel ms</td>
<td>410</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>70,000 sq. ft. fitness</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>6,000 seat theater</td>
<td></td>
</tr>
<tr>
<td>5. Active Proposals w/</td>
<td>1,157</td>
<td>265</td>
<td>425 hotel ms</td>
<td>140</td>
</tr>
<tr>
<td>Density Bonus</td>
<td></td>
<td></td>
<td>70,000 sq. ft. fitness</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>6,000 seat theater</td>
<td></td>
</tr>
</tbody>
</table>

This Traffic Study explored specific transportation improvement opportunities using these five land use scenarios, as well as two "No Development" scenarios. The five land use scenarios selected for this study reflect the range and variety most probable at available sites. The "Near Term No Development" scenario is focused on existing conditions with no change in land use development. The "2010 No Development" scenario looks forward to the year 2010 and adds projected growth in surrounding communities while assuming no change in the Specific Plan area.

In many respects, the Near Term traffic conditions provide the clearest indication of the traffic impacts associated with development of the vacant parcels within the Specific Plan area. The Near Term conditions isolate the project impacts without any significant growth outside of the Specific Plan area. As will be discussed later in this section, the Specific Plan impacts in 2010 are more difficult to interpret since traffic generated by development outside of the Specific Plan area overshadows the effects of development within the Specific Plan area.

Certain streets and intersections in the Specific Plan area are already experiencing peak hour congestion. Growth in surrounding communities will increase the pressure on these areas even without further development in the Specific Plan area. The Traffic Study includes detailed findings using each of these land use scenarios, and evaluates proposed improvements to alleviate the problems on the most heavily used streets and intersections.
METHODOLOGY OF THE TRAFFIC STUDY

Trip Generation

Trip generation is an analysis of the number of passenger and commercial vehicles going to and from each type of land use. Commute traffic, local office workers, shoppers at local businesses, patrons of the proposed Entertainment Village, and commercial delivery vehicles are analyzed.

![Comparison of Peak Hour Trip Generation](image)

Travel Forecasting

When forecasting future travel patterns, several different methodologies were employed. Detailed information on these techniques can be found in the complete Traffic Report.

Analysis of Service Level at Intersections

Level of service is measured by comparing traffic volume to roadway capacity and the delay experienced at crossing both signalized and unsignalized intersections. Level of service was measured for the morning and evening commute periods.

Currently all intersections in the study area operate within acceptable levels of service except the intersection of Treat Boulevard and Bancroft Road. While most intersections are operating at acceptable levels some individual approaches to intersections are congested during peak commuting. Many of the intersections evaluated in the Traffic Study will be operating at capacity or will have demands in excess of capacity by the year 2010. This is true even if no development occurs on the vacant parcels with the Specific Plan area.

In any of the proposed land use scenarios, additional intersections will fall below established standards due to anticipated growth in the county. Those intersections most likely to experience worsening of service are: North Main Street at the Sunnyvale southbound off-ramp of Interstate 680, the northbound off ramp of Interstate 680 at Treat Boulevard, Oak Grove Road at Treat Boulevard, North Main Street at Treat Boulevard and Bancroft Road at Treat Boulevard.
Delay Index

The Delay Index is a measure of the performance of regional routes established in the Central County Action Plan prepared by TRANSPAC, the transportation planning body for central county jurisdictions. It describes the amount of time required to travel between specific points during the busiest commute or peak hours as opposed to non-peak hours. All Routes of Regional Significance currently operate and well operate in 2010 within standards established by TRANSPAC.

Single Occupant Vehicles

An estimated one-third of all commute trips to the Specific Plan area use alternative modes of transportation other than the single occupant vehicle. Use of alternative modes of transportation (bicycles, car pools and van pools, public transit and walking) has increased in response to specific employer initiatives, such as the programs implemented by the Contra Costa Centre Association and various public agencies. Single occupant vehicle commuting among Contra Costa Centre employees, for example, has declined by approximately 18% since 1987.

POSSIBLE IMPROVEMENTS TO ROADS AND HIGHWAYS

The Traffic Study examined proposed improvements to the transportation network in the Specific Plan area. The five transportation improvements listed below were studied for their positive impact on present traffic conditions and their potential for minimizing traffic congestion caused by further land use development. Another important issue in the Traffic Study was how to compensate for the proposed SP Arterial that was included in the original Specific Plan, but is being withdrawn from consideration as part of the Specific Plan update.

1. Realignment of North Main Street

The Traffic Study explored three possible ways of connecting North Main Street to Oak Park Boulevard.

The “Vertical Alignment Option” would elevate North Main Street to intersect with the Oak Park Boulevard overcrossing.
The "Horizontal Alignment Option" would realign North Main Street to the west to intersect with Oak Park Boulevard at the existing intersection of Oak Park Boulevard and Pleasant Valley Drive. The southern limit would be the Walnut Creek/Pleasant Hill city boundary.

The "Right Turn Only Option" would limit the vertical realignment connection with Oak Park Boulevard to a northbound right turn only. This would potentially reduce right-of-way requirements while providing access between southbound Interstate 680 and the Specific Plan area.

Estimated costs:
- Vertical Alignment Option: $6 million
- Horizontal Alignment Option: $4 million
- Right Turn Option Only: $3 million

2. The Wayne Drive Flyover
This improvement consists of a flyover from Southbound Interstate 680 at the Sunnyvale off-ramp. The flyover would cross over Interstate 680 to reach Wayne Drive. This could either merge with Wayne Drive at Buskirk or cross over Buskirk before merging with Wayne Drive traffic.

Estimated cost: $18 - 20 million

3. Widening Treat Boulevard
This would add one lane eastbound on Treat Boulevard between Cherry Lane and Bancroft Road. The additional lane would begin east of Cherry Lane and become a right turn only lane at Bancroft. The project could require the acquisition of right-of-way.

Estimated Cost: $4 - 5 million

4. Widening Geary Road
This would provide additional traffic capacity in both directions on Geary Road west of North Main Street. This option would also have the advantage of adding traffic capacity at the intersection with North Main, which would smooth the operation of this intersection.

Estimated Cost: $1 - 3 million

5. Widening Buskirk Avenue
This project would widen Buskirk Avenue to four lanes between Coggins Drive and Monument Boulevard. This would take place along the existing alignment and could require some acquisition of right-of-way. Pleasant Hill city planners have suggested as an alternative, a realignment of Buskirk along Hookston Road-Elmira Lane.
Widening Buskirk along its existing alignment may not prove feasible given the potential costs of acquiring right-of-way. The project would also have a crowding effect on Monument Boulevard. Realigning Buskirk along Elmira would reduce right-of-way costs, but might only provide a modest improvement in capacity.

**Estimated Cost:**
- Four-lane Alternative: $8 - 10 million
- Realignment to Elmira: $9.5 - 12 million

**BART STATION PARKING**

Parking at the Pleasant Hill BART station is fully utilized by BART patrons during the day, but underutilized during the evenings and weekends. At this time, there are 3,450 parking spaces at the station, of which approximately half are surface spaces and the other half are in the parking garage. Almost 600 of these spaces are temporary and will be eliminated in January of 1999. There are 94 spaces reserved for BART pool commuters, and 42 are reserved for handicapped patrons.

**SUMMARY OF FINDINGS**

- Traffic generated by development outside of the Specific Plan area overshadows the effects of development within the Specific Plan area.

- Bottlenecks exist at key area intersections, including Buskirk/Monument, Geary/Treat/North Main, and Geary/Buena Vista, that would limit the effectiveness of the improvement options being considered. Queuing would occur at these area intersections, and the peak hour would be expected to lengthen. Under these conditions, drivers could be expected to seek alternate routes, use alternative modes of transportation, or expand use of telecommuting and other techniques that reduce the amount of vehicular traffic.

- The most congested intersections are those where Geary intersects with Treat Boulevard, North Main Street and Buena Vista, and the intersection at Buskirk and Monument. These bottlenecks limit the effectiveness of the improvement options being considered. Drivers would shift their travel routes to those streets where congestion is eased and put new pressure on the improved streets and intersections.

- The proposed Wayne Drive flyover provides the greatest relief during the morning commute period, but does little to improve conditions during the afternoon commute period. Moreover, the flyover would probably attract additional residential traffic through the Specific Plan area during the afternoon peak hours.

- The widening of Buskirk Avenue would divert traffic from other congested routes, but would worsen conditions at the intersection of Buskirk and Monument Boulevard.

- The widening of Treat Boulevard would improve traffic flow at the Cherry Lane and Bancroft Road intersections, but would have no impact on other congested areas.
• The realignment of North Main Street at Oak Park would ease congestion on Treat Boulevard between North Main Street and Oak Road, particularly during the morning commute period. However, this option does nothing to improve the flow of afternoon peak traffic leaving the Specific Plan area. This project should not be implemented in conjunction with the Wayne Drive flyover, since the two together would attract more afternoon commute traffic by easing access into the area in the mornings.

• The most effective improvement to the existing transportation system in the Specific Plan area would be the construction of a roadway in the former Southern Pacific right-of-way along with the widening of Bancroft Road. This would provide the new north-south street connection for which there will be considerable demand by the year 2010. This measure was proposed in the 1983 Specific Plan, but Board of Supervisors direction is to remove it from available options.

RECOMMENDATIONS

Based on the findings summarized above, the Traffic Study recommends a threefold strategy of highway improvement, parking management and aggressive measures aimed at attracting drivers to alternative modes of transportation.

A. Highway Improvement

1. Widen Treat Boulevard

The Specific Plan should contribute its share of the costs to widen Treat Boulevard eastbound between Cherry Lane and Bancroft Boulevard. This would improve service for this widely-used segment of Treat Boulevard.

2. Divert Traffic from Treat Boulevard between North Main Street and Oak Road

The realignment of North Main Street would divert Specific Plan area traffic away from the intersection of Treat Boulevard and North Main. The vertical alignment option is preferable since it involves less impact on right-of-way. Outbound Specific Plan area traffic would also benefit from this improvement provided that a full intersection is provided.

The Wayne Drive flyover option would also ease traffic at the intersection of Treat Boulevard and North Main. However, many factors complicate this potentially beneficial option. The flyover would probably worsen congestion at the intersection of Treat Boulevard with Oak Road and increase traffic through the Specific Plan area as drivers attempted to avoid anticipated congestion at the Main Street intersection. In addition, the design of this improvement would be difficult and its execution costly. Serious consideration should include preliminary design and research into the impact on right-of-way, access to adjacent property, and pedestrian and bicycle movement.
B. Parking Management for the Entertainment Village

Increase On-Site Parking
It is recommended that at least 1,600 parking spaces be provided for the use of patrons of the Entertainment Village, and the applicant should be encouraged to provide as much additional parking as possible. A parking demand study based on actual project uses and size could be conducted prior to any action on the proposal. Any unused parking spaces could be used by BART patrons.

Aggressive Parking Management Strategies
During peak demand periods, management should implement strategies such as limited parking duration, required valet parking, off-site employee parking and pedestrian and bicycle amenities.

C. Alternative Modes of Access
At this time, approximately two-thirds of patrons of the existing commercial and office development within the Specific Plan area are using single occupancy automobiles. As long as unlimited free parking is available, it is difficult to estimate the effectiveness of investment in transportation alternatives to automobile travel. Although employer initiatives have been successful in limiting automobile commuting to work, those shifts in travel habits have probably reached a plateau unless aggressive pricing of available parking is implemented. However, as development of vacant sites in the Specific Plan area proceeds, there are a variety of improvements that should be implemented to encourage alternative modes of travel. A number of these possible improvements are listed below:

Pedestrian Promenade
A promenade for use by pedestrians and bicyclists is recommended to provide access through the area. This promenade would discourage automobile use for employees when they leave their workplaces for lunch, personal business and work-related errands.

Pedestrian Overcrossing of Treat Boulevard at Oak Road
This improvement would attract both BART commuters and recreational users of the Iron Horse Trail. Since both pedestrian and bicycle traffic will increase in the development area, this overcrossing would also ease the congestion at the Treat Boulevard Signal.

Direct Linkage to Regional Bike Trails
Bicycle paths could be connected to the extensive regional network of bicycle trails to encourage bicycle access to the Specific Plan area. Of immediate use would be a connection to the Iron Horse Trail. With participation of other local agencies, secondary connections could also be made to the California Hiking and Riding Trail in Concord and the Chilpancingo Parkway in Pleasant Hill.
CONTRA COSTA COUNTY
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Pedestrian - Bicycle Promenade
Bicycle and Pedestrian Crossings at Jones Road

Bicycle push buttons or detector loops and signal indicators are recommended at the Jones Road Crossing. Existing pedestrian and bicycle demand does not warrant a pedestrian overcrossing at this time, but a second grade separation at Treat Boulevard may be appropriate in the future.

Bike Station

The planned Entertainment Village should have a bike station providing bicycle repairs and secured indoor parking could be included.

Inexpensive Daily Bike Rentals

Rental bikes could prove an attraction to the large percentage of employees who live near the Specific Plan area. Rentals could facilitate midday travel for business, recreational and personal reasons and might encourage the adoption of alternative commute modes.

Bicycle Awareness Programs

Detailed maps of area bike trails should be produced and distributed. Facilities for bicyclists, such as the bike station and bike rentals, should be actively promoted. Merchants and offices could distribute brochures and offer discount coupons to promote bicycle awareness.

Pathfinder Sign Program

Pathfinder signs would improve pedestrian, bicycle, and driver information when accessing the BART station.

Work with BART Operations to Reduce Automobile Impact

The BART Board of Directors has adopted several initiatives which should be seriously considered for inclusion in the Specific Plan. Among the most useful proposals are the Pathfinder Sign Program, secure bicycle parking, weekend bicycle rentals, improved access for bicycles, and monitoring of BART parking by non-BART patrons.

Explore Major Revisions to the Existing Bus System

Peak period use of bus transit should be analyzed with a view toward increasing frequency on County Connection routes. This analysis should be route-specific in order to identify the routes that merit an increased level of service. The goal would be to provide transit service that would tailored to meet the needs of area residents and employees.
Direct Bus Service from the San Ramon Valley
All reasonable efforts should be considered to increase direct transit connections to the Pleasant Hill BART Station Area. Discussions should be initiated with BART and the CCCTA regarding the extension of peak period trips of the DX and Route 121 buses to the Pleasant Hill BART.

Ongoing Transit Pass Subsidies
The Interstate 680/SR24 Interchange Improvement Employer Matching Grant Program which provides transit pass subsidies has been very successful. Reinstating such a program is recommended.

Improve Transit and Rideshare Information and Incentives
Interactive travel information kiosks are recommended within the Specific Plan area. A new employee orientation video for distribution to employers would also encourage employees to explore commute alternatives. Electronic distribution of transit schedules and car pool match lists could also be distributed via the InterNet and internal corporate e-mail systems.

Expand the Guaranteed Ride Home Program
Expand this program to include use for any reason, subject to a minimum number of uses each year. Additional funding sources such as homeowners/renters fees could be used to expand the program to residents of the Specific Plan area.

Supportive Retail Uses
Linking employment, retail, recreation, and transportation facilities will enable more employees and residents to combine multiple trips and destinations into a single trip. This also encourages visitors to leave personal automobiles in a parking structure or remote lot and walk to their destinations within the Specific Plan area.

POTENTIAL BENEFITS OF TRIP REDUCTION RECOMMENDATIONS
The integration of trip reduction and alternative mode recommendations should reduce single occupant vehicle travel within the Specific Plan area. However, while aggressive implementation of such a program will serve to reduce traffic, increased development will also add to automobile usage during the commute periods. Since the Specific Plan cannot be expected to reverse a preference for automobile travel, the recommended measures should be implemented in a coordinated program aimed at reducing traffic demand while improving roads and highways to limit traffic congestion.
Chapter 816-6

TREE PROTECTION AND PRESERVATION

Article 816-6.2 Title and Purpose
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816-6.2002 Title.
816-6.2004 Purpose.
816-6.2006 Coordination.

Article 816-6.4 Definitions
Sections:
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816-6.4004 Arborist.
816-6.4006 Arborist report.
816-6.4008 Department.
816-6.4010 Development.
816-6.4012 Development application.
816-6.4014 Director.

(Center Cosx Council 4-95)
816-6.4015 Riparian.
816-6.4016 Routine pruning.
816-6.4018 Topping.
816-6.4020 Tree.
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Article 816-6.6 Protected Trees

Sections:
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Article 816-6.8 Applications

Sections:
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Article 816-6.10 Permit Exceptions

Sections:
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Article 816-6.12 Tree Protection

Sections:
816-6.1202 Tree protection.
816-6.1204 Deposit conditions.
816-6.1206 Construction tree damage.
816-6.1208 Violations.

Article 816-6.2 Title and Purpose

816-6.2002 Title. This chapter shall be known as the "tree protection and preservation ordinance" of Contra Costa County. (Ords. 94-59, 94-22).

816-6.2004 Purpose. This chapter provides for the preservation of certain protected trees in the unincorporated area of this county. In addition, this chapter provides for the protection of trees on private property by controlling tree removal while allowing for reasonable enjoyment of private property rights and property development for the following reasons:

(1) The county finds it necessary to preserve trees on private property in the interest of the public health, safety and welfare and to preserve scenic beauty.

(2) Trees provide soil stability, improve drainage conditions, provide habitat for wildlife and provide aesthetic beauty and screening for privacy.

(3) Trees are a vital part of a visually pleasing, healthy environment for the unincorporated area of this county. (Ords. 94-59, 94-22).

816-6.2006 Coordination. This chapter's requirements are intended to be in addition to those otherwise required by this code. In the case of any conflicts, the director shall determine the requirements applicable and the director's decision shall be final in the absence of a timely filed appeal pursuant to Chapter 26-2. (Ords. 94-59, 94-22).

Article 816-6.4 Definitions

816-6.4002 Generally. The definitions in this article govern the construction of this chapter, unless the context otherwise requires. (Ords. 94-59, 94-22).

816-6.4004 Arborist. "Arborist" means a person currently certified by the Western Chapter of the International Society of Arboriculture, as an expert on the care of woody trees, shrubs and vines in the landscape, a consulting arborist who satisfies the requirements of the American Society of Consulting Arborists or such other arborist who, after review by the director, is determined to meet the standards established for certified or consulting arborists hereinafore described. (Ords. 94-59, 94-22).

816-6.4006 Arborist report. An arborist report is a report prepared by an arborist on:

(1) The possible impact of development on trees or existing tree condition;

(2) The impact of any alteration; and/or

(3) Restorative or other remedial action that might be feasible to address tree alterations. (Ords. 94-59, 94-22).

816-6.4008 Department. "Department" means the community development department. (Ords. 94-59, 94-22).

816-6.4010 Development. "Development" means any modification of land for human use from its existing state which requires a discretionary entitlement for its establishment or a building and/or grading permit involving a protected tree or trees. (Ords. 94-59, 94-22).

816-6.4012 Development application. A development application is an application for development (as defined in this article) requiring either
ministerial or discretionary approvals including design review, use permits, subdivisions, rezoning applications, building and/or grading permits. (Ords. 94-59, 94-22).

816-6.4014 Director. "Director" means the director of community development or his/her designee. (Ords. 94-59, 94-22).

816-6.4015 Riparian. Riparian vegetation is found along creeks and streams. Runoff streams that only carry runoff during the rain seasons in this area are known to support significant riparian vegetation. (Ords. 94-59, 94-22).

816-6.4016 Routine pruning. "Routine pruning" means the removal of dead or dying, diseased, weak or objectionable branches of a tree in a reasonable and scientific manner which does not structurally harm the tree. (Ords. 94-59, 94-22).

816-6.4018 Topping. "Topping" is the removal of the upper twenty-five percent or more of a tree's trunk(s) or primary leader. (Ords. 94-59, 94-22).

816-6.4020 Tree. "Tree" means a large woody perennial plant with one or more trunks, branches and leaves, not including shrubs shaped to tree forms. (Ords. 94-59, 94-22).

816-6.4022 Tree removal. "Tree removal" means the destruction of any protected tree by cutting, regrading, girdling, interfering with water supply, applying chemicals or by other means. (Ords. 94-59, 94-22).

816-6.4024 Undeveloped property. "Undeveloped property" is:

1. A parcel of private land which is vacant or a developed parcel which has remaining development potential;
2. A parcel of land which can be further divided in accordance with zoning regulations of the county;
3. A parcel of land on which the structures are proposed to be demolished or relocated. (Ords. 94-59, 94-22).

Article 816-6.6

Protected Trees

816-6.6002 Prohibition. No person shall trench, grade or fill within the dripline of any protected tree or cut down, destroy, trim by topping or remove any protected tree on private property within the county without a tree permit, except as provided for in Section 816-4.1002. (Ords. 94-59, 94-22).

816-6.6004 Protected trees. A protected tree is any one of the following:

1. On all properties within the unincorporated area of the county:
   A. Where the tree to be cut down, destroyed or trimmed by topping is adjacent to or part of a riparian, foothill woodland or oak savanna area, or part of a stand of four or more trees, measures twenty inches or larger in circumference (approximately 6.5 inches in diameter) as measured four and one-half feet from ground level, and is included in the following list of indigenous trees: Acer macrophyllum (Bigleaf Maple), Acer negundo (Box Elder), Aesculus californica (California Buckeye), Alnus rhombifolia (White Alder), Arbustus menziesii (Madrone), Heteromeles arbutifolia (Toyon), Juglans hindsii (California Black Walnut), Juniperus californica (California Juniper), Lithocarpus densiflora (Tanoak or Tanbark Oak), Pinus attenuata (Knobcone Pine), Pinus sabineana (Digger Pine), Platanus racemosa (California Sycamore), Populus fremontii (Fremont Cottonwood), Populus trichocarpa (Black Cottonwood), Quercus agrifolia (California or Coast Live Oak), Quercus erythroplepis (Canyon Live Oak), Quercus douglasii (Blue Oak), Quercus kelloggii (California Black Oak), Quercus lobata (Valley Oak), Quercus wislizenii (Interior Live Oak), Salix lasiandra (Yellow Willow), Salix laevigata (Red Willow), Salix lasiophila (Arroyo Willow), Sambucus callicarpa (Coast Red Elderberry), Sequoia sempervirens (Coast Redwood), Umbellularia californica (California Bay or Laurel);
   B. Any tree shown to be preserved on an approved tentative map, development or site plan or required to be retained as a condition of approval;
   C. Any tree required to be planted as a replacement for an unlawfully removed tree.
2. On any of the properties specified in subsection (3) of this section:
   A. Any tree measuring twenty inches or larger in circumference (approximately six and one-half inches diameter), measured four and one-half feet from ground level including the oak trees listed above;
   B. Any multistemmed tree with the sum of the circumferences measuring forty inches or larger, measured four and one-half feet from ground level;
   C. Any significant grouping of trees, including groves of four or more trees.
(3) Specified properties referred to in subsection (2) of this section includes:
(A) Any developed property within any commercial, professional office or industrial district;
(B) Any undeveloped property within any district;
(C) Any area designated on the general plan for recreational purposes or open space;
(D) Any area designated in the county general plan open space element as visually significant riparian or ridge line vegetation and where the tree is adjacent to or part of a riparian, foothill woodland or oak savanna area. (Ords. 94-59, 94-22).

Article 816-6.8
Applications

816-6.8002 Permit requirement. Any person proposing to trench, grade or fill within the dripline of any protected tree or cut down, destroy, trim by topping or remove any protected tree shall apply to the department for a tree permit, not less than ten days prior to the proposed tree removal or tree alterations.

Persons who would be eligible to apply for three or more individual tree permits under provisions of this chapter may apply for a collective tree permit for the site. (Ords. 94-59, 94-22).

816-6.8004 Application. In addition to any other applicable requirements of this code and county ordinances, the application shall include the following information and items:
(1) The number, size (including height and diameter measured four and one-half feet above ground), species, location, dripline and condition of each tree proposed to be altered or removed;
(2) The reason(s) for alteration or removal;
(3) A plot plan showing the approximate location of all trees on the site, including those proposed to remain;
(4) Proposed method of tree alteration or removal;
(5) Information indicating the effect of tree alteration or removal on soil stability and erosion if located on a steep slope or near any creek;
(6) The signature of the property owner or if the permit is requested by someone other than the owner, a written authorization from the owner;
(7) Photographs of the tree/s to be affected by grading or trenching, topping or removal;
(8) A list and set of stamped envelopes addressed to adjacent property owners and other individuals and organizations as may otherwise be indicated by the director of community development. Such envelopes, with no return address, shall be required for notification of the tentative decision to grant a tree permit;
(9) Additional information as may be required by the county upon review of the above information;
(10) Application and permit fees. (Ords. 94-59, 94-22).

816-6.8006 Review and site inspection. Prior to making a decision, the director or his designee shall review the application using the criteria and factors specified in this article. Application review may include a site visit. (Ords. 94-59, 94-22).

816-6.8008 Arborist or forester report. If the reasons for alteration or removal relate to the health of the tree or if grading, trenching or filling is proposed under the dripline of an existing tree, or the review is of a collective tree permit and the director determines that more technical expertise is necessary to make the decision, a report prepared by an arborist may be required, to be paid for by the applicant. (Ords. 94-59, 94-22).

816-6.8010 Factors. In granting or denying the tree permit the following factors shall be considered:
(1) General.
(A) The proximity and number of other trees in the vicinity;
(B) The relationship of the subject property to general plan open space or open space plans and policies.
(2) For Approval.
(A) The arborist report indicates that the tree is in poor health and cannot be saved;
(B) The tree is a public nuisance and is causing damage to public utilities or streets and sidewalks that cannot be mitigated by some other means (such as root barriers etc.);
(C) The tree is in danger of falling and cannot be saved by some other means (such as pruning);
(D) The tree is damaging existing private improvements on the lot such as a building foundation, walls, patios, decks, roofs, retaining walls, etc.;
(E) The tree is a species known to be highly combustible and is determined to be a fire hazard;
(F) The proposed tree species or the form of the tree does not merit saving (i.e., a tree stunted in growth, poorly formed, etc.);
(G) Reasonable development of the property would require the alteration or removal of the tree.
and this development could not be reasonably accommodated on another area of the lot;

(H) The tree is a species known to develop weaknesses that affect the health of the tree or the safety of people and property. These species characteristics include but are not limited to short lived, weak wooded and subject to limb breakage, shallow rooted and subject to topping.

(I) Where the arborist or forester report has been required, and the director is satisfied that the issuance of a permit will not negatively affect the sustainability of the resource.

(3) For Denial.

(A) The applicant seeks permission for the alteration or removal of a healthy tree that can be avoided by reasonable redesign of the site plan prior to project approval (for nondiscretionary permits);

(B) It is reasonably likely that alteration or removal of the tree will cause problems with drainage, erosion control, land stability, windscreen, visual screening, and/or privacy and said problems cannot be mitigated as part of the proposed removal of the tree;

(C) The tree to be removed is a member of a group of trees in which each tree is dependent upon the others for survival;

(D) The value of the tree to the neighborhood in terms of visual effect, wind screening, privacy and neighboring vegetation is greater than the hardship to the owner;

(E) If the permit involves trenching or grading and there are other reasonable alternatives including an alternate route, use of retaining walls, use of pier and grade beam foundations and/or relocating site improvements;

(F) Any other reasonable and relevant factors specified by the director. (Ords. 94-59, 94-22).

816-6.8012 Decision. The director shall grant or deny tree permits in accordance with this chapter and code. If a permit is granted, the director may attach conditions to insure compliance with this chapter and code. These conditions may include a requirement to replace any or all trees on a comparable ratio of either size or quantity. Single tree permits shall be valid for a period of ninety days and may be renewed for additional periods by the director upon request by the applicant. Collective tree permits shall be valid for a period of time to be determined by the director based upon individual circumstances.

If a permit is denied, the director shall state the reason for denial. Notice of decision shall be mailed to the applicant. (Ords. 94-59, 94-22).

816-6.8014 Appeals. Any person may appeal the director’s decision within ten calendar days of the director’s decision to the planning commission having jurisdiction in accordance with Chapter 26-2. Further appeals may be made as provided by Chapter 26-2. Appeals shall be made in writing and state the specific reasons why the decision does not meet the criteria and factors for granting or denial of a permit as stated in this chapter. (Ords. 94-59, 94-22).

Article 816-6.10 Permit Exceptions

816-6.1002 No permit. A tree permit is not required for the following situations:

(1) Hazardous Situation. Any tree whose condition creates a hazardous situation which requires immediate action as determined by the director, building inspector, sheriff, involved fire district or a utility company to protect its facilities. During off-hours, when officials described above are unavailable, the hazardous situation may be corrected and a report of the incident and description of the hazard shall be submitted to the director within ten days of the incident.

(2) Prior Approval. Any tree whose removal was specifically approved as a part of an approved development plan, subdivision, other discretionary project or a building permit.

(3) Routine pruning not involving topping or tree removal.

(4) Commercial plantings. Planting, removal and harvesting in connection with Christmas tree farms, orchards and nurseries.

(5) Rangeland Management. Normal activities associated with range management and the disposition of wood incidental to rangeland management on agriculturally zoned properties (with each parcel containing at least twenty acres but also including properties in adjacent common ownership interest of at least twenty acres), will not require a tree permit. "Rangeland management activities" are defined as including but not limited to the clearing and thinning of trees for purposes of reducing fire risk or enhancement of forage production, removing obstruction to stormwater runoff flow, maintaining adequate clearance on range roads and fire trails,
fencing maintenance and protecting equipment and constructions.

(6) Public Agencies/Utilities. Trimming and clearing within public agency or utility easements and rights-of-way for maintenance of easement or right of way will not require a tree permit. Lands owned by public utilities and used for administrative purposes or uses unrelated to the public service provided by the utility are not exempted under this provision. (Ords. 94-59, 94-22).

816-6.1004 Proposed development. (a) On any property proposed for development approval, tree alterations or removal shall be considered as a part of the project application.

(b) All trees proposed to be removed, altered or otherwise affected by development construction shall be clearly indicated on all grading, site and development plans. Except where the director otherwise provides, a tree survey shall be submitted as a part of the project application indicating the number, size, species and location of the dripline of all trees on the property. This survey shall be overlaid on the proposed grading and development plans. The plan shall include a tabulation of all trees proposed for removal.

(c) The granting or denial of a tree removal program which is a part of a development proposal covered by this section shall be subject to Sections 816-6.8008 and 816-6.8014. A separate tree removal permit shall not be required. (Ords. 94-59, 94-22).

Article 816-6.12
Tree Protection

816-6.1202 Tree protection. Except where otherwise provided by the involved development's conditions of approval or approved permit application, on all properties where trees are required to be saved during the course of development, the developer shall follow the following tree preservation standards:

(1) Prior to the start of any clearing, stockpiling, trenching, grading, compaction, paving or change in ground elevation on a site with trees to be preserved, the applicant shall install fencing at the dripline or other area as determined by an arborist report of all trees adjacent to or in the area to be altered. Prior to grading or issuance of any permits, the fences may be inspected and the location thereof approved by appropriate county staff.

(2) No grading, compaction, stockpiling, trenching, paving or change in ground elevation shall be permitted within the dripline unless indicated on the grading plans approved by the county and addressed in any required report prepared by an arborist. If grading or construction is approved within the dripline, an arborist may be required to be present during grading operations. The arborist shall have the authority to require protective measures to protect the roots. Upon completion of grading and construction, an involved arborist shall prepare a report outlining further methods required for tree protection if any are required. All arborist expense shall be borne by the developer and applicant unless otherwise provided by the development's conditions of approval.

(3) No parking or storing vehicles, equipment, machinery or construction materials, construction trailers and no dumping of oils or chemicals shall be permitted within the dripline of any tree to be saved. (Ords. 94-59, 94-22).

816-6.1204 Deposit conditions. Prior to the issuance of any grading or building permit for a property where trees are required by this chapter to be saved, the owner or developer shall deposit cash or other acceptable security with the department on a per tree basis in the amount established by the involved development's conditions of approval or approved applications.

As required, the county may hold the deposit for a two-year period to guarantee the health of the trees for a two-year period upon completion of construction. In addition, the applicant or developer may be required to enter into a tree maintenance agreement secured by said deposit/bond by which they agree to maintain said trees in a living and viable condition throughout the term of the agreement. This agreement may be transferred to any new owner of the property for the remaining length of the agreement. (Ords. 94-59, 94-22).

816-6.1206 Construction tree damage. A development's property owner or developer shall notify the department of any damage that occurs to any tree during the construction process. The owner or developer shall repair any damage as determined by an arborist designated by the director.

Any tree not approved for destruction or removal that dies or is significantly damaged as a result of construction or grading shall be replaced with a tree or trees of equivalent size and of a species as approved by the director to be reasonably appropriate for the particular situation. (Ords. 94-59, 94-22).
816-6.1208 Violations. Violations of this chapter are punishable and may be corrected in any manner provided by this code or as otherwise allowed by law. Each tree damaged or removed in violation of this chapter shall constitute a separate offense. (Ords. 94-59, 94-22).