



**REGULAR MEETING OF THE
CITY OF CONCORD
PLANNING COMMISSION**

**Wednesday, January 7, 2015
7:00 p.m. – Council Chamber
1950 Parkside Drive, Concord**

Planning Commission Members:

Carlyn Obringer, Chair

John Mercurio, Vice Chair

Ernesto A. Avila, Commissioner

Robert Hoag, Commissioner

Tim McGallian, Commissioner

**REGULAR MEETING
7:00 p.m. – Council Chamber**

I. ROLL CALL

II. PLEDGE TO THE FLAG

III. PUBLIC COMMENT PERIOD

IV. COMMISSION APPOINTMENTS

1. [Nomination of a Planning Commissioner to serve on the Bicycle, Pedestrian, and Safe Routes to Transit Project Advisory Committee.](#) *(Continued from 12/3/14 meeting)*

V. ADDITIONS / CONTINUANCES / WITHDRAWALS

VI. CONSENT CALENDAR

1. **12/3/14 Meeting Minutes**

VII. PUBLIC HEARINGS

1. [Oakmont Senior Living \(PL1400211 – UP, DR\)](#) – Application for a Use Permit and Design Review to construct an approximately 100,000 square foot, 76 unit, senior assisted living facility on a 2.42-acre site located at 1401 Civic Court (formerly 1401 Enea Circle). The General Plan land use designation is Downtown Mixed Use; Zoning classification is DMX (Downtown Mixed Use); APN 126-300-052. Pursuant to the California Environmental Quality Act (CEQA) of 1970, as amended, the project is Categorically Exempt under Section 15332, Class 32 “In-Fill Development Projects,” and no further environmental review is required. **Project Planner: Frank Abejo @ (925) 671-3128.** *(Continued from 12/3/14 meeting)*

VIII. COMMISSION CONSIDERATIONS**IX. STAFF REPORTS / ANNOUNCEMENTS****X. COMMISSION REPORTS / ANNOUNCEMENTS****XI. FUTURE PUBLIC HEARING ITEMS****XII. ADJOURNMENT**

NOTICE TO PUBLIC

ADA ACCOMMODATION

In accordance with the Americans With Disabilities Act and California Law, it is the policy of the City of Concord to offer its public programs, services and meetings in a manner that is readily accessible to everyone, including those with disabilities. If you are disabled and require a copy of a public hearing notice, or an agenda and/or agenda packet in an appropriate alternative format; or if you require other accommodation, please contact the ADA Coordinator at (925) 671-3031, at least five (5) days in advance of the hearing. Advance notification within this guideline will enable the City to make reasonable arrangements to ensure accessibility.

APPEALS

Decisions of the Planning Commission on use permits, variances, major subdivisions, appeals taken from decisions of the Zoning Administrator or staff interpretations of the Zoning Code may be appealed to the City Council. Appeals and the required filing fee must be filed with the City Clerk within ten (10) days of the decision.

APPLICANT'S SUBMITTAL OF INFORMATION

Submittal of information by a project applicant subsequent to the distribution of the agenda packet but prior to the public hearing may result in a continuance of the subject agenda item to the next regularly scheduled Planning Commission meeting, if the Commission determines that such late submittal compromises its ability to fully consider and evaluate the project at the time of the public hearing.

CONSENT CALENDAR

All matters listed under CONSENT CALENDAR are considered by the Commission to be routing and will be enacted by one motion. There will be no separate discussion of these items unless requested by a Commissioner prior to the time Commission votes on the motion to adopt.

CORRESPONDENCE

Correspondence and writings received within 72 hours of the scheduled Planning Commission meeting that constitute a public record under the Public Records Act concerning any matter on the agenda is available for inspection during normal business hours at the Permit Center located at 1950 Parkside Drive, Concord. For additional information contact the Planning Division at (925) 671-3152.

HEARINGS

Persons who wish to speak on hearings listed on the agenda will be heard when the hearing is opened, except on hearing items previously heard and closed to public comment. Each public speaker should limit their comments to three (3) minutes or less. The Chair may grant additional time. The project applicant normally shall be the first person to make a presentation when a hearing is opened for public comment. The project applicant's presentation should not exceed ten (10) minutes unless the Chair grants permission for a longer presentation. After the public has commented, the item is closed to further public comment and brought to the Planning Commission level for discussion and action. Further comment from the audience will not be received unless requested by the Commission. No public hearing or hearing shall commence after 11:00 p.m. unless this rule is waived by majority vote of the Commission.

MEETING RECORDS

Planning Commission meetings are available for viewing on the City's website, www.cityofconcord.org and at the Concord Public Library. Copies of DVDs of the Planning Commission Meeting are available for purchase. Contact the Planning Division at (925) 671-3152 for further information.

NOTICE TO THE HEARING IMPAIRED

The Council Chamber is equipped with Easy Listener Sound Amplifier units for use by the hearing impaired. The units operate in conjunction with the Chamber's sound system. You may request the Easy Listener Phonic Ear Personal Sound Amplifier from the staff for personal use during Commission meetings.

ROUTINE AGENDA ITEMS AND CONTINUED ITEMS

All routine and continued items will be considered by the Planning Commission at the beginning of the meeting. There will not be separate discussions of these items unless a request is made prior to the time the Planning Commission considers the motions.

SPEAKER'S CARD

Members of the audience who wish to address the Planning Commission should complete a speaker's card available in the lobby or at the front bench. Submit the completed card to staff before the item is called, preferably before the meeting begins.

TELEVISED MEETINGS

All Planning Commission meetings are broadcast live on Astound Broadband channel 29 and Comcast channel 28. The meeting is replayed on the Thursday following the meeting at 8:00 a.m., 2:00 p.m. and 8:00 p.m. Replays are also broadcast on Fridays and Saturdays. Please check the City website, <http://www.cityofconcord.org/about/citynews/tvlistings.pdf> or check the channels for broadcast times.

NEXT PLANNING COMMISSION MEETINGS:

January 21, 2015: 7:00 pm – Council Chambers

February 4, 2015: 7:00 pm – Council Chambers

**REPORT TO PLANNING COMMISSION**

DATE: January 7, 2015

SUBJECT: NOMINATION OF A PLANNING COMMISSIONER TO SERVE ON THE BICYCLE, PEDESTRIAN, AND SAFE ROUTES TO TRANSIT PLAN ADVISORY COMMITTEE

Recommendation: Staff recommends that the Planning Commission nominate a Commissioner to serve on the Ad Hoc Bicycle, Pedestrian, and Safe Routes to Transit Plan Advisory Committee.

I. Background and Introduction

The upcoming Bicycle, Pedestrian, and Safe Routes to Transit Master Plan will be used to develop policies and programs that promote safe alternative modes of transportation and help position the City to receive future funding for bicycle and pedestrian projects and roadway improvements to benefit the entire community.

Pursuant to the requirements of the grant funding, the project team consists of a partnership between the City of Concord's Community and Economic Development Department (CED), Contra Costa County Health Services (CCHS) Community Wellness and Prevention Program, and Monument Impact. Staff from CCHS and Monument Impact will assist City staff and the selected consultant with policy development and the public outreach program for the project. The City of Concord is the primary responsible party for the project and the project lead.

As part of the project, the City Council created an ad hoc Plan Advisory Committee (PAC) to provide direction, feedback and insight throughout the master plan development process. At Council's suggestion and consensus, it was determined that the composition of the PAC should be considered by the Infrastructure and Franchise Committee and to have a recommendation brought back to the Council for its determination.

At their November 20, 2014 meeting, the Infrastructure and Franchise Committee recommended that the Plan Advisory Committee be comprised of one appointee from the Council, one from Planning Commission, one from the Parks Recreation and Open Space Commission (PROSC), and two at-large positions. The Committee also recommended that all meetings be open to the public and that Councilmember Laura Hoffmeister serve on the PAC and lead as the Chair.

On December 9, 2014, the City Council upheld the recommendation of the Infrastructure and Franchise Committee by a 3-2 vote, approving the formation of the PAC.

II. Discussion

The planning process is expected to be an open and focused work effort on the part of the Plan Advisory Committee (PAC). The primary role of the PAC will be providing consensus and guidance on various policy topics related to the plan's development. Meetings will be advertised and open for comment and attendance by members of the public. The PAC will provide direction, feedback and

insight throughout the plan's development process and is expected to meet on a monthly basis over the course of a 12 to 14 month period.

Part of the deliberations of the PAC and the development of the Master Plan will be policy recommendations regarding the creation of a permanent Bike and Pedestrian Advisory Committee or similar group, as well as its composition and expectations about its role and function. The City of Concord previously relied upon Contra Costa County's Bicycle and Pedestrian Advisory Committee for this role; however the City is no longer able to do so due to the lack of a Concord resident seated on that Committee. This Plan Advisory Committee may provide this temporary role if needed until a permanent committee is formed at a later date.

On January 9, 2014, the City Council directed that the PAC be comprised of one member from the Planning Commission and one from the Parks, Recreation and Open Space Commission (PROSC) with previous experience and background in City projects and resources. These two appointees will join Councilmember Laura Hoffmeister along with two "at large" members to be selected from individuals in the community who are particularly interested in advancing bicycle and pedestrian policies, programs and improvements within the City. Recruitment for the "at-large" positions began on December 10th and runs through January 9th, 2015. Once completed, the Infrastructure and Franchise Committee will review applicants and recommend two at-large members and two alternates for final Council approval. An alternate will only be called upon should one of the at-large members no longer be able to serve.

Following the Council decision, the Parks, Recreation, and Open Space Commission appointed Commissioner Mark Sinclair on December 10th to serve as their representative on the PAC. Mr. Sinclair has experience with regional trails advocacy and is an employee of the State Parks and Recreation Department at Mt. Diablo State Park.

The Planning Commission is requested to appoint one of their own to serve on the Plan Advisory Committee. The Commission has the option of selecting an alternate at this time; otherwise one could be selected at any future Planning Commission meeting if the need arises.

Project Consultant

The City Council selected Alta Planning + Design, Inc. as the preferred consultant to assist with the preparation of the plan, awarding their contract on December 9, 2014. Alta completes the project team identified in the work program and grant proposal by providing the necessary technical expertise on transportation planning for bicycle and pedestrian infrastructure. The firm has an excellent reputation in the industry and was one of the first to specialize in bicycle and pedestrian transportation planning.

Project Timeline

With Council approval of a professional services contract with Alta Planning + Design, Inc., work on the preparation of the Bicycle and Pedestrian Master Plan will commence in January. The following is an anticipated timeline for the project:

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- January 9, 2014: Applications for the two at-large positions are due to the City Clerk. The Infrastructure and Franchise Committee will review applications and recommend appointments at a special meeting to be scheduled sometime in late January, followed by Council approval in February. A city-wide survey will be conducted from January through March.
- March, 2015: The PAC begins meeting regularly. The first city-wide public workshop will be held sometime in late March or early April.
- April, 2015: Bike and Walking Tour of Concord with Alta Planning + Design.
- Second Quarter, 2016: Estimated release of final draft and CEQA analysis for public comment.
- Third Quarter, 2016: Estimated Planning Commission and Council consideration of Master Plan adoption.

The project's Regional Measure 2 (RM-2) and Transportation Development Act (TDA) grant funds have a limited timeframe, necessitating the timely completion of the project. All of the previously accepted TDA grant funding must be incurred prior to June 30, 2016 and the RM-2 grant requires the project to be completed no later than February 28, 2017.

Staff and the Planning Commission's PAC appointee will be bringing regular updates and presentations regarding the Bicycle, Pedestrian, and Safe Routes to Transit Master Plan to the Planning Commission for future participation and consideration.

III. Fiscal Impact

The Bicycle and Pedestrian Master Plan project is funded by previously allocated grants. The nomination of a Planning Commissioner to serve on the Plan Advisory Committee will have no fiscal impact, as the position is voluntary and will not receive a stipend.

IV. Public Contact

All appropriate public notices of this agenda item have been posted.

V. Recommendation

Staff requests that the Planning Commission nominate one of their members to serve on the Bicycle, Pedestrian, and Safe Routes to Transit Plan Advisory Committee.

Prepared by:



Andrew J. Mogensen, AICP
Principal Planner

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REPORT TO PLANNING COMMISSION

DATE: January 7, 2015

SUBJECT: Oakmont Senior Living (PL1400211 – UP, DR)

Recommendation: Adopt Resolution No. 15-01PC, approving the Oakmont Senior Living Use Permit and Design Review (PL1400211 – UP, DR).

I. Introduction

A. Application Request

Application for a Use Permit and Design review to construct a 76-unit senior assisted living facility.

B. Location

The project site is located at 1401 Civic Court; APN 126-300-052



C. Applicant
William Mabry
Oakmont Senior Living
220 Concourse Blvd.
Santa Rosa, CA 95403

Owner(s)
Carlo Zocchi
Bay Area Investors
4080 Port Chicago Highway
Concord, CA 94520

II. Background

Following the public hearing item discussion on December 3, 2014, the Planning Commission continued the Oakmont Senior Living Use Permit and Design Review (PL1400211 – UP, DR) application to allow the applicant to return with a parking program that provides additional parking for visitors, employees, and residents during normal operations and special events. Oakmont has prepared a Transportation Management Plan (TMP) in response to the Commission's request. The proposed TMP is included as Attachment 2 to Exhibit A and consists of four program levels that are described below.

Level 1:

- Provide on-call, by appointment car service for all residents at all times
- Prepare and distribute materials that describe and promote TMP services
- Monitor parking use to ensure that the supply is adequate at all times
- Maintain transportation information and provide current information to employees and visitors. This will include bicycle and pedestrian walking maps to/from the facility and the surrounding bus stops and transit locations. The closest bus stop to the project site is located at Waterworld Parkway and Willow Pass Road.
- Ensure that plans are in place to handle seasonal events and valet parking services when needed. Valet parking would be handled by a professional valet service, such as Signature Parking, headquartered in Walnut Creek. Oakmont's Montecito Senior Housing facility has used this service, owned by Michael Holstrom. Mr. Holstrom states that an event at Oakmont's Waterworld Parkway facility, with an estimated 150 attendees, would require his service to arrange for vehicle storage in advance of an event. The service would require 5 to 6 valets who would maximize the use of on-site parking space during the event, parking vehicles off-site in the pre-arranged location, as needed. He suggests making advance arrangements with several nearby offices with parking lots that would be open and available for an evening function. Oakmont and/or Signature Parking would coordinate to arrange for off-site parking locations well in advance of events.

Level 2 includes Level 1, plus:

- Establish a permanent transportation information center within the facility convenient for employee access. Displays will contain ride matching and carpooling information, bus schedules, and transportation resource contacts as well as a program of incentives offered to employees to encourage use of alternative transit modes. Oakmont has requested discussions with the CoCo Pass Program representative Anne Muzzini to determine its eligibility for the program, which could make all forms of County transit available at no cost to participating employees and residents (if applicable), and at low cost to Oakmont Senior Living, LLC (e.g., the program costs \$140.00 annually per program participant). Each eligible participant receives a CoCo Pass with his or her name, photo, and the valid calendar year printed on the card. CoCo Passes are renewed each calendar year as long as the participant remains eligible.
- Coordinate and conduct periodic site promotions to encourage program participation
- Maintain on-call shuttle service to and from BART and other transit centers.

Level 3 includes Levels 1 and 2, plus:

- Arrangement with a nearby parking garage or parking lot, such as the Sierra Pacific Properties 1,600-space parking garage located immediately south of the project site. Oakmont has held discussions with Mark Wickham, CFO of Sierra Pacific properties who states that they currently rent parking stalls to Metro Plexiglass, and would certainly assist Oakmont in arranging for rental parking spaces if and when needed.

Level 4 includes Levels 1-3, plus:

- Initiation and maintenance of a shuttle service for employees between this facility and its Montecito facility, approximately 10 minutes away. The Montecito facility has a constant excess of 15 parking spaces where employees may leave their vehicle in a secure location. Use of the employee shuttle would require scheduling as much as an extra ½-hour per employee to arrive at the Montecito facility and take the shuttle to the Waterworld Parkway facility. Employees would also need to schedule additional time on the return trip, perhaps as much as ½-hour, to return by shuttle to their cars. If the need arises during the work day to return to their cars, employees would schedule transport with the Oakmont Waterworld car or shuttle service, or make other arrangements (i.e., bus or taxi service).

III. Discussion

Under TMP Level 3, Oakmont proposes securing off-site parking at a nearby facility such as the Metroplex parking garage located across the street from the project. Pursuant to Development Code Section 18.160.050, off-site parking may be approved toward meeting a project's parking requirements if there is a formal agreement between the landowners of the parking lot and the use it serves. The agreement must be recorded and approved by the City to guarantee the off-site parking will be maintained and reserved for as long as the use it serves is in operation. The City has reviewed off-site parking agreements for other projects that were approved and recorded in accordance with the Development Code.

The Montecito facility was approved by use permit in 2002 as a 146-unit congregate care facility with 12 employees. A shuttle service and 128 on-site parking spaces were provided to meet Montecito's parking needs. The facility has a larger number of independent seniors who are able to drive compared to the proposed facility, and thus a greater need for resident parking. However, 24 units were converted from congregate to memory care units since the project's approval. The Montecito facility will have 113 parking spaces remaining when 15 spaces are used by the proposed facility when TMP Level 4 is implemented.

IV. Summary and Recommendations

Staff finds the TMP addresses the Commission's concerns by managing and monitoring on-site parking on a daily basis, providing additional off-site parking, and incentivizing alternative modes of transportation that could reduce parking demand. Staff supports adopting the TMP and has included a condition requiring Oakmont's implementation and management of the TMP. Additionally, the Planning Commission may modify the condition to require a formal off-site parking agreement, a monitoring program, or other measures to address remaining concerns the Planning Commission may have with the TMP.

V. **Motion**

Project Approvals

I (Comm. _____) hereby move that the Planning Commission adopt Resolution No 15-01PC approving the Oakmont Senior Living Use Permit and Design Review (PL1400211 – UP, DR), subject to the Conditions of Approval set forth in Attachment 1 to Resolution No. 15-01PC. (Seconded by Comm. _____.)

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Reviewed by: Laura Simpson
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Planning Manager
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Exhibits:

- A - Resolution No. 15-01PC with Draft Conditions of Approval (Attachment 1) and Transportation Management Plan (Attachment 2)
- B - Trip Generation and Parking Study
- C - Project Plans date-stamped September 23, 2014

BEFORE THE PLANNING COMMISSION
OF THE CITY OF CONCORD,
COUNTY OF CONTRA COSTA, STATE OF CALIFORNIA

A RESOLUTION APPROVING THE OAKMONT
SENIOR LIVING USE PERMIT AND DESIGN
REVIEW (PL1400211 – UP, DR)

Resolution No. 15-01 PC

WHEREAS, on May 29, 2014, Oakmont Senior Living LLC, submitted a Use Permit and Design Review application (PL1400211 – UP, DR) to construct a 76-unit senior assisted living facility at 1401 Civic Court, APN 126-300-052; and

WHEREAS, on October 14, 2014, the application was deemed complete for processing; and

WHEREAS, the Planning Commission, after giving all public notices required by State law and the Concord Municipal Code, held a duly noticed public hearing on December 3, 2014 on the subject proposal; and

WHEREAS, the Planning Commission considered all oral and written information, testimony and comments received during the public review process, including information received at the public hearing and the oral and written reports from City staff dated December 3, 2014, as well as other documents contained in the record of proceedings relating to the proposed project, which are maintained at the offices of the City of Concord Planning Division (collectively, “Project Information”); and

WHEREAS, on December 3, 2014, the Planning Commission continued the public hearing to January 7, 2015, to allow the applicant to return with a parking plan that addressed parking for visitors, employees, and residents during normal operations and special events; and

WHEREAS, the applicant submitted a Transportation Management Plan prepared by Crane Transportation Group, dated December 22, 2014 (TMP); the TMP is included in the defined term Project Information; and

WHEREAS, on January 7, 2015, the Planning Commission, after consideration of all Project Information, declared their intent to approve the subject proposal subject to the Conditions of Approval contained herein as Attachment 1; the TMP constitutes a Condition of Approval and a copy thereof is attached hereto as Attachment 2 for ease of reference.

NOW, THEREFORE, BE IT RESOLVED AS FOLLOWS:

CEQA

1. The project is Categorical Exempt pursuant to the California Environmental Quality Act (CEQA) of 1970, Section 15332, Class 32 “In-Fill Development Projects,” because:
 - a. The project is consistent with the Concord 2030 Urban Area General Plan and Concord Development Code, as further explained in the Use Permit Findings below;
 - b. There is no specific plan applicable to the project site;
 - b. The project is located within City limits on a site less than five acres and surrounded by urban uses;
 - c. The project site has no value as habitat for endangered, rare, or threatened species;
 - d. The project will not result in any significant effects relating to traffic, noise, air quality, or water quality; and
 - e. The site can be adequately served by all required public utilities and public services.
2. The project does not present unusual circumstances.
3. There is no reasonable possibility that the proposed project will have a significant effect on the environment due to unusual circumstances.
4. The determination that a categorical exemption applies to the project reflects the independent judgment and analysis of the City as the lead agency.

Use Permit

5. *The proposed use is allowed within the applicable zoning district and complies with all other applicable provisions of the development code and the CMC.* The proposed use is a Residential Facility for Seniors, Assisted Living, which is an allowed use within the DMX (Downtown Mixed Use) Zoning District. The project meets standards for lot area, floor area ratio, setbacks, and building height of DMX zoning, satisfies applicable requirements under Development Code, Division IV, General Development Standards, and complies with all other

1 applicable provisions of the Development Code and Concord Municipal Code.

2 6. *The proposed use is consistent with the general plan and any applicable specific plan.*

3 The project provides a special housing need in an area predominated by office uses and is thus
4 consistent with the intent of the Downtown Mixed Use designation to establish a mix of
5 residential, commercial, and offices uses for the area. Additionally, the project is consistent
6 with General Plan policies encouraging a variety of housing types on infill sites (Policy LU-
7 1.3.1) and locating senior housing developments near shopping and other services, including
8 public transit (Housing Element Program H-3.1.2).

9 7. *The design, location, size and operating characteristics of the project are compatible*
10 *with existing and future uses in the vicinity.* The project’s design, location, size, and operating
11 characteristics comply with the applicable standards related to circulation, access, parking,
12 landscaping, drainage, building design, etc., to ensure compatibility with existing and future
13 uses in the vicinity. As an added measure, the project will implement and manage a
14 Transportation Management Plan (TMP) on an-going basis that will provide additional off-site
15 parking as needed, and incentives for taking alternative modes of travel.

16 8. *The site is physically suitable for the type, density and intensity of the proposed use,*
17 *including access, utilities, and absence of physical constraint.* The 2.42-acre site is not
18 physically constrained and can accommodate up to four times the project’s proposed floor area
19 ratio, and is thus physically suitable for the proposed development. The project will provide
20 sufficient parking, landscaping, access, utilities (including stormwater treatment areas), and
21 frontage improvements as required by the applicable codes and regulations to serve the project
22 site and surrounding area.

23 9. *Granting the permit will not be detrimental to the public health, safety, or welfare of*
24 *the persons residing or working in the subject neighborhood or materially detrimental or*
25 *injurious to property or improvements in the vicinity and zoning district where the property is*
26 *located.* The proposed assisted living facility for seniors is allowed by the DMX (Downtown
27 Mixed Use) zoning that applies to the property and surrounding areas. The project will not be
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1 detrimental to the public health, safety, or welfare of persons residing or working in the
2 neighborhood because it will meet or exceed the applicable development standards to ensure
3 setbacks, landscaping, parking, and other project features are appropriate for the area. As an
4 added measure, the project will implement and manage a Transportation Management Plan
5 (TMP) on an-going basis that will provide additional off-site parking as needed, and incentives
6 for taking alternative modes of travel.

7 Design and Site Development Review

8 10. The project is consistent with the General Plan as explained in finding 6 above.

9 11. The project meets the following criteria in Section 18.415.080 (Design Criteria):

- 10 a. *The building design and landscaping supports public safety and security by*
11 *allowing for surveillance of the street by people inside buildings and elsewhere on the*
12 *site. The project will have a single point of entry that will be monitored and secured*
13 *24-hours a day. Building windows will face the streets to allow for surveillance by*
14 *people inside the building.*
- 15 b. *The design is compatible with the historical or visual character of any area*
16 *recognized by the City as having such character. The area is not recognized as a*
17 *historical, architectural, or scenic area by the City.*
- 18 c. *The project design preserves major view and vistas along major streets and open*
19 *spaces and trails and enhances them by providing project amenities. The site and*
20 *surrounding area is flat and has no topographically significant features, such as valleys,*
21 *hillsides, and ridgelines that provide scenic views or vistas. The proposed two-story*
22 *building will not impact existing views from the Walnut Creek Channel Trail.*
23 *Additionally, the project will construct a portion of the Mokelumne Aqueduct Trail as*
24 *part of the future Commerce Avenue extension.*
- 25 d. *The proposed lighting and fixtures are designed to complement on-site buildings,*
26 *are of an appropriate scale for the development, and provide adequate light for safety*
27 *and security while minimizing glare. Building-mounted light fixtures are designed to*
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1 complement the architecture and will include ground-mounted light fixtures to
2 illuminate paths of travel while minimizing glare.

3 *e. All mechanical, electrical, and utility equipment is located, screened, or*
4 *incorporated into the design of the buildings so as not to be visible from off-site, and*
5 *screening devices are consistent with the exterior colors and materials of the buildings.*

6 Mechanical and rooftop equipment will be screened by parapets that match the
7 buildings' architecture.

8 *f. The overall design of the project, including its scale, massing, site plan, exterior*
9 *design, and landscaping, enhances the appearance and features of the project site and*
10 *surrounding natural and built environment. The project will enhance the vacant site*
11 *and surrounding area with a quality-designed building and by constructing*
12 *improvements such as landscaping, stormwater treatment areas, and new frontage*
13 *improvements at Waterworld Parkway and Commerce Avenue.*

14 *g. The project design is appropriate to the function of the project and will provide an*
15 *attractive and comfortable environment for occupants, visitors, and the general*
16 *community. The project will provide an attractive and comfortable environment for its*
17 *residents, employees, visitors, and the general community with amenities and services*
18 *that include private and formal dining rooms, café, entertainment and activity rooms,*
19 *beauty salon, library, in-house wellness and fitness center, on-site parking,*
20 *landscaping, stormwater treatment areas, and new frontage improvements including*
21 *public sidewalks at Waterworld Parkway and Commerce Avenue.*

22 *h. The architectural details, colors, materials, and landscaping are internally*
23 *consistent, fully integrated with one another, and used in a manner that is visually*
24 *consistent with the proposed architectural design. Exterior colors and materials*
25 *include earth tone browns and green, tile roof, wood shutters, and stone veneer that are*
26 *internally consistent and appropriate for the proposed Mission-style building.*

27 *i. The project is compatible with neighboring development in the same Zoning*
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1 *District by avoiding large differences in building scale and character and provides a*
2 *harmonious transition between the proposed project and surrounding development.*

3 The project is compatible with neighboring development which include low rise, two-
4 story office buildings similar in scale and character to the project.

5 j. *The project creates an attractive and visually interesting built environment with a*
6 *variety of building styles and designs, well-articulated structures that present varied*
7 *building facades, rooflines, and building heights within a unifying context. Design*
8 *changes were made to the building to articulate key elements, vary building mass, and*
9 *provide visual interest in a unifying context by adding gable-end pop-outs, widening*
10 *hip roof elements, and applying colors and materials to contrast wall surfaces and*
11 *varying wall planes.*

12 k. *The landscaping is compatible with and enhances the architectural character of the*
13 *buildings and site features, and blends with the surrounding landscape. Landscape*
14 *elements complement the buildings and rooflines through color, texture, density, and*
15 *form. Landscaping is in scale with on-site and off-site buildings, and plantings have*
16 *been selected and located to avoid conflicts with views, lighting, infrastructure,*
17 *utilities, and signage. The Design Review Board has reviewed the landscape plan and*
18 *determined that it is compatible with the building architecture.*

19 l. *Stormwater treatment areas have been integrated into the landscape design. The*
20 *project includes bio-retention areas integrated into the landscape design.*

21 m. *New construction does not need to match existing surrounding development or*
22 *buildings; however, the design shall complement or enhance existing development.*

23 The proposed building complements existing buildings including adjacent two-story
24 offices that are similar in scale and mass to the project, and use similar stucco and roof
25 tile materials.

26 12. *The project complies with the design standards for signs set forth in Development Code*
27 *Section 18.180.140. The proposed ground sign includes an attractive wood trellis element,*
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1 stucco body, and colors that are compatible with the building’s architecture and exterior
2 materials. Additionally, indirect lighting for the sign will be directed and shielded away from
3 other structures and properties.

4 13. *The project is consistent with all applicable Design Guidelines adopted by the City*
5 *Council that are in effect at the time of approval.* The project is consistent with the Concord
6 Community Design Guidelines because:

- 7 a. The building is designed to minimize its height from distant views with an
8 attractive four-sided design that includes quality finishes and details.
- 9 b. The building will screen mechanical equipment with architectural elements that
10 seamlessly blend with the overall design.
- 11 c. The building is designed to reflect the rhythm of vertical and horizontal patterns
12 expressed by existing office buildings in the area, many of which are two-story office
13 buildings.
- 14 d. Exterior building details provide visually interesting facades by using quality
15 finishes of varying textures including brick, tile, and stucco, and by providing strong
16 horizontal and vertical relief with towers, reveals, recesses, and pop-outs.
- 17 e. The building is sited to maintain the streetscape geometry of buildings parallel to
18 Civic Court and the future Commerce Avenue extension, and avoids creating
19 conflicting or arbitrary spaces and building forms.
- 20 f. The project will provide at least five bicycle parking spaces as required by the
21 Development Code.
- 22 g. New lighting will consist of building mounted fixtures that will be screened by
23 landscaping or are placed a considerable distance from neighboring properties to avoid
24 light trespass. All new light fixtures will be glare-shielded and directed downward to
25 further minimize lighting impacts.
- 26 h. Proposed buildings are articulated to minimize bulk with building off-sets and pop-
27 outs that break up facades, by tower and gable roof elements to avoid a boxy look, and
28

1 by balancing vertical and horizontal architectural elements to create visual interest.

2 i. The building is articulated to minimize mass by drawing attention to smaller-scaled
3 elements of the building, varying roof heights, and by visually breaking up major
4 surface planes with architectural elements and different materials.

5 j. Building colors are also used to highlight smaller building elements and transitions
6 in materials to further minimize building mass.

7 k. Architectural elements such as tower pop-outs create a rhythm that provides visual
8 interest and variety, and elements that create shadow such as overhangs add visual
9 relief.

10 l. Durable materials such as stone, tile and stucco are used as appropriate for the
11 function of the building.

12 m. Tree and shrub plantings are clustered to soften building edges, create strong accent
13 points, and to compliment the function of landscaped stormwater treatment areas.

14 Project Approval

15 14. The Planning Commission finds that the above recitals are accurate and constitute
16 findings in this matter and, together with the Project Information, serve as an adequate and
17 appropriate evidentiary basis for the findings and actions set forth in this resolution, and
18 further makes the following findings:

19 15. The Planning Commission does hereby approve the Oakmont Senior Living Use
20 Permit and Design Review (PL1400211 – UP, DR) subject to the Conditions of Approval.

21 Effective Date

22 16. In accordance with City of Concord Municipal Code Section 18.500.080, approvals or
23 other decisions of the Planning Commission shall become effective on the 11th calendar day
24 following the date the decision is rendered, if no appeal is filed (“Date of Decision”).

25 **PASSED AND ADOPTED** this January 7, 2015, by the following vote:

26 //

27 //

28

- 1 **AYES:** Commissioner -
- 2 **NOES:** Commissioner -
- 3 **ABSTAIN:** Commissioner -
- 4 **ABSENT:** Commissioner -

Laura Simpson
Secretary to the Planning Commission

7
8 **Attachments:**

- 1 – Draft Conditions of Approval
- 2 – Transportation Management Plan

9
10 **cc:** Robert Ovia, City Engineer
11 Robert Woods, Building Division
12 Captain Robert Marshall, Contra Costa County Fire Protection District

ATTACHMENT 1

**DRAFT CONDITIONS OF APPROVAL
OAKMONT SENIOR LIVING
PL1400211 – UP, DR
1401 CIVIC COURT
APN: 126-300-052**

NOTE: Changes and additions to Standard Conditions are highlighted in bold.

PERMIT DESCRIPTION

1. These Conditions apply to and constitute the approval of a **Use Permit** to establish a “Residential Facility for Seniors, Assisted Living” in the DMX (Downtown Mixed Use) district.
2. These Conditions apply to and constitute approval of **Design Review** for building architecture, landscaping, and related site improvements. Exterior building materials and colors shall be in substantial conformance with the approved plans as follows:

Approved Colors and Materials

Manufacturer/Material	Color/Sample No.
Body 1	Stucco 20/30 sand finish
Body 2	Stucco 20/30 sand finish
Trim 1	Stucco
Trim 2	Stucco
Trim 3	Stucco
Shutters	Atlantic Premium wood shutters
Window Frame	Vinyl
Roof Material	US Tile “S” type Mission Style Clay Roof Tile

3. The following Exhibits, date stamped received by the City of Concord, on September 23, 2014, are approved and shall be incorporated as Conditions of Approval.

Plan	Date Prepared	Prepared by	Sheet
Title Sheet	July 1, 2014	Ali Iqbal	A0.1
Building Elevations	July 1, 2014	Ali Iqbal	A1.1
Floor Plan	July 1, 2014	Ali Iqbal	A2.1-A2.2
Roof Plan	July 1, 2014	Ali Iqbal	A2.3
Building Sections	July 1, 2014	Ali Iqbal	A3.3-A3.4
Site Sections	July 1, 2014	Ali Iqbal	A3.5

Landscape Plan	Sept. 19, 2014	Landesign Group	L1-L2
Photometric	Sept. 19, 2014	Landesign Group	L3
Dimensional Site Plan	Sept. 2014	Brelje & Race	C1A-C1B
Preliminary Grading Plan	Sept. 2014	Brelje & Race	C2
Preliminary Utility Plan	Sept. 2014	Brelje & Race	C3
Stormwater Control Plan	Sept. 2014	Brelje & Race	C4
Transportation Mgmt. Program	December 22, 2014	Crane Transportation Group	N/A

GENERAL CONDITIONS

4. The Conditions are the responsibility of the applicant and all contractors. Compliance shall occur as specified in the Conditions or at one of the following project milestones:

- (a) With the submittal of Grading, Improvement, Landscape, or Building Plans.
- (b) Prior to issuance of Encroachment, Grading, or Building Permits, whichever comes first.
- (c) Prior to Construction.
- (d) On going during Construction.
- (e) Prior to occupancy approval.

If timing for compliance is not specified, it shall be determined by the Divisions listed after the Condition. **(PLNG, BLDG, ENGR)**

5. Where a plan or further information is required, it is subject to review and approval by the applicable City Department/Division, as noted at the end of each Condition. The Division listed first shall be the primary contact for implementation of that Condition. **(PLNG, BLDG, ENGR)**

6. The project shall comply with all applicable Federal and State laws and Concord Municipal Code (CMC) requirements. **(PLNG, BLDG, ENGR)**

7. Minor modifications that are found to be in substantial conformance with the approved plans such as colors, plant materials, or minor lot line adjustments, may be approved administratively. Major modifications shall be approved by the applicable decision making body. **All plan modifications shall be listed, described, and a Summary of Plan Modifications shall be submitted as part of the Improvement, Landscape, Grading, and Building Permit Plans describing the modification and the reason for the modification. (PLNG, ENGR)**

8. The Conditions of Approval shall be listed on a plan sheet that is included in the construction plan set (Grading, Utility, Landscape and Building Plans). **(PLNG, ENGR)**

9. Two annotated copies of the Conditions of Approval specifying how each applicable condition has been satisfied, shall be submitted as follows:

- a. At the time Grading, Utility, Landscape, and/or Building Plans are submitted for plan check, whichever comes first.
- b. Prior to occupancy approval. **(PLNG, ENGR)**

- 1 10. Submit three signed copies, one notarized, of the City’s “Property Maintenance Agreement”,
2 to ensure on-going repair, replacement and maintenance of all exterior improvements
3 including buildings, parking areas, private roads, walkways, landscaping, irrigation, signs,
4 fences, walls, and other improvements, prior to issuance of Grading or Building permits,
5 whichever comes first. *(PLNG)*
- 6 11. The project site and area surrounding the site shall be fenced and maintained in a weed and
7 litter free condition for the period prior to construction. *(BLDG, PLNG)*

8 **ARCHITECTURAL**

- 9 12. **Final building color scheme shall return to the Design Review Board for approval as a
10 staff report item prior to issuance of Building Permit. *(PLNG)***
- 11 13. Rooftop equipment (HVAC, meters, refrigeration equipment, plumbing lines, ductwork and
12 transformers), shall not extend above the building parapet and shall be screened from view on
13 all sides with materials architecturally compatible with the main structure. Screening details
14 shall be shown on the Building Plans and submitted for review and approval by the Planning
15 Division, prior to the issuance of Building Permits and installed prior to occupancy approval.
16 *(PLNG)*
- 17 14. Vents, gutters, downspouts, flashing, electrical conduits, etc., shall be painted to match the
18 color of the adjacent surface, unless otherwise approved by the Planning Division. *(PLNG)*

19 **LANDSCAPING**

- 20 15. Submit Final Landscape Plans prepared by a Landscape Architect, registered by the State of
21 California, for review and approval with the Grading, Improvement, or Building Plans,
22 whichever comes first. The Plan shall be drawn on or consistent with the Grading,
23 Improvement, Utility, and Stormwater Plans prepared by the Civil Engineer, with the
24 following information:
- 25 a. A legend that lists all plant species (Latin and common name), including size,
26 quantities, spacing, and ultimate height and width.
 - 27 b. Specifications and details for planting, including staking of trees and planting in bio-
28 retention or other stormwater treatment areas. Plants for bio-retention facilities should
be compatible with temporarily flooded conditions.
 - c. Utility and Grading information on the base map, screened back.
 - d. Trees (minimum size 24-inch box) and shrubs (minimum 5-gallon; accent or sub-
shrubs may be 1-gallon).
 - e. Root control barriers and four-inch perforated pipes for parking lot trees, street trees,
and trees within 6 inch of any paved area or curb.
 - f. Six-inch vertical concrete curbs around landscaped areas.
 - g. A soils and plant laboratory analysis with recommendations for fertilization and
mulching to be incorporated into the planting specifications.
 - h. A Layout/Hardscape Plan showing the location and details of all non-plant
improvements, with dimensions and call outs, showing finished grades,

hardscape/paving treatment, planter details, arbors, trellis', fences, walls, trash enclosures, and other features.

- i. Details for street trees in accordance with City Standard Plan S-38, "Street Tree Planting Detail". *(PLNG/ENGR)*

16. Submit a Project Landscape Application (PLA) prepared by a Landscape Architect, registered by the State of California, for review and approval with the Grading, Improvement, or Building Plans, whichever comes first. The PLA shall be prepared in accordance with the requirements under Section 18.170.040 of the Concord Development Code. *(PLNG)*

17. All landscaping shall be installed prior to occupancy approval. Contact the Planning Division at least two weeks prior to Occupancy, to request a site inspection of all exterior improvements including buildings, driveways, parking lots, landscaping, irrigation, signs, lighting, walls, fences, and trash enclosures. *(PLNG)*

18. Prior to occupancy approval, the licensed Landscape Architect shall:

- a. Conduct a final field observation and an open trench examination of the irrigation system.
- b. Provide written certification that:
- i) The landscaping and irrigation system were installed in conformance with the approved Landscape and Irrigation Plans.
 - ii) The landscaping has been installed in accordance with the CCWD Water Conservation Guidelines or the State of California Model Efficiency Water in Landscaping Ordinance.
 - iii) An irrigation audit was performed and deficiencies were listed which will be corrected within 30 days.
 - iv) There will be a minimum 60-day maintenance period for all landscape improvements.
- c. Provide a signed letter of compliance with the final construction documents stating that the Landscape Architect has met all State and City requirements. *(PLNG)*

19. Fences and walls shall be a maximum height of three feet in required front yards and sight visibility triangles, and a maximum height of six feet on side and rear property lines. Fences off-set twenty four inches or greater from retaining walls shall be considered as separate structures. *(PLNG) CMC*

LIGHTING

20. Show all exterior lighting including: building fixtures, walkway lighting, parking lot lighting, and street lights on the Site, Utility, Landscape, and Building Plans, prior to the issuance of any permits. The height and style of fixtures shall be shown. Energy-saving fixtures shall be used and noted on the plans. *(PLNG, ENGR, BLDG)*

21. All exterior building and parking lot lighting shall provide illumination for safety and shall be installed in a manner that is glare shielded and directed away from adjacent properties and right-of-ways. *(PLNG)*

- 1 22. Submit a Photometric Plan for review and approval, showing the location of all light sources,
2 streetlight spacing, intensity of luminance, and uniformity ratio, in accordance with the City's
3 specifications, with the Improvement, Utility, or Building Plans, whichever comes first. The
4 photometric analysis shall be reviewed by Engineering Services for the determination of
5 streetlight spacing. *(ENGR, TRANS, BLDG, PD)*

6 **SIGNAGE**

- 7 23. A 30 sq. ft. ground sign is approved at the corner of Civic Court and Waterworld Parkway.
8 Construction plans showing details for installation, dimensions, font, logos, materials and
9 colors, including a sample of all materials and colors shall submitted for review and approval
10 prior to the issuance of a Sign Permit. *(PLNG)*
- 11 24. Internally illuminated signs shall have an opaque background, with only individual letters or
12 logos illuminated. *(PLNG)*
- 13 25. Pennants, banners, streamers, or flags in connection with special promotions and business
14 openings shall be permitted for a period not to exceed 30 days. The same, different, or similar
15 pennants, banners, streamers, and flags shall not be permitted within 150 calendar days after
16 such removal. No pennants, banners, streamers, balloons, inflatable devices, flags, or any other
17 advertising devices shall be mounted on or above any roof or mansard, or otherwise extend
18 above a parapet wall or ridge of a structure. *(PLNG) CMC*
- 19 26. The street address shall be incorporated on the ground sign. *(PLNG, BLDG)*
- 20 27. One sign denoting the architect, engineer, or contractor associated with the project may be
21 permitted on site. The maximum sign area shall be 12 sq. ft. within single family districts and
22 40 sq. ft. for other districts, of which 32 sq.ft. may be for the general contractor. These signs
23 shall be removed upon occupancy approval. *(PLNG) CMC*

24 **PARKING**

- 25 28. **Implement the Transportation Management Program (TMP) prepared by Crane**
26 **Transportation Group, dated December 22, 2014, on an on-going basis to ensure**
27 **adequate parking is provided for Oakmont residents, employees, and visitors at all times.**
28 *(PLNG/TRAN)*
- 29 29. All parking spaces shall be striped; full-size spaces shall be 9 ft. by 19 ft; compact spaces shall
30 be 8 ft. by 16 ft. Parking spaces abutting a concrete curb for a landscaped planter may
31 overhang into the planter area by two feet. *(PLNG, ENGR) CMC*
- 32 30. A screen wall or hedgerow shall be provided at the front end of unenclosed parking stalls, to
33 minimize impacts to neighboring properties. *(PLNG)*
- 34 31. A maximum 25% of the required parking spaces may be compact. Compact stalls shall be
35 clearly identified. *(PLNG, ENGR) CMC*

- 1 32. Parking shall comply with CMC §122-843, “Off-Street Parking Facilities” including
2 motorcycle and bicycle parking spaces, drive aisle and parking space dimensions, turning
3 radii, back-out dimensions, driveway clearances, landscape median dimensions, and other
4 relevant information. *(ENGR, PLNG) CMC*
- 5 33. Provide a minimum five bicycle parking spaces. Facilities may be a freestanding bicycle rack
6 or a wall-mounted bracket, with a stationary object to secure both wheels and the frame of a
7 bicycle with a 6-foot cable and lock. Facilities shall be located in lighted, secure areas, and
8 protected from the weather. The location of bicycle parking facilities shall be shown on the
9 Civil Site, Landscape, and Building Plans as approved by the Planning and Transportation
10 Divisions, prior to issuance of a Grading or Building permit, whichever comes first. *(PLNG,*
11 *ENGR, TRANS)*
- 12 34. Handicapped parking spaces shall comply with Chapter 11 “Site Development Requirements
13 for Handicapped Accessibility” of Title 24 of the California Code of Regulations, and be
14 located as close as possible to the primary entrance. *(BLDG)*

15 **STREET IMPROVEMENTS**

- 16 35. **Dedicate temporary construction easement to the City along *Waterworld Parkway and***
17 ***future Commerce Avenue* frontage, to accommodate construction of street improvements**
18 **along *Waterworld Parkway and Commerce Avenue*, prior to issuance of any permits.**
19 **The easement shall be 20 feet wide or to the building face, whichever is less. *(ENGR)***
- 20 36. **Construct all improvements along the frontage on Civic Court including but not limited**
21 **to: driveway removal, ADA compliant frontage including sidewalk, driveway approaches**
22 **and installation of landscaping and other improvements if required. Striping at the**
23 **intersection of *Waterworld Parkway and Civic Court* and other frontage improvements**
24 **shall conform to the proposed improvement plans by HDR for *Commerce Avenue***
25 **extension and *Bridge at Pine Creek* project, dated April 2013. Repair/replacement of**
26 **deficient frontage improvements as determined by the City engineer, prior to occupancy**
27 **approval or Acceptance of improvements. *(ENGR)***
- 28 37. **Construct improvements along the frontage on *Water World Parkway* as indicated in the**
HDR improvement plans for *Commerce Avenue* extension and *Bridge at Pine Creek*
project, dated April 2013, including but not limited to: curb, gutter, sidewalk, ADA
compliant concrete driveway approach, street lights, landscaping; storm drain system
and conform to the existing improvements. Install temporary landscaping between
existing curb and proposed curb. The frontage improvement starts from the intersection
of *Civil Court and Water World Parkway* and stops on the south side of the proposed
ADA ramp at intersection of *Water World Parkway and Commerce Ave.* *(ENGR)*
38. **The developer shall pay for the cost of installation and inspection of the frontage**
improvements along *Commerce Avenue* as shown in HDR plans prior to issuance of any
permits. *(ENGR)*

- 1 39. **Slurry seal Civic Court from lip of gutter to street centerline, after completion of utility**
2 **undergrounding and frontage improvements, prior to the Acceptance of Improvements.**
3 **(ENGR)**
- 4 40. Any trenching for underground utilities shall comply with the modified City Standard Detail
5 S-17 for pavement repair and possible slurry placement. **(ENGR)**
- 6 41. Construct all public facilities in accordance with the current Americans with Disabilities Act
7 (ADA), including driveways and curb ramps. **(ENGR)**
- 8 42. **Show construction details for all pedestrian paths and trails on the Improvement Plans**
9 **and Final Landscape Plans. Trail crossings of streets shall have curb cuts, ramps, signs,**
10 **and pavement markings as approved by Engineering Services. (ENGR)**

11 **NOISE**

- 12 43. Noise producing site preparation and construction activities shall be limited to the days and
13 hours as set forth below:

14 **Monday through Friday7:30 a.m. to 6:00 p.m.**

15 Construction on Saturdays may be allowed only upon prior approval by the Building,
16 Engineering, and Planning Divisions. No changes to these construction hours shall be allowed
17 without the prior written consent of the City. A contact person shall be available during all
18 construction activities in the evening and on weekends to respond to complaints and take
19 actions necessary to reduce noise. **(BLDG, ENGR, PLNG)**

20 **CONSTRUCTION ACTIVITIES**

- 21 44. Contact Engineering Services to arrange for a Pre-Construction Meeting prior to issuance of
22 Grading or Building Permits, whichever comes first. **(ENGR)**
- 23 45. Implement a dust and construction noise control plan. Submit the plan to Engineering Services
24 for review and approval prior to issuance of the Grading Permit. **(ENGR)**
- 25 46. Construction equipment shall not be serviced at the site at any time. During construction no
26 deliveries shall be made to the site and no delivery vehicles (including gasoline tanker trucks)
27 shall enter the site between 6:00 p.m. and 7:30 a.m. on weekdays, and between 5:00 p.m. and
28 8:00 a.m. on weekends and federal holidays. Delivery vehicles shall have their engines turned
off during unloading. **(BLDG, ENGR, PLNG)**
47. Employ the quietest construction equipment available, to muffle noise from construction
equipment and keep all mufflers in good working order in accordance with State law. **(BLDG,**
ENGR, PLNG)
48. Implement the following measures during construction:

- a. Gather all construction debris on a regular basis and place them in a dumpster or other container that is emptied or removed on a weekly basis. When appropriate, use tarps on the ground to collect fallen debris or splatters that could contribute to storm water pollution.
- b. Remove all dirt, gravel, rubbish, refuse, and green waste from the street pavement, and storm drains adjoining the project site. During wet weather, avoid driving vehicles off paved areas.
- c. Broom sweep the public street pavement adjoining the project site on a daily basis. Caked-on mud or dirt shall be scraped from these areas before sweeping.
- d. Install filter materials (e.g., sandbags and filter fabric) at the storm drain inlet nearest the downstream side of the site in order to preclude any debris or dirt from flowing into the City storm drain system. Filter materials shall be maintained and/or replaced as necessary to ensure effectiveness and to prevent street flooding. Dispose of filter particles in an approved trash receptacle.
- e. Create a contained and covered area on the site for the storage of bags, cement, paints, flammable, oils, fertilizers, pesticides, or any other materials used on the site that have the potential for being discharged to the storm drain system by being windblown or in the event of a material spill.
- f. Never clean items such as machinery, tools, and brushes or rinse containers in a street, gutter, or storm drain.
- g. Ensure that concrete, gunite, plaster, or similar supply trucks do not discharge wash water into street gutters or drains. *(ENGR, BLDG)*

49. No equipment shall be started or staging area be established on the streets or the site before or after the specified hours of construction. *(ENGR, BLDG)*

50. Ensure that no debris or construction scrap material is placed on any adjoining lot, open space area, or street, and that any such material stored on an adjoining site shall be completely removed and the site cleaned, prior to occupancy approval. *(ENGR, BLDG)*

51. At no time shall campers, trailers, motor homes, or any other vehicle be used as living or sleeping quarters on the construction site unless authorized for site security. *(ENGR, BLDG)*

52. There shall be no parking of construction equipment or construction worker's vehicles on residential streets at any time; all vehicles shall be maintained on-site. *(ENGR, BLDG)*

53. Portable toilets used during construction shall be kept as far as possible from adjacent properties and shall be emptied on a regular basis as necessary to prevent odor. *(ENGR, BLDG)*

54. Identify truck routes for the import or export of cut/fill material and/or construction debris for review and approval by the City Engineer prior to the issuance of permits. Repair any damage to City streets (private and public) caused by activity associated with this project. *(ENGR)*

55. In the event of the encounter of subsurface materials suspected to be of an archaeological or paleontological nature, all grading and/or excavation shall cease, the find shall be left untouched, and the City Planning Division shall be immediately notified. The County Coroner and the Native American Heritage Commission shall also be notified and the procedures

required in CEQA §15064.5 shall be followed. This requirement shall be noted on the Grading and Building Plans, prior to issuance of permits. *(PLNG, ENGR, BLDG)*

56. In the above event, retain a qualified professional archaeologist certified by the Register of Professional Archaeologists or paleontologist with a degree(s) in paleontology or geology, to evaluate and make recommendations as to disposition, mitigation and/or salvage. The recommendation shall be implemented before work may proceed. The applicant shall be responsible for all costs associated with the professional investigation and implementation. *(PLNG, ENGR, BLDG)*

CONSTRUCTION PLAN REVIEW/PRE-PERMIT REQUIREMENTS

57. Submit two copies of Preliminary Title Report, prepared within three months prior to plan submittal. *(ENGR)*
58. **The proposed building is within the 100-year Floodplain Zone (X). At a minimum, comply with the City of Concord Municipal Code requirements in establishing building finished floor elevations. The Grading Plan shall be referenced to the same elevation datum as the FEMA map, and shall show the finished floor elevations of the proposed buildings, 100-year Base Flood Elevations (BFE), and building setback line per CMC. *(ENGR) CMC***
59. **The Improvement Plans shall show frontage improvements consistent with plans prepared by HDR for Commerce Avenue extension and Bridge at Pine Creek project, dated April 2013, including but not limited to: drainage improvements, curb, gutter and sidewalk per City Standard Detail S-10, and driveway construction per City Standard Detail S-14 and repair/replacement of deficient frontage improvements as determined by the City Engineer. Any unusable existing driveway shall be replaced with standard curb, gutter, and sidewalk per S-10 above. Any trenching for utility installation shall comply with the modified City Standard Detail S-17 for pavement repair and possible slurry placement. *(ENGR)***
60. The Improvement Plans shall show plan and profile of all proposed street, drainage and sewer improvements and details for curb, gutter, sidewalk, and driveway construction. *(ENGR)*
61. Design improvements in accordance with the City Standard Plans S-34 and S-36 for sight distance, sidewalk, back up, fencing, geometrics at intersection and corner setback requirements, prior to the Acceptance of Improvements. Plans shall be subject to review and approval by Engineering Services. *(ENGR)*
62. Obtain an Encroachment Permit from the City prior to performing any work within the public right-of-way or public easements. *(ENGR) CMC*

GRADING/EROSION CONTROL/GEOLOGIC

63. Submit a geologic investigation to demonstrate that proposed buildings will not be constructed across active faults. A licensed geologist must prepare an evaluation and written report. If an

active fault is found, a structure for human occupancy cannot be placed over the trace of the fault and must be set back from the fault (generally 50 feet). *(ENGR)*

64. All grading shall require a Grading and Drainage Plan prepared by a registered Civil Engineer, a Soils Report prepared by a registered Geotechnical Engineer and receipt of a Grading Permit approved by the City Engineer. The Grading Plans and Soils Report shall require review by the City's Geotechnical consultant with all costs to be borne by the applicant. *(ENGR)*
65. Contour grading techniques shall be employed throughout the project to achieve a more natural appearance, even where this will increase the amount of grading. Tops of cuts or toes of fills adjacent to existing public rights-of-way or easements shall be set back two feet minimum from said rights-of-way and easements. All cut-and-fill slopes in excess of five feet in height shall be rounded both horizontally and vertically. *(ENGR)*
66. Grading on adjacent properties shall require written approval from the affected property owners. *(ENGR)*
67. On-site finish grading work shall require drainage to be directed away from all building foundations at a minimum slope of 2 percent and a maximum slope of 20 percent toward approved drainage facilities or swales. Non-paved drainage swales shall have a minimum slope of 1 percent. *(ENGR)*
68. The project engineer shall inspect the finished grading and certify that it conforms to the compaction and elevations shown on the Grading Plan and Soils Report. *(ENGR) CMC*
69. At all times seasonally appropriate erosion control measures shall be implemented per plans approved by the City Engineer for all grading work at all times. Wet season measures shall be in place October through April at a minimum and when rain is otherwise predicted. At the time of approval of the Improvement and/or Grading Plans, an approved Erosion Control Plan prepared by a registered Civil Engineer shall be filed with the City Engineer. *(ENGR)*
70. All graded slopes and stockpiles of loose soil shall be hydromulched/hydroseeded by October of any given year. During grading work between October and April, if rain is forecast, stop all grading work two days before the rain forecast and implement BMPs to insure that the site is protected from erosion. *(ENGR)*
71. **Submit Grading, Erosion Control, Improvement, and State Waste Discharge ID verifying submittal of Stormwater Pollution Prevention Plan (SWPPP), and Stormwater Control Plans to Engineering Services for review and approval prior to the issuance of Grading, Encroachment, and Building Permits. Where applicable, evidence of compliance with the State General Construction Permit shall be provided. *(ENGR) CMC***
72. Comply with the applicable provisions of the Grading Ordinance and the Storm Water Management and Discharge Control Ordinance. *(ENGR) CMC*

UTILITIES

- 1 73. New electrical transformers shall be placed underground or screened from view. *(PLNG, ENGR)*
- 2 74. No above ground utility facilities/structures shall be located between the face of curb and back
3 of sidewalk in the public right-of-way. *(ENGR)*
- 4 75. Dedicate to the City a 15 foot wide sanitary sewer easement (along all main sewer lines
5 outside of the public street right-of-way) for construction and maintenance purposes prior to
6 recording of the Final Map or Building occupancy approval whichever comes first. The City
will not accept maintenance of building laterals. *(ENGR)*
- 7 76. **Install streetlights along the *Waterworld Parkway* frontage. Submit streetlight plans in
8 accordance with the City Standard Specifications showing pole type, luminaries type,
9 conductor and wiring schedule, connection points, lamp wattage and pull box locations,
and operational prior to occupancy approval. *(ENGR)***
- 10 77. All new utilities shall be constructed underground prior occupancy approval. *(ENGR)*
- 11 78. **Undergrounding of all existing overhead utilities along *Waterworld Parkway* and *Civic*
12 *Court* including aerial street crossings shall be required pursuant to Chapter 13.10 of the
13 *Concord Municipal Code*. All new utilities shall be constructed underground prior to
issuance of occupancy approval. *(ENGR)***
- 14 79. Comply with the City of Concord sewer design flow criteria and sewer construction
15 requirements of the Central Contra Costa Sanitary District. *(ENGR)*
- 16 80. Submit to Engineering Services sanitary sewer calculations with the Improvement Plans
17 stamped and signed by a Registered Civil Engineer for review. *(ENGR)*
- 18 81. Submit to Engineering Services a sewer fixture count and square footage of the existing
19 buildings for possible fee credit purposes, prior to demolition. *(ENGR)*
- 20 82. Coordinate all facility adjustments, relocations, or additions to utility services with the
21 appropriate utility companies. *(ENGR)*
- 22 83. Utility areas, electrical and gas meters shall be architecturally screened from view. *(PLNG)*
- 23 84. The location of all outdoor, above-ground and/or at-grade pad mounted transformers, utility
24 equipment, electrical and gas meters, vaults, irrigation control boxes, back flow prevention
25 devices, and the like shall be subject to approval by Planning and Engineering Services prior
26 to the issuance of the Grading or Building Permit, whichever comes first. All such equipment
27 shall be screened from view either architecturally or with landscaping and painted forest green
28 or other approved color as approved by the Planning Division. Any changes to the approved
Utility Plans, including location or screening details shall be reviewed and approved by the
Planning Division. *(PLNG, ENGR)*

- 1 85. Provide cable companies a set of approved site diagrams in electronic format showing the joint
2 trench layout for dry utilities for cable service to be provided to the site. *(ENGR)*
- 3 86. Connect all buildings to the sanitary sewer collection facilities of the City, and pay all current
4 sewer connection and service fees prior to occupancy approval. *(ENGR) CMC*
- 5 87. Submit proof acceptable to Engineering Services that all work within the existing (new)
6 private waterline easement(s) are reviewed and approved by the easement owner of record.
(ENGR)

7 **DRAINAGE/STORMWATER C.3 REQUIREMENTS**

- 8 88. Submit a Stormwater Control Plan (SWCP) prepared in accordance with the current Contra
9 Costa Clean Water Program Stormwater C.3 Guidebook for review and approval by
10 Engineering Services prior to issuance of any permit. The SWCP shall be prepared and
11 certified by a Civil Engineer, registered in the State of California, demonstrating an
understanding of the design of treatment measures for water quality and groundwater
protection principles applicable to the project site. *(ENGR)*
- 12 89. Prior to issuance of permits for building, site improvements, or landscaping, applicant shall
13 submit a permit application consistent with the applicant's approved Stormwater Control Plan
14 (SWCP), and include drawings and specifications necessary for construction of site design
15 features, measures to limit directly connected impervious area, pervious pavements, self-
16 retaining areas, treatment BMP's, permanent source control BMP's, and other features that
17 control stormwater flow and potential stormwater pollutants. The Contra Costa Clean Water
18 Program permit application shall include a completed "Construction Plan C.3 Checklist" as
19 described in the Stormwater C.3 Guidebook, and a detailed draft Stormwater BMP Operation
20 and Maintenance Plan consistent with the general O&M plan included in the applicant's
21 approved Stormwater Control Plan. Guidelines for the preparation of Stormwater BMP
22 Operation and Maintenance Plans are in Appendix F of the Stormwater C.3 Guidebook.
(ENGR)
- 23 90. Construct stormwater treatment measures per the approved SWCP prior to occupancy
24 approval. *(ENGR)*
- 25 91. Submit a final Stormwater BMP Operation and Maintenance Plan (O&M Plan) in accordance
26 with City of Concord Guidelines, for review and approval by Engineering Services, prior to
27 occupancy approval. This O&M Plan shall incorporate City comments on the draft O&M Plan
28 and any revisions resulting from changes made during construction. The implementation of
the O&M Plan shall be the responsibility of the property owner or the HOA where one exists.
(ENGR)
92. Execute any agreements identified in the SWCP which pertain to the transfer of ownership,
right-of-entry for inspection or abatement, and/or long-term maintenance of stormwater
treatment or hydrograph modification BMPs, prior to occupancy approval. *(ENGR)*

- 1 93. Prevent site drainage from draining across sidewalks and driveways in a concentrated manner. **(ENGR)**
- 2
- 3 94. Collect and convey all stormwater entering and/or originating from the site to an adequate
- 4 downstream drainage facility. Submit hydrologic and hydraulic calculations for a 10-year
- 5 storm with the Improvement Plans to Engineering Services for review and approval. **(ENGR)**
- 6
- 7 95. Install City of Concord “No Dumping, Drains to Creek” curb marker (English and Spanish
- 8 version) on all catch basins. **(ENGR)**
- 9
- 10 96. Submit a Construction Best Management Practice (BMP) Program for review and approval by
- 11 the Engineering Development Services Department prior to issuance of a Building and/or
- 12 Grading Permit. The general contractor and all subcontractors and suppliers of materials and
- 13 equipment shall implement these BMPs. Construction site cleanup and control of construction
- 14 debris shall also be addressed in this program. Failure to comply with the approved
- 15 construction BMP may result in the issuance of correction notices, citations, or a project stop
- 16 work order. **(ENGR)**
- 17
- 18 97. Sweep or vacuum the parking lot(s) a minimum of once a month and prevent the accumulation
- 19 of litter and debris on the site. Corners and hard to reach areas shall be swept manually. If
- 20 sidewalks and/or the parking lot are pressure washed, debris must be trapped and collected to
- 21 prevent entry into the storm drain system. No cleaning agent may be discharged into the storm
- 22 drain. If any cleaning agent or degreaser is used, wash water shall be collected and discharged
- 23 to the sanitary sewer, subject to the approval of the Central Contra Costa Sanitary District).
- 24 **(ENGR)**
- 25
- 26 98. Ensure that the area surrounding the project such as the streets stay free and clear of
- 27 construction debris such as silt, dirt, dust, and tracked mud coming in from or in any way
- 28 related to project construction. Areas that are exposed for extended periods shall be watered
- regularly to reduce wind erosion. Paved areas and access roads shall be swept on a regular
- basis. All trucks shall be covered. **(ENGR)**
99. Clean all on-site stormdrain facilities a minimum of twice a year, once immediately prior to
- October 15 and once in January. Additional cleaning may be required if found necessary by
- the City Engineer/Director of Building Inspection. **(ENGR, BLDG)**

SOLID WASTE/RECYCLING

100. Comply with all applicable requirements for solid waste and construction and
- demolition(C&D) waste recycling under Chapter 8.20 of the Concord Municipal Code.
- (BLDG)**
101. Design and implement City approved Source Reduction/Recycling Plan and demonstrate that
- interior and exterior refuse enclosures have been sufficiently designed and located for the
- storage and pick up of recyclable materials in accordance with CMC Section 82-83, Source
- Reduction and Recycling, prior to issuance of a Building Permit. **(PW)**

- 1 102. Trash bins and refuse shall be stored within approved trash enclosure and the doors shall be
2 closed at all times except when the bins are being emptied. *(NS)*
- 3 103. Comply with the provisions of the CMC, Central Contra Costa Sanitary District and the
4 disposal service regarding enclosure design, access requirements, and the number of required
5 individual refuse receptacles based upon waste pickup schedules. Trash enclosures shall
6 incorporate the following features:
- 7 a. A concrete pad to prevent damage to asphalt paving.
 - 8 b. A roof and sanitary sewer cleanout, designed to prevent rainwater from penetrating the
9 interior of the enclosure and preclude trash from being blown outside of the bins.
 - c. The cleanout shall connect to a sanitary sewer to prevent contaminated water from
entering the storm drain system.
 - d. If any cleaning agent or degreaser is used, wash water must be collected and
discharged to the sanitary sewer, subject to the approval of the Central Contra Costa
Sanitary District. *(CCCSD, ENGR)*
- 10 104. Trash enclosures shall incorporate the same architectural treatment, and use the same exterior
11 materials and colors as the main building and shall comply with the Community Design
12 Guidelines, including the following:
- 13 a. A roof or trellis.
 - 14 b. Masonry, steel or heavy timber walls.
 - 15 c. An interior, poured-in-place curb to prevent damage to the screen walls.
 - 16 d. Doors with external hinges to prevent damage from the receptacle.
 - 17 e. Doors of solid metal or with a metal frame with self-closing latch.
 - 18 f. The height of the enclosure walls and door shall be the same height or higher than the
19 bins within the enclosure. *(PLNG)*

17 **AGREEMENTS, FEES, BONDS**

- 18 105. All fees noted below are the fees currently in effect as of July 1, 2014 per the Resolution of
19 Fees and Charges. The fees and charges are reviewed annually as part of the budget public
20 hearing process. Fee adjustments are based on a number of factors and vary depending on the
21 type of fee:

21 **Service-based fees** are adjusted annually based on the San Francisco-San Jose-
22 Oakland Area Consumer Price Index;

23 **Improvement based fees** (also called impact fees) are adjusted annually based on
24 Engineering News Record Construction Cost Index (San Francisco Bay Area); and the

25 **Parkland Fee** is adjusted per Chapter 19.20 of the Concord Municipal Code.

26 The fees become effective as of the date set forth in Exhibit A of Resolution No. 78-6042,
27 Fees and Charges for Various Municipal Services, as most recently amended and approved by
28 the City Council. Persons interested in how a particular fee is calculated should contact the
City Department administering the fee or the Finance Department. **(ENGR)**

- 1 106. Provide a **\$5,000** cash deposit to the Planning Division to cover Condition Compliance costs at
2 the time of submittal of plans and documents to Engineering Services or the Building Division
3 for plan check. Planning staff's time will be charged to this deposit for work performed to
4 implement the Conditions of Approval, from the time of project approval to occupancy
5 approval. The deposit will be placed in a refundable account and any unused funds will be
6 returned upon completion. If the initial deposit is insufficient to cover actual costs, an
7 additional deposit will be required. **(PLNG)**
- 8 107. Pay a Document Imaging fee to reimburse the City for implementation of the Document
9 Imaging and File Retention programs, prior to issuance of Grading or Building Permits.
10 **(PLNG)**
- 11 108. All improvement agreements required in connection with said plans shall be submitted to and
12 approved by the City and other agencies having jurisdiction over said project prior to approval
13 of the Final Map or issuance of the Building or Grading Permit, whichever comes first.
14 **(ENGR)**
- 15 109. Faithful performance bonds and labor materials bonds in a penal amount equal to 100 percent
16 of the approved estimates of construction costs of improvements shall be submitted to and
17 approved by the City and other agencies having jurisdiction prior to approval or issuance of
18 Improvement, Building, Encroachment, or Grading Permit, whichever comes first. **(ENGR)**
- 19 110. Encroachment Permit Application:
- 20 a. **Pay the Filing Fee at the time of submittal of permit application, improvement**
21 **plans and supporting documents to City Engineering Services for review. The**
22 **current fee is \$86.00.**
- 23 b. Provide a restoration security before issuance of the Encroachment Permit. The
24 security shall be in an amount sufficient to restore existing public improvements to a
25 serviceable condition should development improvement activity cause damage. The
26 amount of the security shall be determined by, and be in a form acceptable to the City
27 Engineer.
- 28 c. Provide a \$10,000 cash deposit to cover Condition Compliance/Mitigation Monitoring
costs at the time of submittal of plans and documents to Engineering Services for
review. The deposit will be placed in a refundable account. Condition
Compliance/Mitigation Monitoring costs will be charged to this deposit over the life of
the project permit and mitigation requirements. Any unused funds will be returned at
project completion. If the initial deposit is insufficient to cover actual costs, an
additional deposit in an amount determined by the City Engineer will be required.
(ENGR)
111. Grading Permit Application:
- a. **Pay Grading Permit Fees at submittal of a Grading Permit application. The**
current fee is determined based on cubic yardage of cut and fill combined, or at
the hourly rate of \$172.00 if the hourly rate is used.
- b. Provide a \$10,000 cash deposit for Erosion Control prior to issuance of Grading
Permit. The deposit will be placed in a refundable account. Any unused funds will be

returned at project completion. If the initial deposit is insufficient to cover actual costs, an additional deposit in an amount determined by the City Engineer will be required.

- c. **Pay Stockpile and Erosion Control Monitoring fee prior to issuance of Grading Permit. The stockpile and erosion control monitoring fee is currently \$23.00 per calendar day and is collected for the life of the Grading Permit activity. (ENGR)**

112. **Improvement Plan:**

- a. **A deposit of \$5,000 will be required at the time of submittal of Improvement Plans and supporting documents to Engineering Services for review. This amount will be deposited to the project trust account, which the review fee will be deducted from. If the review costs exceed the requested amount, an additional review fee of \$172.00/hr. will be required.**
- b. **Pay the Construction Inspection fee prior to issuance of the Construction Permits. The current fee is based on 9% of the estimated cost of constructing the required improvements.**
- c. **Pay the Drainage Acreage Fee prior to Construction Permits. The current fee is \$2,535/acre. (Drainage Area 92)**
- d. **Pay the Parkland Fee prior to Construction Permits. The current fee is \$7,304 per living unit for Downtown Mixed Use Designation.**
- e. **Provide a \$5,000 deposit for specialty inspections prior to approval of the Improvement Plan.**
- f. **Pay applicable fees for review of Stormwater Control O&M Agreement and bioretention facilities inspection. (ENGR)**

113. **Sewer Connection Permit:**

- a. **Pay Sanitary Sewer connection fee. The current sewer connection fee is \$3,731 per two bedroom dwelling unit, \$2,774 per one bedroom or studio unit, and \$1,009 per fixture for office use. The fee shall be paid prior to issuance of Building Permit. (ENGR)**

114. **Traffic Mitigation Fee:**

Pay Offsite Improvement Program (OSIP) fee prior to issuance of Building Permit. The OSIP fee shall be determined based on the project's ITE trip generation rate (trips/bed) for the PM peak hour, multiplied by the number of beds (living units), multiplied by the fee rate (\$ per trip) equivalent to the fee amount for a single family unit.(ENGR)

115. **Pay Child Care Program Fee equal to 0.5 percent of the development cost of a project at the time of issuance of the Certificates of Occupancy. (BLDG/PLNG)**

OTHER/MISCELLANEOUS

116. **Contact local postal authorities to get their requirements for mail facilities for the project. The design and location of mail receptacles shall be reviewed and approved by the Planning Division and shown on the Utility, Landscape, and Building Plans, prior to issuance of**

1 Grading or Building Permits, whichever comes first. Mail facilities shall be installed prior to
2 occupancy approval. *(PLNG)*

3 117. **Contact County Connection at (925) 680-2085 for required bus stop improvements along**
4 **the project frontage(s). Any required bus stop improvements shall be incorporated into**
5 **the Improvement Plans for review and approval by Current Development – Engineering.**
6 ***(PLNG/ENGR)***

7 118. Contact the Geographic Information Systems (GIS) Technician, in the Information
8 Technology Department, (925) 671-3051, for addressing requirements, and coordinate with the
9 Contra Costa Fire Protection District for their approval, prior to issuance of a Building Permit.
10 ***(PLNG)***

11 119. Comply with the requirements of the Contra Costa Fire Protection District. Submit complete
12 sets of plans and specifications to the Fire District for review and approval at:

13 Contra Costa County Fire Protection District
14 2010 Geary Road
15 Pleasant Hill, CA 94523

16 Plan review fees are assessed at that time. The City is not responsible for the collection of fees
17 or enforcement of requirements imposed by the Fire District. ***(CCCFIRE)***

18 120. The applicant shall defend, indemnify and hold harmless the City, its agents, officials, and
19 employees from any claim, action or proceeding brought by a third party to set aside, annul,
20 attack or otherwise void the permit. ***(PLNG)***

21 121. The permit and approval shall expire in *one* year from the date on which they became effective
22 unless construction permits are obtained and work has begun. The effective date of the permit
23 and approval is ***January 20, 2015***. ***(PLNG)***

24 122. A request for a time extension from the expiration date of ***January 20, 2016*** can be considered
25 if an application with required fee is filed at least 45 days before the original expiration date,
26 otherwise a new application is required. A public hearing will be required for all extension
27 applications, except those involving only Design Review. Extensions are not automatically
28 approved. Changes in conditions, City policies, surrounding neighborhood, and other factors
permitted to be considered under the law, may require, or permit denial. ***(PLNG)***

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December 22, 2014

Mr. Frank Abejo
City of Concord Planning Department
1950 Parkside Drive
Concord, CA 94519

RE: TRANSPORTATION MANAGEMENT PLAN FOR OAKMONT ASSISTED LIVING FACILITY – WATERWORLD PARKWAY, CONCORD, CALIFORNIA

Dear Mr. Abejo:

Crane Transportation Group (CTG) has prepared this Transportation Management Plan (TMP) for the Oakmont Assisted Living Facility proposed on a vacant parcel fronting Waterworld Parkway and Civic Court in Concord, California. CTG prepared a traffic and parking analysis which provided the basis for the conclusion that the project's 31 parking spaces would provide sufficient on-site parking to meet demand. However, in response to questions and comments from the Planning Commission in the December 3, 2014 hearing, specifically asking for a parking contingency plan, this TDM plan has been prepared. The goal of the TDM plan is to insure available parking for visitors at all times. Program elements include providing a transportation coordinator to oversee implementation of the plan if and when it is needed. Key to the plan is monitoring parking use and proactively working with staff and visitors to ensure that all are aware of travel options to and from the site, and all are supported in taking advantage of options to single occupant vehicles parked on-site.

The TMP presents three levels of proactive measures to be implemented as needed. In brief, Level 1 provides an on-call car and driver for all residents, travel alternatives information to employees, visitors and residents, parking monitoring and event planning with valet service as needed; Level 2 adds to Level 1 ride matching and carpooling information in an on-site information center, plus on-call shuttle service to and from BART for employees, visitors and residents; and Level 3 adds to Levels 1 and 2 nearby, off-site leased parking spaces, and Level 4 would provide shuttle service for employees to and from a nearby Oakmont facility, making use of the excess parking available at Oakmont's existing Montecito Senior Living facility located in Concord ten minutes away.

Montecito was constructed ten years ago as a more independent facility for seniors, however, as its population has aged, an increasing percentage of the facility has been licensed to for assisted

living and memory care. Currently, there are 11 residents receive memory care, 120 residents receive assisted care, and 15 residents are independent. As its residents have aged, there are fewer who are independent, and fewer residents drive. According to the executive director of the Montecito facility, there are reliably 15 available parking spaces on the site at all times.

We are confident that the attached plan addresses the full range of concerns expressed by the Planning Commission.

Sincerely,

Carolyn Cole, AICP
Principal, Crane Transportation Group

**TRANSPORTATION MANAGEMENT PROGRAM (TMP) for
OAKMONT SENIOR LIVING, CONCORD
WATERWORLD PARKWAY AT CIVIC COURT
DECEMBER 2014**

I. Introduction

This Transportation Management Plan (TMP) is provided as a contingency plan for managing parking on the Oakmont - Waterworld Parkway project site if on-site parking is found to be insufficient to meet the needs of visitor parking. This TMP has been prepared to respond to the City of Concord Planning Commission's concerns regarding parking adequacy.

It is presented in "levels" of management, beginning with Level 1: designation of a Transportation Coordinator who would conduct on-going parking monitoring, make a car and driver available to all residents at all times, and encourage that employees find alternatives to use of single occupant vehicles, such as being dropped off, or walk, bicycle or carpool, or use mass transit or a combination of these. It then presents Level 2, which includes all of Level 1, as well as ride matching services and incentives for employees not to use single-occupant vehicles. Level 3 would include all of levels 1 and 2, and also make use of nearby leased, off-site spaces at the adjacent 1,600-space parking garage or on the Waterworld Parking lot – both are under discussion. Level 4 would include all of Levels 1, 2 and 3, and also make available off-site parking and shuttle service to employees at its Montecito facility. Parking monitoring at all times would determine the need for parking management and the necessary level of management.

II. Project Summary

Oakmont Senior Living Living, LLC proposes a new 76-unit assisted living facility in Concord. The facility would have 31 on-site parking spaces, and would be located on a vacant parcel in the northeast quadrant of the Waterworld Parkway/Civic Court intersection. The facility would serve individuals in need of a high level of living assistance, and/or memory care.

III. Program Objective and Goal

The objective of this Transportation Management Program (TMP) is to minimize the number of employees who commute to the facility in single occupant vehicles (SOVs). The goal is to insure available parking for visitors at all times.

IV. Program Elements

A. Transportation Coordinator

Oakmont Senior Living, LLC will designate a Transportation Coordinator to oversee the implementation of this TMP and its elements. The Transportation Coordinator would provide service to Oakmont's residents and employees on a daily basis. The Transportation Coordinator would provide the following services:

Level 1:

- Provide on-call, by appointment car service for all residents at all times
- Prepare and distribute materials that describe and promote TMP services
- Monitor parking use to ensure that the supply is adequate at all times
- Maintain transportation information and provide current information to employees and visitors. This will include bicycle and pedestrian walking maps to/from the

facility and the surrounding bus stops and transit locations. The closest bus stop to the project site is located at Waterworld Parkway and Willow Pass Road.

- Insure that bike racks are in sufficient supply at all times
- Insure that plans are in place to handle seasonal events and valet parking services when needed. Valet parking would be handled by a professional valet service, such as Signature Parking, headquartered in Walnut Creek. Oakmont's Montecito Senior Housing facility has used this service, owned by Michael Holstrom. Mr. Holstrom states that an event at Oakmont's Waterworld Parkway facility, with an estimated 150 attendees, would require his service to arrange for vehicle storage in advance of an event. The service would require 5 to 6 valets who would maximize the use of on-site parking space during the event, parking vehicles off-site in the pre-arranged location, as needed. He suggests making advance arrangements with several nearby offices with parking lots that would be open and available for an evening function. Oakmont and/or Signature Parking would coordinate to arrange for off-site parking locations well in advance of events.

Level 2:

- Includes all of Level 1, plus:
Establish a permanent transportation information center within the facility convenient for employee access. Displays will contain ride matching and carpooling information, bus schedules, and transportation resource contacts as well as a program of incentives offered to employees to encourage use of alternative transit modes. Oakmont has requested discussions with the CoCo Pass Program representative Anne Muzzini to determine its eligibility for the program, which could make all forms of County transit available at no cost to participating employees and residents (if applicable), and at low cost to Oakmont Senior Living, LLC (e.g., the program costs \$140.00 annually per program participant). Each eligible participant receives a CoCo Pass with his or her name, photo, and the valid calendar year printed on the card. CoCo Passes are renewed each calendar year as long as the participant remains eligible.
- Coordinate and conduct periodic site promotions to encourage program participation
- Maintain on-call shuttle service to and from BART and other transit centers

Level 3:

- Includes all of Levels 1 and 2, plus
- Arrangement with a nearby parking garage or parking lot, such as the Sierra Pacific Properties 1,600-space parking garage located immediately south of the project site, or with Waterworld, located immediately north of the project site. Oakmont has held discussions with Mark Wickham, CFO of Sierra Pacific properties who states that they currently rent parking stalls to Metro Plexiglass, and would certainly assist Oakmont in arranging for rental parking spaces if and when needed. Waterworld's Paul Kimura, General Manager, states that they could assist Oakmont through lease agreements on a year-to-year basis.

Level 4:

Includes all of levels 1, 2 and 3, plus

- Initiation and maintenance of a shuttle service for employees between this facility and its Montecito facility, approximately 10 minutes away. The Montecito facility has a constant excess of 15 parking spaces where employees may leave their vehicle in a secure location. Use of the employee shuttle would require scheduling as much as an extra ½-hour per employee to arrive at the Montecito facility and take the shuttle to the Waterworld Parkway facility. Employees would also need to schedule additional time on the return trip, perhaps as much as ½-hour, to return by shuttle to their cars. If the need arises during the work day to return to their cars, employees would schedule transport with the Oakmont Waterworld car or shuttle service, or make other arrangements (i.e., bus or taxi service).

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(510) 236-1091 *fax*

March 20, 2014 (*Revised 11/24/14*)

Mr. Bill Mabry
Oakmont Senior Living
220 Concourse Boulevard
Santa Rosa, California 95403

RE: TRIP GENERATION AND PARKING -- PROPOSED OAKMONT ASSISTED LIVING FACILITY – WATERWORLD PARKWAY, CONCORD, CALIFORNIA

Dear Mr. Mabry:

At your request, Crane Transportation Group has prepared this letter to address weekday vehicle trip generation and parking demand for Oakmont's proposed 76-unit assisted living facility. The facility is proposed to be located in the northeast quadrant of the Waterworld Parkway/Civic Court intersection, a vacant parcel. It would serve individuals in need of a high level of living assistance, and/or memory care. Issues specifically addressed in this letter are as follows:

Trip Generation: The proposed assisted care facility would accommodate 76 units; few residents would drive or require automobile storage (parking) on-site.

Parking Demand: Parking demand anticipated for the proposed assisted care facility is detailed by the employee shift schedule, projected resident parking and anticipated visitor parking. Parking demand is also addressed in the context of surveys conducted for Oakmont's existing Cardinal Point I and II assisted living facilities in July 2013.

I. SETTING

The project site fronts Waterworld Parkway and Civic Court. The northern site boundary is adjacent the future Commerce Avenue extension.

II. SITE PLAN

The site would be accessed via Waterworld Parkway and Civic Court. The main entrance would be located in the approximate middle of the project's Waterworld Parkway frontage as a right turn only (inbound) driveway. A one-way, outbound driveway would provide access from the site to Civic Court. Thirty-one parking spaces would be provided on-site, accessible via the two driveways. On-site circulation, with front-door, drop-off/pick-up portico, is shown on the site plan. Crosswalks are provided on all legs of the Waterworld Parkway/Civic Court intersection,

and a mid-block crosswalk is provided at the northwestern site boundary, crossing Waterworld Parkway.

III. TRIP GENERATION

Trip rates utilized in this evaluation are from the traffic engineering profession’s standard source of trip rate data: *Trip Generation – An ITE Informational Report*, 9th Edition, by the Institute of Transportation Engineers, 2012. Table 1 shows expected trip generation.

As shown in Table 1, the proposed 76-unit facility would be expected to generate 202 daily two-way trips (101 inbound and 101 outbound), with 7 inbound and 4 outbound trips during the ambient commute AM peak hour, and 8 inbound and 9 outbound trips during the ambient commute PM peak hour. This type of land use results in very low levels of trip generation.

**Table 1
TRIP GENERATION**

USE	SIZE OR # UNITS	DAILY 2-WAY TRIPS		AM PEAK HOUR VOLUMES				PM PEAK HOUR VOLUMES			
		RATE	VOL	IN		OUT		IN		OUT	
				RATE	VOL	RATE	VOL	RATE	VOL	RATE	VOL
Assisted Living Facility	76 units	2.66	202	.09	7	.05	4	.10	8	.12	9

Trip Rate Source: *Trip Generation*, 9th Edition, by the Institute of Transportation Engineers 2012
Compiled by: Crane Transportation Group

IV. PARKING DEMAND

The facility would provide assisted living services that are personalized to the individual needs of those who require help with all activities of daily living, such as bathing, dressing, eating, toileting, mobility, and medication management. In assisted living, residents receive three meals a day, housekeeping services, and weekly laundry of linens and personal clothing. Specialized recreational and social programs would be provided.

A typical assisted living resident needs help with at least three or more activities of daily living, and residents who are living in memory care need help with all activities. Also, in a dedicated assisted living and memory care building the social, recreational and dining programs are structured to meet the resident’s needs as residents are less mobile and must make use of more adaptive devices.

Staff comprise the primary parking demand. Table 2 provides a sampling of three weekday time periods when parking demand would likely be greatest.

Note: the morning and afternoon non-administrative staff shift changes will not coincide with the weekday ambient AM and PM commute peak traffic hours. Shift changes at

Oakmont facilities have been observed to occur gradually, with employees arriving and departing over a ½ hour period, rather than in a highly concentrated peak.

Basis of Parking Supply and Demand

The facility will be in operation on a 24-hour basis, seven days per week. Most residents would require high levels of care, with some requiring memory care assistance. Few of the residents would drive, thus, the demand for parking space for resident car storage would be minimal. The non-administrative staff shift schedule would be 6:00 AM - 2:00 PM (morning shift), 2:00 PM – 10:00 PM (afternoon shift) and 10:00 PM - 6:00 AM (nighttime shift). Non-administrative staff would total 13 for the morning shift, 14 for the afternoon shift, and 3 for the nighttime shift. Eight (8) administrative staff would follow an 8:00 AM – 5:00 PM schedule. Not all staff would be expected to drive to work – some may use nearby transit, and others may combine public transit and walking or bicycle riding. It is expected that many would be dropped off at work (this was observed at Cardinal Point I), and others would rideshare to and from work. July 2013 surveys of the Cardinal Point I facility revealed that 33 percent of morning shift staff used alternative modes of travel to and from work. A bus stop is located near the Willow Pass Road/Waterworld Parkway intersection, a short walk from the site.

The facility would provide car service for its residents, and at any given time, a vehicle would be parked with a driver on call, as needed.

Deliveries and Visitors

- Daily deliveries - produce, bread, milk
- Weekly or monthly deliveries - staples, paper goods, nursing supplies, office supplies, cleaning supplies
- There would be no restrictions on visiting hours. The majority of weekday visits would occur during evenings from 6:00 to 8:00 PM. Although many medical and therapeutic services would be available through the Oakmont staff, a few residents would have in-house visits from aids or therapists, and these would generally occur between 10:00 AM and 2:00 PM. Weekend visits would occur from about 10:00 AM to 6:00 PM.

**Table 2
MAXIMUM WEEKDAY PARKING DEMAND
DURING THREE SAMPLE TIME PERIODS**

STAFF	7:30-8:30 AM	2:30-3:30 PM	5:30-6:30 PM
Administrative	8	8	2
Morning Shift * (6 AM - 2 PM)	10*	0	0
Afternoon Shift * (2 PM – 10 PM)	0	11*	11*
Visitors (including visiting health professionals)	2	2	2
Resident car storage/parking **	3	3	3
Oakmont Service Car (on-call service for all residents)	1	1	1
TOTAL	24	25	19

* Based upon surveys conducted by Crane Transportation Group in July 2013 for the Cardinal Point I and II Senior and Assisted Living facilities in Alameda, California, 33 percent of employees used modes of travel to work other than a single-occupant vehicle. The modes observed included walking, bicycle, public transit, rideshare and drop-off. To present a conservative analysis, the morning and afternoon shifts are reduced in this table by only 20 percent.

** Demand for resident car storage/parking is anticipated to be minimal, as the majority of residents would not be expected to drive.

Compiled by: Crane Transportation Group, March 2014

V. PARKING REQUIREMENT

The project would be expected to have sufficient parking with its proposed 31 on-site parking spaces. If parking demand ever exceeds the on-site supply, there are nine nearby on-street spaces, observed to be rarely in use. It is worth noting that there is a 5-story private parking structure serving the nearby office towers located adjacent to the project site, thus, neighboring uses would not be expected to consume the nearby on-street parking. However, the need for supplemental off-site parking is not anticipated.

The City of Concord determines parking space requirements on a case by case basis for this type of land use. For informational purposes, a sampling of parking requirements for residential care facilities and similar land uses for several other Bay Area cities are provided in Table 3.

Table 3
A SAMPLING OF ASSISTED CARE PARKING REQUIREMENTS
IN BAY AREA CITIES

Jurisdiction	Facility Type	Parking Requirements
City of Alameda	Residential Care Facility	1 space per 3 beds, plus 1 space per resident manager
	With 76 units (or 76 beds):	26 spaces required
City of Corte Madera	Convalescent hospital or rest home	1 space/3 beds
	With 76 units (or 76 beds):	25 spaces required
City of Danville	Convalescent Home, Rest Home, Nursing Home,	1 space/3 beds
	With 76 units (or 76 beds):	25 spaces required
City of Novato	Residential Care	1 space/3 beds
	With 76 units (or 76 beds):	25 spaces required
City of San Francisco	Group Housing (of any kind)	1 space/3 beds + 1 space for manager
	With 76 units (or 76 beds):	26 spaces required

Compiled by: Crane Transportation Group, October 2013

As can be seen from the above data, the 31 proposed parking spaces would be greater than the number of spaces required by the cities listed above for various types of assisted care (including convalescent and rest home) facilities.

According to the study *Assisted Living Residences: A Study of Traffic and Parking Implications*, prepared by the American Seniors Housing Association, parking demand is low to moderate compared to other housing types. The study cites a parking demand for assisted living facilities as low as 0.22 per unit (the equivalent of 17 spaces for a 76-unit facility). The reason cited for this comparatively low parking requirement is: residents rarely drive, and visitors typically arrive and depart during all hours of the day rather than concentrating during a specific period of the day.

We hope this information is responsive to your needs. Please call if questions arise.

Sincerely,

Carolyn Cole, AICP
Principal

Mark Crane, P.E.
Principal

This Report is intended for presentation and use in its entirety, together with all of its supporting exhibits, schedules, and appendices. Crane Transportation Group will have no liability for any use of the Report other than in its entirety, such as providing an excerpt to a third party or quoting a portion of the Report. If you provide a portion of the Report to a third party, you agree to hold CTG harmless against any liability to such third parties based upon their use of or reliance upon a less than complete version of the Report.

PROJECT DATA

CONTRACTOR: **WATSON ARCHITECTS**
 11111 17th St, Suite 100, Concord, CA 94520
 PHONE: (925) 309-1111
 BUILDING ADDRESS: 11111 17th St, Suite 100, Concord, CA 94520

ARCHITECT: **WATSON ARCHITECTS**
 11111 17th St, Suite 100, Concord, CA 94520
 PHONE: (925) 309-1111
 BUILDING ADDRESS: 11111 17th St, Suite 100, Concord, CA 94520

OWNER: **REVEREND BISHOP, WPA, B**
 11111 17th St, Suite 100, Concord, CA 94520
 PHONE: (925) 309-1111
 BUILDING ADDRESS: 11111 17th St, Suite 100, Concord, CA 94520

LEGAL DESCRIPTION: **WPA, B**
 11111 17th St, Suite 100, Concord, CA 94520
 PHONE: (925) 309-1111
 BUILDING ADDRESS: 11111 17th St, Suite 100, Concord, CA 94520

THE 200 EDITION OF THE CALIFORNIA BUILDING CODE (CBC)
 THE 200 EDITION OF THE CALIFORNIA MECHANICAL CODE (CMC)
 THE 200 EDITION OF THE CALIFORNIA ELECTRICAL CODE (CEC)
 THE 200 EDITION OF THE CALIFORNIA FIRE CODE (CFC)
 THE 200 EDITION OF THE CALIFORNIA LAND DEVELOPMENT CODE (CLDC)
 THE 200 EDITION OF THE CALIFORNIA PLANNING AND ZONING CODE (CPC)

UNIT COUNT

FIRST FLOOR	
A1 STUDIO 415 SF	• 20
A STUDIO 415 SF	• 6
1 BEDROOM 815 SF	• 5
2 BEDROOM 1215 SF	• 5
SUB TOTAL	• 35
SECOND FLOOR	
A1 STUDIO 415 SF	• 1
A STUDIO 415 SF	• 11
1 BEDROOM 815 SF	• 19
2 BEDROOM 1215 SF	• 1
GRAND TOTAL	• 76

31.4 DWELLING UNITS PER ACRE

LICENSING - RESIDENTIAL CARE FOR THE ELDERLY

11111 17th St, Suite 100, Concord, CA 94520
 REVEREND BISHOP, WPA, B

DEAR BUILDING DEPARTMENT OFFICIAL:
 THE FACILITY WE WILL BE BUILDING IS THE CALIFORNIA
 SOCIAL SERVICES COMMUNITY CARE LICENSING, SPECIFICALLY WE ARE LICENSING UNDER TITLE 22, DIVISION
 5, COMMUNITY CARE LICENSING, CATEGORY 22090, WHICH PROVIDES FOR THE CARE OF 62 AND TO AID THEM IN THEIR
 ACTIVITIES OF DAILY LIVING, INCLUDING PREPARATION, BATHING AND GROOMING ASSIST,
 IN A COMMUNITY ROOM, TRANSPORTATION, AND RECREATION AND ACTIVITIES PROGRAM.
 OUR HOME LICENSE PROVIDES US WITH WORKING RESIDENTS WHO ARE IN NEED OF 24 HOUR MEDICAL CARE,
 AND GUARANTEES TRACHEOTOMY, STROKE OR OTHER CONTAGIOUS AFFECTIONS, NONE ARE BASED ON
 A SOCIAL MODEL AND UNABLE TO BE PROVIDED IN THIS FACILITY.
 Sincerely,
 BUILDING DEPARTMENT

PROJECT INFORMATION

FLOOR AREA RATIO:
 BUILDING = 69,542 SQ FT / 1,264,500 SQ FT = 5.49%
 TOTAL = 69,542 SQ FT / 1,264,500 SQ FT = 5.49%
 TOTAL = 69,542 SQ FT / 1,264,500 SQ FT = 5.49%

LOT COVERAGE:
 FIRST FLOOR = 43,178 SQ FT / 125,391 SQ FT = 34.44%
 SECOND FLOOR = 26,364 SQ FT / 125,391 SQ FT = 21.00%
 TOTAL = 69,542 SQ FT / 125,391 SQ FT = 55.44%

PERCENTAGE OF LOT DEVOTED TO LANDSCAPING:
 SPACE = 149,318 SQ FT / 1,264,500 SQ FT = 11.82%
 SPACE = 149,318 SQ FT / 1,264,500 SQ FT = 11.82%
 SPACE = 149,318 SQ FT / 1,264,500 SQ FT = 11.82%

PARKING PROVIDED:
 STANDARD: 25 SPACES ACCESSIBLE: 3 SPACES (1 VAN)
 COMPACT: 6 SPACES IN TOTAL PARKING SPACES

CONSULTANTS

LANDSCAPE ARCHITECT
 Landesign Group
 2444 Redwood Ave, Suite 100
 Concord, CA 94520
 (925) 825-2800 FAX: (925) 341-3411

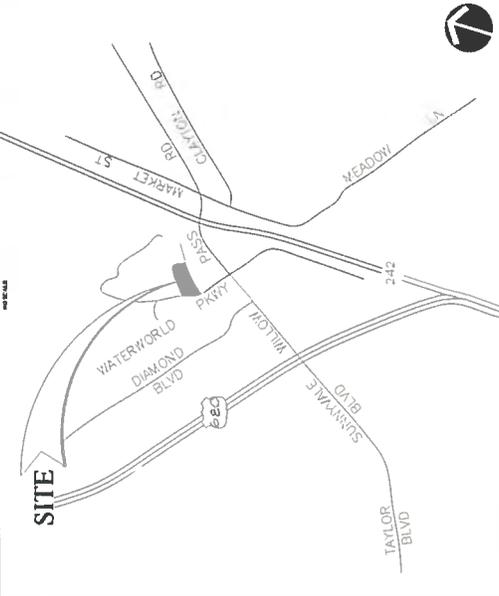
OWNER
 Reverend Bishop Living
 11111 17th St, Suite 100
 Concord, CA 94520
 (925) 309-1111 FAX: (925) 309-1111

ARCHITECT
 Watson Architects
 11111 17th St, Suite 100
 Concord, CA 94520
 (925) 309-1111 FAX: (925) 309-1111

CIVIL ENGINEERS
 Engineers
 1115 Aviation Blvd Ste 100
 Santa Rosa, CA 95403
 (707) 536-3500

Police Consulting
 Engineers
 1115 Aviation Blvd Ste 100
 Santa Rosa, CA 95403
 (707) 536-1322

VICINITY MAP



DRAWING INDEX

AO1	TITLE SHEET
LANDSCAPE	
L 1	COLOR SITE PLAN
L 2	LANDSCAPE PLAN
L 3	PHOTOMETRIC PLAN
ARCHITECTURAL	
A11	COLOR EXTERIOR ELEVATIONS
A12	EXTERIOR ELEVATIONS
A21	FIRST FLOOR PLAN
A22	SECOND FLOOR PLAN
A23	ROOF PLAN
A33	BUILDING SECTIONS
A34	BUILDING SECTIONS
A35	SITE SECTIONS
CIVIL	
CO	ABBREVIATIONS, NOTES & LEGEND
C1A	DIMENSIONAL SITE PLAN, INTERIM CON
C1B	DIMENSIONAL SITE PLAN, FUTURE CON
C2	PRELIMINARY GRADING PLAN
C3	PRELIMINARY UTILITY PLAN
C4	STORMWATER CONTROL PLAN
C5	CONTEXTUAL PLAN

EXHIBIT C



NOTE: THIS PROJECT IS PRIVATELY FUNDED.

LANDSCAPE LEGEND CONT.

SYMBOL	DESCRIPTION
	Tree 1: 12" DBH, 15' H, 12" CAL.
	Tree 2: 18" DBH, 20' H, 18" CAL.
	Tree 3: 24" DBH, 25' H, 24" CAL.
	Tree 4: 30" DBH, 30' H, 30" CAL.
	Tree 5: 36" DBH, 35' H, 36" CAL.
	Tree 6: 42" DBH, 40' H, 42" CAL.
	Tree 7: 48" DBH, 45' H, 48" CAL.
	Tree 8: 54" DBH, 50' H, 54" CAL.
	Tree 9: 60" DBH, 55' H, 60" CAL.
	Tree 10: 66" DBH, 60' H, 66" CAL.
	Tree 11: 72" DBH, 65' H, 72" CAL.
	Tree 12: 78" DBH, 70' H, 78" CAL.
	Tree 13: 84" DBH, 75' H, 84" CAL.
	Tree 14: 90" DBH, 80' H, 90" CAL.
	Tree 15: 96" DBH, 85' H, 96" CAL.
	Tree 16: 102" DBH, 90' H, 102" CAL.
	Tree 17: 108" DBH, 95' H, 108" CAL.
	Tree 18: 114" DBH, 100' H, 114" CAL.
	Tree 19: 120" DBH, 105' H, 120" CAL.
	Tree 20: 126" DBH, 110' H, 126" CAL.
	Tree 21: 132" DBH, 115' H, 132" CAL.
	Tree 22: 138" DBH, 120' H, 138" CAL.
	Tree 23: 144" DBH, 125' H, 144" CAL.
	Tree 24: 150" DBH, 130' H, 150" CAL.
	Tree 25: 156" DBH, 135' H, 156" CAL.
	Tree 26: 162" DBH, 140' H, 162" CAL.
	Tree 27: 168" DBH, 145' H, 168" CAL.
	Tree 28: 174" DBH, 150' H, 174" CAL.
	Tree 29: 180" DBH, 155' H, 180" CAL.
	Tree 30: 186" DBH, 160' H, 186" CAL.
	Tree 31: 192" DBH, 165' H, 192" CAL.
	Tree 32: 198" DBH, 170' H, 198" CAL.
	Tree 33: 204" DBH, 175' H, 204" CAL.
	Tree 34: 210" DBH, 180' H, 210" CAL.
	Tree 35: 216" DBH, 185' H, 216" CAL.
	Tree 36: 222" DBH, 190' H, 222" CAL.
	Tree 37: 228" DBH, 195' H, 228" CAL.
	Tree 38: 234" DBH, 200' H, 234" CAL.
	Tree 39: 240" DBH, 205' H, 240" CAL.
	Tree 40: 246" DBH, 210' H, 246" CAL.
	Tree 41: 252" DBH, 215' H, 252" CAL.
	Tree 42: 258" DBH, 220' H, 258" CAL.
	Tree 43: 264" DBH, 225' H, 264" CAL.
	Tree 44: 270" DBH, 230' H, 270" CAL.
	Tree 45: 276" DBH, 235' H, 276" CAL.
	Tree 46: 282" DBH, 240' H, 282" CAL.
	Tree 47: 288" DBH, 245' H, 288" CAL.
	Tree 48: 294" DBH, 250' H, 294" CAL.
	Tree 49: 300" DBH, 255' H, 300" CAL.
	Tree 50: 306" DBH, 260' H, 306" CAL.
	Tree 51: 312" DBH, 265' H, 312" CAL.
	Tree 52: 318" DBH, 270' H, 318" CAL.
	Tree 53: 324" DBH, 275' H, 324" CAL.
	Tree 54: 330" DBH, 280' H, 330" CAL.
	Tree 55: 336" DBH, 285' H, 336" CAL.
	Tree 56: 342" DBH, 290' H, 342" CAL.
	Tree 57: 348" DBH, 295' H, 348" CAL.
	Tree 58: 354" DBH, 300' H, 354" CAL.
	Tree 59: 360" DBH, 305' H, 360" CAL.
	Tree 60: 366" DBH, 310' H, 366" CAL.
	Tree 61: 372" DBH, 315' H, 372" CAL.
	Tree 62: 378" DBH, 320' H, 378" CAL.
	Tree 63: 384" DBH, 325' H, 384" CAL.
	Tree 64: 390" DBH, 330' H, 390" CAL.
	Tree 65: 396" DBH, 335' H, 396" CAL.
	Tree 66: 402" DBH, 340' H, 402" CAL.
	Tree 67: 408" DBH, 345' H, 408" CAL.
	Tree 68: 414" DBH, 350' H, 414" CAL.
	Tree 69: 420" DBH, 355' H, 420" CAL.
	Tree 70: 426" DBH, 360' H, 426" CAL.
	Tree 71: 432" DBH, 365' H, 432" CAL.
	Tree 72: 438" DBH, 370' H, 438" CAL.
	Tree 73: 444" DBH, 375' H, 444" CAL.
	Tree 74: 450" DBH, 380' H, 450" CAL.
	Tree 75: 456" DBH, 385' H, 456" CAL.
	Tree 76: 462" DBH, 390' H, 462" CAL.
	Tree 77: 468" DBH, 395' H, 468" CAL.
	Tree 78: 474" DBH, 400' H, 474" CAL.
	Tree 79: 480" DBH, 405' H, 480" CAL.
	Tree 80: 486" DBH, 410' H, 486" CAL.
	Tree 81: 492" DBH, 415' H, 492" CAL.
	Tree 82: 498" DBH, 420' H, 498" CAL.
	Tree 83: 504" DBH, 425' H, 504" CAL.
	Tree 84: 510" DBH, 430' H, 510" CAL.
	Tree 85: 516" DBH, 435' H, 516" CAL.
	Tree 86: 522" DBH, 440' H, 522" CAL.
	Tree 87: 528" DBH, 445' H, 528" CAL.
	Tree 88: 534" DBH, 450' H, 534" CAL.
	Tree 89: 540" DBH, 455' H, 540" CAL.
	Tree 90: 546" DBH, 460' H, 546" CAL.
	Tree 91: 552" DBH, 465' H, 552" CAL.
	Tree 92: 558" DBH, 470' H, 558" CAL.
	Tree 93: 564" DBH, 475' H, 564" CAL.
	Tree 94: 570" DBH, 480' H, 570" CAL.
	Tree 95: 576" DBH, 485' H, 576" CAL.
	Tree 96: 582" DBH, 490' H, 582" CAL.
	Tree 97: 588" DBH, 495' H, 588" CAL.
	Tree 98: 594" DBH, 500' H, 594" CAL.
	Tree 99: 600" DBH, 505' H, 600" CAL.
	Tree 100: 606" DBH, 510' H, 606" CAL.

IRRIGATION SYSTEM DESIGN

AREA	TYPE	VALVE	PIPING	CONTROLLER
WATERWORLD	SPRINKLER	1"	1/2" CPVC	1" VALVE
PARKWAY	SPRINKLER	1"	1/2" CPVC	1" VALVE
CARE CENTER	SPRINKLER	1"	1/2" CPVC	1" VALVE
CIVIC	SPRINKLER	1"	1/2" CPVC	1" VALVE
CIRCLE	SPRINKLER	1"	1/2" CPVC	1" VALVE
COMMERCIAL AVENUE	SPRINKLER	1"	1/2" CPVC	1" VALVE

LANDSCAPE DESIGN INTENT

1. DESIGN LANDSCAPE TO PROVIDE VISUAL SCREENING AND SOUND BARRIER FUNCTIONS. LANDSCAPE SHALL BE DESIGNED TO PROVIDE VISUAL SCREENING AND SOUND BARRIER FUNCTIONS. LANDSCAPE SHALL BE DESIGNED TO PROVIDE VISUAL SCREENING AND SOUND BARRIER FUNCTIONS.
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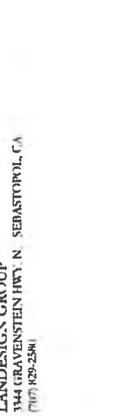
LANDSCAPE NOTES

1. PLANTING NOTES: CALCULATIONS TO BE PROVIDED BY LANDSCAPE ARCHITECT. PLANTING NOTES: CALCULATIONS TO BE PROVIDED BY LANDSCAPE ARCHITECT.
2. LANDSCAPE SHALL BE DESIGNED TO PROVIDE VISUAL SCREENING AND SOUND BARRIER FUNCTIONS. LANDSCAPE SHALL BE DESIGNED TO PROVIDE VISUAL SCREENING AND SOUND BARRIER FUNCTIONS.
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SITE FURNISHINGS

1. 6" VERTICAL SIGNAGE TO BE PROVIDED BY OWNER.
2. 6" VERTICAL SIGNAGE TO BE PROVIDED BY OWNER.
3. 6" VERTICAL SIGNAGE TO BE PROVIDED BY OWNER.
4. 6" VERTICAL SIGNAGE TO BE PROVIDED BY OWNER.
5. 6" VERTICAL SIGNAGE TO BE PROVIDED BY OWNER.
6. 6" VERTICAL SIGNAGE TO BE PROVIDED BY OWNER.
7. 6" VERTICAL SIGNAGE TO BE PROVIDED BY OWNER.
8. 6" VERTICAL SIGNAGE TO BE PROVIDED BY OWNER.
9. 6" VERTICAL SIGNAGE TO BE PROVIDED BY OWNER.
10. 6" VERTICAL SIGNAGE TO BE PROVIDED BY OWNER.

SECTION - 1. TYP. MID-RETENTION BASIN



SECTION - 2. TYP. STUCCO WALL



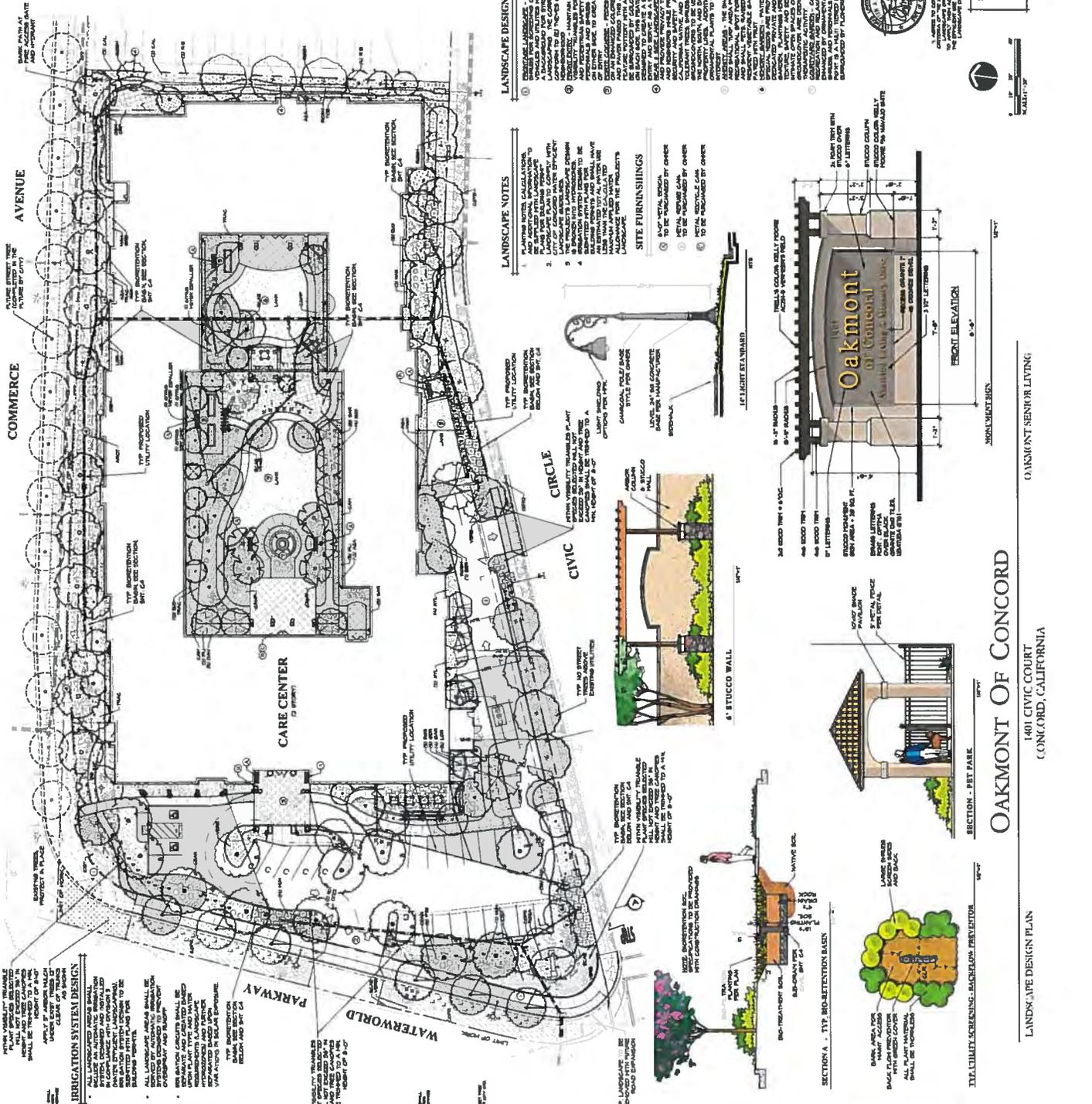
SECTION - 3. TYP. LIGHT FIXTURE



SECTION - 4. TYP. SIGNAGE



SECTION - 5. TYP. PLANTING



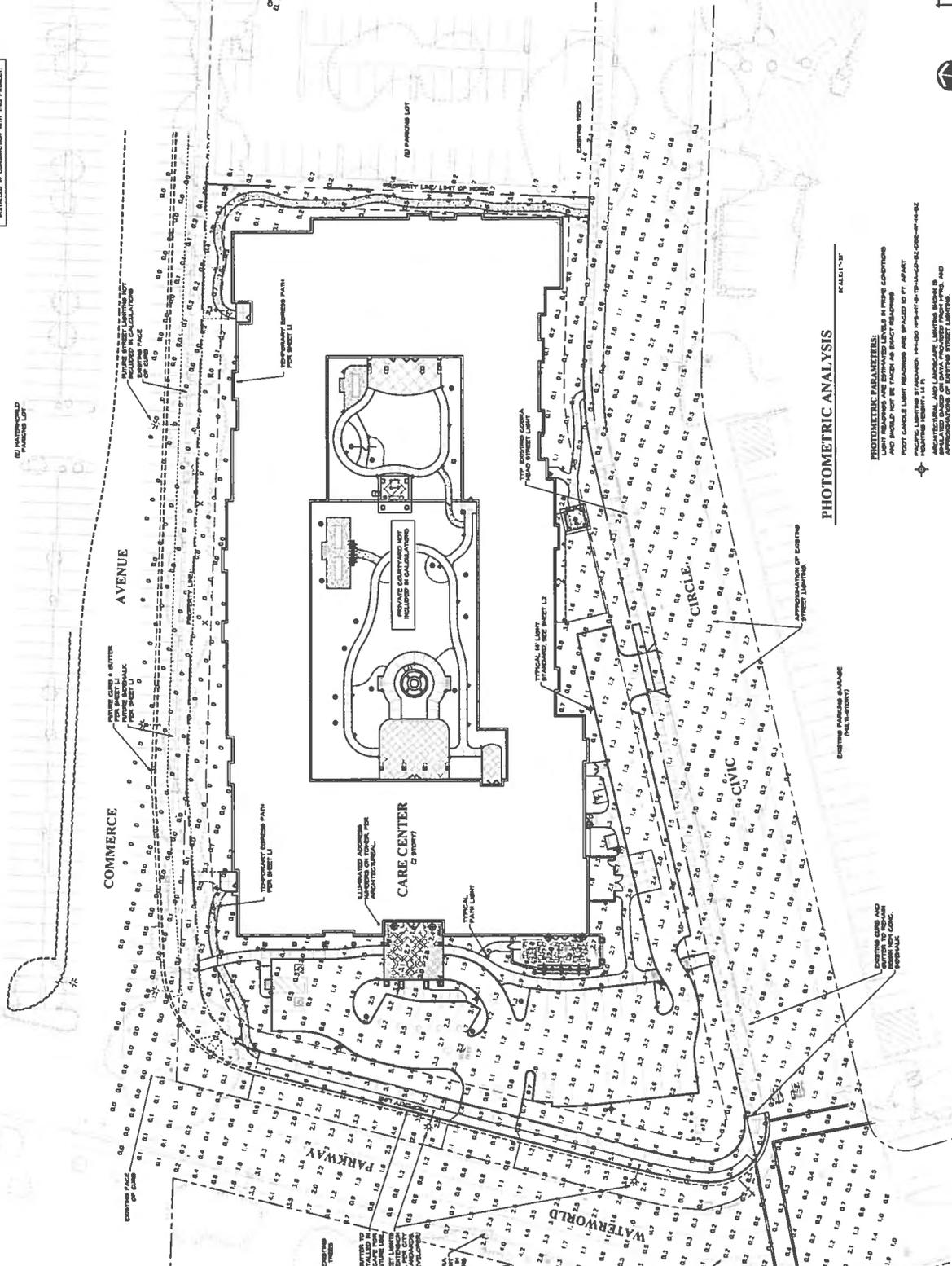
IMPROVEMENTS SHOWN DASHED AREAS WILL BE FULLY INSTALLED IN PHASE 1 OF THE PROJECT. PUBLIC IMPROVEMENTS PLANS BY CITY ENGINEER SHALL BE PROVIDED TO THE CITY ENGINEER AND SHALL BE FULLY INSTALLED IN CONJUNCTION WITH THIS PROJECT.

LIGHTING NOTES

1. ALL LIGHTING SHALL MEET THE APPLICABLE 2008 CALIFORNIA ENERGY EFFICIENCY STANDARDS (CEES).
2. LIGHTING SHALL BE INSTALLED WITH A MINIMUM OF 100 FOOT CANDLE AT THE LEVEL OF THE PUBLIC SPACE OF ANY AS REQUIRED BY THE CITY ENGINEER.
3. ALL LIGHTING SHALL BE INSTALLED WITH THE CORRECT LIGHT SOURCE AND SHALL BE DIMMERABLE TO MAKE CLEARLY VISIBLE THE ARCHITECTURAL AND LANDSCAPE FEATURES OF THE BUILDING AND PROVIDE AMBIANCE TO THE PUBLIC SPACE.
4. LIGHTING SHALL BE INSTALLED AND INSTALLED TO PROVIDE OFF-CRACK, ON-CRACK, AND OFF-PEAK LIGHTING. ALL LIGHTING ON-SITE LIGHTING SHALL NOT BE INSTALLED TO PROVIDE OFF-CRACK, ON-CRACK, OR OFF-PEAK LIGHTING. ALL LIGHTING SHALL BE INSTALLED TO PROVIDE OFF-CRACK, ON-CRACK, OR OFF-PEAK LIGHTING.

LIGHTING LEGEND

- 1. (P) SHIELDED LIGHT STANDARDS - INSTALLED AT OFF-SITE PUBLIC SPACE FOR SHEET L3.
- 2. (P) PAVILION LIGHT - INSTALLED AT OFF-SITE PUBLIC SPACE FOR SHEET L3.
- 3. (P) LIGHT - INSTALLED AT OFF-SITE PUBLIC SPACE FOR SHEET L3.
- 4. (P) LIGHT - INSTALLED AT OFF-SITE PUBLIC SPACE FOR SHEET L3.
- 5. (P) LIGHT - INSTALLED AT OFF-SITE PUBLIC SPACE FOR SHEET L3.
- 6. (P) LIGHT - INSTALLED AT OFF-SITE PUBLIC SPACE FOR SHEET L3.
- 7. (P) LIGHT - INSTALLED AT OFF-SITE PUBLIC SPACE FOR SHEET L3.
- 8. (P) LIGHT - INSTALLED AT OFF-SITE PUBLIC SPACE FOR SHEET L3.
- 9. (P) LIGHT - INSTALLED AT OFF-SITE PUBLIC SPACE FOR SHEET L3.
- 10. (P) LIGHT - INSTALLED AT OFF-SITE PUBLIC SPACE FOR SHEET L3.



PHOTOMETRIC ANALYSIS

PHOTOMETRIC PARAMETERS:
 - FOOT CANDLE LIGHT READING ARE SPACED 10 FT. APART
 - FOOT CANDLE LIGHT READING ARE SPACED 10 FT. APART
 - ARCHITECTURAL AND LANDSCAPE LIGHTING SHOULD BE EVALUATED BASED ON DATA PROVIDED FROM OTHER AND APPROPRIATE TO EXISTING STREET LIGHTING



OAKMONT OF CONCORD
 1401 CIVIC COURT
 CONCORD, CALIFORNIA

LAND DESIGN GROUP
 3344 GRAVENSTEIN HWY. N. SEBASTOPOLE, CA
 (707) 829-2580

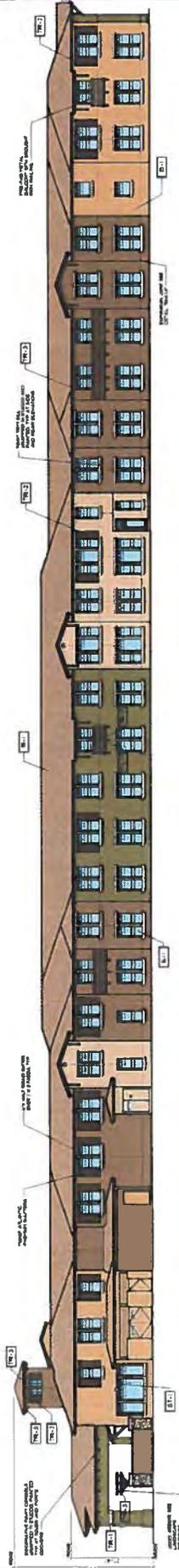
PHOTOMETRIC ANALYSIS

PHOTOMETRIC ANALYSIS

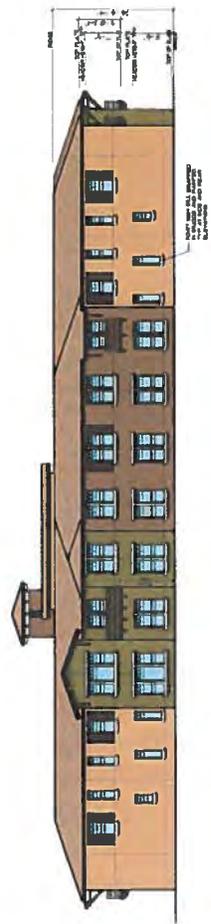
OAKMONT SENIOR LIVING



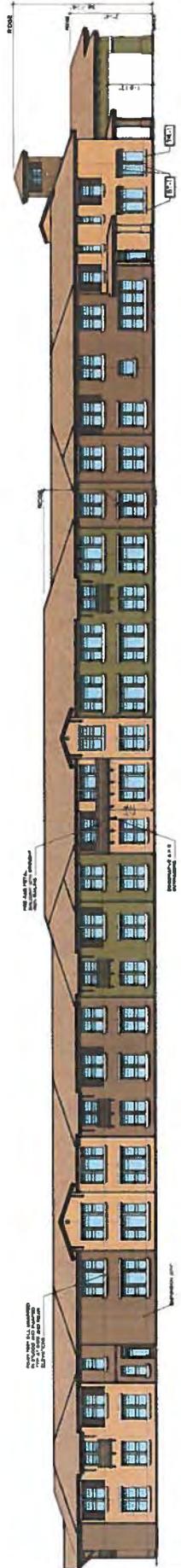
WEST ELEVATION
 SCALE: 3/32" = 1'-0"



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



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

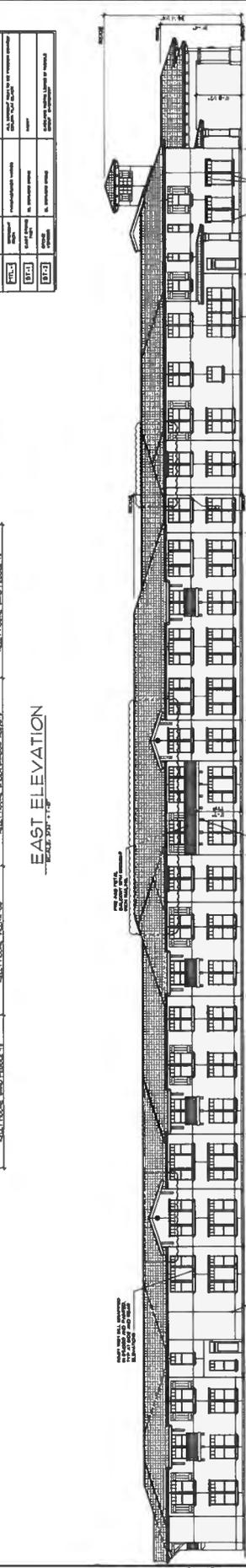
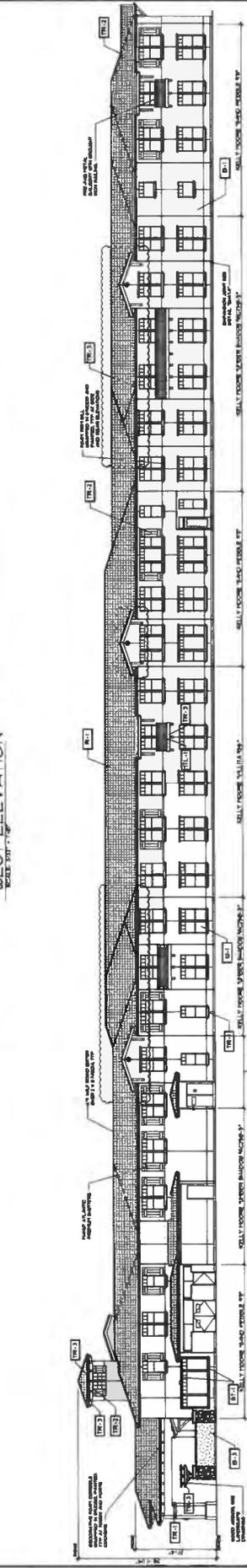
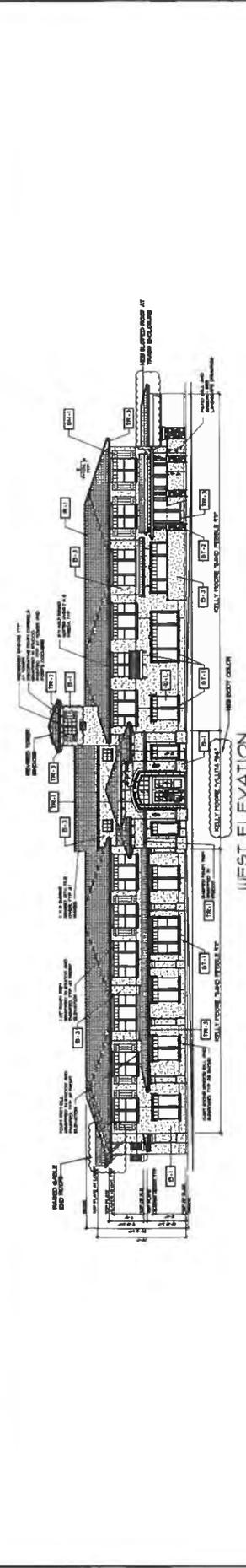


NORTH ELEVATION
 SCALE: 3/32" = 1'-0"

COLOR AND MATERIAL SCHEDULE

ITEM NO.	DESCRIPTION	FINISH	NOTES
B-1	WALLS	Light Tan Stucco	See Section 05200
B-2	WALLS	Dark Tan Stucco	See Section 05200
B-3	WALLS	White Stucco	See Section 05200
B-4	WALLS	Dark Tan Stucco	See Section 05200
B-5	WALLS	Light Tan Stucco	See Section 05200
B-6	WALLS	Dark Tan Stucco	See Section 05200
B-7	WALLS	Light Tan Stucco	See Section 05200
B-8	WALLS	Dark Tan Stucco	See Section 05200
B-9	WALLS	Light Tan Stucco	See Section 05200
B-10	WALLS	Dark Tan Stucco	See Section 05200
B-11	WALLS	Light Tan Stucco	See Section 05200
B-12	WALLS	Dark Tan Stucco	See Section 05200
B-13	WALLS	Light Tan Stucco	See Section 05200
B-14	WALLS	Dark Tan Stucco	See Section 05200
B-15	WALLS	Light Tan Stucco	See Section 05200
B-16	WALLS	Dark Tan Stucco	See Section 05200
B-17	WALLS	Light Tan Stucco	See Section 05200
B-18	WALLS	Dark Tan Stucco	See Section 05200
B-19	WALLS	Light Tan Stucco	See Section 05200
B-20	WALLS	Dark Tan Stucco	See Section 05200
B-21	WALLS	Light Tan Stucco	See Section 05200
B-22	WALLS	Dark Tan Stucco	See Section 05200
B-23	WALLS	Light Tan Stucco	See Section 05200
B-24	WALLS	Dark Tan Stucco	See Section 05200
B-25	WALLS	Light Tan Stucco	See Section 05200
B-26	WALLS	Dark Tan Stucco	See Section 05200
B-27	WALLS	Light Tan Stucco	See Section 05200
B-28	WALLS	Dark Tan Stucco	See Section 05200
B-29	WALLS	Light Tan Stucco	See Section 05200
B-30	WALLS	Dark Tan Stucco	See Section 05200
B-31	WALLS	Light Tan Stucco	See Section 05200
B-32	WALLS	Dark Tan Stucco	See Section 05200
B-33	WALLS	Light Tan Stucco	See Section 05200
B-34	WALLS	Dark Tan Stucco	See Section 05200
B-35	WALLS	Light Tan Stucco	See Section 05200
B-36	WALLS	Dark Tan Stucco	See Section 05200
B-37	WALLS	Light Tan Stucco	See Section 05200
B-38	WALLS	Dark Tan Stucco	See Section 05200
B-39	WALLS	Light Tan Stucco	See Section 05200
B-40	WALLS	Dark Tan Stucco	See Section 05200
B-41	WALLS	Light Tan Stucco	See Section 05200
B-42	WALLS	Dark Tan Stucco	See Section 05200
B-43	WALLS	Light Tan Stucco	See Section 05200
B-44	WALLS	Dark Tan Stucco	See Section 05200
B-45	WALLS	Light Tan Stucco	See Section 05200
B-46	WALLS	Dark Tan Stucco	See Section 05200
B-47	WALLS	Light Tan Stucco	See Section 05200
B-48	WALLS	Dark Tan Stucco	See Section 05200
B-49	WALLS	Light Tan Stucco	See Section 05200
B-50	WALLS	Dark Tan Stucco	See Section 05200
B-51	WALLS	Light Tan Stucco	See Section 05200
B-52	WALLS	Dark Tan Stucco	See Section 05200
B-53	WALLS	Light Tan Stucco	See Section 05200
B-54	WALLS	Dark Tan Stucco	See Section 05200
B-55	WALLS	Light Tan Stucco	See Section 05200
B-56	WALLS	Dark Tan Stucco	See Section 05200
B-57	WALLS	Light Tan Stucco	See Section 05200
B-58	WALLS	Dark Tan Stucco	See Section 05200
B-59	WALLS	Light Tan Stucco	See Section 05200
B-60	WALLS	Dark Tan Stucco	See Section 05200
B-61	WALLS	Light Tan Stucco	See Section 05200
B-62	WALLS	Dark Tan Stucco	See Section 05200
B-63	WALLS	Light Tan Stucco	See Section 05200
B-64	WALLS	Dark Tan Stucco	See Section 05200
B-65	WALLS	Light Tan Stucco	See Section 05200
B-66	WALLS	Dark Tan Stucco	See Section 05200
B-67	WALLS	Light Tan Stucco	See Section 05200
B-68	WALLS	Dark Tan Stucco	See Section 05200
B-69	WALLS	Light Tan Stucco	See Section 05200
B-70	WALLS	Dark Tan Stucco	See Section 05200
B-71	WALLS	Light Tan Stucco	See Section 05200
B-72	WALLS	Dark Tan Stucco	See Section 05200
B-73	WALLS	Light Tan Stucco	See Section 05200
B-74	WALLS	Dark Tan Stucco	See Section 05200
B-75	WALLS	Light Tan Stucco	See Section 05200
B-76	WALLS	Dark Tan Stucco	See Section 05200
B-77	WALLS	Light Tan Stucco	See Section 05200
B-78	WALLS	Dark Tan Stucco	See Section 05200
B-79	WALLS	Light Tan Stucco	See Section 05200
B-80	WALLS	Dark Tan Stucco	See Section 05200
B-81	WALLS	Light Tan Stucco	See Section 05200
B-82	WALLS	Dark Tan Stucco	See Section 05200
B-83	WALLS	Light Tan Stucco	See Section 05200
B-84	WALLS	Dark Tan Stucco	See Section 05200
B-85	WALLS	Light Tan Stucco	See Section 05200
B-86	WALLS	Dark Tan Stucco	See Section 05200
B-87	WALLS	Light Tan Stucco	See Section 05200
B-88	WALLS	Dark Tan Stucco	See Section 05200
B-89	WALLS	Light Tan Stucco	See Section 05200
B-90	WALLS	Dark Tan Stucco	See Section 05200
B-91	WALLS	Light Tan Stucco	See Section 05200
B-92	WALLS	Dark Tan Stucco	See Section 05200
B-93	WALLS	Light Tan Stucco	See Section 05200
B-94	WALLS	Dark Tan Stucco	See Section 05200
B-95	WALLS	Light Tan Stucco	See Section 05200
B-96	WALLS	Dark Tan Stucco	See Section 05200
B-97	WALLS	Light Tan Stucco	See Section 05200
B-98	WALLS	Dark Tan Stucco	See Section 05200
B-99	WALLS	Light Tan Stucco	See Section 05200
B-100	WALLS	Dark Tan Stucco	See Section 05200





COLOR AND MATERIAL SCHEDULE

NO.	DESCRIPTION	FINISH
1	WOOD	PAINTED
2	BRICK	PAINTED
3	CONCRETE	PAINTED
4	GLASS	PAINTED
5	ROOFING	PAINTED
6	ROOFING	PAINTED
7	ROOFING	PAINTED
8	ROOFING	PAINTED
9	ROOFING	PAINTED
10	ROOFING	PAINTED
11	ROOFING	PAINTED
12	ROOFING	PAINTED
13	ROOFING	PAINTED
14	ROOFING	PAINTED
15	ROOFING	PAINTED
16	ROOFING	PAINTED
17	ROOFING	PAINTED
18	ROOFING	PAINTED
19	ROOFING	PAINTED
20	ROOFING	PAINTED





SECOND FLOOR PLAN
SCALE: 3/32" = 1'-0"
NORTH

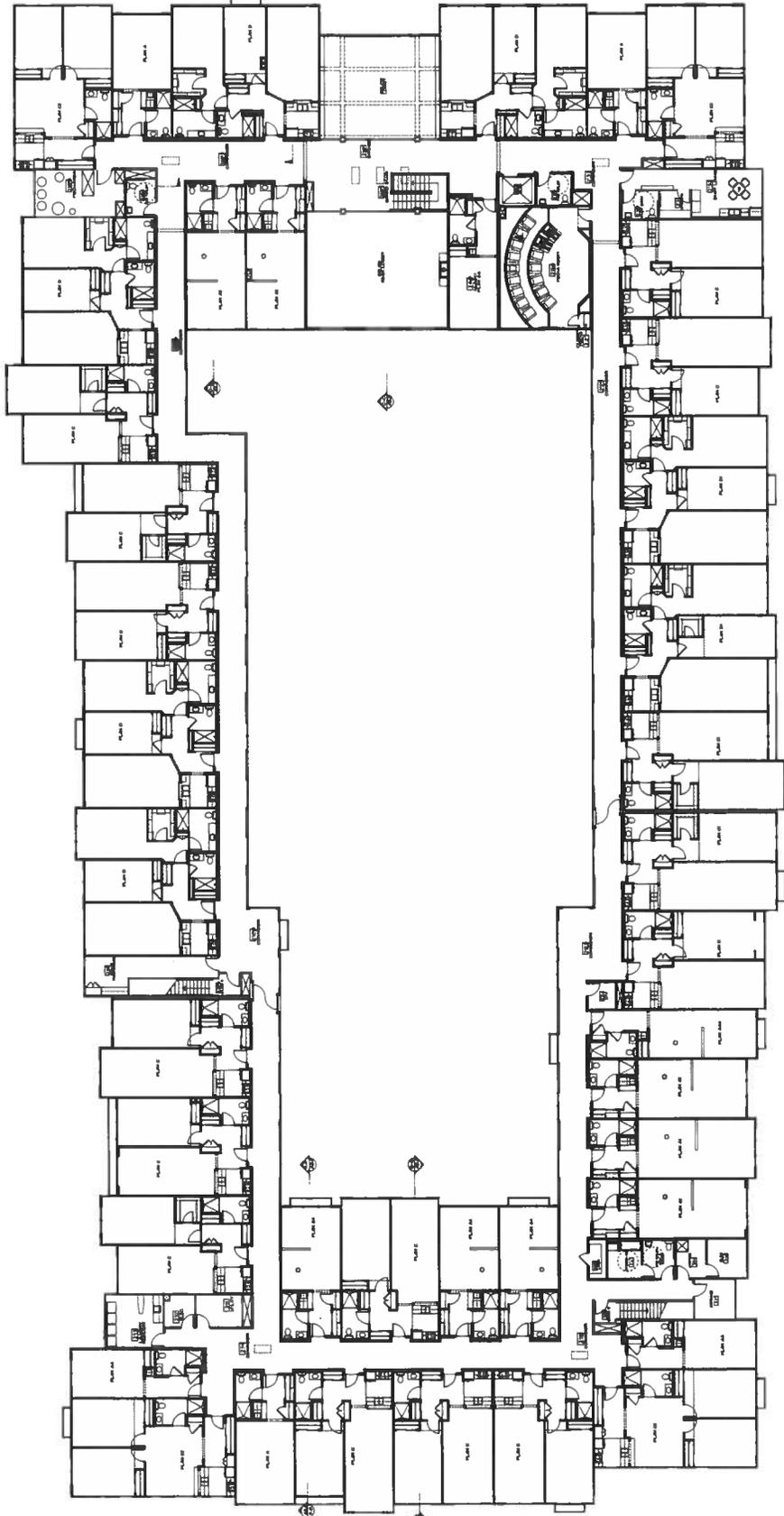
DATE	
BY	
CHECKED BY	
DATE	
APPROVED BY	
DATE	
PROJECT	
DESCRIPTION	

SCALE: 3/32" = 1'-0"
 DATE: MAY 1, 2004
 PROJECT: OAKMONT
 DESCRIPTION: SECOND FLOOR PLAN

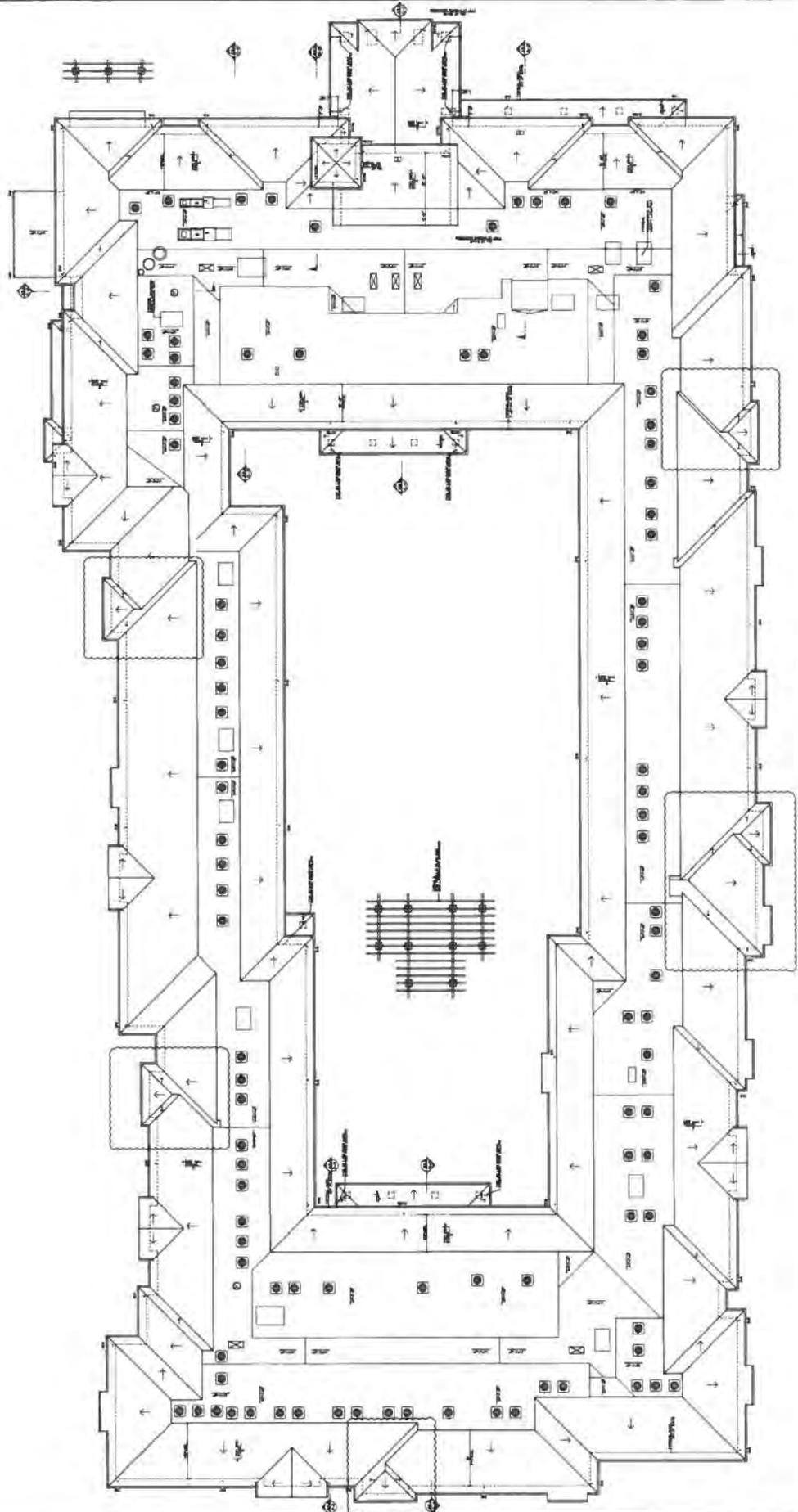
SECOND FLOOR PLAN
 OAKMONT OF CONCORD
 1611 GIVE COURT, CONCORD, CALIFORNIA

OAKMONT
Center Group, LLC

DRAWING BY:
 ALI LOBAL
 228 CONCORD BLVD.
 SANTA RITA, CA 94588
 PH: 925-338-1888



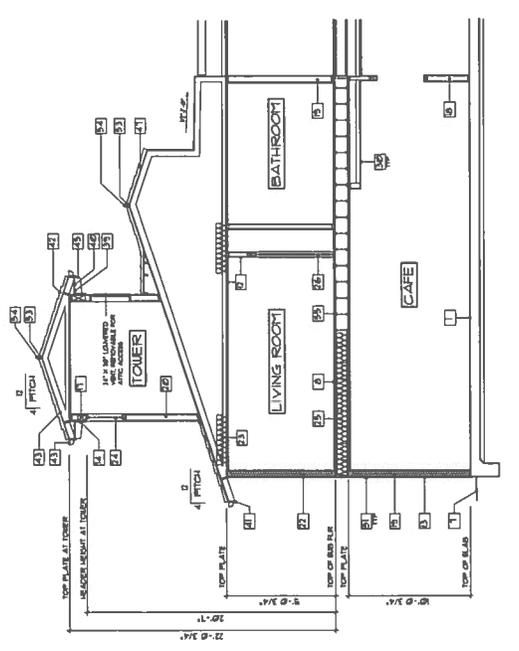
ROOF PLAN
SCALE: 3/32" = 1'-0"
NORTH



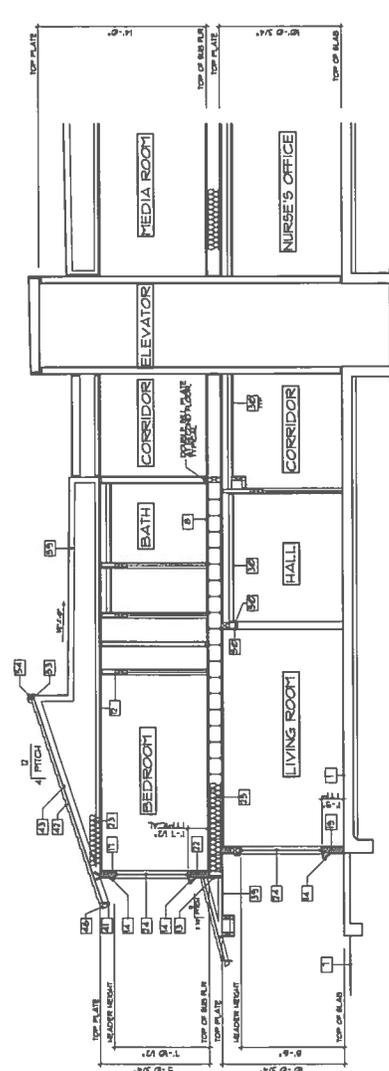
ROOF PLAN
CITY OF CONCORD, CALIFORNIA

OAKMONT
Shaner Sluyp, AIA

DRAWING BY:
ALL JOB BY
250 CONCORD BLVD
CONCORD, CA 94520
PH: 925-308-3388

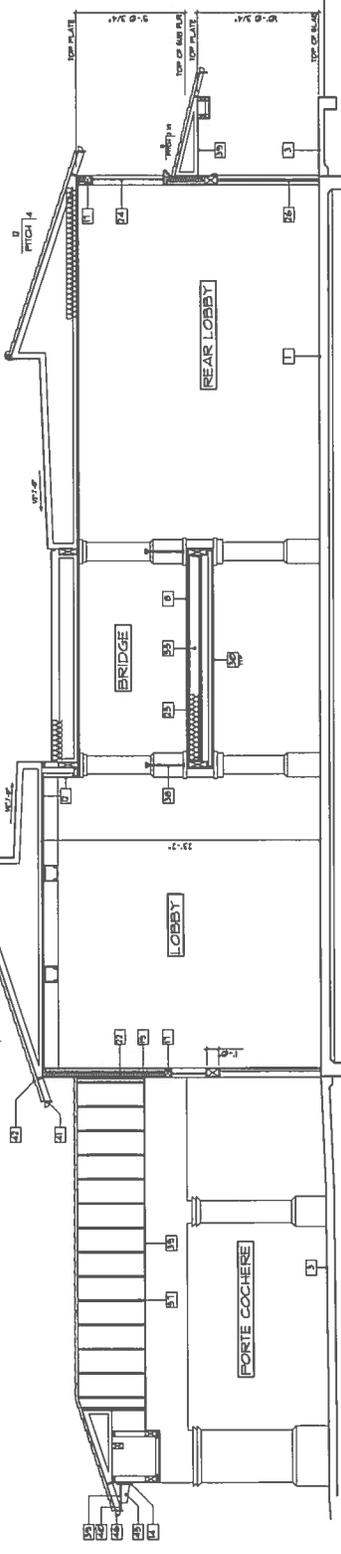


SECTION B-B
 SCALE: 1/4" = 1'-0"

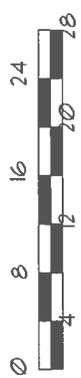


SECTION A-A
 SCALE: 1/4" = 1'-0"

- SECTION NOTES:**
1. CONCRETE SLAB S&D.
 2. CONCRETE WALL S&D.
 3. COMPRESSED CONCRETE FIBER PLAN.
 4. FINISH GRADE (SLOPE 1/4" PER 1'-0" AWAY FROM).
 5. FLOOR FINISH MATERIAL (SEE PLAN).
 6. GYP BOARD AT WALLS AND CEILING (TYPICAL) SEE.
 7. EXTERIOR GRADE F.L.A.TER (1" COAT, 1/2" THICK OVER WIRE MESH OVER STRUCTURAL WEATHER RESISTANT OCCURS).
 8. EXTERIOR GRADE F.L.A.TER (SEE EXTERIOR ELEVATIONS).
 9. 2" x 4" WOOD STUDS @ 16" O.C.
 10. 2" x 6" WOOD STUDS @ 16" O.C.
 11. R-13 INSULATION BATT INSULATION @ 7" x 6" EXTERIOR.
 12. 2" x 6" WOOD STUDS @ 16" O.C.
 13. R-38 INSULATION OR EQUAL ABOVE CEILING TYPICAL.
 14. 2" x 4" WOOD STUDS @ 16" O.C.
 15. 2" x 6" WOOD STUDS @ 16" O.C.
 16. 2" x 4" WOOD STUDS @ 16" O.C.
 17. 2" x 6" WOOD STUDS @ 16" O.C.
 18. 2" x 4" WOOD STUDS @ 16" O.C.
 19. 2" x 6" WOOD STUDS @ 16" O.C.
 20. 2" x 4" WOOD STUDS @ 16" O.C.
 21. 2" x 6" WOOD STUDS @ 16" O.C.
 22. 2" x 4" WOOD STUDS @ 16" O.C.
 23. R-38 INSULATION OR EQUAL ABOVE CEILING TYPICAL.
 24. 2" x 6" WOOD STUDS @ 16" O.C.
 25. 2" x 4" WOOD STUDS @ 16" O.C.
 26. 2" x 6" WOOD STUDS @ 16" O.C.
 27. 2" x 4" WOOD STUDS @ 16" O.C.
 28. 2" x 6" WOOD STUDS @ 16" O.C.
 29. 2" x 4" WOOD STUDS @ 16" O.C.
 30. 2" x 6" WOOD STUDS @ 16" O.C.
 31. 2" x 4" WOOD STUDS @ 16" O.C.
 32. 2" x 6" WOOD STUDS @ 16" O.C.
 33. 2" x 4" WOOD STUDS @ 16" O.C.
 34. 2" x 6" WOOD STUDS @ 16" O.C.
 35. 2" x 4" WOOD STUDS @ 16" O.C.
 36. 2" x 6" WOOD STUDS @ 16" O.C.
 37. 2" x 4" WOOD STUDS @ 16" O.C.
 38. UNDOUBT IRON GUARDRAIL PER INTERIOR ELEVATIONS.



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





OAKMONT
 OF
 CONCORD
 CIVIC COURT
 CONCORD, CALIFORNIA

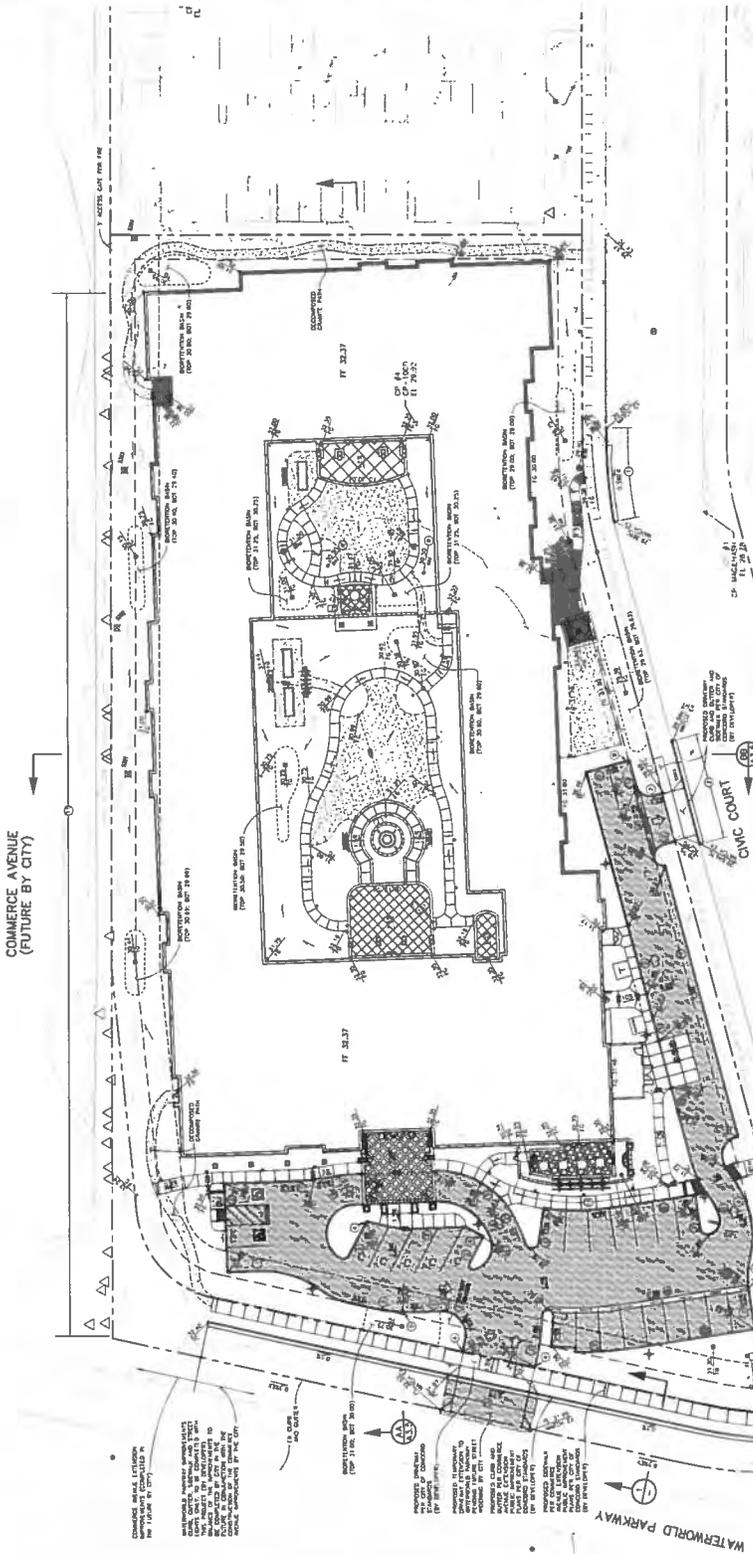
NO.	DATE	DESCRIPTION

ON A PLEASANT GRADING, LENGTH OF
 CURB SHALL BE SUCH THAT SLOPE
 SHALL BE MAINTAINED AT ALL TIMES.
 THIS REQUIREMENT OF MAINTAINED
 SLOPE SHALL BE MAINTAINED
 THROUGHOUT THE PROJECT.

PROJECT: OAKMONT OF CONCORD
 SHEET NO.: C2 OF 7
 DATE: OCTOBER 2014
 DRAWN BY: [Name]
 CHECKED BY: [Name]

PRELIMINARY
 GRADING PLAN

SHEET NO.
C2 OF **7**



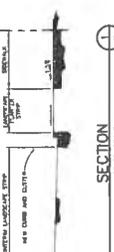
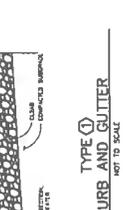
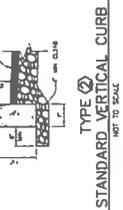
- GRADING NOTES**
 (ONLY NOTES RELATANT TO THIS SHEET ARE SHOWN)
1. ALL GRADING SHALL BE TO FINISH GRADE UNLESS OTHERWISE NOTED.
 2. ALL GRADING SHALL BE TO FINISH GRADE UNLESS OTHERWISE NOTED.
 3. ALL GRADING SHALL BE TO FINISH GRADE UNLESS OTHERWISE NOTED.
 4. ALL GRADING SHALL BE TO FINISH GRADE UNLESS OTHERWISE NOTED.
 5. ALL GRADING SHALL BE TO FINISH GRADE UNLESS OTHERWISE NOTED.
 6. ALL GRADING SHALL BE TO FINISH GRADE UNLESS OTHERWISE NOTED.
 7. ALL GRADING SHALL BE TO FINISH GRADE UNLESS OTHERWISE NOTED.
 8. ALL GRADING SHALL BE TO FINISH GRADE UNLESS OTHERWISE NOTED.
 9. ALL GRADING SHALL BE TO FINISH GRADE UNLESS OTHERWISE NOTED.
 10. ALL GRADING SHALL BE TO FINISH GRADE UNLESS OTHERWISE NOTED.

PROJECT BENCHMARK

NO.	DATE	DESCRIPTION

EARTHWORK CUT/FILL TABLE

NO.	DATE	DESCRIPTION

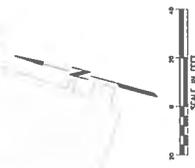


SECTION
 NOT TO SCALE

COMMERCE AVENUE
 (FUTURE BY CITY)

CIVIC COURT

WATERWORLD PARKWAY





**OAKMONT
 OF
 CONCORD**
 CIVIC COURT
 CONCORD, CALIFORNIA

NO.	DATE	DESCRIPTION

ON THESE SHEETS, DIMENSIONS, LENGTHS OF LINES, AND LOCATIONS OF POINTS ARE GIVEN IN FEET AND INCHES. ALL DIMENSIONS SHALL BE AS SHOWN ON THESE SHEETS UNLESS OTHERWISE NOTED.

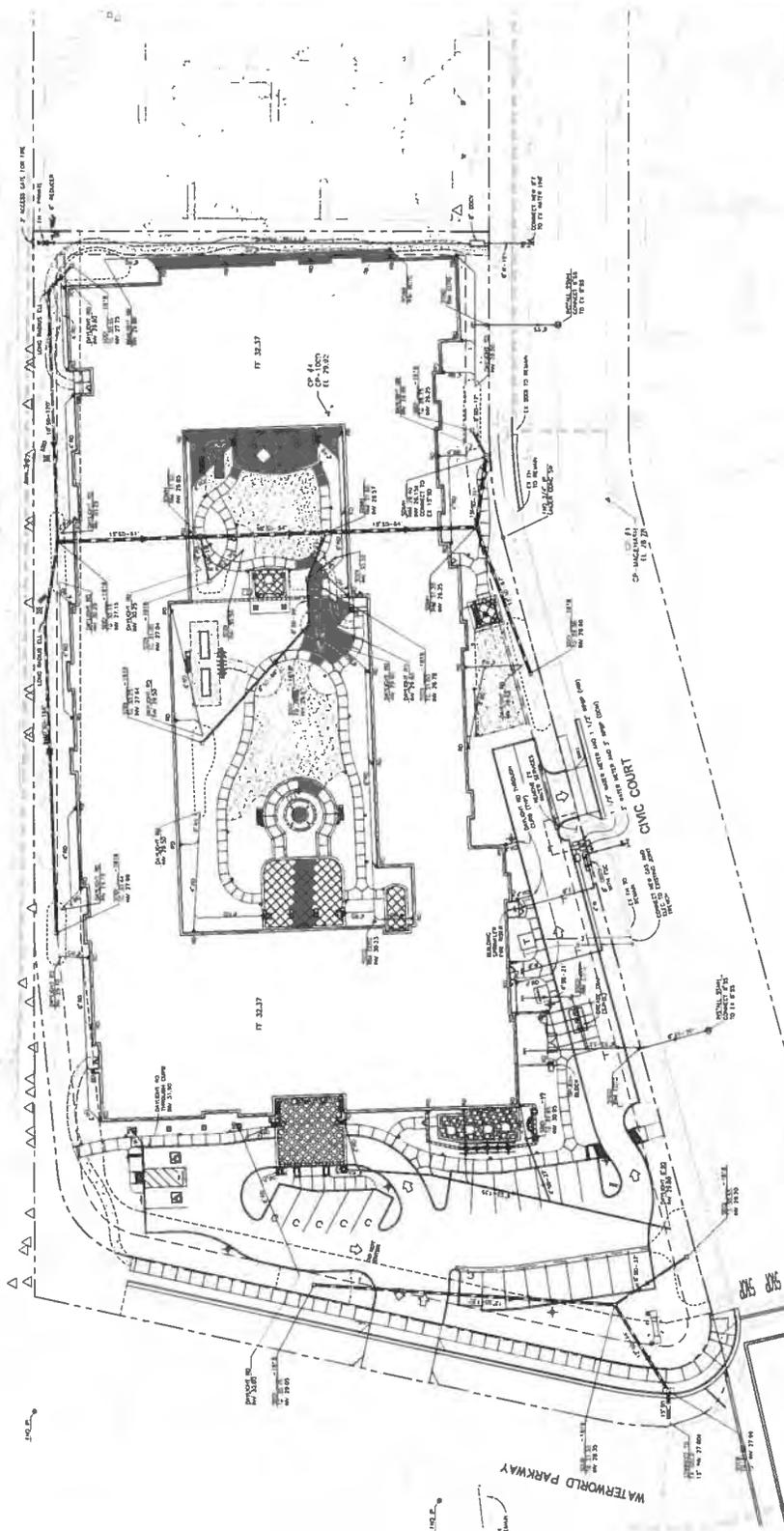
PROJECT: OAKMONT OF CONCORD
 DATE: SEPTEMBER 2011
 DRAWN BY: [Name]
 CHECKED BY: [Name]

**PRELIMINARY
 UTILITY PLAN**

SHEET NO. **C3** OF **7**

ALL STORM DRAIN DROP INLETS ARE TOP-GRADE TYPE WITH STANDARD 1'-6" OPENING IN LANDSCAPE AREAS WHICH WILL ACT AS TRASH CAPTURE DEVICES. SITE HAS FULL TIME MAINTENANCE STAFF. ALL PUBLIC STORM DRAIN CURB INLETS SHALL BE INSTALLED WITH A TRASH BAR.

COMMERCE AVENUE
 (FUTURE BY CITY)



11.24.11



OAKMONT
 OF
 CONCORD
 CIVIC COURT
 CONCORD, CALIFORNIA

NO.	DATE	REVISIONS / OCCUPATION

DATE: 10/20/14
 PROJECT: CIVIC COURT
 DRAWN BY: JCH
 CHECKED BY: [Signature]

CONTEXTUAL
 PLAN
 SHEET NO. C5 OF 7

