3.  Project Description

CenterStreet Development, LLC and Blake Hunt Ventures, LLC, the Project Applicant (Applicant), are proposing the Landing at Walnut Creek Apartments Project (“proposed Project”), which would involve the construction and operation of a 178-unit residential apartment development on a 1.82-acre (gross) site. This chapter provides a detailed description of the proposed Project, including the location, setting, and characteristics of the Project site, the Project objectives, the principal Project features, Project phasing and approximate construction schedule, as well as required permits and approvals. Additional descriptions of the environmental setting as they relate to each of the environmental issues analyzed in Chapter 4, Environmental Assessment, of this Draft EIR are included in the environmental setting discussions contained within Chapters 4.3 through 4.12.

3.1  PROJECT LOCATION AND SITE CHARACTERISTICS

3.1.1  REGIONAL LOCATION

The Project site is located in the City of Walnut Creek, in central Contra Costa County. Walnut Creek is located approximately 23 miles east of San Francisco at the foot of Mt. Diablo. The city is located east of the City of Lafayette, south of the City of Concord, and north of the City of Danville. Regional access to the Project site is provided by Interstate 680 (I-680), State Highway 24 (SR-24), and by Bay Area Rapid Transit District (BART) commuter train service.

3.1.2  LOCAL SETTING

The Project site is located at 207-235 Ygnacio Valley Road in the Core Area of Walnut Creek. The Core Area is a 1.2-square-mile central district that is a highly urbanized with higher densities than other parts of the city.1 Figure 3-1 shows an aerial view of the Project site and surrounding development. The site is bound by Ygnacio Valley Road to the north, existing commercial office off of Ygnacio Valley Road to the east, Laccassie Avenue to the south and Oakland Boulevard (i.e., Highway 24/1-680 Off Ramp) to the west. The Project site is in close proximity to the Walnut Creek BART Station, which is located to the north across Ygnacio Valley Road. Nearby uses to the south include multi-family and commercial space, as well as the Walnut Creek Presbyterian Church. There is commercial development located to the west across Oakland Boulevard and further west, across I-680, there is residential housing. Retail uses are located to the east across North California Boulevard.

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1 Walnut Creek General Plan 2025, Built Environment Element, page 4-9 and Figure 15, Specific Plan Boundaries, and Figure 16, Core Area Specific Plan and Redevelopment Areas, page 4-35 and 4-36, respectively.
Figure 3-1
Aerial View of Project Site and Surroundings

Source: BHV CenterStreet Properties, LLC, 2013.
The City’s Pedestrian Retail District (P-R)\(^2\) is located approximately 0.5-mile from the Project site. The P-R district provides a concentration of destination-oriented retail activity that is within the city’s designated Core Area.

The Project site is bound by existing bicycle routes on Ygnacio Valley Road and Oakland Boulevard, and is in close proximity to existing bicycle lanes on North California Boulevard. An existing multi-use path is located to the west of the Project site on Oakland Boulevard. The existing bicycle route on Ygnacio Valley Road provides a connection to the Iron Horse Regional Trail located east of the Project site. Future bicycle lanes and routes are proposed to connect these existing routes and lanes to a wider network including bicycle routes and/or lanes on Trinity Avenue to the south continuing on to Civic Drive heading northeast as well as from Ygnacio Valley Road continuing to the northwest.\(^3\)

The Project site plans include a concept location to accommodate a future public pedestrian bridge, crossing over Ygnacio Valley Road from Lacassie Avenue to the BART Station adjacent to the Project site. However, the development of this overcrossing is not part of the proposed Project. Once the pedestrian overcrossing project is ready to be implemented, it would undergo environmental review pursuant to CEQA, as required.

3.1.3 EXISTING SITE CHARACTER

As shown on Figure 3-2, the Project site is located on Assessor’s Parcel Numbers (APNs) 174-220-042-4, 174-220-049, 174-220-050 and Caltrans Parcel 048664-01.1. Totaling 1.82-acres in area, the Project site is currently developed with eight residential buildings with a total of 20 units, all of which are currently occupied. The existing residential buildings are distributed throughout the site as follows:

- APN 174-220-042: one 10-unit apartment complex.
- APN 174-220-049: three duplexes and three single-family dwellings.
- APN 174-220-050: one single-family dwelling.

The site is generally flat with ornamental landscaping. A preliminary tree assessment shows that 34 trees with a trunk diameter of at least 9 inches at 4.5 feet above grade are located on the site.\(^4\)

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\(^2\) Walnut Creek Municipal Code, Title 10 (Planning and Zoning), Chapter 2 (Zoning), Part 2 (Base District Regulations), Article 6 (Pedestrian Retail District).

\(^3\) Walnut Creek Bicycle Plan, adopted August 2, 2011, Figure 5-1, Existing and Proposed Bicycle Facilities, page 5-3.

\(^4\) Projected Tree Inventory Map dated November 26, 2012, and the Addendum to Tree Inventory and Assessment for “The Landing at Walnut Creek,” May 22, 2013 prepared by John Traverso, BMCA #0206-b.
Figure 3-2
Existing Conditions

Source: BHV CenterStreet Properties, LLC, 2013.
3.1.4 GENERAL PLAN LAND USE DESIGNATION AND ZONING

3.1.4.1 GENERAL PLAN

Residential

The City of Walnut Creek’s General Plan (General Plan 2025) designates the Project site as Multi-Family Very High, 30.1-50 dwelling units per acre (MFVH), a land use designation intended primarily for the city’s conventional apartment complexes. Structures in this land use designation generally exceed two stories and include onsite amenities such as recreational facilities, private balconies or patios, and common open space. The allowable density of 30.1-50.0 dwelling units per acre (du/acre) translates to a population of 47.9 to 79.5 persons per acre. General Plan Land Use designations are shown on Figure 3-3.

Building Height

The City regulates building height in Chapter 4 of General Plan 2025, Built Environment, as well as in the Zoning Ordinance (the height limits contained in the General Plan are the same as those stipulated by the Zoning Ordinance). Building height affects the city’s appearance and identity, particularly in the pedestrian-scaled areas that comprise the Core Area and the Traditional Downtown. By regulating building heights, the City can protect view corridors, regulate building scale, and ensure consistency and compatibility within an area or along a street.

Measure A, the Building Height Freeze Initiative, was passed at a Special Election held on March 12, 1985 and became effective on March 29, 1985. Under Measure A, height limits cannot exceed those that were in place as of March 29, 1985, nor can they exceed a height of six stories, without approval of the electorate. The text of Measure A is adopted as part of the Walnut Creek Zoning Ordinance. As shown on Figure 3-4, the current General Plan and Zoning Ordinance height limits for the site are a maximum of 50 feet. As shown on Figure 3-5, the maximum height limits possible under Measure A without the need for a citywide election is 89 feet on the majority of the site, with a portion of the site restricted to a 50-foot maximum.

Building Setbacks

Given its frontage on Ygnacio Valley Road, Lacassie Avenue, and Oakland Boulevard, a moderate setback of between 10 to 20 feet is required for the portion of the Project site fronting these thoroughfares, as established in the General Plan 2025.

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5 Walnut Creek General Plan 2025, Built Environment Element, page 4-4.
6 Walnut Creek Municipal Code, Title 10 (Planning and Zoning), Chapter 2 (Zoning), Part 1 (General Provisions), Article 3 (Establishment of Districts).
Figure 3-3
General Plan 2025 Land Use Map

Source: Walnut Creek General Plan 2025.
Figure 3-4
General Plan 2025 Core Area Height Limits Map

Source: Walnut Creek General Plan 2025.
Figure 3-5
Measure A Height Map

Source: Walnut Creek General Plan 2025.
West Downtown Specific Plan

The Project site is also located within the boundary of the future West Downtown Specific Plan, which is currently being prepared by the City. The vision of the Plan is to create easier pedestrian and bicycle connections between the BART Station and Downtown Walnut Creek, explore the potential for new homes and businesses between Olympic Boulevard and the BART Station, and to preserve the Amond-Shuey neighborhood.

3.1.4.2 ZONING

Residential

As shown on Figure 3-6, the Project site is zoned Multiple Family Residential 1,000-square-foot per unit (M-1) in the Zoning Ordinance. In this zoning district, multiple-family residential uses are allowed by right. Setback standards within the M-1 zoning district require a minimum front setback of 15 feet, and side and rear yards are dependent on the height of the building. Development standards applicable to the M-1 district also require a maximum of 70 percent lot coverage, 200 cubic feet of private storage for each unit and that at least 20 percent of the development site consists of landscaping.

Overlay Zone 3

The Project site is within Overlay Zone 3. The purpose of the overlay zoning district is to allow for additional control on an individual lot or a group of lots that will supersede the requirements of the underlying zone. Accordingly, the development on the site would be subject to the standards of the Overlay Zone 3, which includes the approval of a Conditional Use Permit (CUP) to address the issue of adequate and safe driveway accesses on Ygnacio Valley Road and to coordinate the location and interconnection of future driveways in the planning area. However, the Applicant is not proposing a driveway at this location.

BART Proximate

Given the Project site’s proximity to the Walnut Creek BART station, the Project site is within the “BART Proximate” classification identified in the Zoning Ordinance. For sites in BART Proximate areas, multiple family residential off-street parking requirements differ from the basic parking requirements applicable to multiple family residential developments located further from the BART station.

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7 Walnut Creek Municipal Code, Title 10 (Planning and Zoning), Chapter 2 (Zoning), Part 3 (Regulations Applying in all or Several Districts, Article 2 (Off-Street Parking and Loading Regulations).
8 Walnut Creek, Title 10 (Planning and Zoning), Chapter 2 (Zoning), Part 2 (Base District Regulations), Article 18 (Overlay District).
9 Walnut Creek Ordinance 1412, Overlay Zone 3, adopted January 16, 1979.
10 Walnut Creek Municipal Code, Title 10 (Planning and Zoning), Chapter 2 (Zoning), Part 2 (Base District Regulations), Article 3 (Multi-family Residential Districts).
THE LANDING AT WALNUT CREEK APARTMENTS PROJECT DRAFT EIR
CITY OF WALNUT CREEK

PROJECT DESCRIPTION

Figure 3-6
Zoning Map

Source: Walnut Creek General Plan 2025.
3.2 PROJECT OBJECTIVES

In coordination with the City, the Applicant has developed the following Project objectives:

- Redevelop an underutilized property to provide a high-quality, high-density residential apartment project directly across Ygnacio Valley Road from the Walnut Creek BART station that provides a well-designed and well-situated residential community for current and future residents desiring to reside in a transit-friendly environment in Walnut Creek with transit connectivity to the larger Bay Area.

- Use the architectural design of the building and associated site hardscape/landscaping features to create a strong statement of “entry” or “gateway” for those arriving by car or BART into Walnut Creek, embellished by using artwork and prominent architectural features;

- Utilize the sloping topography of the site and architectural design to harmonize and establish a contextual relationship between this high density development and the surrounding environments located on the each side of the property, minimizing the aesthetic impact of parking.

- Build a project consistent with the goals of the Built Environment Element contained in General Plan 2025, including Policy 10.1 to “support the development of high-density residential near and around the Walnut Creek and Pleasant Hill BART stations,” Policy 12.2 to “support infill and redevelopment in existing urban areas,” and Goal 15 to “enhance connectivity and mobility throughout the city.”

- Build a project consistent with the City’s Priority Development Area (PDA) designation by the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC) through the Bay Area’s Regional FOCUS program, which was intended to encourage high density new development in close proximity to transit nodes that will help to reduce greenhouse gas emissions through a reduction in vehicle trips. This objective is also consistent with the goals of the 2011 Climate Action Plan which encourages a conversion of vehicular trips to non-vehicular trips or transit trips (Transit and Land Use Goal 3);

- Build a project consistent with the intent of the proposed West Downtown Specific Plan Area with its primary purpose to facilitate new commercial and residential development in proximity to the BART station and to create opportunities for increased use of transit, pedestrian and bike routes within the City’s Priority Development Area. This objective will be achieved by enhancing and activating the pedestrian and bicycle connection from Lacassie Avenue to the BART station through landscaping and new bike lanes and providing parking for residents and visitors consistent with BART-proximate ratios.

3.3 PROJECT COMPONENTS

The Applicant proposes to redevelop the Project site with a multiple family residential complex. Development of the proposed Project would involve demolition of existing structures and associated parking on-site and construction of the principal Project components outlined below. Demolition and construction would take place over a period of approximately 20 months, which is anticipated to commence in March 2015, subject to regulatory approval.
The Applicant proposes to demolish the existing residential buildings and remove all the vegetation that is currently on the Project site. Demolition would take place over a period of approximately 30 working days, while site preparation would be completed over a 5-month period. Demolition debris would be off-hauled for disposal in accordance with the Walnut Creek Construction Debris Recycling Ordinance.11 Debris to be hauled would include approximately 118 trees (clean lumber), 560 tons of building demolition debris, 4,200 tons of asphalt/concrete material, and 40,725 cubic yards of grading and soil off-haul. Typical equipment to be used for demolition and site preparation would include excavators, a skid steer loader, a grader, a rubber-tired dozer, scrapers, and an off-highway truck.

During the construction period, there would be an average of approximately 10 workers on-site daily. The Project construction would be comprised of 298,291 square feet for the building including the parking garage, 17,500 square feet for landscaping, 20,480-square feet for the paved parking lot and 10,171 square feet of hardscape (e.g., curb, gutters, planters, seat walls, etc.) No pile driving, rock blasting, or crushing would occur during the construction phase. Typical equipment to be used for construction of the Project would include a backhoe, a crane, aerial lifts, a generator, a diesel pump, dumpers, rollers, and a paver.

The proposed Project would involve construction of 178 market-rate rental apartment units in one building as shown on Figure 3-7. The residential area would comprise approximately 155,804 square feet of space. The Project would include 35 studio, 110 one-bedroom, and 33 two-bedroom apartment units ranging in size from 524 square feet (smallest studio unit) to 1,156 square feet (largest two-bedroom unit). Based on an average household size of 2.14 persons,12 it is assumed the proposed Project would house approximately 381 residents. As the majority of the proposed apartment units would be one-bedroom units, it is likely that a resident population of 381 is high, thereby allowing for a conservative analysis of potential environmental impacts. It is anticipated that residents of the Project would be drawn largely from Walnut Creek and other communities in the San Francisco Bay Area.

The proposed building would consist of four levels of residential over two levels of parking, one of which would be subterranean. The proposed Project would be 60 feet at its highest point.

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11 Walnut Creek Municipal Code, Title 3 (Sanitation and Health), Chapter 6 (Solid Waste and Recycling), Article 6 (Construction Debris Recycling).

12 This analysis is based on the Association of Bay Area Governments (ABAG) projections of the average household size of 2.14 persons for Walnut Creek in 2025, as described in Chapter 4.10, Population and Housing, of this Draft EIR. This is the standard approach for population and housing analysis in Walnut Creek.
**SITE INFORMATION**

**MAXIMUM BUILDING HEIGHTS:**
- 60’ Maximum Building Height Measured from Avg. Grade Plane (CBC Section 504.2 & Table 503)
- 89’ Maximum Building Height Measured from Base Elevation (existing or proposed grade, whichever is lower) to Top of Parapet per Measure A
- 50’ Maximum Building Height Measured from Base Elevation (existing or proposed grade, whichever is lower) to Top of Parapet per Measure A for Parcel #4 & #5 only

**REQUIRED BUILDING SETBACKS:**
- Lacassie Avenue: 15’ Average Setback
- Caltrans Off-Ramp: 15’ Average Setback
- Ygnacio Valley Road: 15’ Average Setback
- East Elevation: 17’-6” Calculated Setback

**SIDEWALK REQUIREMENT:**
Core Area sidewalk requirement: 10’ minimum
ALL FRONTAGES IN COMPLIANCE WITH WALNUT CREEK GENERAL PLAN 2025 SIDEWALK REQUIREMENTS

**GROSS SQUARE FOOTAGES**

**B1 LEVEL:**
- Residential Units: 8,016 SF
- Corridor/Vertical Circulation: 2,660 SF
- Storage: 3,444 SF
- Garage: 43,394 SF

**LEVEL 2:**
- Residential Units: 35,747 SF
- Corridor/Vertical Circulation: 7,505 SF
- Storage: 514 SF
- Amenities: 3,623 SF

**LEVEL 3:**
- Residential Units: 40,728 SF
- Corridor/Vertical Circulation: 6,822 SF
- Storage: 156 SF

**LEVEL 4:**
- Residential Units: 40,728 SF
- Corridor/Vertical Circulation: 6,822 SF
- Storage: 156 SF

**LEVEL 5:**
- Residential Units: 30,585 SF
- Corridor/Vertical Circulation: 5,034 SF
- Storage: 156 SF
- Amenities: 3,031 SF

**GROSS BUILDING SF SUBTOTALS:**
- Residential Units: 155,804 SF
- Corridor/Vertical Circulation: 28,883 SF
- Storage: 4,466 SF
- Amenities: 6,454 SF
- Garage: 152,514 SF
- Total: 298,281 SF

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This residential structure is sufficiently close to an exterior noise source potentially greater than 60 db which will require acoustical analysis showing that the proposed design will limit exterior noise to the prescribed interior level.

Project to comply with 2010 CBC Section 1207.11.1, 1207.11.2 and 1207.11.4

Source: BHV CenterStreet Properties, LLC, 2013.

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**CONCEPTUAL SITE PLAN**

- Figure 3-7
- Conceptual Site Plan

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**THE PLANNING CENTER | DC&E**

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**THE LANDING AT WALNUT CREEK APARTMENTS PROJECT DRAFT EIR**

**CITY OF WALNUT CREEK**

**PROJECT DESCRIPTION**
PROJECT DESCRIPTION

The Applicant is requesting an amendment to the General Plan to increase the maximum building height identified on the General Plan Height Limit map from 50 feet to approximately 60 feet, which would be less than the Measure A height limit of 89 feet. Building elevations are shown on Figures 3-8 through 3-11. The maximum elevation of the Project site is approximately 177 feet, with the highest point of the proposed structure reaching an elevation of 229 feet.

3.3.2.3 RESIDENT AMENITIES

As shown on Figure 3-12, the proposed apartment building would be oriented around a central courtyard where outdoor seating, lounge chairs and tables would be provided. Resident amenities such as a fitness center, rooftop decks, an indoor lounge, and leasing office are shown on Figure 3-13. In total, common areas and resident amenities would comprise approximately 40,003 square feet of space.

3.3.3 CIRCULATION

3.3.3.1 VEHICULAR ACCESS

Resident Access Point

Vehicular access to the Project site would be provided via one access point on Lacassie Avenue, as shown in Figure 3-7 above. The single driveway would link directly to the ground level and subterranean parking levels. Two ground-level loading stalls would be provided at one location off Lacassie Avenue for move-in and move-out purposes.

Emergency Responder Access

Consistent with General Plan Action 4.2.1, the preliminary Project site plans were reviewed by the Contra Costa County Fire Protection District (CCCFPD). Consistent with General Plan Action 4.2.1, the preliminary Project site plans were reviewed by the Contra Costa County Fire Protection District (CCCFPD). Emergency response vehicle access is shown on Figure 3-14. As shown, emergency response vehicles would access the Project site from Ygnacio Valley Road to the north and Lacassie Avenue on the south. An emergency response vehicle staging area with adequate turning radius for emergency response vehicles is located at the western terminus of Lacassie Avenue to meet the standards of the CCCFPD and the City’s Fire Code. One fire hydrant currently exists on the northern end of Lacassie Avenue. Under the proposed Project, this fire hydrant would be relocated closer to the access point and two additional fire hydrants would be installed along the Ygnacio Valley Road emergency vehicle response access area.

13 Chip Griffin, Associate Planner, City of Walnut Creek. Personal communication with The Planning Center | DC&E, October 31, 2013.
14 Walnut Creek Municipal Code Title 9 (Building Code), Chapter 19 (Fire Code).
Source: BHV CenterStreet Properties, LLC, 2013.
Figure 3-9
West Building Elevations

Source: BHV CenterStreet Properties, LLC, 2013.
Source: BHV CenterStreet Properties, LLC, 2013.

Figure 3-10
South Building Elevation
Source: BHV CenterStreet Properties, LLC, 2013.

Figure 3-11
South Building Elevation from Lacassie Avenue Access Point
Figure 3-12

Conceptual Central Courtyard Plan

Source: BHV CenterStreet Properties, LLC, 2013.
RESIDENT AMENITIES

LEASING OFFICE: 1,000 SF
  Function of space: Business area
  Floor Area in SF per occupant: 100 gross
  Per 2010 CBC Table 1004.1.1: 1,000 SF/100 gross = 10 occupants
  B Occupancy (Accessory to R-2) per 2010 CBC Section 303.1
  Per 2010 CBC Table 1004.1.1: 1,000 SF/100 gross = 10 occupants
  Floor Area in SF per Occupant: 100 gross
  Function of Space: Business area

FITNESS CENTER: 1,100 SF
  Function of space: Exercise room
  Floor Area in SF per Occupant: 100 gross
  Per 2010 CBC Table 1004.1.1: 1,100 SF/100 gross = 11 occupants
  B Occupancy (Accessory to R-2) per 2010 CBC Section 303.1
  Per 2010 CBC Table 1004.1.1: 1,100 SF/100 gross = 11 occupants
  Floor Area in SF per Occupant: 100 gross
  Function of Space: Exercise room

MAIL ROOM: 612 SF
  Function of space: Enclosed
  Floor Area in SF per Occupant: 612 SF/1 occupant = 612 occupants
  Exception #3 since space is less than 750 sf
  B Occupancy (Accessory to R-2) per 2010 CBC Section 303.1
  Per 2010 CBC Table 1004.1.1: 612 SF/15 net = 34 Occupants
  Floor Area in SF per Occupant: 15 net
  Unconcentrated (tables & chairs)
  Function of Space: Assembly without fixed seats

RESIDENT AMENITIES

LOUNGE & ROOF DECKS AT LEVEL 5
  Function of space: Assembly
  Space is unenclosed
  Floor Area in SF per Occupant: 100 net
  Per 2010 CBC Table 1004.1.1: 100 SF/100 net = 10 occupants
  Exception #2 since occupant load is less than 50 persons & space is unenclosed
  B Occupancy (Accessory to R-2) per 2010 CBC Section 303.1
  Per 2010 CBC Table 1004.1.1: 100 SF/100 net = 10 occupants
  Floor Area in SF per Occupant: 100 net
  Unconcentrated (Tables & Chairs)
  Function of Space: Assembly without fixed seats

ROOF DECK 1: 242 SF
  Function of space: Unenclosed
  Space is unenclosed
  Floor Area in SF per Occupant: 242 SF/15 net = 16 occupants
  Per 2010 CBC Table 1004.1.1: 242 SF/15 net = 16 occupants
  Floor Area in SF per Occupant: 15 net
  Unconcentrated (Tables & Chairs)
  Function of Space: Assembly without fixed seats

ROOF DECK 2: 394 SF
  Function of space: Unenclosed
  Space is unenclosed
  Floor Area in SF per Occupant: 394 SF/15 net = 26 occupants
  Per 2010 CBC Table 1004.1.1: 394 SF/15 net = 26 occupants
  Floor Area in SF per Occupant: 15 net
  Unconcentrated (Tables & Chairs)
  Function of Space: Assembly without fixed seats

ROOF DECK 3: 749 SF
  Function of space: Unenclosed
  Space is unenclosed
  Floor Area in SF per Occupant: 749 SF/15 net = 49 occupants
  Per 2010 CBC Table 1004.1.1: 749 SF/15 net = 49 occupants
  Floor Area in SF per Occupant: 15 net
  Unconcentrated (Tables & Chairs)
  Function of Space: Assembly without fixed seats

Figure 3-13
Proposed Resident Amenities

Source: BHV CenterStreet Properties, LLC, 2013.
Emergency Response Vehicle Access

Source: BHV CenterStreet Properties, LLC, 2013.

**Figure 3-14**

- **Legend**
  - 1-Story Type IA R-2 Below 3-hr Horizontal Separation
  - 2-hr Fire Wall Per 2010 CBC Section 706
  - Fire Department Truck Access
  - Fire Department Ladder Access **
  - 2-hr Stair to Roof
  - (3) Proposed Fire Hydrant of East Bay type*
  - (1) Existing Fire Hydrant of East Bay type*
  - Building Exit
  - 100' Hose Pull with 30' Hose Stream
  - Wet Standpipe requested by Contra Costa County Fire Protection District (class II in garage) per 2010 CBC Section 905.4
  - Wet Standpipe at Stair Intermediate Landing per 2010 CBC Section 906.4
  - Wet Standpipe at Horizontal Exit Doors per 2010 CBC Section 906. Wet Standpipe omitted if within 100' of stair per CBC Section 905.4 Exception #2

*Note: Min fire flow of 4,000 GPM with hydrants flowing simultaneously for 240 minutes while maintaining 20 lbs. residual pressure in the main

**Typical Window Locations Shown - Refer to Elevations for Variations**

**FIRE ACCESS - GROUND LEVEL**

- 2-40' 2-HR STAIR TO ROOF
- 2-40' 2-HR STAIR TO ROOF
- 2-40' STRAIGHT RUN POV & EXITS (OPEN TO SKY)
- 2-40' FIRE ACCESS (OPEN TO SKY)
- 2-40' CONTINUOUS PAVED PATH FOR FIRE ACCESS AT GROUND LEVEL

**EXIT**
- Building Exit
- 100' Hose Pull with 30' Hose Stream
- Wet Stand pipe requested by Contra Costa County Fire Protection District (class II in garage) per 2010 CBC Section 905.4
- Wet Standpipe at Stair Intermediate Landing per 2010 CBC Section 906.4
- Wet Standpipe at Horizontal Exit Doors per 2010 CBC Section 906. Wet Standpipe omitted if within 100' of stair per CBC Section 905.4 Exception #2

**FIRE ACCESS - GROUND LEVEL**

- 2-40' 2-HR STAIR TO ROOF
- 2-40' STRAIGHT RUN POV & EXITS (OPEN TO SKY)
- 2-40' CONTINUOUS PAVED PATH FOR FIRE ACCESS AT GROUND LEVEL

**EXIT**
- Building Exit
- 100' Hose Pull with 30' Hose Stream
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- Wet Standpipe at Stair Intermediate Landing per 2010 CBC Section 906.4
- Wet Standpipe at Horizontal Exit Doors per 2010 CBC Section 906. Wet Standpipe omitted if within 100' of stair per CBC Section 905.4 Exception #2

*Note: Min fire flow of 4,000 GPM with hydrants flowing simultaneously for 240 minutes while maintaining 20 lbs. residual pressure in the main

**Typical Window Locations Shown - Refer to Elevations for Variations**
Solid Waste Service Access

Solid waste receptacles would be accessible at two locations to the north and south within the ground-level garage and would be staged in front of the garage along Lacassie Avenue frontage on trash service days.

Pedestrian and Bicycle Access

As shown on Figure 3-7, pedestrian access to the building would be available from one access point off Ygnacio Valley Road, at two locations along the eastern perimeter, and at two access points off of Lacassie Avenue. The Project includes a 10-foot minimum sidewalk along the Project’s frontages in compliance with the Walnut Creek General Plan 2025 Core Area sidewalk requirements.\(^ {15}\)

While the Project does not propose any new bicycle lanes or routes, as previously stated the site is accessible via the existing bicycle routes on Ygnacio Valley Road and Oakland Boulevard and is in close proximity to existing bicycle lanes on North California Boulevard. Moreover, per the Walnut Creek Bicycle Plan, future bicycle lanes and routes are proposed to connect these existing routes and lanes to a wider network.

Parking

The proposed Project would include construction of two levels of parking with 223 parking stalls. The ground level would include 87 stalls and the subterranean level would include 136 stalls. The Project would include seven parking stalls that meet the Americans with Disability Act (ADA) standards. The Project would also provide 24 bicycle-parking stalls. As previously discussed, the City’s BART Proximate parking standards apply to development on the site.

3.3.4 LANDSCAPING

Figure 3-15 illustrates the proposed landscape planting plan. A total of 53 trees, including street trees, would be planted throughout the site. Some of the tree types proposed include black tupelo, maidenhair tree (male variety), Brisbane box (low branching), hybrid strawberry tree, peppermint willow, and crabapple. The street tree types will be determined according to the City’s Master Street Planting Plan.\(^ {16}\) The Project’s landscape planting plan also includes planting of shrubs, ferns, grasses, and other groundcover.

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\(^ {15}\) Walnut Creek General Plan, Chapter 5 (Transportation), Policy 6.2, Action 6.2.1, page 5-14.

\(^ {16}\) Walnut Creek Municipal Code Title 7 (Public Works), Chapter 1 (Encroachments), Article 4 (Street Trees).
Figure 3-15

Conceptual Landscaping Plan

Source: BHV CenterStreet Properties, LLC, 2013.
3.3.5 LIGHTING

The conceptual lighting plan is shown in Figure 3-16. The source, intensity, and type of exterior lighting for the Project site would be typical for orientation and safety needs. As shown on Figure 3-17, all on-site lighting would be low-level illumination and shielded to reduce light spill or glare. In landscaped and paved areas, light sources will be concealed and not visible from a public viewpoint. All exterior surface and above-ground mounted fixtures will be sympathetic and complementary to the architectural theme.

3.3.6 PUBLIC ART

The Walnut Creek Public Art Ordinance requires no less than 1 percent of the Project's construction cost go toward public art, either installed on-site or paid as an in-lieu fee. The Applicant is currently working with the City to determine what public art feature shall be included on the Project site and where said art will be located on-site.

3.3.7 UTILITIES

The proposed utility infrastructure would connect to the existing water, sewer, storm drain system, natural gas and electricity network in the area, and would be served by an existing solid waste landfill.

3.3.7.1 WATER SUPPLY AND CONSERVATION

The Project site is located within the East Bay Municipal Utility District (EBMUD) service area and EBMUD would supply water for the Project. As shown on Figure 3-18, the proposed Project would connect to the existing water lines along Lacassie Avenue, Ygnacio Valley Road and Oakland Boulevard. Any new connections or replaced water lines would not encroach on undisturbed areas. The Project incorporates a number of features meant to conserve water used for on-site irrigation. Water conserving features include an automatic “smart” irrigation controller with rain-sensor, low precipitation/low angle irrigation spray heads, low volume drip tubing installed below mulch, low water consuming plants, soil moisture retention techniques, and mulching to reduce evapotranspiration from the root zone. As shown on Figure 3-19, plants would be grouped with similar water, climatic and soil requirements to conserve water and create a drought responsive landscape. The proposed landscaping includes specific hydrozones that consist of moderate to low water consuming plants with consideration given to northern, southern, eastern and western exposures to conserve water.

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17 Walnut Creek Municipal Code, Title 10 (Planning and Zoning), Chapter 10 (Public Art).
18 Chip Griffin, Associate Planner, City of Walnut Creek. Personal communication with The Planning Center | DC&E, October 31, 2013.
Source: BHV CenterStreet Properties, LLC, 2013.

CONCEPTUAL LIGHTING PLAN

This Conceptual Lighting Plan demonstrates the proposed lighting scheme for the project.

- **LED Exterior Lighting**
  - **Pole Lighting**
  - **Bollard Lighting**
  - **Recessed Louvered Lighting**

**Lighting Concept:**
- LED exterior lighting will be used to meet safety and architectural needs.
- Public pathway lighting will be prominent and well lit.
- All exterior lighting will be architecturally integrated and consistent with the architectural theme.

Figure 3-16

Conceptual Lighting Plan
Source: BHV CenterStreet Properties, LLC, 2013.

Figure 3-17
Preliminary Photometric Study
Figure 3-18
Preliminary Utility Plan

Source: BHV CenterStreet Properties, LLC, 2013.
WATER CONSERVATION FEATURES

The following features will be incorporated into the Project to conserve water:

1. Installation of automatic irrigation controllers with rain sensors
2. Use of Low-Volley (LV) sprinklers
3. Use of Low-Lower Cross Connect (LLCC)
4. High efficiency irrigation heads
5. Soil amendment to achieve soil moisture retention

WATER CONSERVATION STATEMENT

The Water Management Plan for the Project will include:

- Automatic irrigation controllers with rain sensors
- Use of LV sprinklers
- LLCC and high efficiency irrigation heads
- Soil amendment to achieve soil moisture retention

PLAINTS WILL BE DESIGNED TO ENHANCE THE VISUAL CHARACTER OF THE SITE AND THE ARCHITECTURAL ELEMENTS. PLANTS SHALL BE GROUPED TO SIMILAR WATER, CLIMATE AND SOIL REQUIREMENTS TO CONSERVE WATER AND CREATE A DESIRED RESPONSIVE LANDSCAPE.

SYNTHETIC TURF
NO IRRIGATION REQUIRED

IRRIGATION HYDROZONES:

ESTIMATED WATER USE CALCULATIONS

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Figure 3-19

Conceptual Irrigation Plan

Source: BHV CenterStreet Properties, LLC, 2013.
3.3.7.2 SANITARY SEWER SERVICE

The Central Contra Costa Sanitary District (CCCSD) provides wastewater collection and treatment service for Walnut Creek. Sanitary wastewater generated on the Project site would be treated by CCCSD at a wastewater treatment plant located near Martinez. As shown on Figure 3-17, some existing infrastructure would be preserved in place and some new sewer lines would be installed to increase the size of sewer lines that channel effluent from the Project site to the sewer main. Any new connections or replacement sewer lines would not encroach on undisturbed areas.

3.3.7.3 SOLID WASTE SERVICES

The Central Contra Costa Solid Waste Authority (CCCSWA) provides solid waste and residential recycling services for Contra Costa County and is responsible for recycling and solid waste management in Walnut Creek, including the Project site. The CCCSWA has agreements with Allied Waste for the collection, transfer, and disposal of residential and commercial solid waste within its jurisdiction, including the Project site. Per requirements of the City’s Construction Debris Ordinance, the Applicant would prepare and implement a Waste Management Plan, which includes the estimated volume of reusable and recyclable construction and demolition debris, the vendor or facility proposed to collect or receive the diverted materials, and the estimated volume of the residual debris that will be disposed of rather than reused or recycled. Additionally, within 30 days after the completion of the Project, the Applicant will submit a Waste Management Report that proves that the Project has met the diversion requirement.

3.3.7.4 OTHER UTILITIES (GAS, ELECTRIC, AND CABLE)

Gas and electricity would be supplied to the Project site by Pacific Gas & Electric (PG&E). Telephone service would be provided by AT&T and other providers. Cable television service would be available from a number of providers, including Comcast.

3.3.7.5 STORMWATER MANAGEMENT

As shown on Figure 3-19, the proposed Project would include approximately 75,881 square feet of impervious surface. This represents a net increase of 23,502 square feet of impervious surface over the Project site from existing to proposed. All new development projects that disturb one or more acres are required to incorporate water quality improvements into the site design, as per the Contra Costa County Stormwater C.3 requirements. The requirements include the minimization of impervious surfaces, measures to detain or infiltrate runoff from peak flows to match pre-development conditions, and agreements to ensure that the stormwater treatment and
Figure 3-20
Preliminary Impervious Surface Map

Source: BHV CenterStreet Properties, LLC, 2013.
flow control facilities are maintained in perpetuity. Also, the City of Walnut Creek Municipal Code Title 9, Building Regulation, Chapter 16, Stormwater Management and Discharge Control, requires preparation of a Stormwater Control Plan that meets the C.3 requirements for each development project.

### 3.3.8 PUBLIC SERVICES

Public service providers in Walnut Creek are comprised of the following:

- The Contra Costa County Fire Protection District (CCCFPD) provides fire protection and first responder emergency medical services to Walnut Creek and surrounding unincorporated areas of Contra Costa County. The CCCFPD also works with the California Department of Forestry, Mount Diablo State Park, and the San Ramon Valley Fire District in addressing wildland fire hazards.

- The Walnut Creek Police Department provides police protection services for the Project site.

- The City of Walnut Creek parks are maintained by the Parks Division, which is part of the Public Services Department. Walnut Creek has over 400 acres of parks and special-use areas, including seven community parks, ten neighborhood parks, and a municipal golf course.\(^{22}\)

- The Project site lies within the boundaries of the Walnut Creek School District and the Acalanes Union High School District.

- There are two public libraries in Walnut Creek: the Walnut Creek Downtown Branch at 1644 North Broadway, and the Ygnacio Valley (Thurman G. Casey Memorial) Branch at 2661 Oak Grove Road. The Downtown Branch, which is approximately 0.5 miles to the south of the Project site, is the closest public library to the Project site.

### 3.4 REQUIRED PERMITS AND APPROVALS

The City of Walnut Creek General Plan designates the parcels as MFVH (Multi-Family Very High, 30.1-50 dwelling unit per acre [du/ac]). Implementation of the proposed Project would require a General Plan Amendment to change the designation to MFSH (Multi-Family Special High, 50.1-100 du/ac) in order to accommodate the Project’s 100 du/ac. There is no residential land use designation that allows density greater than 100 du/ac.

The proposed Project also includes an amendment to the General Plan to increase the maximum building height identified on the General Plan 2025 Core Area Height Limits Map from 50 feet to approximately 60 feet, which would be within the Measure A height limit of 89 feet.

\(^{22}\) Walnut Creek General Plan 2025, Chapter 3, Natural Environment Element, page 3-18.
Implementation of the proposed Project will also require a Zoning Ordinance Amendment from Multi-Family Residential (M-1) to Planned Development (PD) to accommodate the higher density, and potential reduced parking requirement.

The City of Walnut Creek requires the following discretionary permits and approvals for the proposed Project:

- Conditional Use Permit pursuant to regulations pertaining to Overlay Zone 3, regulating access from Ygnacio Valley Road;
- Design Review Approval for a new four-story multiple-family building, parking structure, site development improvements, and landscape;
- Tree Removal Permit to remove the existing trees from the Project site;
- Stormwater Pollution Prevention Plan; and
- Certification of this EIR.