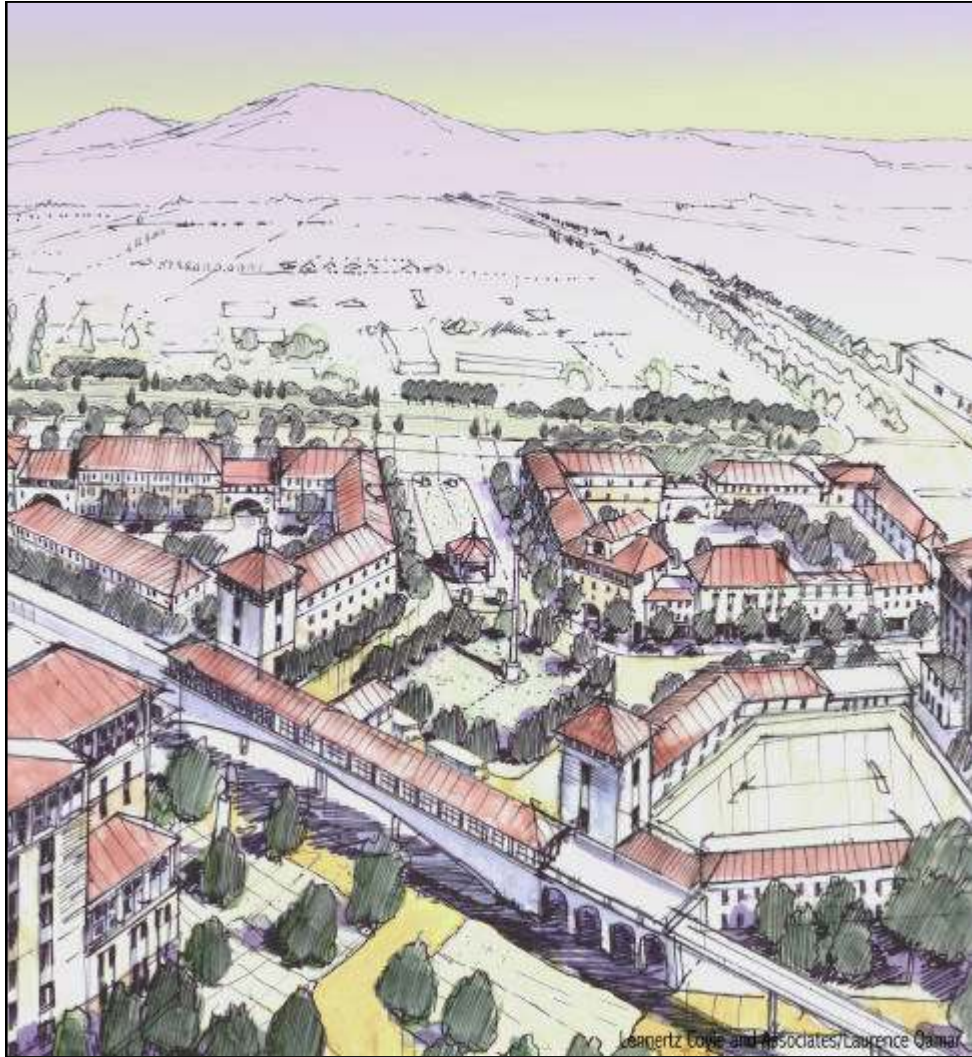


THE NEW PLEASANT HILL BART STATION PROPERTY CODE



PRINCIPLES AND REGULATIONS FOR REDEVELOPMENT OF THE BART STATION PROPERTY

*LENNERTZ COYLE AND ASSOCIATES, L.L.C., MASTERPLAN
GEOFFREY FERRELL ASSOCIATES, L.L.C., CODE WRITER*

TABLE OF CONTENTS

I.	COMPONENTS OF THE CODE	3
II.	DEFINITIONS	5
III.	THE REGULATING PLAN	10
	A. UNDERSTANDING THE REGULATING PLAN	11
IV.	BUILDING ENVELOPE STANDARDS	12
	A. WORKPLACE BUILDING SITES	14
	B. SHOPFRONT BUILDING SITES	17
	C. RESIDENTIAL FLAT SITES	20
	D. TOWNHOUSE SITES	23



Components of the PLEASANT HILL BART STATION PROPERTY CODE

The Pleasant Hill BART Station Property plan is designed to foster a vital *public life* through its squares and tree-lined streets overlooked by upper storey residential balconies. The redevelopment of the Pleasant Hill BART Station Property is governed by the Pleasant Hill BART Station Property Code, which is designed to achieve these goals in concert with the techniques and scale of 21st century development.

While the **Pleasant Hill BART Station Property Masterplan** provides a citizen endorsed urban design for the improvement of all properties in its study area, configurations shown for the Bay Area Rapid Transit Authority (BART) properties can be considered conceptual vision statements only and no commitment has been made on or by BART. Within this Code, BART structures are considered to be CIVIC BUILDINGS and are thereby not constrained by its prescriptions.

The Pleasant Hill BART Station Property Code is comprised of: Definitions, the BART Station Property REGULATING PLAN, and the BUILDING ENVELOPE STANDARDS. The other document that comprises the Code is the ARCHITECTURAL STANDARDS.

A. DEFINITIONS

Certain terms in the Code are used in very specific ways, often excluding some of the meanings of common usage. Wherever a word is in SMALL CAPITAL format, consult the definitions for the specific meaning.

B. THE BART STATION PROPERTY REGULATING PLAN

The REGULATING PLAN is the Coding Key for the BART Station Property that provides specific information for the disposition of each building site. The REGULATING Plan also shows how each lot relates to the public spaces (STREETS, GREENS, parks, PEDESTRIAN PATHWAYS, etc.) and the surrounding environment. There may be additional design guidelines for lots in special locations as identified in the REGULATING PLAN.

C. THE BUILDING ENVELOPE STANDARDS

The Pleasant Hill BART Station Property BUILDING ENVELOPE STANDARDS establish the basic parameters governing building form, including the envelope for building placement (in three dimensions) and certain permitted/required building elements, such as balconies, and STREET WALLS. The BUILDING ENVELOPE STANDARDS establish both the boundaries within which things may be done -- and specific things that must be done. The applicable STANDARD for a building is determined by its STREET FRONTAGE. This produces a coherent STREET and allows the building a greater latitude behind the street-facade.

The technique of the Pleasant Hill BART Station Property BUILDING ENVELOPE STANDARDS is to use private buildings to shape a vital *public space*. They aim for the minimum level of control necessary to meet that goal. Deviations to the Pleasant Hill BART Station Property BUILDING ENVELOPE STANDARDS can be granted only where the unique physical circumstance of a site makes compliance unreasonable and the specific deviation granted is consistent with the intent of the Standard.

THE PLEASANT HILL BART STATION PROPERTY ARCHITECTURAL STANDARDS

THE ARCHITECTURAL STANDARDS

The goal of the Pleasant Hill BART Station Property Architectural Standards is a coherent and pleasing architectural character that is consistent with the best local traditions. The Architectural Standards govern a building's architectural elements regardless of location and set the parameters for allowable materials, configurations, and construction techniques. Equivalent or better products than those specified are always encouraged and may be submitted for approval to the TOWN ARCHITECT.

THE LANDSCAPE STANDARDS

The purpose of the Landscape Standards is to ensure coherent BART Station Property streets and to assist builders and owners with understanding the relationship between the PUBLIC SPACE and their own properties. These Standards set the parameters for planting of trees on or near each building site and overlay the prescriptions of the Specific Plan.

THE ARCHITECTURAL REVIEW PROCEDURE

The role of the Pleasant Hill BART Station Property Town Architect (the TOWN ARCHITECT) has been established to administer an ARCHITECTURAL REVIEW procedure for the development of properties within the BART Station Property area. It is the responsibility of the TOWN ARCHITECT to review architectural and landscape plans for compliance with the Pleasant Hill BART Station Property Code and to provide design guidance when necessary. The TOWN ARCHITECT shall be responsible for interpreting and enforcing the Pleasant Hill BART Station Property Code regarding architectural and landscape standards, as well as any other standards not otherwise addressed and regulated by the County Code.

Wherever there appears to be a conflict between these Codes and Title 8 of the County Ordinance Code, the Pleasant Hill BART Station Property Codes (Planned Unit District) shall prevail. For development standards not covered by these Codes, Title 8 shall be used as a guideline.

THE NEW
PLEASANT HILL BART STATION PROPERTY
CODE
DEFINITIONS

THE NEW PLEASANT HILL BART STATION PROPERTY CODE

Certain terms in the Code are used in very specific ways, often excluding some of the meanings of common usage. Wherever a word is printed in SMALL CAPITAL LETTERS, it is being used as defined herein.

ALLEY

The vehicle passage-way within the block that provides access to the rear of buildings, vehicle parking (e.g., garages), utility meters, recycling and garbage bins.

ARCADE

A roofed or built structure, extending over the sidewalk or SQUARE, open to the STREET except for supporting columns, piers, or arches. Residential or office units may occupy the space over the ARCADE. ARCADES shall have, at the sidewalk (STREET), a minimum clear height of 11 feet (signage or lighting may encroach) and a minimum clear width (from frontage or REQUIRED BUILDING LINE (RBL) to inside column face) of 10 feet. The area within an ARCADE shall be open to all public access. Supporting Column/Pier shall be located no more than 20” from the back of the curb (minimum 60” Public access easement/sidewalk within the ARCADES’ clear width). Where an ARCADE is built the requirement for STREET TREES is waived for that STREET FRONTAGE.

BALCONY

The exterior platform attached to the front of the main building (the REQUIRED BUILDING LINE (RBL) or STREET side). Required BALCONIES, as defined in the BUILDING ENVELOPE STANDARDS, must be roofed and enclosed by balustrades (railings) and posts that extend up to the roof and shall not be otherwise enclosed above a height of 40” except with insect screening. BALCONIES aligned vertically on adjacent floors may post up to one another and share a single roof element.

BUILDABLE AREA

The area of the lot within which buildings will sit. The BUILDABLE AREA sets the limits of the building footprint now and in the future -- additions must be within the designated area. This provides for construction in a manner consistent with the Pleasant Hill BART Station Property's urban design goals

BUILDING CORNER

This refers to the outside corner of a building (where the *building* mass is within an angle less than 180 degrees. Some of the proscriptions of the BUILDING ENVELOPE STANDARDS are specific to BUILDING CORNERS. Inside corners, where the *exterior* space is within an angle less than 180 degrees, are not considered BUILDING CORNERS.

BUILDING ENVELOPE STANDARDS

The BUILDING ENVELOPE STANDARDS establish the basic parameters governing building construction. This includes the envelope for building placement (in 3 dimensions) and certain required/permitted building elements, such as BALCONIES and STREET WALLS.

COMMON LOT LINES

Lot lines shared by private lots, generally side lot lines.

CIVIC USE

CIVIC USES are community uses open to the public including: meeting halls, libraries, schools, child care centers, police stations, fire stations, post offices (retail operations only, no primary distribution facilities), religious halls, museums, cultural societies, visual and performance arts, transit centers (including BART stations), and government (purely bureaucratic offices not included) functions, especially those involving the public. CIVIC USE is an allowed use for any site.

CIVIC BUILDINGS AND MONUMENTS

CIVIC BUILDINGS AND MONUMENTS are those structures located on the sites designated on the REGULATING PLAN and include the BART structures. Other than location, they are not governed by this Code. The architecture of CIVIC BUILDINGS AND MONUMENTS should reflect the citizens' highest aspirations for their city.

DORMERS

Dormers are permitted and do not count against the building storey-height restrictions, so long as they do not break the main eaves line, and are individually less than 15 feet wide and collectively less than 30% of the unit's REQUIRED BUILDING LINE facade.

FENESTRATION

An opening in the building wall allowing light and views between interior and exterior. FENESTRATION is measured as glass area (including muntins excluding mullions) for occupied buildings and as open area for parking structures

GARAGE ENTRY

An opening (with curb cut) in the building façade and or STREET WALL where vehicles may enter the block interior for general parking and business servicing. GARAGE ENTRIES shall not exceed 14 feet clear height and 24 feet clear width (those existing prior to 2000 are excepted) and shall not be sited within 200 feet of another GARAGE entry on the same block.

PEDESTRIAN PATHWAY

PEDESTRIAN PATHWAYS are interconnecting paved walkways that provide pedestrian passage through blocks running from STREET to STREET or interior block parking area. The easement width for these pathways shall not be less than 20 feet and the paved walkway not less than 10 feet, except where specifically noted on the REGULATING PLAN, and should provide an unobstructed view through their length.

PUBLIC SPACE

Property (STREETS, ALLEYS, CIVIC GREENS, SQUARES and parks) within the public domain within which citizens may exercise their rights.

REGULATING PLAN

The REGULATING PLAN is the coding key for the BART Station Property BUILDING ENVELOPE STANDARDS that provide specific information for the disposition of each building site. The REGULATING PLAN also shows how each site relates to adjacent public spaces, the overall BART Station Property and the surrounding

environment. For lots in special locations, there may be additional design guidelines identified in the REGULATING PLAN.

RESIDENTIAL FLAT

RESIDENTIAL FLATS are building types specifically defined in the BUILDING ENVELOPE STANDARD for RESIDENTIAL FLAT SITES. They allow both *Condominium* and *Apartment* arrangements (as defined by the County Zoning Ordinance).

REQUIRED BUILDING LINE (RBL)

The building must be *built-to* (coincident with) the REQUIRED BUILDING LINE (RBL). The RBL is a requirement, not a permissive minimum as is a set-back. The RBL for each lot is shown on the REGULATING PLAN.

SHOPFRONT BUILDING

SHOPFRONT BUILDINGS are building types spatially defined in the BUILDING ENVELOPE STANDARD for SHOPFRONT BUILDINGS sites.

SQUARE , CIVIC GREEN

PUBLIC SPACES located within the BART Station Property, as designated on the Masterplan. The SQUARE is generally paved, appropriate to a more highly trafficked area. The CIVIC GREEN is a primarily unpaved, formally configured, small public lawn or park. Situated at prominent locations within the BART STATION PROPERTY and often dedicated to important events or citizens, CIVIC GREENS and SQUARES shall not include active recreation structures such as ball fields and courts.

STREET, STREET FRONTAGE

1. STREET includes all PUBLIC SPACE (STREETS, SQUARES, PEDESTRIAN PATHWAYS, GREENS, parks), including the BART passenger platform -- but not: the BART line itself (or underneath), Block interior (parking structure) driveways or ALLEYS.
2. STREET FRONTAGE refers to the building line coincident with the STREET Right of Way (ROW) or the RBL.

STREET TREE

A deciduous canopy shade tree as listed in the STREET TREE list on the REGULATING PLAN. STREET TREES are of a proven hardy and drought tolerant species, large enough to form a canopy with sufficient clear trunk to allow traffic to pass under unimpeded.

STREET TREE ALIGNMENT LINE

A generally straight line that STREET TREES are to be planted along. This alignment is parallel with the STREET or SQUARE and unless otherwise specified in the REGULATING PLAN is set four (4) feet from the back of the curb.

STREET WALL

A masonry wall, between 6 and 15 feet in height, built on the RBL or building line.

STOOP

An entry platform on the STREET FRONTAGE of a building. STOOPS may be roofed but they shall not be enclosed except by required safety railings or balustrades.

TOWN ARCHITECT

The TOWN ARCHITECT is an area locally based Urban Designer, familiar with New Urbanist principles and with the Pleasant Hill BART Station Property redevelopment, who will work with prospective tenants to show how the BART Station Property can satisfy their site needs in a cost efficient manner. The TOWN ARCHITECT will work under the direction of the County and will assist the developer, tenants, BART, and the County in achieving the goals of these Codes in a cost effective manner. The TOWN ARCHITECT will make recommendations to the Community Development Department prior to and including consideration of Final Development Plans or modifications and to the Zoning Administrator prior to issuance of building permits.

TOWNHOUSE

Note: this definition differs from the definition in the County Zoning Ordinance. A residential, common-wall building type between 18 and 36 feet wide and 2 to 4 storeys. TOWNHOUSES are one family dwellings in which each has its own front or rear access to the outside, **each unit is two stories or more in height, units may be stacked one over another**, and each unit is separated from any other unit by one or more common and fire resistant walls. TOWNHOUSES shall be owned either fee-simple or as condominiums. All lower units in Townhouse buildings shall have entry off the STREET from a STOOP as per the building envelope standard.

“WHERE CLEARLY VISIBLE FROM THE STREET”

Many requirements of this Code apply only where the subject is “clearly visible from the STREET.” Note that the definition of STREET includes SQUARES, parks, the BART platform, and all PUBLIC SPACE except: ALLEYS or the BART rail line and the area underneath. The intent here is to restrict control to things within the public realm where there is public significance and limit interference in the private realm.

WORKPLACE BUILDING

WORKPLACE BUILDINGS are building types spatially defined in the BUILDING ENVELOPE STANDARD for WORKPLACE building sites.

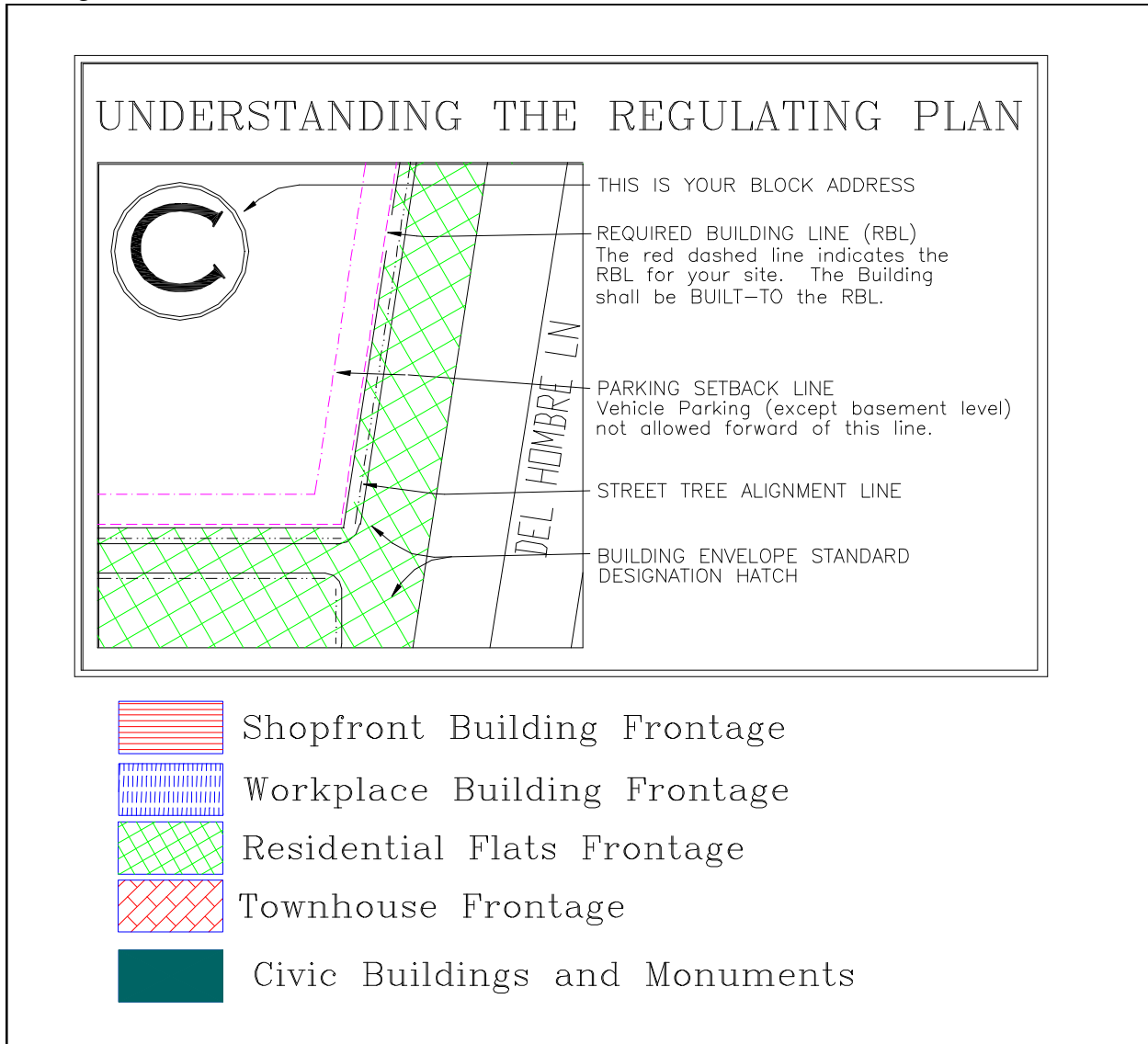
THE
REGULATING PLAN

THE NEW PLEASANT HILL BART STATION PROPERTY CODE

UNDERSTANDING THE REGULATING PLAN

As the principal tool for implementing the Pleasant Hill BART Station Property Codes, the REGULATING PLAN identifies the basic physical characteristics of each building site and the BUILDING ENVELOPE STANDARD (BES) assigned to it.

The illustration below explains the elements of the REGULATING PLAN and serves as a reference when examining the PLAN.



BUILDING SITES ARE CODED BY THEIR STREET FRONTAGE

When the Code designation changes at a STREET corner, for example -- the greater hierarchy BUILDING ENVELOPE STANDARD type may be applied for a maximum distance of 50 feet down the lesser street. The hierarchy, in descending order is: SHOPFRONT, WORKPLACE, RESIDENTIAL FLAT, TOWNHOUSE.

THE
BUILDING ENVELOPE
STANDARDS

INTRODUCTION

The BART Station Property REGULATING PLAN identifies the BUILDING ENVELOPE STANDARDS for all building sites. The goal of the BUILDING ENVELOPE STANDARDS is the creation of good STREET space. They aim for the minimum level of control necessary to meet that goal. Deviations to the BUILDING ENVELOPE STANDARDS can be granted only where the unique physical circumstance of a lot makes compliance impossible (and the specific deviation must nevertheless satisfy the intent of the STANDARD).

The BUILDING ENVELOPE STANDARDS set the basic parameters governing building construction, including the building envelope (in three dimensions) and certain required/permitted elements, such as BALCONIES, and STREET WALLS. The STANDARDS specify building types that will be built within the BART Station Property.

GENERAL PRINCIPLES

1. BUILDINGS ARE ALIGNED AND CLOSE TO THE STREET.
Buildings form the space of the STREET.
3. BUILDINGS OVERSEE THE STREET AND SQUARE WITH ACTIVE FRONTS AND BALCONIES.
This overview of the STREET contributes to vital and safe public space
4. PROPERTY LINES ARE PHYSICALLY DEFINED BY BUILDINGS OR STREET WALLS.
Land should be clearly *public* or *private*—in public view and under surveillance or private and protected.
5. VEHICLE STORAGE, GARBAGE AND MECHANICAL EQUIPMENT ARE KEPT AWAY FROM THE STREET.

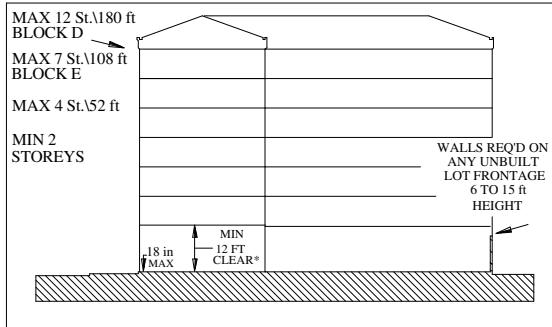
BUILDING ENVELOPE STANDARD
for
Workplace Building Sites

Pleasant Hill BART Station

Building Envelope Standards

Workplace Building Sites

Height



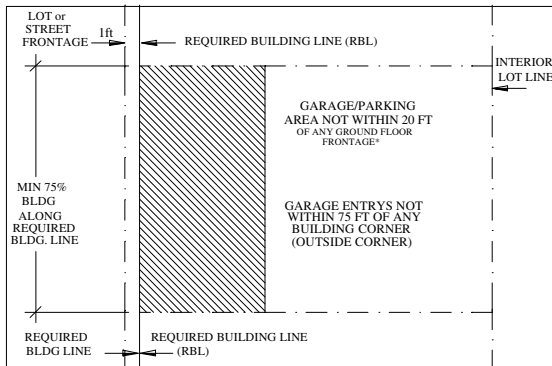
The building shall be between 2 and 4 Storeys in height, except where otherwise noted here or on the REGULATING PLAN.
Any parking structure w/in the block shall not exceed the eave height of any building w/in 75 feet.

Any unbuilt RBL or COMMON LOT LINE shall have a STREET WALL built along it between 6 feet and 15 feet in height.

The ground floor elevation shall be no more than 18 inches above the fronting sidewalk elevation.

No less than 80% of the ground floor shall have at least 12 feet clear height.

Siting

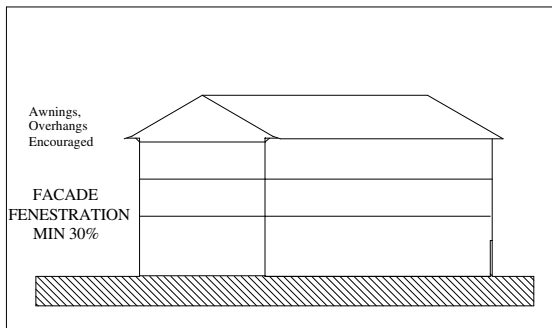


The STREET facade shall be *Built-To* the REQUIRED BUILDING LINE (RBL) within 75 feet of any BUILDING CORNER, and *Built-To* not less than 75% of the RBL overall. There are no required side setbacks.

Any unbuilt RBL shall have a STREET WALL along it, between 6 feet and 15 feet in height.

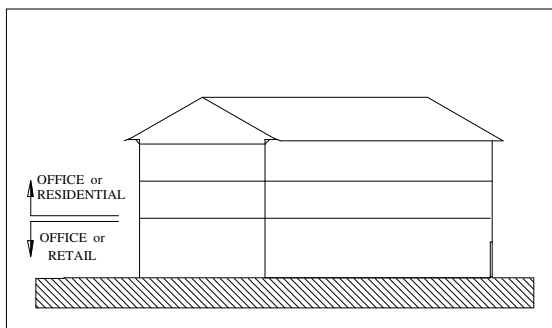
*Parking for vehicles (autos, trailers, boats, etc.) shall be at least 20 feet from any STREET FRONTAGE (except for basement garages).
Garage/parking entrances shall be no closer than 75 feet from any BUILDING CORNER (except where otherwise designated on the REGULATING PLAN).

Elements



FENESTRATION shall be no less than 30% for all RBL building facades (measured for each facade and storey between 3 and 9 feet above the finished floor). Blank lengths of wall greater than 20 linear feet are prohibited.

Uses



The ground floor shall be only non-residential uses such as Office and Retail.

Upper floor uses may be either office or residential (including lodging operations).

Functioning entry door(s) shall be along the RBL facade of the building facing Block E.

The garage, parking for vehicles (autos, trailers, boats, etc.) shall be at least 20 feet from any STREET FRONTAGE (except for basement garages). *Except where otherwise designated on the REGULATING.

October 2001

© 2001 GEOFFREY FERRELL ASSOCIATES LLC All Rights Reserved

SPECIFICATIONS: WORKPLACE BUILDING SITES

HEIGHT SPECIFICATIONS:

1. Principal building height is measured in storeys with maximum heights in feet. These maximums preserve view corridors and are shown on the REGULATING PLAN.
2. The maximum height limit in feet is measured from the highest fronting grade to the mid point of the roof.
3. STREET WALL heights are relative to the adjacent sidewalk or ground elevation when not fronting a sidewalk.

SITING SPECIFICATIONS:

1. The buildings shall occupy only the specified (hatched) area of the lot. No part of the buildings (excepting overhanging eaves, BALCONIES, STOOPS, and small and unroofed garden structures) shall occupy the remaining lot area.
2. Corner Lots: The STREET FRONTAGE for corner lots is both the front and side STREETS (or RBLs).

ELEMENTS SPECIFICATIONS:

1. The building's STREET façade should be composed as a simple plane (limited jogs of less than 18" are considered within this requirement) interrupted only by windows, STOOPS, BALCONIES, and storefronts.
2. Designated GARAGE ENTRIES shall be the sole means of automobile access, unless otherwise approved by the County.
3. Parking for vehicles or Garage doors shall not face, and parking areas (unenclosed) shall not be located within 20 feet of the STREET, unless otherwise designated on the REGULATING PLAN. These prohibitions are not applicable to on street parallel parking.

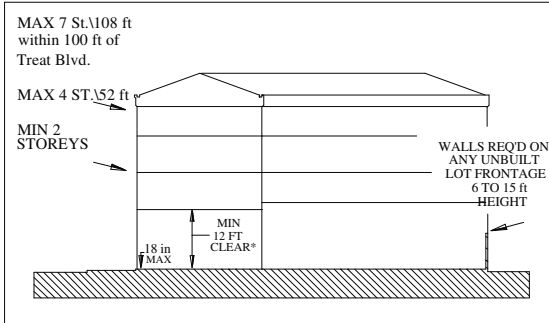
BUILDING ENVELOPE STANDARD
for
SHOPFRONT BUILDING SITES

Pleasant Hill BART Station

Building Envelope Standards

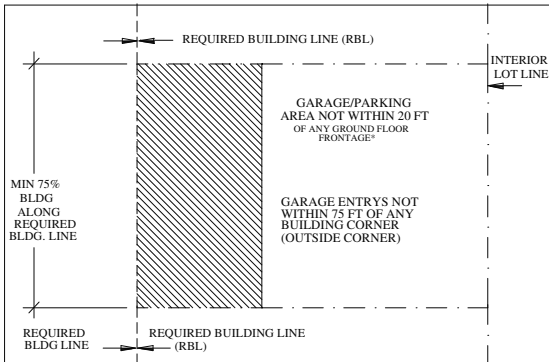
Shopfront Building Sites

Height



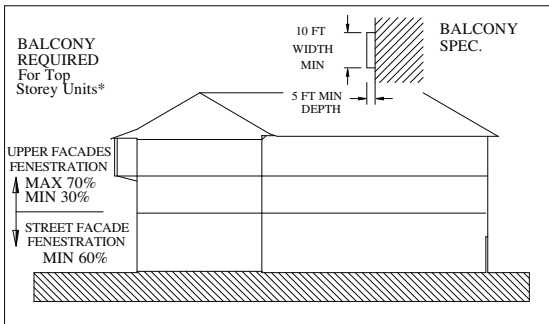
The building shall be between 2 and 4 Storeys to in height, except where otherwise noted here or on the REGULATING PLAN.
 Any parking structure w/in the block shall not exceed the eave height of any building w/in 75 feet.
 Any unbuilt RBL or COMMON LOT LINE shall have a STREET WALL built along it, between 6 feet and 15 feet in height.
 The ground floor elevation shall be no more than 18 inches above the fronting sidewalk elevation.
 No less than 80% of the ground floor shall have at least 12 feet clear height. No less than 80% of the upper storeys shall each have at least 8 feet 8 inches clear height.

Siting



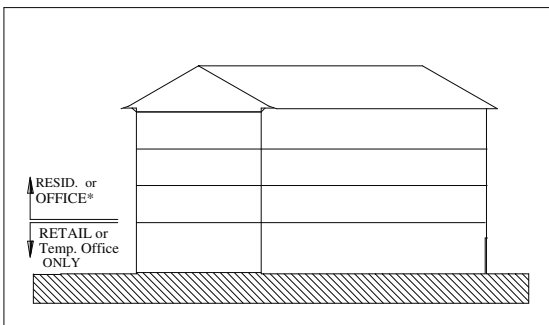
The STREET facade shall be *Built-To* the REQUIRED BUILDING LINE (RBL) within 75 feet of any BUILDING CORNER, and *Built-To* not less than 75% of the RBL overall. There are no required side setbacks.
 Any unbuilt STREET FRONTAGE shall have a STREET WALL along it, between 6 feet and 15 feet in height.
 Parking for vehicles (autos, trailers, boats, etc.) shall be at least 20 feet from any STREET FRONTAGE (excepting basement garages).
 Garage/parking entrances shall be no closer than 75 feet from any BUILDING CORNER (except where otherwise designated on the REGULATING PLAN).

Elements



The primary ground floor facade shall have no less than 60% F ENESTRATION (measured between 2 and 10 feet above the fronting sidewalk). Awnings and overhangs are encouraged.
 Upper storey facades shall have between 30% and 70% FENESTRATION (measured for each storey between 3 and 9 feet above the finished floor).
 *Except facades along Treat Blvd. and Jones Rd., no less than 50% of the top storey units shall have BALCONIES.
 ARCADES are permitted if designed and constructed in contiguous STREET FRONTAGES of at least 200 feet (or any complete RBL fronting the square). Consult the Masterplan.

Uses



The ground floor shall house only retail or temporary office uses (also lobby and access for upper storey uses).
 *Upper storey uses may be either: (Block B) residential, or (Block A and C), residential, office or lodging.
 Fronting the square and the North/South Retail Street (between Blocks A and B) there shall be functioning entry door(s) along the STREET facade at intervals not greater than 75 feet.
 The garage (parking for vehicles autos, trailers, boats, etc.) shall be at least 20 feet from any STREET FRONTAGE (except for basement garages). Except where otherwise designated on the REGULATING PLAN.

October 2001

© 2001 GEOFFREY FERRELL ASSOCIATES LLC All Rights Reserved

SPECIFICATIONS: SHOPFRONT BUILDING SITES

HEIGHT SPECIFICATIONS:

1. Principal building height is measured in storeys with maximum heights in feet. These maximums preserve view corridors and also are shown on the REGULATING PLAN.
2. The maximum height limit in feet is measured from the highest fronting grade to the mid point of the roof.

STREET WALL heights are relative to the adjacent sidewalk or ground elevation when not fronting a sidewalk.

SITING SPECIFICATIONS:

1. The buildings shall occupy only the specified (hatched) area of the lot. No part of the buildings (excepting overhanging eaves, BALCONIES, STOOPS, and small and unroofed garden structures) shall occupy the remaining lot area.
2. Corner Lots: The STREET FRONTAGE for CORNER LOTS is both the front and side-STREETS (or RBLS).

ELEMENTS SPECIFICATIONS:

1. The building's STREET façade should be composed as a simple plane (limited jogs of less than 18" are considered within this requirement) interrupted only by windows, STOOPS, BALCONIES, and storefronts.
2. Designated GARAGE ENTRYYS shall be the sole means of automobile access, unless otherwise approved by the County.
3. Parking for vehicles or Garage doors shall not face, and parking areas (unenclosed) shall not be located within 20 feet of the street. These prohibitions are not applicable to on-street parallel parking.

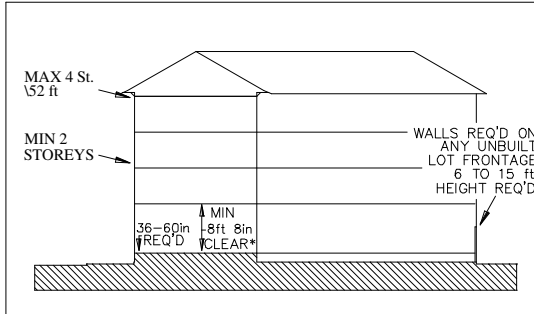
BUILDING ENVELOPE STANDARD
for
RESIDENTIAL FLAT SITES

Pleasant Hill BART Station

Building Envelope Standards

Residential Flats Sites

Height



The building shall be between 2 and 4 Storeys in height, except where otherwise noted on the REGULATING PLAN.

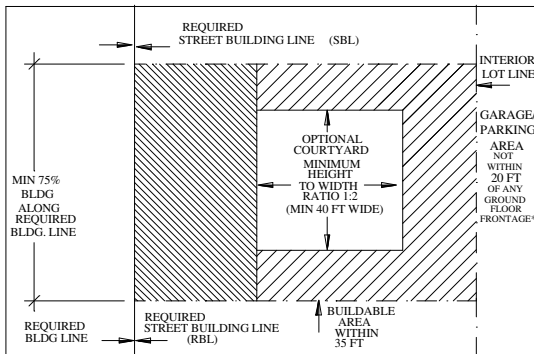
Any parking structure w/in the Block shall not exceed the eave height of any building w/in 75 feet.

Any unbuilt REQUIRED BUILDING LINE (RBL) or COMMON LOT LINE shall have a STREET WALL built along it, between 6 feet and 15 feet in height.

The ground storey finished floor elevation of any residential unit shall be no less than 36 inches above the fronting sidewalk.

The first storey shall have at least 8 feet 8 inches in clear height.

Siting



The STREET facade shall be *Built-To* the REQUIRED BUILDING LINE (RBL) within 75 feet of any BUILDING CORNER, and not less than 75% of the RBL overall. There are no required side setbacks.

Any unbuilt RBL or COMMON LOT LINE shall have a STREET WALL along it, between 6 feet and 15 feet in height.

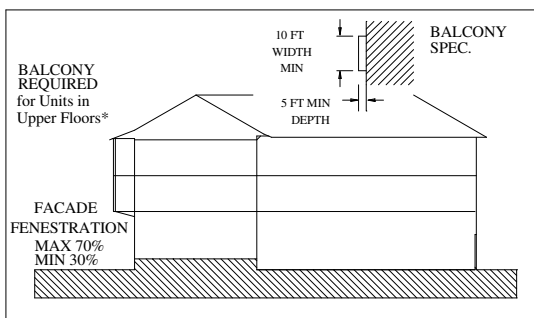
The garage, parking for vehicles (autos, trailers, boats, etc.) shall be at least 20 feet from any RBL (except for basement garages).

*Except where otherwise designated on the REGULATING PLAN.

Parking access shall be from a designated GARAGE ENTRY.

**For special TOWNHOUSE configurations the facade shall be 5 feet back from the RBL, see Specifications, next page.

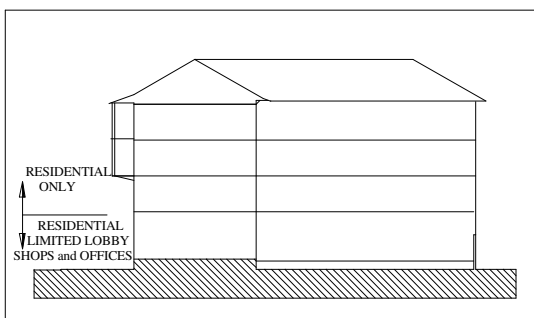
Elements



*A roofed BALCONY is required for at least 50% of the upper storey units of the building fronting a STREET or RBL, minimum 5 feet deep and 10 feet wide. (Except where the RBL is within 5 feet of a city or county owned ROW.)

FENESTRATION shall be between 30% and 70% for all RBL building facades (measured for each facade and storey between 3 and 9 feet above the finished floor). Blank lengths of wall greater than 20 linear feet are prohibited.

Uses



Upper storeys shall be exclusively for residential use.

The ground floor may, in addition to residential uses, have small professional office, building lobby, building manager's office, ancillary retail grocery, and cafe uses (each less than 1,000 sq ft).

The garage, parking for vehicles (autos, trailers, boats, etc.) shall be at least 20 feet from any RBL (except for basement garages).

SPECIFICATIONS: RESIDENTIAL FLATS

HEIGHT SPECIFICATIONS:

1. Principal building height is measured in storeys with maximum heights in feet. These maximums preserve view corridors and also are shown on the REGULATING PLAN.
2. The maximum height limit in feet is measured from the highest fronting grade to the mid point of the roof.
3. STREET WALL heights are relative to the adjacent sidewalk or ground elevation when not fronting a sidewalk.

SITING SPECIFICATIONS:

1. The buildings shall occupy only the specified (hatched) area. No part of the buildings (excepting overhanging eaves, BALCONIES, and STOOPS) shall occupy the remaining lot area.
2. Corner Lots: The STREET FRONTAGE for CORNER LOTS is both the front and side STREETS (or RBLS).
3. TOWNHOUSE building types may be built on RESIDENTIAL FLATS Sites.

ELEMENTS SPECIFICATIONS:

1. The building's STREET façade should be composed as a simple plane (limited jogs of less than 18" are considered within this requirement) interrupted only by windows, STOOPS, BALCONIES, and storefronts.
2. Designated GARAGE ENTRIES shall be the sole means of automobile access, unless otherwise approved by the County.
3. Parking for vehicles or Garage doors shall not face, and parking areas (unenclosed) shall not be located within 20 feet of the STREET. These prohibitions are not applicable to on street parallel parking.

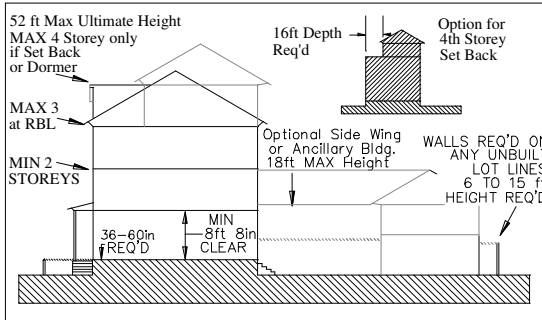
BUILDING ENVELOPE STANDARD
for
TOWNHOUSE SITES

Pleasant Hill BART Station

Building Envelope Standards

Townhouse Sites

Height

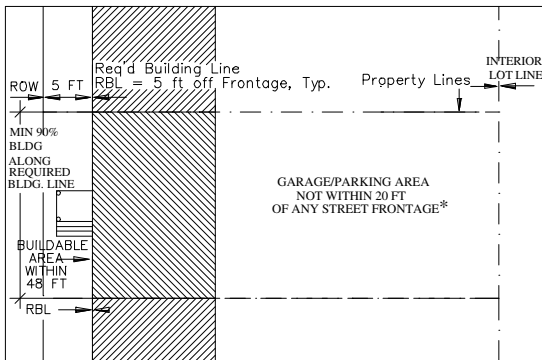


The building shall be between 2 and 4 Storeys in height. The 4th storey shall be either set 16 ft back from the RBL or built as an attic storey with DORMERS.

The first storey finished floor elevation of any residential unit shall be between 36 and 60 inches above the fronting sidewalk. The first 3 storeys shall have at least 8 feet 8 inches in clear height.

Any unbuild REQUIRED BUILDING LINE (RBL) shall have a STREET WALL built along it and any unbuild rear or COMMON LOT LINE shall have a fence along it, both between 6 ft and 15 ft in height.

Siting



The STREET FACADE shall be *Built-To* the REQUIRED BUILDING LINE (RBL) within 75 ft of any BUILDING CORNER, and not less than 90% of the RBL overall. There are no required side setbacks.

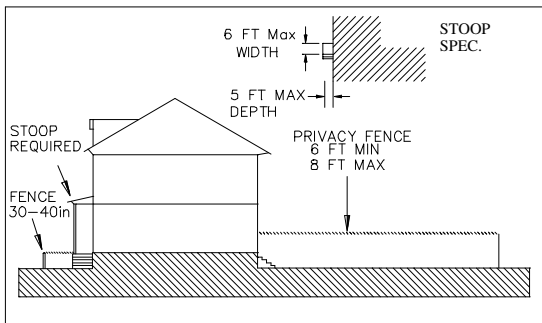
Any unbuild RBL shall have a STREET WALL along it, between 6 feet and 15 ft in height.

The garage, parking for vehicles (autos, trailers, boats, etc.) shall be at least 20 ft from any RBL (excepting basement garages). Parking access shall be from a designated GARAGE ENTRY.

The lot/unit width shall be between 18 ft and 36 ft. A maximum of 6 units shall be contiguous as a single building. There shall be a 10 ft gap (gated) between multiple TOWNHOUSE buildings.

*Except where otherwise designated on the REGULATING PLAN.

Elements

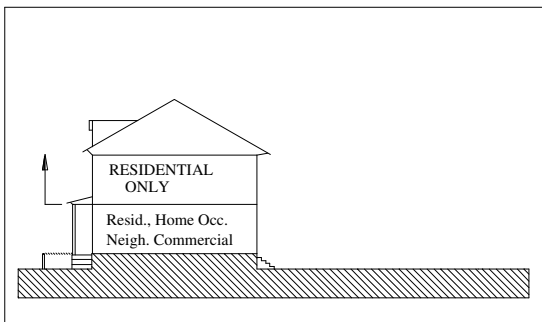


A STOOP, not more than 5 ft deep and 6 ft wide (plus steps) is required forward of the REQUIRED BUILDING LINE (RBL). (Excluding upper units where one unit is stacked above another.)

A fence, 30 to 40 inches in height, is permitted along the STREET FRONTAGE and along the COMMON LOT LINES of the front yard. Privacy fencing, between 6 and 8 ft in height, shall be placed along any unbuild rear and COMMON LOT LINES.

FENESTRATION shall be between 30% and 70% for all RBL building facades (measured for each facade and storey between 3 and 8 feet above the finished floor). Blank lengths of wall greater than 20 linear feet are prohibited.

Uses



Upper storeys shall be exclusively for residential use.

The ground floor may, in addition to residential uses, have small professional office, building lobby, building manager's office, ancillary retail grocery, and cafe uses (each less than 1,000 sq ft).

The garage, parking for vehicles (autos, trailers, boats, etc.) shall be at least 20 feet from any RBL (excepting basement garages).

*Except where otherwise designated on the REGULATING PLAN.

October, 2001

© 2001 GEOFFREY FERRELL ASSOCIATES LLC All Rights Reserved

SPECIFICATIONS: TOWNHOUSES

HEIGHT SPECIFICATIONS:

1. Principal building height is measured in storeys with maximum heights in feet. These maximums preserve view corridors and also are shown on the REGULATING PLAN.
2. The maximum height limit in feet is measured from the highest fronting grade to the mid point of the roof.
3. STREET WALL heights are relative to the adjacent sidewalk or ground elevation when not fronting a sidewalk.

SITING SPECIFICATIONS:

1. The buildings shall occupy only the specified (hatched) area. No part of the buildings (excepting overhanging eaves, BALCONIES, and STOOPS) shall occupy the remaining lot area.
2. Corner Lots: The STREET FRONTAGE for CORNER LOTS is both the front and side STREETS (or RBLS).
3. Townhouse building types may be built on Urban Apartment House Sites. .

ELEMENTS SPECIFICATIONS:

1. The building's STREET façade should be composed as a simple plane (limited jogs of less than 18" are considered within this requirement) interrupted only by windows, STOOPS, BALCONIES, and storefronts.
2. Designated GARAGE ENTIES shall be the sole means of automobile access, unless otherwise approved by the County.
3. Parking for vehicles or Garage doors shall not face, and parking areas (unenclosed) shall not be located within 20 feet of the STREET. These prohibitions are not applicable to on-street parallel parking.

The Pleasant Hill BART Station Property Code, which includes the Regulating Plan and the Building Envelope Standards, has been prepared for use in the Pleasant Hill BART Station Property. All copyrights and publishing rights are exclusively reserved by Geoffrey Ferrell Associates. The Contra Costa County Redevelopment Agency, BART, the Developers and Builders and Realtors, etceteras, and Lennertz Coyle and Associates L.L.C. are granted full use of this manual for the permitting, regulation, development, management and promotion of the Pleasant Hill BART Station Property, including copying and distribution to interested parties upon their request as a matter of public record.

All reproductions and publications of this manual, in whole or in part, shall carry the following credit: “**Geoffrey Ferrell Associates, Washington, D.C.**” This manual may not be otherwise photocopied, in whole or in part, without the expressed written permission of Geoffrey Ferrell Associates, and may not be used for any other purposes whatsoever.

The Pleasant Hill BART Station Property Code is binding on all parties having an interest in any portion of the Property, and each owner is required to comply with the requirements set forth herein.

GEOFFREY FERRELL ASSOCIATES L.L.C.
19 14th Street S.E. Washington D.C. 20003 telephone (202) 547-7141 facsimile 547-7151
GEOFFFERRELL@STARPOWER.NET WWW.GEOFFREYFERRELL.COM