CITY OF ATWATER

COMMUNITY DEVELOPMENT AND RESOURCES COMMISSION

AGENDA

Council Chambers
750 Bellevue Road
Atwater, CA 95301

December 20, 2017

CALL TO ORDER: (Council Chambers) **6:00 PM**

PLEDGE OF ALLEGIANCE TO THE FLAG:

INVOCATION:

ROLL CALL:

Dash____, Daugherty____, McWatters ____, Murphy III____, Reed____,

Warchol____, Brice____

SUBSEQUENT NEED ITEMS: (The Recording Secretary shall announce any requests for items requiring immediate action subsequent to the posting of the agenda. Subsequent need items require a two-thirds vote of the members of the Commission present at the meeting.)

APPROVAL OF AGENDA AS POSTED OR AMENDED: (This is the time for the Commission to remove items from the agenda or to change the order of the agenda.)

CEREMONIAL MATTERS: None

COMMENTS FROM THE PUBLIC:

NOTICE TO THE PUBLIC

At this time any person may comment on any item which is not on the agenda, that is within the jurisdiction of the Community Development and Resources Commission. Please state your name for the record. Action will not be taken on an item that is not on the agenda. If it requires action, it will be referred to staff and/or placed on a future agenda.

To comment on an item that is **on** the agenda, please wait until the item is read for consideration; please limit comments to a maximum of three (3) minutes.

Civility is expected from members of the public during the meeting. For more efficient use of time, disruptive behavior will not be tolerated. While you may not agree with what an individual is saying, please treat everyone with courtesy and respect.

APPROVAL OF MINUTES: None

PETITIONS AND COMMUNICATIONS:

1. **Request from Kiwanis Club of Castle-Atwater to place "Little Free Library" at Heller Park**

   Staff's Recommendation: Motion to authorize request from Kiwanis Club of Castle-Atwater to place "Little Free Library" at Heller Park, and refer to the City Council for approval.

PUBLIC HEARINGS: None

REPORTS AND PRESENTATIONS FROM STAFF:

2. **Presentation of Architectural Materials for 7-Eleven Convenience & 76 Fuel Project to the Architectural Control Committee for Review and Comment**

   Staff's Recommendation: Review the proposed project materials and design elevations for proposed 7-Eleven Convenience & 76 Fuel Project prepared and provided by Smith Development; and

   Compare the proposed project materials for consistency with the Commercial and Industrial Design Guidelines as Adopted October 8, 2012; and

   Adopt Resolution No. XXXX-17 and direct staff to Coordinate and process applications for demolition and building permit; and Administer and support all municipal guidelines and standards; and Collect all appropriate fees; or

COMMISSIONER MATTERS:

3. **Community Development and Resources Commissioners Comments**

ADJOURNMENT:

CERTIFICATION:

I, Lori Waterman, Community Development and Resources Recording Secretary, do hereby certify that a copy of the foregoing Agenda was posted at City Hall a minimum of 72 hours prior to the meeting.

Lori Waterman

LORI WATERMAN, CMC
RECORDING SECRETARY

SB 343 NOTICE
In accordance with California Government Code Section 54957.5, any writing or document that is a public record, relates to an open session agenda item and is distributed less than 72 hours prior to a regular meeting will be made available for public inspection in the office of the City Clerk at City Hall during normal business hours at 750 Bellevue Road.

If, however, the document or writing is not distributed until the regular meeting to which it relates, then the document or writing will be made available to the public at the location of the meeting, as listed on this agenda at 750 Bellevue Road.

In compliance with the Federal Americans with Disabilities Act of 1990, upon request, the agenda can be provided in an alternative format to accommodate special needs. If you require special accommodations to participate in a City Council, Commission, or Committee meeting due to a disability, please contact the City Clerk's Office a minimum of three (3) business days in advance of the meeting at 357-6300. You may also send the request by email to lwaterman@atwater.org.

1

KIWANIS CLUB OF CASTLE-ATWATER

P.O. BOX 781

ATWATER, CA 95301-0781

October 31, 2017

To: Brian Shaw, Acting Public Works Director

Subject: Little Free Libraries

The Kiwanis Club of Castle-Atwater is interested in starting a new project called "Little Free Library". In order to be successful the project requires both coordination with and permission from the City of Atwater.

We are exploring Heller Park as a location since it meets the important criteria of being in a neighborhood with children and a close proximity to a school. We would defer to your judgement on the exact looking, but it obviously need to be away from sprinkler systems.

The non-profit organization behind this program has numerous different plans for the construction of the Little Free Libraries and until we have the necessary permits we have not settled on a specific design. However, we fully intend to work closely with the city to make sure that all the necessary requirements are followed.

Once the Little Free Library is in place, the Castle-Atwater Kiwanis club and the Atwater High School Key club will be responsible for providing the books and the continuing maintenance of the library.

A Vanderzyde

Adrian "Van" Vanderzyde

President

Castle-Atwater Kiwanis

Home Phone (209) 358-0723

Cell Phone: (209) 777-5653

Email: Vanderzyde@sbcglobal.net

Little Free Library

The first Little Free Library

Founded	2009
Founder	Todd Bol
Type	501(c)(3) nonprofit organization
Tax ID no.	45-4043708
Headquarters	Hudson, Wisconsin
Executive Director	Todd Bol
Board Chair	Monnie McMahon
Revenue (2015)	$729,567
Expenses (2015)	$820,893
Employees (2015)	14
Volunteers (2015)	24,000
Mission	Little Free Library is a nonprofit organization that inspires a love of

	reading, builds community, and sparks creativity by fostering neighborhood book exchanges around the world.
Website	littlefreelibrary.org

Little Free Library aims to inspire a love of reading, build community, and spark creativity by fostering neighborhood book exchanges around the world. There are more than 50,000 registered Little Free Libraries worldwide, in all 50 of the United States and in 70 countries. Through Little Free Libraries, millions of books are exchanged each year, with the aim of increasing access to books for readers of all ages and backgrounds. The Little Free Library nonprofit is based in Hudson, Wisconsin, United States.

History

The first Little Free Library was built in 2009 by Todd Bol in Hudson, Wisconsin. He mounted a wooden container designed to look like a one-room schoolhouse on a post on his lawn and filled it with books as a tribute to his mother, who was a book lover and school teacher. Bol shared his idea with his partner, Rick Brooks, and the idea spread rapidly, soon becoming a "global sensation" Little Free Library officially incorporated on May 16, 2012, and the Internal Revenue Service recognized Little Free Library as a 501(c)(3) nonprofit organization in the same year.

The original goal was the creation of 2,150 Little Libraries, which would surpass the number of libraries founded by Andrew Carnegie. As of November 2016, there were 50,000 registered Little Free Libraries worldwide.

The Little Free Library nonprofit has been honored by the National Book Foundation, the Library of Congress, Library Journal, and others for its work promoting literacy and a love of reading.

Margret Aldrich wrote *The Little Free Library Book* to chronicle the movement.

How Little Free Libraries work

A reader browsing a Little Free Library

A Little Free Library is a neighborhood book exchange where anyone passing by can take a book to read or leave a book for someone else to find.

Little Free Library owners, known as "stewards" can purchase a Library box at littlefreelibrary.org, or they can create their own and register it on the website.

Stewards of registered Little Free Libraries receive a sign for their Library that reads "Little Free Library" and features an official charter number.[1] Registered Little Free Libraries are eligible to be featured on the Little Free Library World Map, which lists locations with GPS coordinates and other information.

Little Free Libraries of all shapes and sizes exist, from small, brightly painted wooden houses to a larger library based on Doctor Who's TARDIS.

Global impact

Little Free Library in a Tokyo Metro station

While the majority of Little Free Libraries are in the United States, the book exchanges can be found in countries around the world, including Canada, Mexico, Brazil, Colombia, Italy, Germany, UK, France, Spain, Belgium, Netherlands, Sweden, Russia, Armenia, Pakistan, Qatar, Ghana, Nigeria, Sudan, India, Japan, South Korea, Vietnam, China, Philippines, Australia, New Zealand, and more.

Map to show the location of Little Free Libraries around the world:
https://littlefreelibrary.org/ourmap/

The local map shows one located at 478 E Grove. However the Little Library is no longer there.

There are about seven Little Libraries in Merced and the picture below shows the one on K Street between 20th and 21st Street.

2

Chairperson and Members of
the Community Development
and Resources Commission

CDRC Commission meeting of
December 20, 2017

PRESENTATION OF ARCHITECTURAL MATERIALS FOR 7-ELEVEN CONVENIENCE & 76 FUEL TO THE ARCHITECTURAL CONTROL COMMITTEE FOR REVIEW AND COMMENT

RECOMMENDATION

It is recommended that the Community Development and Resources Commission take the following actions:

1. Review the proposed project materials and design elevations prepared and provided by Smith Development for 7-Eleven Convenience & 76 Fuel; and

2. Compare the proposed project materials for consistency with the Commercial and Industrial Design Guidelines as Adopted October 8, 2012; and

3. Adopt Resolution No. XXXX-17 and direct staff as follows:

   a. Coordinate and process applications for demolition and building permit

   b. Administer and support all municipal guidelines and standards

   c. Collect all appropriate fees

BACKGROUND

The development review process for the proposed project is subject to architectural control review per Section 17.12.090 of the Atwater Municipal Code. As an applicant submits materials for the issuance of a building permit such as site plans, building plans, building elevations and/or landscaping plans they are subject to review for design consistency by the City Building Inspector and the local Planning Authority. The Planning Authority and the City Council gave direction to staff on behalf of the community as to the desired aesthetic qualities they wish to preserve and protect by adopting standards for Commercial and Industrial Design Guidelines on October 8, 2012 by Resolution No. 2675-12 (EXHIBIT **"A"**). The project would be subject to such review. City staff has completed actions needed to prepare the project for consideration by the Community Development and Resources Commission (CDRC) and the City's Building Inspector. These actions have included preparing and reviewing plans, preparing and reviewing building elevations, preparing and reviewing sign standards and coordinating with other affected agencies. The applicant's project manager has provided project updates and project information, including the necessary applications and processing fees.

Jesse Kent of Smith Development and Construction is the applicant's representative.

SITE LOCATION AND DESCRIPTION

Site Location

The subject property is located at the Southeast corner of Shaffer Road and Bellevue Road in Northern Atwater. The site consists of an existing Valero brand gas station and convenience store all located on one legal parcel with access from Shaffer Road and Bellevue Road and an alleyway in the rear of the main building location. All City services are provided onsite to the existing business. The improvements consist of fuel dispensaries, canopy covering, main building and underground storage tank.

Description of surrounding uses

The areas immediately adjacent to the subject property are General Commercial to the South, East and West, and PD-16 to the North. All existing uses are consistent with the anticipated uses for the project.

PROJECT DESCRIPTION

The applicant is requesting that the City issue building permits for the demolition of an existing Valero brand gas station and convenience store and construction of a 7-Eleven Convenience & 76 Fuel brand gas station in its place (EXHIBIT **"B"**). The project applicant has coordinated other site use applications with other affected agencies. PLEASE NOTE: the applicant is not seeking cancelation of the existing CUP or site use permits associated with this facility. The proposed use under the current application will not render those previously issued permits abandoned.

Respectfully submitted,

/s/ Lori Waterman

Lori Waterman, CMC
Interim Community Development Director

EXHIBIT "A"

City of Atwater

Commercial & Industrial Design Guidelines

City of Atwater
Community Development Department
750 Bellevue Road, Atwater CA, 95301

Commercial & Industrial Design Guidelines

Mayor
Joan Faul

Council Members
Joe Rivero
Jeff Rivero
Gary Fraga
Craig Mooneyham

Planning Commission
Jim Davis
Cary Mabon
Fred Warchol
Paul Creighton
Gary Brice

Acting City Manager
Frank Pietro

Adoption Date
October 8, 2012

Adopting Resolution
City Council Resolution No. 2675-12

Community Development Department
750 Bellevue Road
Atwater CA 95301
209-357-6340

TABLE OF CONTENTS

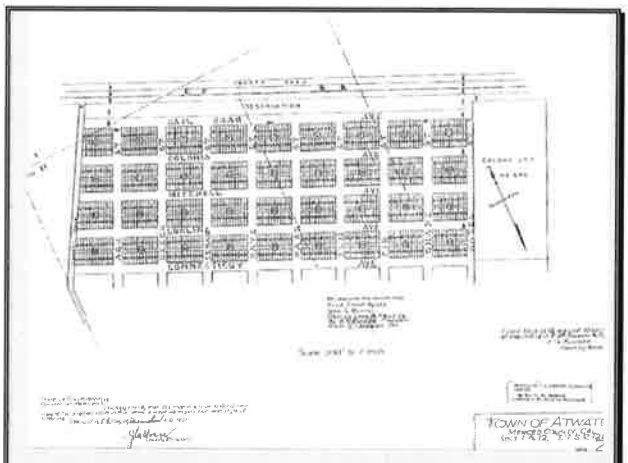
Brief History of Atwater

In the early 1850's John W. Mitchell and his brother Asal started buying land from the federal government in the San Joaquin valley portion of the newly formed state of California. Mitchell convinced people from his home state of Connecticut to come west and try their hand at dry-land farming. From buying and selling thousands of acres in the in the San Joaquin valley, Mitchell influenced the early development of the land in the Atwater vicinity.

John W. Mitchell

In the late 1860's John W. Mitchell prompted Mitchell D. Atwater to make the move from Connecticut to California. As one of the first settlers he farmed on acreage that he rented from Mr. Mitchell. In the early 1870's the Central Pacific Railroad began laying track through the valley on its way to connect to Merced. Mr. Mitchell and Mr. Atwater convinced the railroad to add a spur next to a warehouse where Mr. Atwater stored his grains. The area became known as the "Atwater Switch". About this time Mr. Atwater purchased his own land northwest of nearby Merced and relocated his family to his new ranch. Mr. Atwater became a diversified farmer farming his ranch for over 30 years and passing away in the early 1900's. Mr. Mitchell passed away in the early 1890's leaving the vast majority of his estate to his three nieces- Mrs. Mary Geer, Mrs. Emma Crane and Mrs. Ella Bloss.

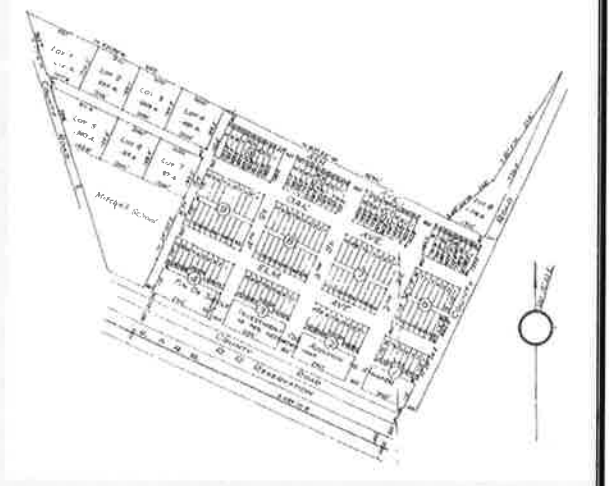
Ella Bloss was the wife of Mr. George Bloss Sr. who settled in the Atwater area in the early 1880's. Mr. Bloss administered the estate that his wife had inherited from Mr. Mitchell. In the late 1880's Mr. Bloss along with Mr. Geer subdivided 480 acres in 20 acre parcels and called the area Atwater Colony. The Merced Land and Fruit Company laid out the town and sold the lots at auction.



This map from 1888 shows the original plan for the town of Atwater. It was surveyed and proposed by the Merced Land and Fruit Company. One of the only buildings that were constructed on this land was the Bloss Sr. home. State Highway 99 now occupies a portion of this land.

The Atwater area would be slow to develop, for at the turn of the century only about 100 people lived in the area. The first weekly newspaper, The Atwater Signal, started publication in 1911 and in 1912 the San Joaquin Light and Power Company brought electricity to the area. In 1922 Atwater was incorporated and Mr. George Bloss Jr. was its first mayor.

Despite its slow start the City did indeed develop. The Santa Fe Railroad was laid on the north side of town and later Highway 99 passed through town bringing excellent transportation opportunities. In the early 1940's the Merced Army Flying Field (later Castle Air Force Base) was constructed bringing more people and increased commerce to the area. Situated in the population belt of the valley over half of the County's population is now centered in the Atwater-Merced area.



In 1899 the Fin de Siecle addition was made to Atwater, this map depicts how Atwater first developed. The Fin de Siecle addition was the beginning of the business district for Atwater. Note that the street names are no longer the same. Elm is now Broadway, Oak is Cedar and Ash is Drakeley. These changes were made sometime prior to 1927.

From the days of the colony, Atwater is now a fully developed thriving community.

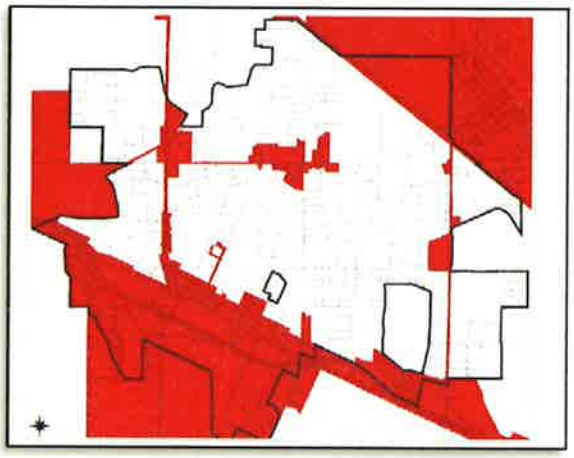
The City of Atwater is located within the San Joaquin Valley portion of the greater Central Valley of California. Situated within Merced County, the City of Atwater is approximately 8 miles northwest of the City of Merced, the County seat, 110 miles south of the City of Sacramento and 65 miles north of the City of Fresno. As of 2011 the City of Atwater encompassed approximately 5.5 square miles and has a population of approximately 28,000 residents.

Waste Water Treatment Plant and City Enterprise Zone:

Construction of a new wastewater treatment plant (WWTP) began in 2010 and is scheduled for completion in 2012. The project includes construction of a new WWTP at 530 South Bert Crane Road with initial capacity to treat up to 6 million gallons daily (mgd). The new WWTP provides filtration, nitrogen reduction, and ultraviolet light (UV) disinfection of wastewater. Related facilities at the new WWTP site include a biosolids storage/transfer facility, new administration and maintenance facilities, and a stormwater retention pond. The project also includes upgrading the influent pump station and installing odor control facilities at the existing WWTP at 550 Commerce Avenue, and decommissioning and demolition of other remaining structures related to WWTP operations at the existing site.

WWTP at 530 South Bert Crane Road

Also in efforts to reduce greenhouse gas emissions and expand the availability of alternative energy resources, a photovoltaic solar facility is being built next to the Bert Crane WWTP. The solar facility includes 204 pole mounted single axis azimuth trackers supporting twenty 270-watt modules. Combined the 204 trackers will generate a total of 1.1 megawatts of direct current electricity.



Enterprise Zone in and Around Atwater

An Enterprise Zone is an economically depressed area in California that is designated as such by the California Trade and Commerce Agency. Certain areas in the City of Atwater are located within an Enterprise Zone (Refer to figure above). The purpose is to encourage and stimulate growth, development, and investment in the area. Enterprise Zones were established in California to provide tax incentives to businesses and allow private sector market forces to revive the local economy. Businesses located in the Enterprise Zone may reduce state income taxes by a limited amount of the sales or use tax paid on certain machinery purchased for exclusive use within the Enterprise Zone. To qualify for the credit, the machinery must be used to manufacture, process, combine or otherwise fabricate a product; or produce a renewable energy source; or control air or water pollution. Data processing and communication equipment are also qualified.

Introduction to Commercial and Industrial Design Guidelines

These design guidelines are intended to inform project designers, decision makers and the public of the City's expectations and preferences for the qualities to be incorporated in the design of new commercial and industrial development. The effective application of these guidelines is intended to result in development projects that respond to the unique characteristics of their individual sites, but that also fit into the wider context of the City.

These guidelines have been prepared because Atwater has become a city with a physical character and identity that is distinct, attractive, and widely appreciated by residents and visitors. At the same time, changes in the nature of business, marketing and the overall economy beyond our community have created pressures for types and styles of commercial and industrial development that have, without strong local guidance, made many other communities lose their distinctiveness and look and feel like everywhere else, and nowhere in particular. Atwater intends to maintain and enhance the character of commercial and industrial districts with attractive and pedestrian-oriented development, and functional and well-designed industrial parks that serve to attract stable, well paying jobs to the City and region.

The purpose of these guidelines is to consider building design, site planning, landscaping, parking layout, signs, and other features that affect a project's function and appearance. In examining these project features, the plan review process looks at the way a project relates to the site, the surrounding neighborhood, and the community as a whole.

Plan review is intended to help achieve a project that strikes a balance between the sometimes-competing interests of the applicant and the City. The City generally does not dictate particular styles of architecture or design. Instead, the City strives to encourage creativity and architectural variety, while advocating that the new structures are comparable in scale and fit in with its setting and surroundings.

These guidelines shall be used in conjunction with other documents adopted by the City that contain goals, development parameters and more specific regulations relative to a particular type of development. In other words, development projects shall also comply with applicable provisions of the City's General Plan and Zoning Code, applicable sections of the Municipal Code and other adopted standards or plans.

Commercial Guidelines:

Applicability:

These guidelines are advisory for permitted uses but should be used in conjunction with uses such as Tentative Maps, Conditional Use Permits or Planned Development proposals, to encourage the highest level of design quality while at the same time providing the flexibility necessary to encourage creativity on the part of project designers.

Site Planning:

Placement of structures should consider the location of incompatible land uses, the location of major traffic generators, as well as an analysis of a site's characteristics and particular influences.

- Structures should be sited in a manner that will compliment the adjacent structures. Sites should be developed in a coordinated manner to provide order and diversity and avoid a jumbled, confused development.

- Whenever possible, new structures should be clustered. This creates plazas or pedestrian malls and prevents long "barracks-like" rows of structures. When clustering is impractical, a visual link between separate structures should be established. This link can be accomplished through the use of an arcade system, trellis, or other open structure. *(Refer to Figure 1).*

- Locate structures and on-site circulation systems to minimize pedestrian/vehicle conflicts. Link structures to the public sidewalk with textured paving, landscaping, and trellises.

Figure 1

- Outdoor spaces should have clear, recognizable shapes that reflect careful planning and are not simply "left over" areas between structures. Such spaces should provide pedestrian amenities such as shade, benches, fountains, etc.

- Freestanding, singular commercial structures should be oriented with their major entry toward the street where access is provided, as well as having their major facade parallel to the street.

- When it is not possible to locate loading facilities at the rear of the building, loading docks and doors should not dominate the frontage and must be screened from the street. Loading facilities should be offset from driveway openings.

- Open space areas should be clustered into larger, landscaped areas rather than equally distributing them into areas of low impact such as at building peripheries, behind a structure or areas of little impact to the public view that are not required as a land use buffer or as a required yard setback.

Parking and circulation:

Parking lot design can be a critical factor in the success or failure of a commercial use. In considering the possibilities for developing a new parking area, a developer should analyze the following factors: ingress and egress with consideration to possible conflicts with street traffic; pedestrian and vehicular conflicts; on-site circulation and service vehicle zones; and the overall configuration and appearance of the parking area.

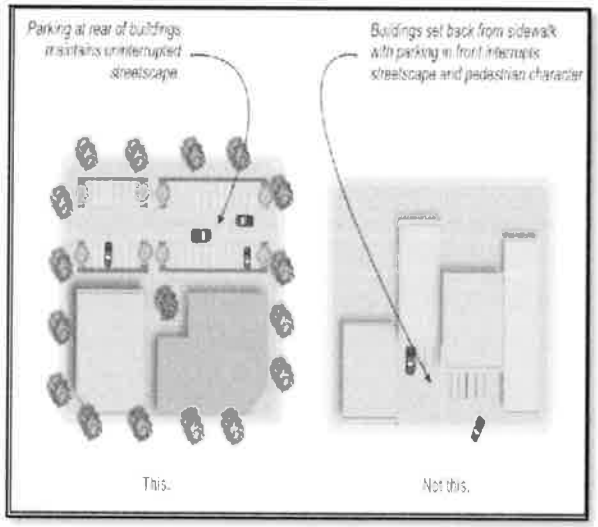


Figure 2

- Buildings should generally be oriented parallel to streets and should be placed as close to the street as required setbacks and consistent building placement will permit. *(Refer to Figure 2).*

- Separate vehicular and pedestrian circulation systems should be provided. Pedestrian linkages between uses in commercial developments should be emphasized, including distinct pedestrian access from parking areas in large commercial developments, such as shopping centers.

- Common driveways which provide vehicular access to more than 1 site are encouraged.

- Shared parking between adjacent businesses and/or developments is required whenever practical.

- Parking areas should be separated from structures by either a raised concrete walkway or landscaped strip, preferably both. Situations where parking spaces directly abut structures should be avoided.

- Where parking areas are connected, direction of travel and parking bays should be similar to reduce conflict at points of connection.

- Parking access points, whether located on front or side streets must be located as far as possible from street intersections so that adequate stacking room is provided. The number of access points should be limited to the minimum amount necessary to provide adequate circulation.

- Parking areas which accommodate a significant number of vehicles should be divided into a series of connected smaller lots.

- The visual impact of parking lots should be minimized by locating these facilities to a portion of the site least visible from the street. Parking areas must be landscaped, receiving interior as well as perimeter treatment. *(Refer to Figure 3).*

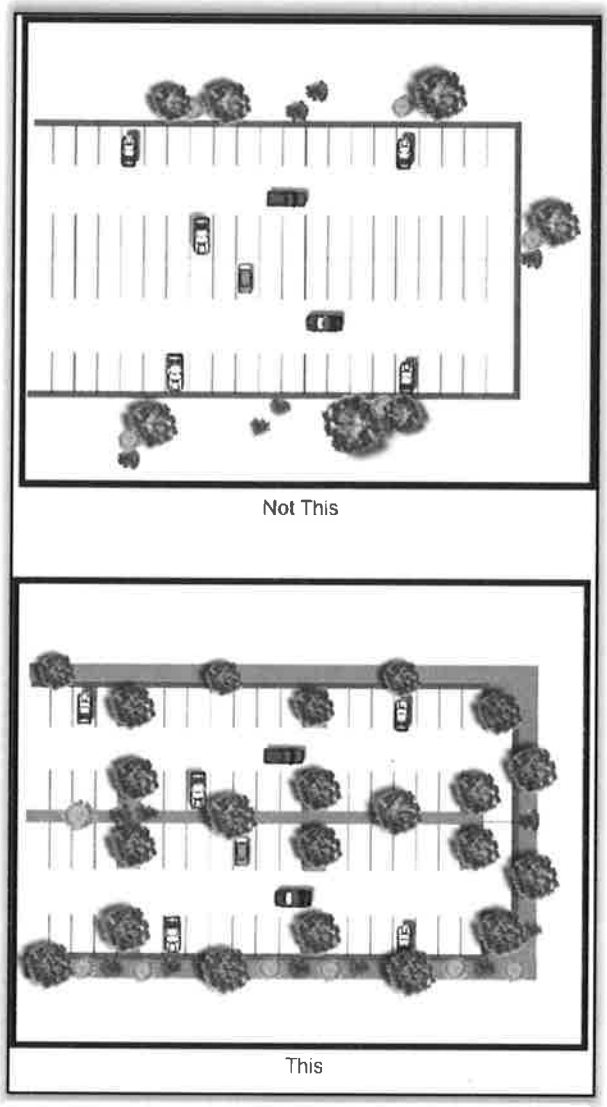


Figure 3

- Pedestrian walkways located in parking areas should be visible from structures. This can be accomplished by using design features such as walkways with enhanced paving, trellis structures, or a special landscaping treatment.

- Linkages from the structures should be provided for pedestrian access to public sidewalks.

- Design parking areas so that pedestrians walk parallel to moving cars. Minimize the need for the pedestrian to cross parking aisles and landscape areas.

- The parking stalls which are perpendicular to a driveway or first aisle juncture, should be set back a sufficient distance from the curb to avoid traffic obstruction. With larger centers, significantly more setback area may be required.

- Drive aisle throats should be of sufficient depth to avoid vehicle stacking into the street.

- Utilize an opaque wall or landscaping to screen any parking at the street periphery. A combination of walls, berms, and landscape material is recommended. Changing the grade of the parking lot from existing street elevations may aid in obscuring views of automobiles while promoting views of

architectural elements of the structures beyond.

Landscaping:

Commercial uses typically have more hardscape and building coverage, resulting in smaller landscape areas than other types of land uses. Landscaping has a variety of functions, including softening the hard edges of development, screening unattractive views, buffering incompatible uses, providing shade and increasing the overall identity for the project.

- Landscaping for commercial uses should define entrances to buildings and parking lots, define the edges of various land uses, provide transition between neighboring properties (buffering), and provide screening for loading and equipment areas.

- Landscaping should be in scale with adjacent structures and be of appropriate size at maturity to accomplish its intended purpose.

- At maturity, trees should provide a shade canopy for all parking areas. *(Refer to Figure 4)*

Figure 4

- Trees should be located throughout the parking lot and not simply at the ends of parking aisles.

- Landscaping around the entire base of buildings is recommended to soften the edge between the parking lot and the structure. *(Refer to Figure 5)* Landscaping should accent building entrances to provide a focal point.

Figure 5

- The use of vines and climbing plants on buildings, trellises, and perimeter garden walls is strongly encouraged.

- Plants in boxed, clay or wood containers should be used for enhancement of sidewalk shops, plazas, and courtyards.

- At maturity, trees should provide a shade canopy for all parking areas.

- Landscaping should be protected from vehicular and pedestrian encroachment by raised planting

surfaces, depressed walks, or the use of curbs.

- Landscaping should not obstruct visibility at drive aisle intersections.

Walls & Fences:

The fact that commercial uses often require large outdoor areas for activities, parking or storage necessitates the thoughtful design of surrounding walls and fences because they can become significant visual elements on the site. It is of primary importance to take into account the public street frontage impact of walls and fences.

Figure 6

- Where walls are used at property frontages, or screen walls are used to conceal storage, they should be designed to blend with the site's architecture. Landscaping should be used in combination with such walls whenever possible. *(Refer to Figure 6)*

- Security fencing and long expanses of fence or wall surfaces should be offset and architecturally designed to prevent monotony. Landscape pockets should be provided.

- If not required for a specific screening, security or separation of incompatible land uses, walls should not be utilized within commercial areas.

Screening:

Screening can protect and separate uses and site functions to decrease adverse noise, wind, or visual impacts and to provide privacy. The need for screening should be considered early in the design process so that screening elements (such as fences and walls, berms, and landscaping) can be effectively integrated into the overall project design and not added later as an afterthought.

- When allowed, exterior storage should be confined to portions of the site least visible to public view. Where screening is required, a combination of elements should be used including solid masonry walls, berms, and landscaping. Chainlink fencing with wood or metal slatting is not permitted when visible from the public right-of-way.

- Any outdoor equipment, whether on a roof, side of a structure, or on the ground, must be appropriately screened from view. The method of screening must be architecturally integrated with the adjacent structure or properly landscaped *(Refer to Figure 7)*. Where individual

equipment is provided, a continuous screen is desirable.

Figure 7

Architectural Design:

Architectural design addresses the exterior of buildings and their relationship to the surrounding built context. It is paramount to ensure that the design of the building complements the community setting and character and contributes to the public realm.

- Heights of structures should relate to adjacent open spaces to allow maximum natural light and ventilation, protection from prevailing winds, enhance public views and minimize obstruction of view from adjoining structures.

- Height and scale of new developments should be compatible with that of surrounding developments. The developments should "transition" from the height of adjacent development to the maximum height of the proposed structure.

- Vary the planes of the exterior walls in depth and/or direction. Wall planes should not run in a continuous direction for more than 50 feet without an offset.

- Vary the height of the buildings so that it appears to be divided into distinct massing elements.

- Articulate the different parts of a building's facade by use of color, arrangement of facade elements, or a change in materials.

- Avoid blank walls at the ground floor levels. Utilize windows, trellises, wall articulation, arcades, change in materials, landscaping or other features to lessen the impact of an otherwise bulky building *(Refer to Figure 8)*.

Figure 8

- The rear and side elevations should incorporate some of the architectural features of the main facade.

Scale:

Scale is the relationship between the size of the new structure and the size of adjoining permanent structures. Large scale building elements will appear

imposing if they are situated in a visual environment which is predominantly smaller in scale.

- Building scale can be reduced through the proper use of window patterns, structural bays, roof overhangs, siding, awnings, moldings, fixtures, and other details *(Refer to Figure 9).*

Figure 9

- The scale of buildings should be carefully related to adjacent pedestrian areas (e.g. courtyards) and other structures.

- Large dominating structures should be broken up by: 1) creating horizontal emphasis through the use of trim; 2) adding awnings, eaves, windows, or architectural ornamentation; 3) use of combinations of complementary colors; and 4) landscape materials.

Color:

The exterior colors of a building are as important as the materials in determining how people think about the building and its surroundings. Colors should be compatible with the existing colors of the surrounding area but need not duplicate existing colors.

- Accent colors should be used thoughtfully and compliment the base color or a variation of its hue, either weaker or stronger.

- The transition between base and accent colors should relate to changes in building materials or the change of building surface planes. Colors should generally not meet or change without some physical change or definition to the surface plane.

- The use of muted tones for the structure's base color is recommended. Color should not be used as an attention getting device *(Refer to Figure 10).*

Figure 10

Roofs & Awnings:

Roof design contributes strongly to the image of a structure as having quality and permanence.

- The roofline at the top of the structure should incorporate offsets and jogs to reduce the monotony of an uninterrupted roof plane.

- When more than one awning is used on a single structure, they should be of the same form and color. Awnings should complement the architectural style of the building *(Refer to Figure 11)*.

Figure 11

- All roof top equipment must be screened from public view by materials of the same nature as the main structure. Mechanical equipment should be located below the highest vertical element of the building.

- Corrugated metal or highly reflected roofing materials should not be used.

- Flat roofs are appropriate for larger commercial structures when it is determined that a project's overall design is amenable to flat roofs and is otherwise consistent with the objectives of these guidelines.

- Mansards should be used only to the extent that they maintain the same roof pitch as surrounding structures and are both high and deep enough to create the illusion of being a true roof. Steeply-pitched mansard roofs are discouraged.

Signs:

Every structure should be designed with specific consideration for adequate signing, including provisions for sign placement, sign scale in relation to building scale, and readability. However, building facades designed solely for the placement of signs is strongly discouraged. The colors, placement, and materials of all signs should be integrated with the architecture and façade details of the structure.

These guidelines are intended to supplement and compliment the City's sign regulations provided in Title 17 of the Atwater Municipal Code. *(Refer to Figure 12)*

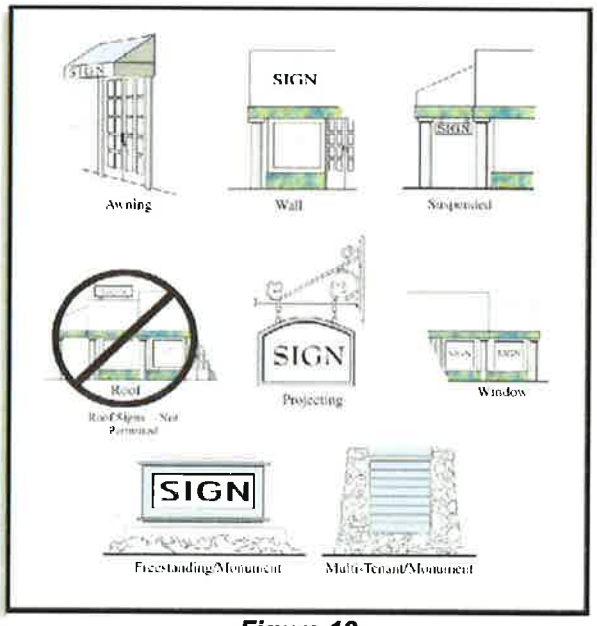


Figure 12

- The colors and materials of signs should complement the architectural style of the building.

- Signing should be consistent in location and design throughout a development. The development of a signage program is highly recommended for shopping centers, to encourage uniformity.

- When more than one type of sign is used in a project, the styles of the signs should be consistent with one another so that the effect of the overall program is harmonious.

- Illumination. Lighting for signs should not create a hazardous glare for pedestrians or vehicles either in a public street or on any private premises. The light source should be shielded from view and excessive light spillage should be avoided.

- Lighting for externally illuminated signs should be indirect and utilize focused light fixtures that do not allow light or glare to shine above the horizontal plane of the top of the sign or onto any public right-of-way or adjoining property.

Lighting:

Lighting provides safety and orientation, but may also be a nuisance when it intrudes unnecessarily onto surrounding properties or the street. Conversely, lighting can enhance the aesthetic qualities of commercial development when used to complement its form and character and to create ambiance.

- Lighting should be designed to illuminate at the minimum level necessary for safety and security, and to avoid harsh contrasts in lighting levels between the project and adjacent properties to the maximum extent possible. In all cases lighting should be designed to minimize glare by, among things, recessing the light within the fixture. *(Refer to Figure 13)*

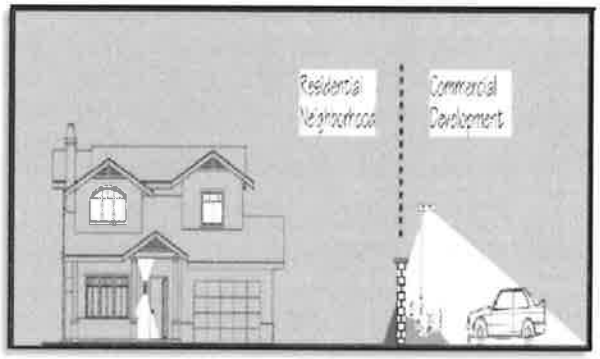


Figure 13

- Lighting fixtures should not appear as an afterthought but should be integrated with the design of the buildings, parking and landscaping.

- Lighting fixtures in parking lots should be located to assure adequate light levels and to avoid displacing trees.

- The design, size, and placement of outdoor lighting fixtures on buildings and in parking lots should be in keeping with the architectural style of the buildings. More, smaller-scale parking lot lights instead of fewer, overly tall and large parking lot lights should be installed. Outdoor light fixtures mounted on building walls should relate to the height of pedestrians.

Industrial Guidelines:

Purpose:

These design guidelines are intended as a reference to assist the designer in understanding the City's goals and objectives for high quality industrial development. These guidelines complement the mandatory property development regulations by providing good examples of potential design solutions and by providing design interpretations of the various mandatory regulations.

Applicability:

These guidelines are advisory for permitted uses but should be used in conjunction with uses such as Tentative Maps, Conditional Use Permits or Planned Development proposals, to encourage the highest level of design quality while at the same time providing the flexibility necessary to encourage creativity on the part of project designers.

Site Planning Principles:

The following guidelines address the overall approach to industrial project design favored by the City.

- A variety of building and parking setbacks should be provided to avoid long monotonous building facades and to create diversity within the project.

- Buildings should be located on "open space islands", which may be formally landscaped or set in a natural open space environment. The main entrance of the building should not directly abut the paved parking area. A minimum landscape strip should be provided between parking areas and the portions of the buildings where parking is provided.

- Building setbacks should be provided proportionate to the scale of the structure and in consideration of existing adjacent development. Larger structures require more setback area for a balance of scale and so as not to impose visually on neighboring uses.

- The placement of structures to create plazas, courts, or gardens is encouraged. Setback areas can often be used to provide space for patio and outdoor seating areas. *(Refer to Figure 14)*

Figure 14

- Site access should be easily identifiable and provide convenient access, visitor parking and good on-site circulation.

- Emphasis on main building entry. Service areas should be located at the side and rear of buildings.

- Landscaped open space to soften the transition between parking and the buildings and to provide gathering places for employees.

- Multiple buildings clustered on the same site to create a campus-like setting that takes advantage of shared open space and pedestrian amenities.

Industrial Building Design:

The inherently utilitarian nature of industrial buildings need not prevent the design of attractive industrial areas within the city. The architectural style of buildings in the business park/industrial zoning should incorporate clean simple lines. Buildings should project an image of high quality through the use of appropriate durable materials such as smooth plaster, stucco, brick, or masonry and well landscaped settings.

Mass and scale: As a category of structure type, typically bland industrial buildings often present unattractive, unadorned, "box-like" forms. A variety of design techniques should be used to help overcome this situation and to produce a cohesive design statement.

- Entries to structures should portray a quality appearance while being architecturally tied into the overall building composition and scale.

- Blank walls between breaks in the building facade should be avoided especially where visible from streets and walkways.

- Provide articulated facades with offsets and recessed entries. *(Refer to Figure 15)*

Figure 15

- Alteration of colors, textures and materials should be used to produce diversity and enhance architectural forms. A compatible variety of siding materials (i.e. masonry, concrete texturing, cement or plaster) should be used to produce effects of texture and relief that provide architectural interest.

Undesirable Elements: Design elements which are undesirable and should be avoided include:

- Large blank, unarticulated wall surfaces.

- Exposed, untreated precision block walls.

- False fronts.

- Steeply pitched mansard roofs, materials with high maintenance (stained wood, shingles or light gauge metal siding).

- Loading bays or doors facing the street.

Figure 16

- Chain link fence and barbed wire / razor wire. *(Refer to Figure 16)*

- Exposed roof drains and downspouts, except where integrated with the colors, materials and other details of the building architecture.

<u>Roofs:</u> Roof design contributes strongly to the image of a structure as having quality and permanence.

- Unless roofing materials are a part of the design element (for example, tiles, concrete or metal roofing elements), the ridge line elevation should not exceed the parapet elevation.

- Piecemeal mansard roofs (used on a portion of the building perimeter only) should be avoided. Mansard roofs should wrap around the entire perimeter of the structure.

- Rooftop equipment should be screened from view of parking areas, walkways and streets through the use of parapets or enclosures consistent with the architectural character of the building.

Parking Lot and Loading Areas:

Parking lots should not be the dominant visual elements of the site. Large expansive paved areas located between the street and the building are to be avoided in favor of smaller multiple lots separated by landscaping and buildings and located to the sides and rear of buildings whenever possible.

- Site access and internal circulation should be designed in a straight forward manner which emphasizes safety and efficiency. The circulation system should be designed to reduce conflicts between vehicular and pedestrian traffic. *(Refer to Figure 17)*

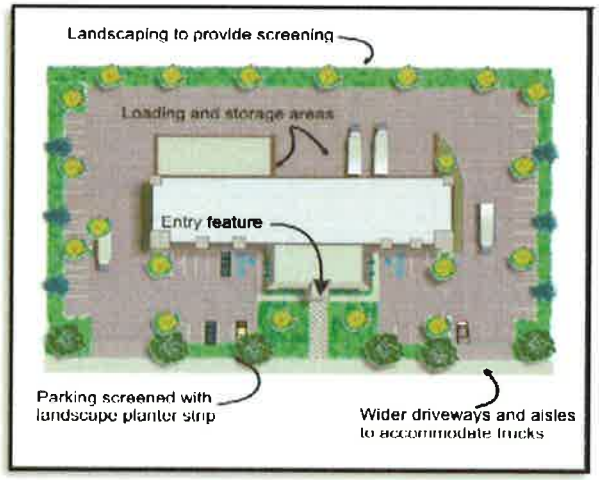


Figure 17

- Entrances and exits to and from parking and loading facilities should be clearly marked with appropriate directional signage where multiple access points are provided.

- Parking lots adjacent to and visible from public streets should

be adequately screened from view through the use of rolling earth berms which accommodate drainage, low screen walls, changes in elevation, landscaping or combinations thereof.

Loading Facilities: Loading bays are key elements of the function of many industrial buildings, but can be problematic in creating an overall building design that is attractive from the public view.

- To alleviate the unsightly appearance of loading facilities for industrial uses, these areas should not be located at the front of buildings where it is difficult to adequately screen them from public view. Loading facilities are generally more appropriate at the rear of the building where they are more functional and can be more effectively screened.*(Refer to Figure 18)*

Figure 18

- When site features prevent the placement of loading facilities at the rear of the building, loading docks and doors may be at the side of the building but should be screened from view by a combination of screen walls, ornamental landscaping and/or portions of the building. Gates should be located so as not to allow views from the public right-of-way into loading areas.

- Rolling shutter doors located on the inside of the building are the preferred method for providing large loading doors while keeping a clean, uncluttered appearance from the exterior.

- Loading areas should be designed so that trucks will not need to back- in from the public street onto the site. These maneuvers are unsafe, and should not be utilized except under extenuating circumstances.

Landscaping:

Landscaping should be used on industrial sites to define areas such as entrances to buildings and parking lots, define the edges of various land uses, provide transition between neighboring properties (buffering), and provide screening for outdoor storage, loading and equipment areas.

- Landscaping should be in scale with adjacent buildings and be of appropriate size at maturity to accomplish its intended purpose.

- Landscaping around the entire base of buildings is recommended to soften the edge between the parking lot and the structure and the view of the structure from the public right-of-way. Landscaping should accent building entrances to provide a

focal point.

- Use berming at the edge of the building in conjunction with landscaping to reduce the apparent height of the structure and its mass, especially along street frontages.

- Use of vines on walls is appropriate in industrial areas because such walls often tend to be large, blank and potentially subjected to graffiti. *(Refer to Figure 19)*

Figure 19

- Development in areas with native vegetation or located within unique environments are encouraged to use landscape designs and materials which are sensitive to and compatible with existing vegetation.

- Trees should be located throughout the parking lot and not simply at the ends of parking aisles.

- Plants should be drought tolerant and suitable to the climate of the Atwater area.

Water Efficient Landscaping:

- All landscaping shall employ features and techniques that in the aggregate reduce the demand for and consumption of water, including appropriate low water using plants, non-living ground cover, a low percentage of lawn coverage, a high degree of paving permeability and water conserving irrigation techniques and systems.

- The use of turf should be minimized or substituted altogether with groundcovers. Turf should be excluded from median or sidewalk strips and other areas which are difficult to irrigate and maintain. Low-water-using grass varieties are encouraged.

- Water efficient irrigation systems, such as drip, low output sprinkler heads, zonal systems and automatic timers, should be provided. Planting should be according to water needs, and the irrigation system matched to these needs.

- Plant varieties should be low water consuming, suited to the local soil and climate and grouped according to their water requirements. For instance, sprinklers for turf areas should be installed with a separate irrigation valve from irrigation valves used for other vegetation.

Screening:

The nature of some industrial uses and their sites may inevitably result in

unsightly features. In these cases, screening features should be carefully designed so that their appearance is not equally unattractive.

- Where permanent screening is required between a business park / industrial zone and a residential zone, a decorative, solid masonry screening wall is required. Evergreen landscaping should be placed adjacent to the wall and vines should be planted at the base of the wall so when mature the wall is not visible. *(Refer to Figure 20)*

Figure 20

- Exterior storage and loading areas should be confined to portions of the site least visible to public view where screening needs are minimized.

- Where screening is required, a combination of elements should be used including solid masonry walls, berms, and landscaping.

- Any equipment, whether on the roof, side of building, or ground, should be screened. The method of screening should be architecturally integrated with the building design in terms of materials, color, shape, and size. Where individual equipment is provided, a continuous screen is desirable.

Lighting:

Lighting provides safety and orientation, but may also be a nuisance when it intrudes unnecessarily onto surrounding properties or the street. Conversely, lighting can enhance the aesthetic qualities of industrial development when used to complement its form and character and to create ambiance.

- Lighting should be designed to illuminate at the minimum level necessary for safety and security, and to avoid harsh contrasts in lighting levels between the project and adjacent properties to the maximum extent possible. In all cases lighting should be designed to minimize glare by, among things, recessing the light within the fixture.

- Lighting fixtures should not appear as an afterthought but should be integrated with the design of the buildings, parking and landscaping. *(Refer to Figure 21)*

Figure 21

- Lighting fixtures in parking lots should be located to assure adequate light levels and to avoid displacing trees.

- The design, size, and placement of outdoor lighting fixtures on buildings and in parking lots should be in keeping with the architectural style of the buildings. More, smaller-scale parking lot lights instead of fewer, overly tall and large parking lot lights should be installed. Outdoor light fixtures mounted on building walls should relate to the height of pedestrians. *(Refer to Figure 22)*

Figure 22

Signs:

Every structure should be designed with a precise concept for adequate signing. Provisions for sign placement, sign scale in relation to building scale, and the readability of the sign should be considered in developing the overall project's signing concept.

- Signs are an essential communications tool for business and the public. The primary role of signs should be to identify, not advertise. Compliance with the design guidelines will result in signage that effectively communicates a message, speeds the review process, and contributes to the visual quality of the community.

- All signs should be highly compatible with the structure and site design relative to color, material, and placement.

- Monument-type signs are preferred for business identification; pole signs should be avoided. Where several tenants occupy the same site, individual wall mounted signs are appropriate in combination with a monument sign identifying the business park complex and address.

- The industrial site should be appropriately signed to give directions to loading and receiving areas, visitor parking and other special areas.

7-Eleven Convenience & 76 Fuel

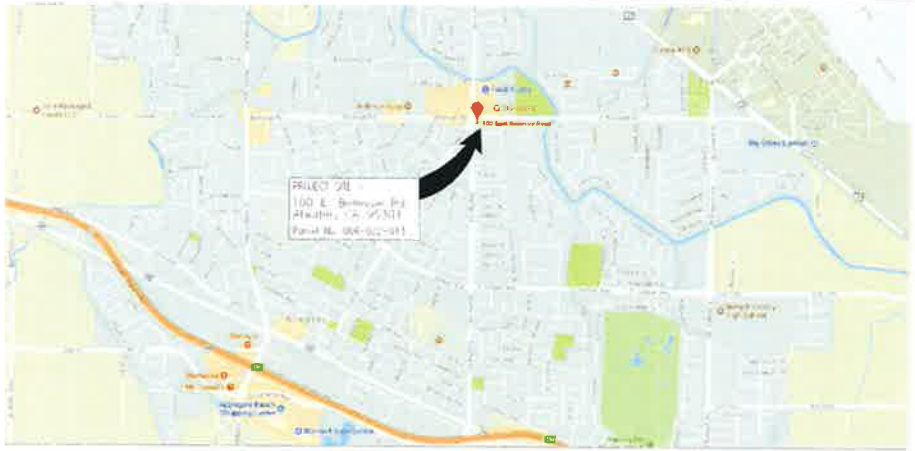
100 East Bellevue Road
Atwater, CA 95301

ABBREVIATIONS

SYMBOLS LEGEND

MATERIALS LEGEND

VICINITY MAP



PROJECT CONTACTS

OWNER
7-Eleven Inc.
100 East Bellevue Road
Atwater, CA 95301

CONTRACTOR / DESIGNER
Smith Development & Construction Company
7803 Madison Ave.
Citrus Heights CA, 95610
CONTACT: Aleksandr Bool
916-966-7325

CIVIL ENGINEER
Mid-Valley Engineering
1117 L Street
Modesto, CA 95354
CONTACT: Ryan May
856-526-4214

LANDSCAPE ARCHITECT
KLA, Inc.
151 N. Norlin Street
Sonora, CA 95370
CONTACT: Tom Holloway
209-532-2856

ZONING/ CODE STUDY

ZONING CLASSIFICATION:
- (C-G) GENERAL COMMERCIAL

MAXIMUM BUILDING HEIGHT:
- 35 FT
- 2.5 STORIES

FRONT / STREET-SIDE SETBACKS:
- 10 FT BUILDING SETBACK
- 65 FT BUILDING SETBACK IF ABUTTING MAJOR ARTERIAL

INTERIOR-SIDE & REAR SETBACKS:
- 10 FT PUBLIC UTILITY EASEMENT (EAST PL)
- 10 FT SETBACK IF ABUTTING RESIDENTIAL ZONE

PARKING CALCULATIONS

PARKING REQUIREMENTS:
- MIN 2 BIKE PARKING REQUIRED
- MIN 10 OFF-STREET PARKING SPACES MUST BE PROVIDED:

PARKING CALCULATION:
(1.0 PARKING SPACE FOR EACH 250 SQUARE FEET OF GROSS FLOOR AREA.)

- 2,492 SF OF FLOOR AREA / 250 = 10 SPACES
- TOTAL = 10 SPACES

SHEET INDEX

SCOPE OF WORK

NEW GROUND UP CONVENIENCE STORE, FUEL STATIONS, SIGNAGE, AND LANDSCAPING

PROJECT INFORMATION

SITE INFORMATION
PROJECT ADDRESS:
100 Bellevue Road
Atwater, CA 95301
PROPERTY LEGAL DESCRIPTION:
APN: 004-022-013-000

LOT SIZE:	± 17,297 SF
LOT WIDTH:	± 136' x 128'
FLOOR AREA RATIO:	0.149
BUILDING FOOTPRINT:	± 2,592 SF
LANDSCAPE AREA:	± 1,900 SF
LANDSCAPE COVERAGE:	±11.0%

PARKING INFORMATION

ADA PARKING -	1 SPACE
STANDARD PARKING -	9 SPACES
PARALLEL PARKING -	0 SPACES
FUEL PARKING -	6 SPACES
TOTAL PARKING -	**16** SPACES
- REQUIRED PARKING -	10 SPACES

BUILDING INFORMATION:

BUILDING OCCUPANCY:	M / B
CONSTRUCTION TYPE:	V-B
SPRINKLERED	NO

AREA CALCULATIONS

MERCHANDISE	1442 SF
SALES	266 SF
STORAGE/ BACK ROOM	710 SF
OFFICE	0 SF
RESTROOM	74 SF
BUILDING TOTAL	= 2,492 SF
TRASH ENCLOSURE	100 SF
TOTAL =	2,592 SF

1040134 - 7-ELEVEN ACQUISITION STORE
100 E. Bellevue Rd.
Atwater, CA

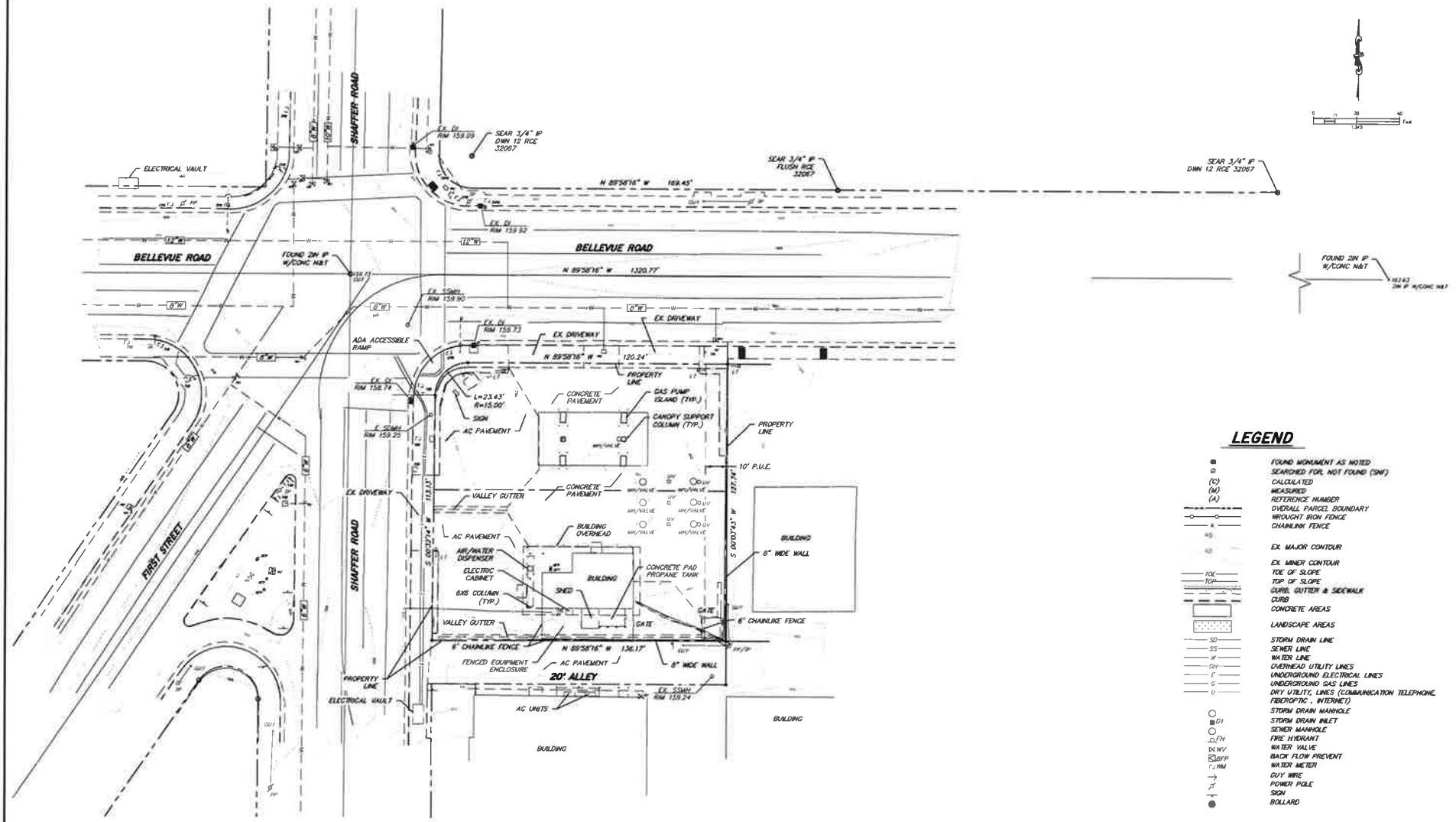
APN: 004-022-013-000
OWNER: 7-Eleven

COVERSHEET

CS

EXHIBIT "B"

8/2/2017 1:22 PM, (z:\01-sdcc general\2011-architecture\7-11 rcc programm\001 projects\1039867 - 100 e. bellevue rd - atwater\cad\1039867 - 100 e.bellevue rd - siteplan.dwg)



SDCC

Know what's below. Call before you dig.

Drawn By:	NYE
Issue Date:	8/2/17
Job No.:	NC17086
Checked:	DAM
Design By:	N/A

REVISIONS

NO.	DATE	ISSUED FOR	BY

8/1/2017

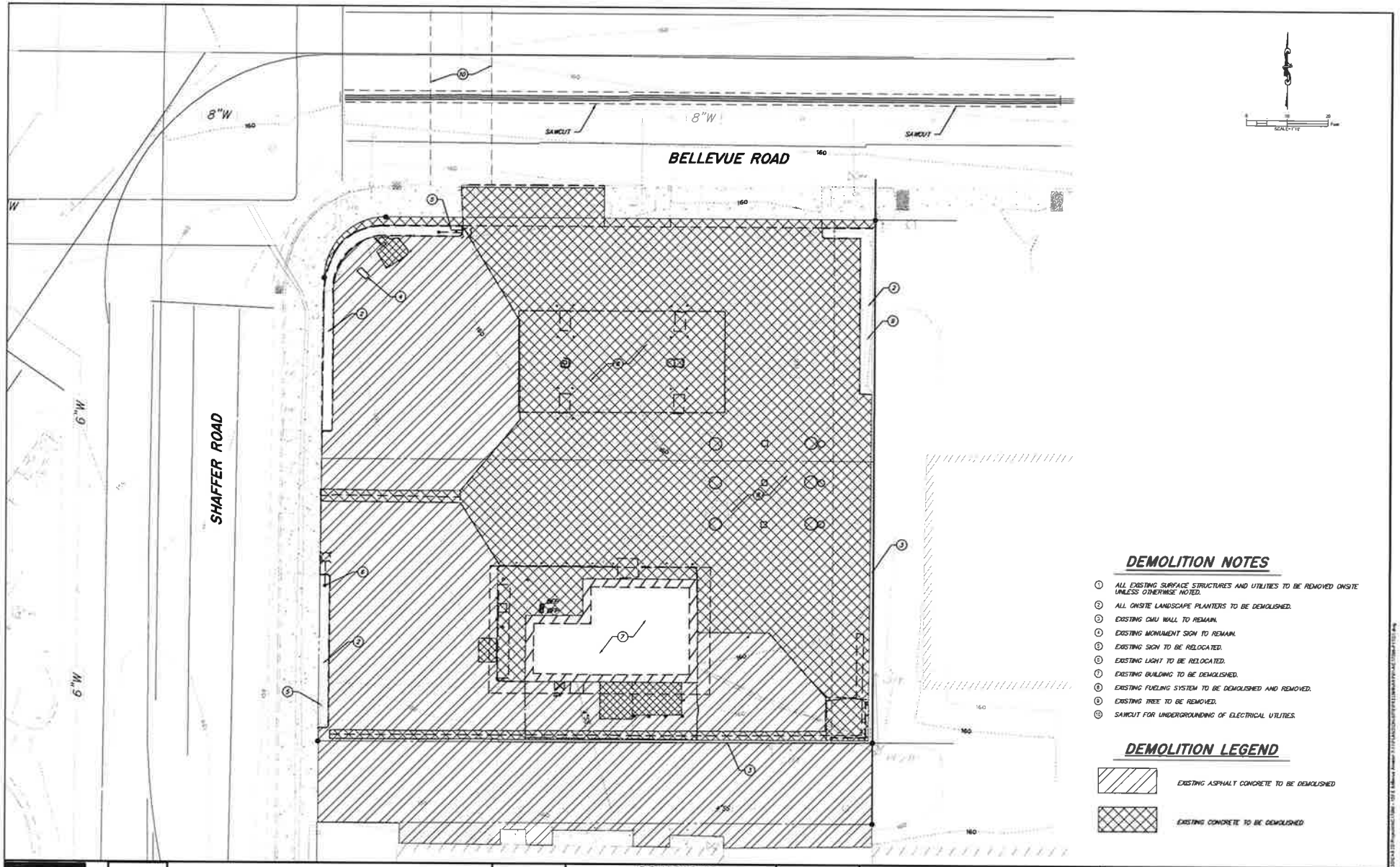
MVE Inc.
1117 L Street, Modesto, CA 95354 | 888.526.4214 | www.mve.net
Northern California | Southern California | Nevada

100 E. BELLEVUE ROAD
7-ELEVEN ATWATER
EXISTING TOPOGRAPHY

ATWATER CALIFORNIA

DWG: C-1

SHEET 1 OF 4



DEMOLITION NOTES

1. ALL EXISTING SURFACE STRUCTURES AND UTILITIES TO BE REMOVED ONSITE UNLESS OTHERWISE NOTED.
2. ALL ONSITE LANDSCAPE PLANTERS TO BE DEMOLISHED.
3. EXISTING CMU WALL TO REMAIN.
4. EXISTING MONUMENT SIGN TO REMAIN.
5. EXISTING SIGN TO BE RELOCATED.
6. EXISTING LIGHT TO BE RELOCATED.
7. EXISTING BUILDING TO BE DEMOLISHED.
8. EXISTING FUELING SYSTEM TO BE DEMOLISHED AND REMOVED.
9. EXISTING TREE TO BE REMOVED.
10. SAWCUT FOR UNDERGROUNDING OF ELECTRICAL UTILITIES.

DEMOLITION LEGEND

EXISTING ASPHALT CONCRETE TO BE DEMOLISHED

EXISTING CONCRETE TO BE DEMOLISHED

811 Know what's below. Call before you dig.

Drawn By:	RAM
Issue Date:	8/2/17
Job No.:	NC1708G
Checked:	DAM
Design By:	RAM

REVISIONS

NO.	DATE	ISSUED FOR	BY

08/02/2017

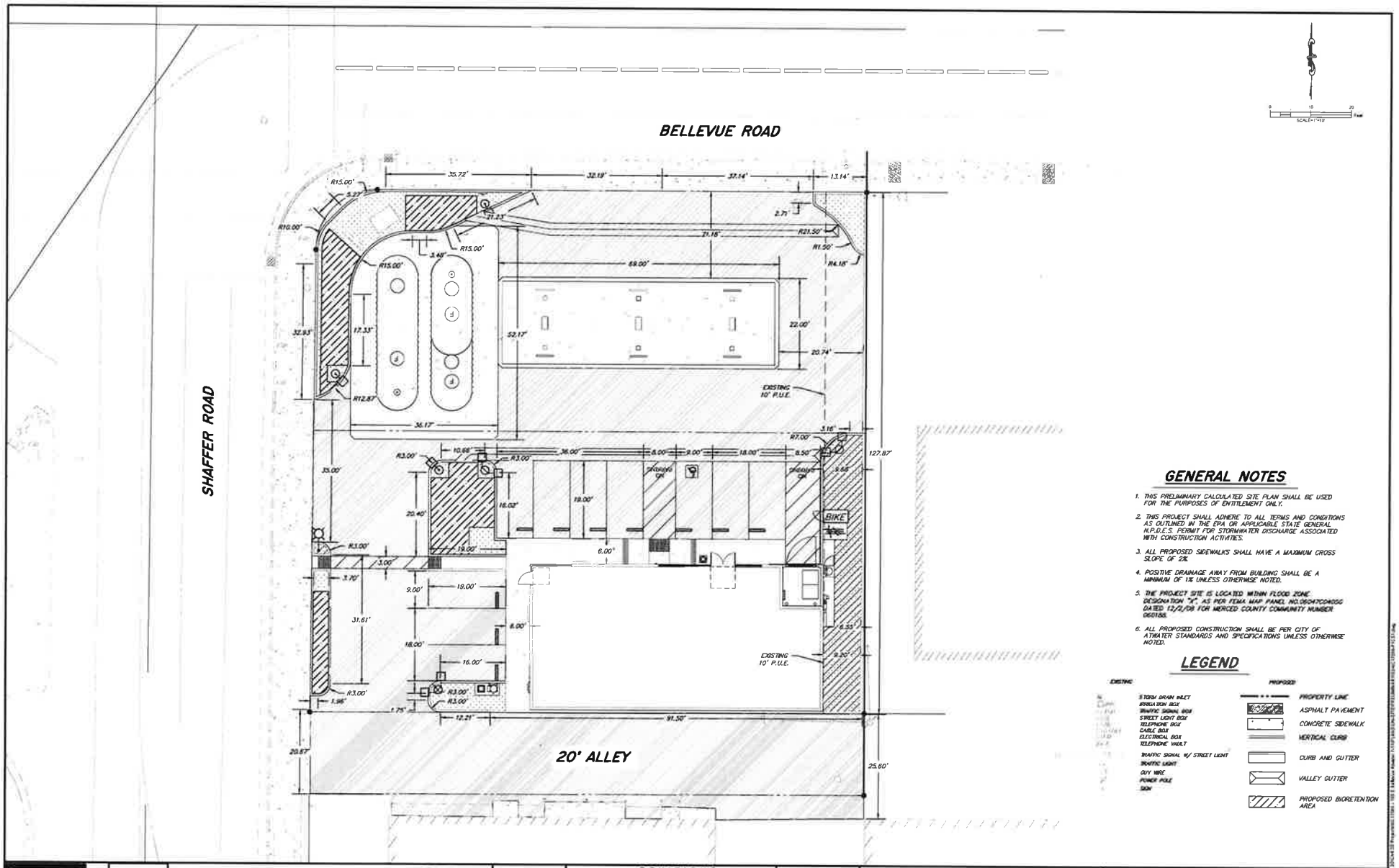
MVE Inc.
1117 L Street, Modesto, CA 95354 | 866.626.4214 | www.mve.net
Northern California | Southern California | Nevada

100 E. BELLEVUE ROAD
7-ELEVEN ATWATER
PRELIMINARY TOPOGRAPHY & DEMOLITION PLAN

ATWATER CALIFORNIA

DWG. C-2

SHEET 2 OF 4



GENERAL NOTES

1. THIS PRELIMINARY CALCULATED SITE PLAN SHALL BE USED FOR THE PURPOSES OF ENTITLEMENT ONLY.
2. THIS PROJECT SHALL ADHERE TO ALL TERMS AND CONDITIONS AS OUTLINED IN THE EPA OR APPLICABLE STATE GENERAL N.P.D.E.S. PERMIT FOR STORMWATER DISCHARGE ASSOCIATED WITH CONSTRUCTION ACTIVITIES.
3. ALL PROPOSED SIDEWALKS SHALL HAVE A MAXIMUM CROSS SLOPE OF 2%.
4. POSITIVE DRAINAGE AWAY FROM BUILDING SHALL BE A MINIMUM OF 1% UNLESS OTHERWISE NOTED.
5. THE PROJECT SITE IS LOCATED WITHIN FLOOD ZONE DESIGNATION "X", AS PER FEMA MAP PANEL NO.06047C0405G DATED 12/2/08 FOR MERCED COUNTY COMMUNITY NUMBER 060155.
6. ALL PROPOSED CONSTRUCTION SHALL BE PER CITY OF ATWATER STANDARDS AND SPECIFICATIONS UNLESS OTHERWISE NOTED.

LEGEND

EXISTING

- STORM DRAIN INLET
- IRRIGATION BOX
- TRAFFIC SIGNAL BOX
- STREET LIGHT BOX
- TELEPHONE BOX
- CABLE BOX
- ELECTRICAL BOX
- TELEPHONE VAULT
- TRAFFIC SIGNAL W/ STREET LIGHT
- TRAFFIC LIGHT
- GUY WIRE
- POWER POLE
- SIGN

PROPOSED

- PROPERTY LINE
- ASPHALT PAVEMENT
- CONCRETE SIDEWALK
- VERTICAL CURB
- CURB AND GUTTER
- VALLEY GUTTER
- PROPOSED BIORETENTION AREA

811 Know what's below. Call before you dig.

Drawn By:	RAM
Issue Date:	8/2/17
Job No.:	NC17086
Checked:	DAM
Design By:	RAM

REVISIONS

NO.	DATE	ISSUED FOR	BY

08/02/2017

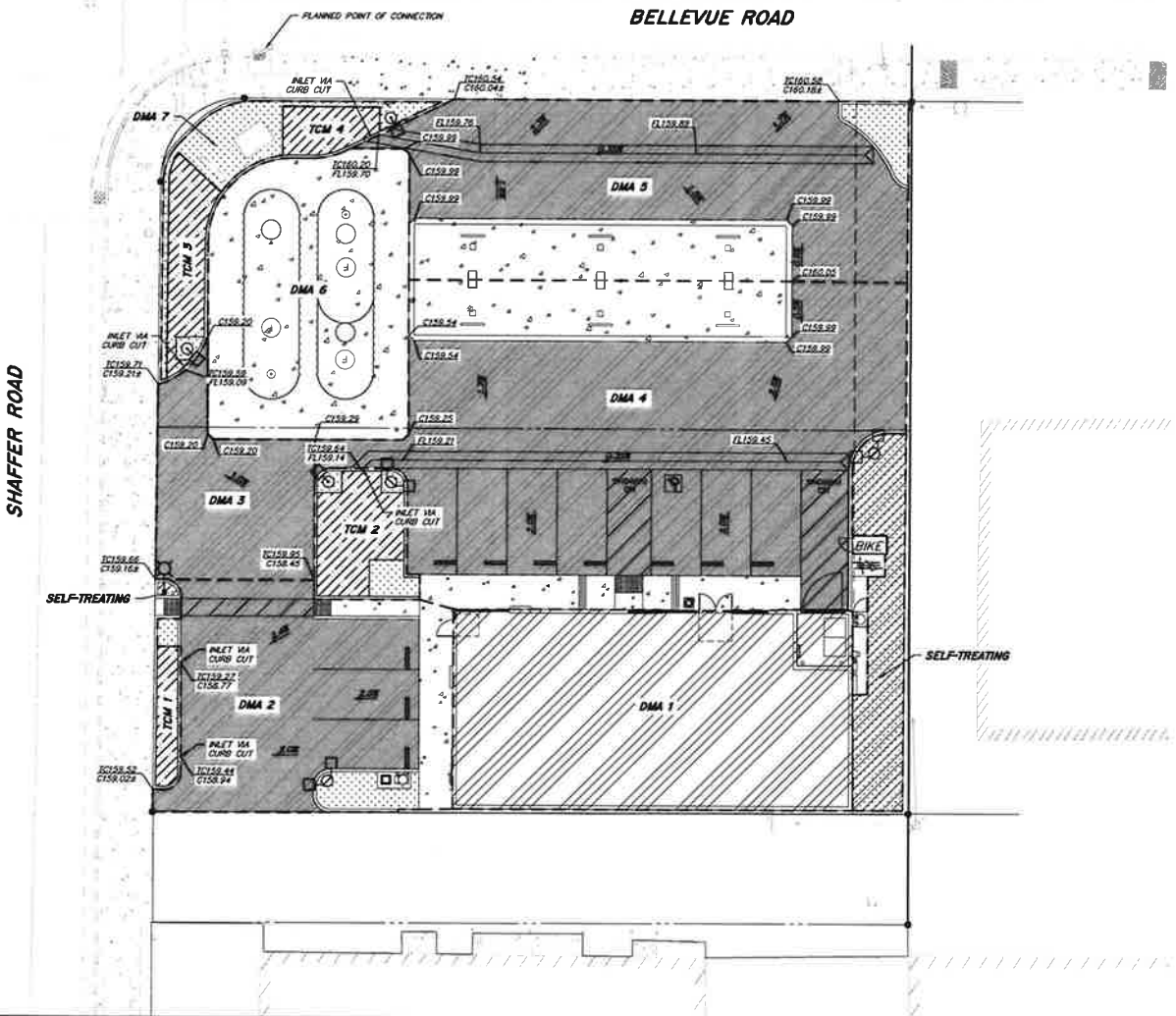
MVE Inc.
1117 L Street, Modesto, CA 95354 | 866.526.4214 | www.mve.net
Northern California | Southern California | Nevada

100 E. BELLEVUE ROAD
7-ELEVEN ATWATER
PRELIMINARY CALCULATED SITE PLAN

ATWATER CALIFORNIA

DWG. C-3

SHEET 3 OF 4



SITE INFORMATION

1. SITE USES INCLUDE RETAIL FUEL OUTLET AND UNCOVERED PARKING.
2. SURFACE INFORMATION:
   - A. TOTAL AREA OF SITE: 0.40± ACRES (ON-SITE), 0.08± ACRES (OFF-SITE)
   - B. TOTAL DISTURBED AREA OF SITE: 0.40± ACRES
   - C. PERVIOUS VS. IMPERVIOUS TABLE: SEE TABLE THIS SHEET
3. POST-CONSTRUCTION CATEGORY: REGULATED PROJECT
4. DRAINAGE MANAGEMENT AREAS: SEE PLAN VIEW – LEFT

BMP INFORMATION

1. SELECTED POST-CONSTRUCTION BMPS:
   - A. SOURCE CONTROL MEASURES: COVERED WASTE AREA GRADED TO PREVENT RUN-ON, FUEL DISPENSING AREA COVERED BY CANOPY AND GRADED TO PREVENT RUN-ON, FUEL DISPENSING AREAS TO BE CONCRETE AND GRADED AT MINIMUM SPECIFIED SLOPE, LANDSCAPE TO PRESERVE EXISTING TREES AND SHRUBS TO MAXIMUM EXTENT, AIR/WATER SUPPLY AREA GRADED TO PREVENT RUN-ON, ALL DRAIN INLETS TO BE MARKED "NO DUMPING"
   - B. LID DESIGN STANDARDS: DEVELOPMENT TO BE CONCENTRATED ON LESS PERMEABLE SOILS AND PRESERVE AREAS THAT CAN PROMOTE INFILTRATION, IMPERVIOUS SURFACE WILL BE LIMITED WITH PAVING AND ROOFS, THE SITE'S NATURAL DRAINAGE PATTERNS WILL BE UTILIZED, RUNOFF WILL BE DETAINED AND RETAINED THROUGHOUT THE SITE, EXCESSIVE GRADING AND DISTURBANCE OF VEGETATION WILL BE AVOIDED, PROJECT TO PRESERVE SIGNIFICANT TREES
   - C. SITE DESIGN MEASURES: TREE PLANTING AND PRESERVATION
   - D. TREATMENT CONTROL MEASURES: BIO-RETENTION PLANTERS
   - E. ALLOWABLE DESIGN VARIATIONS: ANTICIPATED – MINIMUM DIMENSIONS FOR BIO-RETENTION PLANTERS
2. HYDRAULIC SIZING CRITERIA: SEE TREATMENT CONTROL TABLE
3. HYDROMODIFICATION MANAGEMENT MEASURES: BIO-RETENTION PLANTERS/TREE PLANTING AND PRESERVATION. PRE-PROJECT FLOW RATE=0.516 CFS (2 YR, 24 HR STORM EVENT)
4. DRAINAGE AGREEMENT W/ MERCED IRRIGATION DISTRICT: NOT APPLICABLE
5. POINT OF CONNECTION: SEE PLAN VIEW – LEFT

PERVIOUS VS. IMPERVIOUS SURFACES COMPARISON TABLE

Comparison of Impervious and Pervious Surface at Project Site	Existing Surface (sq. ft.)	Proposed Surface: To Be Replaced (sq. ft.)	Proposed Surface: New (sq. ft.)	
Impervious Surfaces				
Roof Area	2926	0	4198	
Parking	0	0	2074	
Sidewalks, Patios, Driveways, etc.	14725	260	9306	Total Proposed Impervious Surface (Replaced+New)
Public Streets	0	0	0	
Private Streets	3726	3726	0	
Impervious Surfaces Total	20377	3986	15478	19464
Pervious Surfaces				
Landscape Area	806	0	1819	Total Proposed Pervious Surface (Replaced+New)
Pervious Paving	0	0	0	
Green Roof and Other Pervious Surfaces	0	0	0	
Pervious Surfaces Total	806	0	1819	1819

*Proposed replaced impervious surface: replacement of an existing impervious surface with another impervious surface.
*Proposed new impervious surface: new impervious surface that will cover an existing pervious surface.

TREATMENT CONTORL TABLE

TCM	DESCRIPTION	HYDRAULIC SIZING CRITERIA	CALCULATED DESIGN VOLUME (CF)
1	BIO-RETENTION	VOLUME	76
2	BIO-RETENTION	VOLUME	278
3	BIO-RETENTION	VOLUME	244
4	BIO-RETENTION	VOLUME	131

LEGEND

- DRAINAGE MANAGEMENT AREAS
- TREATMENT CONTROL MEASURE AREAS
- BUILDING ROOF AREA (DRAINS TO TCM 2 BY RAINWATER LEADERS)
- SELF-TREATING LANDSCAPE AREA
- IMPERVIOUS HARDSCAPE AREAS

811 Know what's below. Call before you dig.

Drawn By:	RAM
Issue Date:	8/2/17
Job No.:	NC17086
Checked:	DAM
Design By:	RAM

REVISIONS

NO.	DATE	ISSUED FOR	BY

08/02/2017

MVE Inc.
1117 L Street, Modesto, CA 95354 | 866.526.4214 | www.mve.net
Northern California | Southern California | Nevada

100 E. BELLEVUE ROAD
7-ELEVEN ATWATER
PRELIMINARY STORMWATER QUALITY PLAN

ATWATER CALIFORNIA

DWG. C-4
SHEET 4 OF 4

General Planting Notes

1. The contractor shall examine the conditions of the site prior to commencement of work. Any conditions that differ from what is shown on the plans that will effect the installation process shall be brought to the attention of the Owner or Land. Arch. prior to work. Commencement of work implies acceptance of the conditions of the site.
2. The contractor shall verify all plant quantities prior to installation. Plant quantities are listed for the convenience of the contractor, number of symbols shall have priority over quantity given.
3. The contractor shall be responsible for the purchasing of all material to meet the specifications of the plans including plants, soil, fertilizer and stakes. The contractor shall also be responsible for the protection of these materials until the project has been completely turned over to the owner.
4. All plant material shall be subject to approval or rejection by the Landscape Architect or Owner's Representative prior to installation. Installed and then rejected material shall be replaced by the contractor at his/her expense.
5. All vines shall be installed with the nursery stakes removed and runners espaliered to the adjacent wall.
6. All soil preparation shall be installed per the soil agronomy report to be provided and paid for by the Landscape Contractor. The report is to be immediately forwarded to the Land. Arc. upon completion.
7. All planter areas to receive a 3" thick layer of 3/4" minus nitrogen stabilized recycled wood mulch.
8. The planting pits for boxed trees shall be excavated twice the diameter of the rootball and level with existing grade at the bottom of the root ball. The backfill mix for use in all tree and shrub pits shall consist of native soil.
9. Fertilizer tablets shall be Gro-Power, 7 gram fertilizer tablets (12-8-8) placed in all planting pits in quantities as follows:

1 gallon	3 tablet
5 gallon	8 tablets
15 gallon	14 tablets
24"-Box	16 tablets

10. For weed control prior to planting, the Landscape Contractor shall thoroughly irrigate the site to promote germination of weed seeds that may be in the soil. After germination has taken place spray the site with Round-Up (or equal) in the amount, and let sit for the time specified by the manufacturer. Re-apply Round-Up if needed. After all green weeds have been eradicated, apply Ronstar-G (or equal) Pre-Emergent weed control in the amounts specified by the manufacturer.
11. All plant material to be nursery grown in similar climate. All plant material shall be vigorous and of normal habit of growth and shall be free of girdling roots, sun scald, abrasions, disease, insects, insect eggs and larvae. Plants shall equal or exceed the standards as outlined by the American Standards for Nursery Stock and to applicable California Agriculture Code.

Landscape Concept

The landscape design concept for the 7-Eleven is to provide an enjoyable and aesthetic space for the customers that fits within the landscape framework of the existing commercial corridor and the surrounding area. Plant material has been selected that performs well in the special conditions of the Central Valley (Sunset Zone #8). This is an existing gas station site that is being redesigned for 7-Eleven. Landscape is designed to compliment and facilitate existing facilities such as utilities, signs, sidewalks as well as new site layout.

In keeping with the need for water conservation there will be no new turf areas on this site. All plant selections are hardy low and medium water use trees, shrubs, and groundcover. The landscape (and associated Irrigation) has been designed to be compliant with the City of Atwater's Water Efficient Landscape Ordinance.

Special considerations have been provided in selection of plant material that respect the needs of the gas station and the customers. Clear and secure view corridors have been provided to ensure safety of the customers entering the building as well as moving around the site. Almost all plants (except trees) are 36" high or less.

Irrigation

The entire site will be irrigated using a fully automatic system and designed to meet the City's Water Efficient Landscaping Ordinance. The irrigation system will be entirely be low-volume design with no use of pop-up sprays. The system will include in-line valves, quick couplers, and gate valves. The irrigation controller will be a "smart" controller by Rainbird, Irritrol, Hunter, or equal. A complete irrigation design with these parameters will be provided with the improvement plans.

Tree Root Barriers

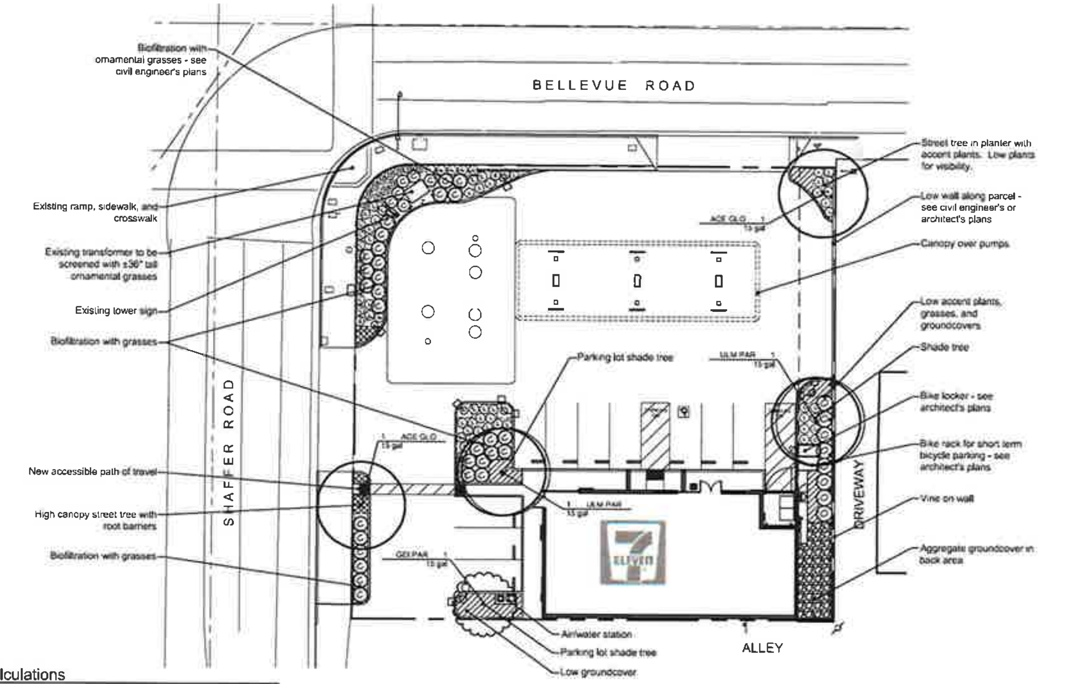
All trees within 5' of a curb or paving are to have a linear DeepRoot Model #UB 18-2 root barriers installed during tree installation along the inside edge of the adjacent curb or sidewalk. The following minimum number of panels are to be installed with each tree on each side of the tree that has sidewalk or curb as denoted on the plans

15 gallon trees	5 panels
24" box trees	6 panels

Tree sizes not listed above are to be installed with the quantity of panels as specified by the manufacturer.

Landscape Areas

On-Site Turf Area	0 sf
On-Site Shrub Area:	804 sf
On-Site Biofiltration:	905 sf
On-Site Aggregate	244 sf
Total On-Site	1,953 sf
Size of Parcel:	17,305 sf
Percent of Site in Landscape	11.3%



WELO Water Use Calculations

The following calculations represent the intended hydrozones and water usage as designed with this Preliminary Landscape Plan. As we move through the design process we anticipate minor adjustments/revisions of these calculations. However, compliance with WELO code requirements will always remain.

ETO for Atwater: 51.9

Hydrozone	Type of Plants	Water Use	Plant Factor	Hydrozone Area	%	Type of Irrigation	Irrigation Efficiency	ETWU
1	Low water using shrubs - Biofiltration	Medium	0.4	905	46.3%	Drip tubing	.81	14,185.8
2	Low water using shrubs	Low	0.3	804	41.2%	Drip tubing	.81	9,432.7
3	Aggregate	None	0	244	12.5%	None	1	0
TOTAL				1,953 sf				23,639.5 sf

Maximum Applied Water Allowance (MAWA) 27,898.2 gallon/year

Estimated Total Water Usage (ETWU) 23,639.5 gallon/year

Average Irrigation Efficiency .81
ETWU is less than MAWA, therefore water usage as designed exceeds code requirements

PLANT SCHEDULE

		BOTANICAL NAME	COMMON NAME	CONT	SPACING	QTY	Water Use
TREES	ACE GLO	Acer rubrum 'October Glory'	October Glory Maple	15 gal		2	Medium
	GEI PAR	Geijera parviflora	Australian Willow	15 gal		1	Low
	ULM PAR	Ulmus parvifolia	Chinese Elm	15 gal		2	Medium
SHRUBS	BUL FRU	Bulbine frutescens	Stalked Bulbine	1 gal		10	Low
	CAL LJ	Callistemon viminalis 'Little John'	Dwarf Weeping Bottlebrush	5 gal		6	Low
	CHO TEC	Chondropetalum tectorum	Cape Rush	5 gal		29	Low
	LOM BRE	Lomandra longifolia 'Breeze'	Dwarf Mat Rush	1 gal		67	Low
	OLE LIT	Olea europaea 'Little Ollie'	Little Ollie Olive	5 gal		8	Low
VINE/ESPALIER	PAR TRI	Parthenocissus tricuspidata	Boston Ivy	1 gal		9	Medium
GROUND COVERS	HEM POJ	Hemerocallis x 'Pojo'	Daylily	1 gal	28" o.c.	58 sf	Low
	JUN CON	Juniperus conferta	Shore Juniper	1 gal	42" o.c.	280 sf	Low

Non-Living Groundcover

Mulch to be evenly distributed throughout all shrub and groundcover areas (not turf and Fescue) unless otherwise noted on plans. Mulch to be nitrogen stabilized, max. 3/4", recycled material installed at min. 3" depth. Contractor to provide sample for approval prior to installation.

Aggregate — 3" layer of 3" ornamental aggregate. To be selected

This plan represents the design style and theme of the landscape design and planting. These plans are preliminary and may change through the design process. The final planting plan may not contain all of the above plants in the sizes as shown. Additionally some new plant species may be used in the final design. This plan does however indicate the quantity of trees and the overall level of landscape development that will be carried through with the final design.

NORTH
Scale: 1/16" = 1'-0"
0' 8' 16' 32'

View of existing site from Shaffer Road

View of existing site from Bellevue Road

Aerial — Not to scale

Project Location

Vicinity Map — Not to scale

KLA LANDSCAPE ARCHITECTURE PLANNING

SDCC

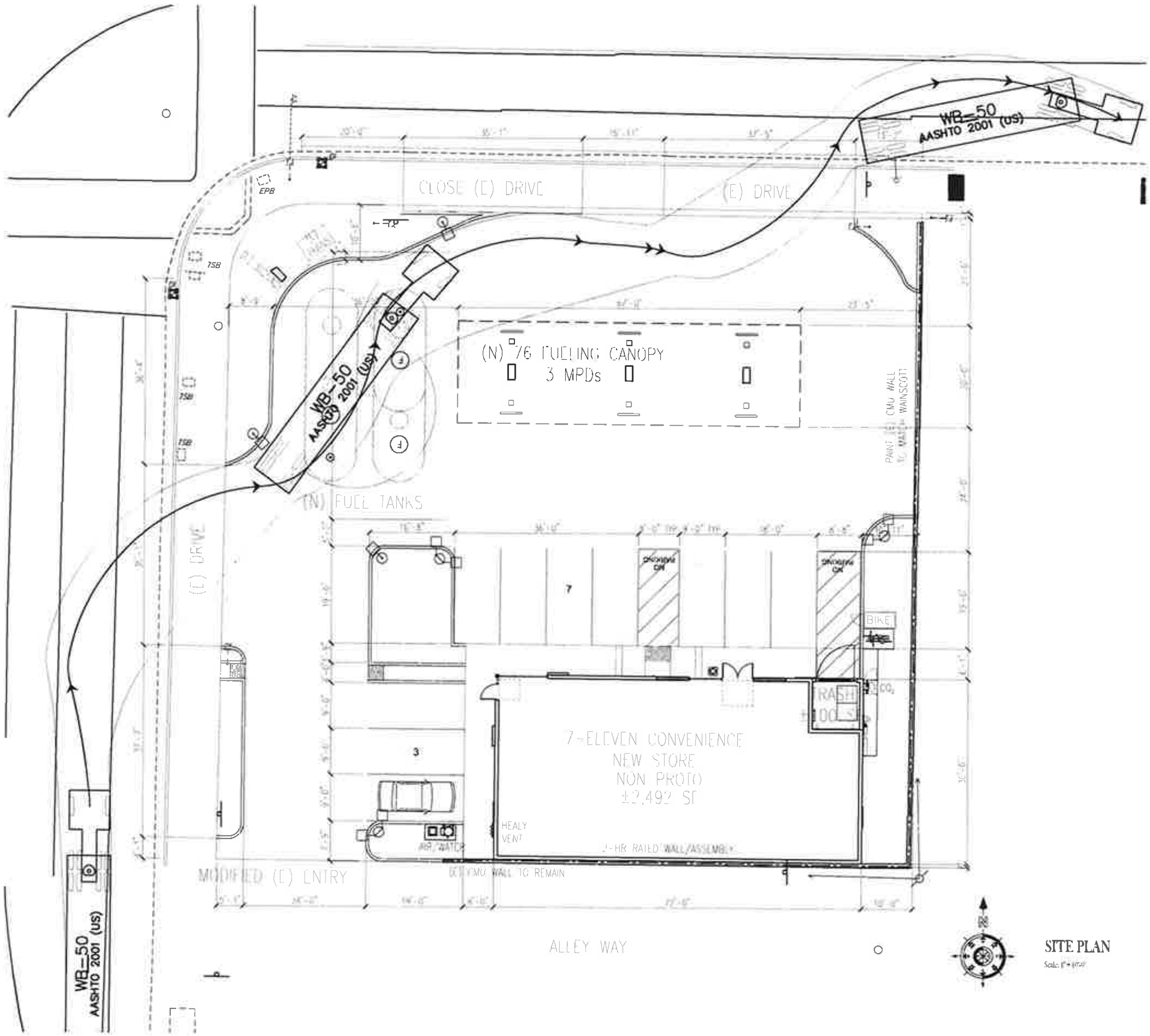
MVE Inc.
Northern California | Southern California | Nevada

7 - ELEVEN - NEW STORE

100 E BELLEVUE ROAD, ATWATER, CA — JULY 31, 2017

Sheet Number: L1

Z:\CADFILE\CADFILES\PROJECTS_17\17-1972\7-11 ATWATER\DRAWING FILES\PLANS\PRELIMINARY\PRE1972.DWG (08-01-17 7:58:00AM) Plotted by: Matt



SITE PLAN

PROJECT NOTES

100 E BELLEVUE RD
APN 004-022-013-000
SITE AREA ±17,297 SF
BUILDING AREA ±2,492 SF = ±14.4%
LANDSCAPE ±1,900 SF = ±11.0%
ADA PARKING - 1 SPOTS
COMPACT PARKING 0 SPOTS
STANDARD PARKING - 9 SPOTS
FUEL PARKING 6 SPOTS
TOTAL PARKING 16 SPOTS
REQUIRED PARKING 10 SPOTS
(1/250 SF)

7-ELEVEN
SDCC
WWW.SMITHDCC.COM
818.966.7325

1040134 - 7-ELEVEN ACQUISITION STORE

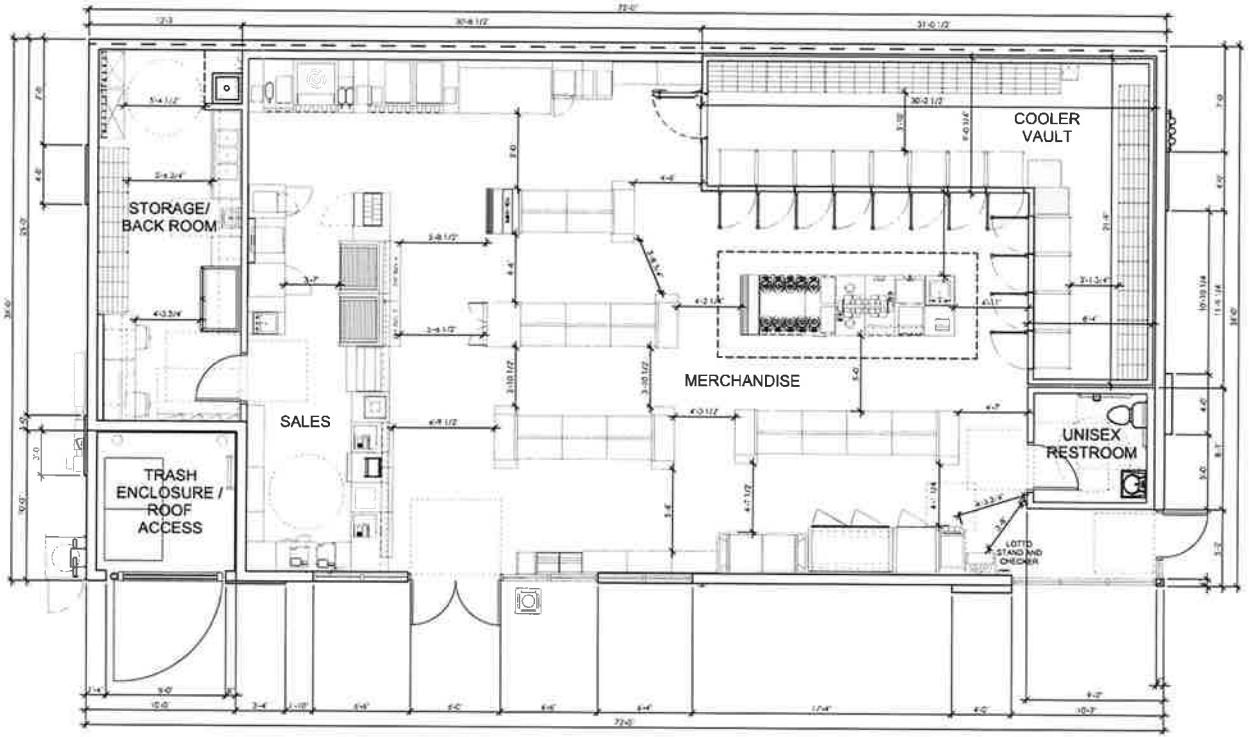
100 E. Bellevue Rd.
Atwater, CA

APN: 004-022-013-000
OWNER: 7-Eleven

ARCHITECTURAL
SITE PLAN

A100

08/03/17 CONDITIONAL USE PERMIT SUBMITTAL



FLOOR PLAN

LAYOUT INFORMATION

ROLLER GRILLS	2
SANDWICH CASE	6'
VAULT DOORS	12
LOW TEMP DOORS	2
ICE MERCH. DOORS	1
NOVELTY CASE	1
BAKERY CASE	1 (LG)
SLURPEE BARRELS	6

GONDOLA UNITS (60"H)	24
END CAPS (60"H)	07
POWER WINGS	(09) - NOT IN TOTAL
LOW WALLS (36"H)	00
HIGH WALLS (72"H)	05
TOTAL	36

TOTAL SQ FT	= 2,492 SF
SALES FLOOR AREA	= 1,708 SF

GAS: YES LIQUOR: NO
BEER: YES WINE: YES

OCCUPANCY LOAD (>49) = 53
TRAVEL DISTANCE (<200) = 94'
COMMON PATH OF TRAVEL (<75) = 49'
RESTROOMS REQUIRED = 1
EXITS REQUIRED = 2

OVERHEAD SHELVES	= 36 FT
FLOOR SHELVES	= 13 FT

WALL TYPE LEGEND

EXTERIOR WALL
2-HR RATED WALL
INTERIOR WALL
PARTIAL HEIGHT WALL
COOLER WALL

OCCUPANCY CALCULATION

MERCHANDISE	1442 SF / 30 =	48 PEOPLE
SALES	266 SF / 200 =	2 PEOPLE
STORAGE/ BACK ROOM	710 SF / 300 =	3 PEOPLE
OFFICE	00 SF / 100 =	0 PEOPLE
UNISEX RESTROOM	74 SF / N/A =	0 PEOPLE
	TOTAL =	53 PEOPLE

ELEVEN

SDCC

WWW.SMITHDCC.COM

1040134 - 7-ELEVEN
ACQUISITION STORE
100 E. Bellevue Rd.
Atwater, CA

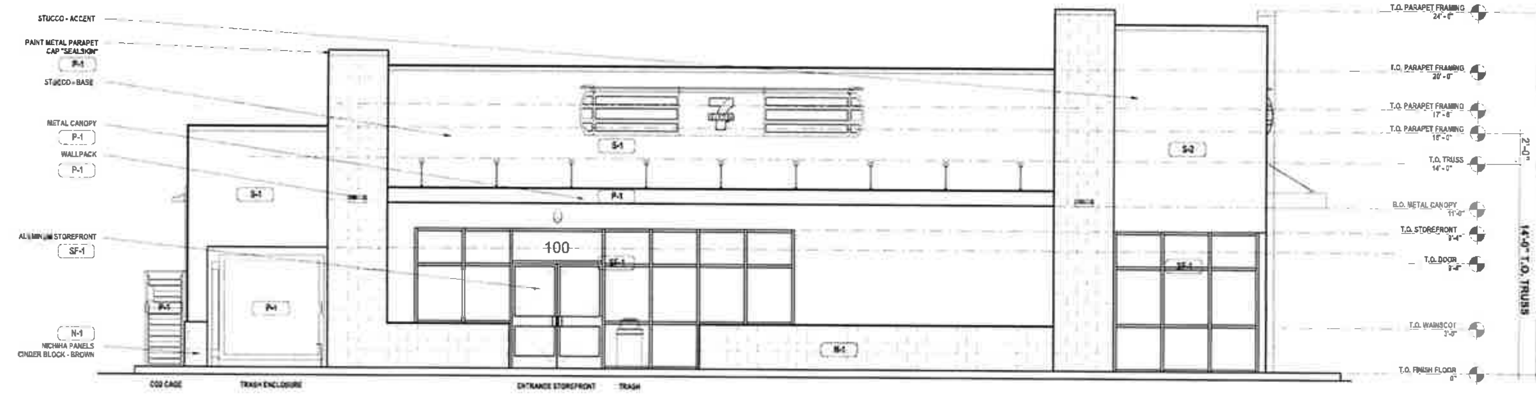
APN: 004-022-013-000
OWNER: 7-Eleven

FLOOR PLAN

A101

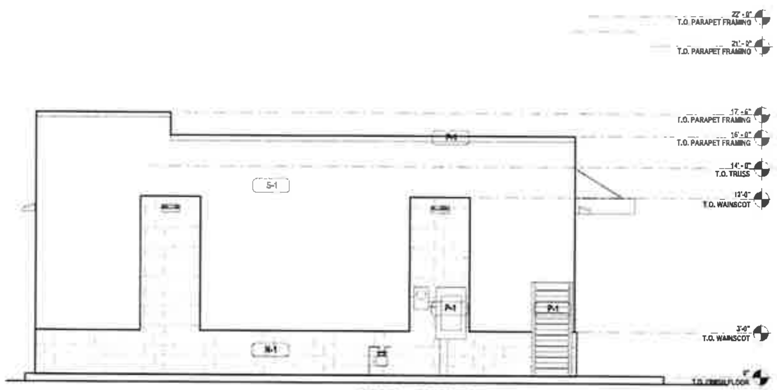
08/03/17 CONDITIONAL USE PERMIT SUBMITTAL

8/2/2017 1:20 PM (z:\01-sdcc general\011-architecture\17-11 rec program\001 projects\1039667 - 100 e. bellevue rd - atwater\cad\1039667 - 100 e bellevue rd - allsplan.dwg)

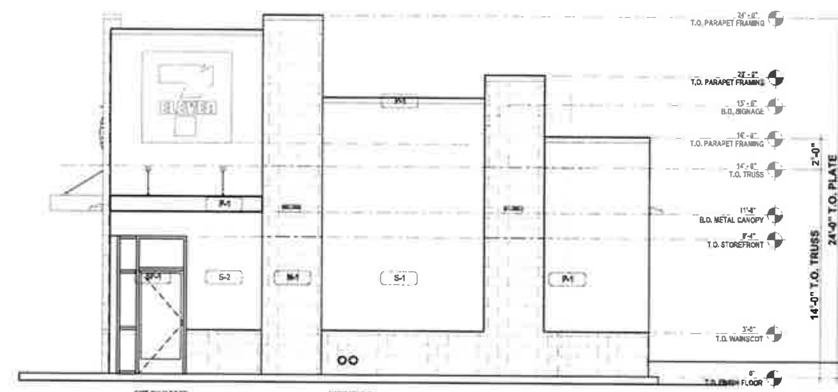


FRONT ELEVATION (towards CANOPY)

MATERIALS SCHEDULE		
NO.	MATERIAL	MANUF./COLOR
MR-1	MEMBRANE ROOFING	DUROLAST - WHITE
N-1	FIBER CEMENT PANEL	NICHIHA - CINDERBLOCK - BROWN
P-1	EXTERIOR HM DOORS, FRAMES, TRASH ENCLOSURE GATE, GRAVEL GUARDS, VENTS, AND LIGHT POLES	SHERWIN WILLIAMS - SEAL SKIN SW 7675
SF-1	ALUMINUM STOREFRONT GLAZING	KAWNEER - 451T VG
S-1	STUCCO - BASE	OMEGA OR EQUAL TEXTURE = LIGHT LACE COLOR = 14 CREAM
S-2	STUCCO - ACCENT	OMEGA OR EQUAL TEXTURE = LIGHT LACE COLOR = 221 HARVEST GOLD



SIDE ELEVATION



SIDE ELEVATION (Shafter Rd.)

1040134 - 7-ELEVEN
ACQUISITION STORE
100 E. Bellevue Rd.
Atwater, CA

APN: 004-022-013-000
OWNER: 7-Eleven

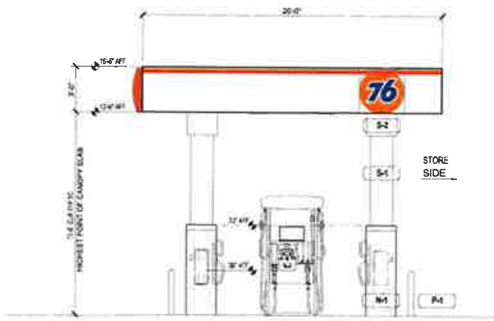
SDCC
WWW.SMITHDCC.COM

EXTERIOR ELEVATIONS

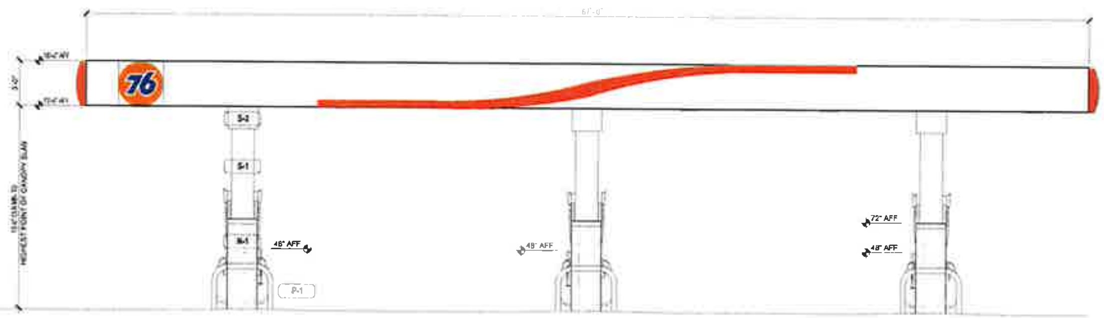
A102

08/03/17 CONDITIONAL USE PERMIT SUBMITTAL

8/2/2017 1:39 PM (z:\01-sdcc general\01-architecture\7-11 rcc program\001 projects\1039667 - 100 e. bellevue rd - atwater\cad\1039667 - 100 e.bellevue rd - siteplan.dwg)

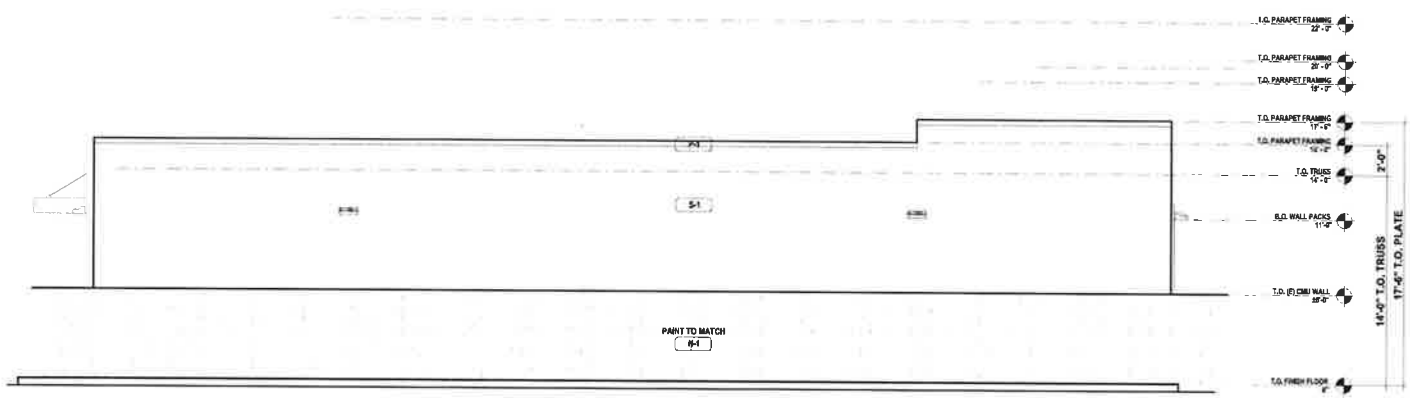


SIDE ELEVATION (Shaffer Road)



FRONT ELEVATION (towards Bellevue Rd)

MATERIALS SCHEDULE		
NO.	MATERIAL	MANUF./COLOR
MR-1	MEMBRANE ROOFING	DUROLAST - WHITE
N-1	FIBER CEMENT PANEL	NICHIHA - CINDERBLOCK - BROWN
P-1	EXTERIOR HM DOORS, FRAMES, TRASH ENCLOSURE GATE, GRAVEL GUARDS, VENTS, AND LIGHT POLES	SHERWIN WILLIAMS - SEAL SKIN SW 7675
SF-1	ALUMINUM STOREFRONT GLAZING	KAWNEER - 451T VG
S-1	STUCCO - BASE	OMEGA OR EQUAL TEXTURE = LIGHT LACE COLOR = 14 CREAM
S-2	STUCCO - ACCENT	OMEGA OR EQUAL TEXTURE = LIGHT LACE COLOR = 221 HARVEST GOLD



REAR ELEVATION

ELEVEN

SDCC

WWW.SMITHDCC.COM
916.966.7323

1040134 - 7-ELEVEN
ACQUISITION STORE
100 E. Bellevue Rd.
Atwater, CA

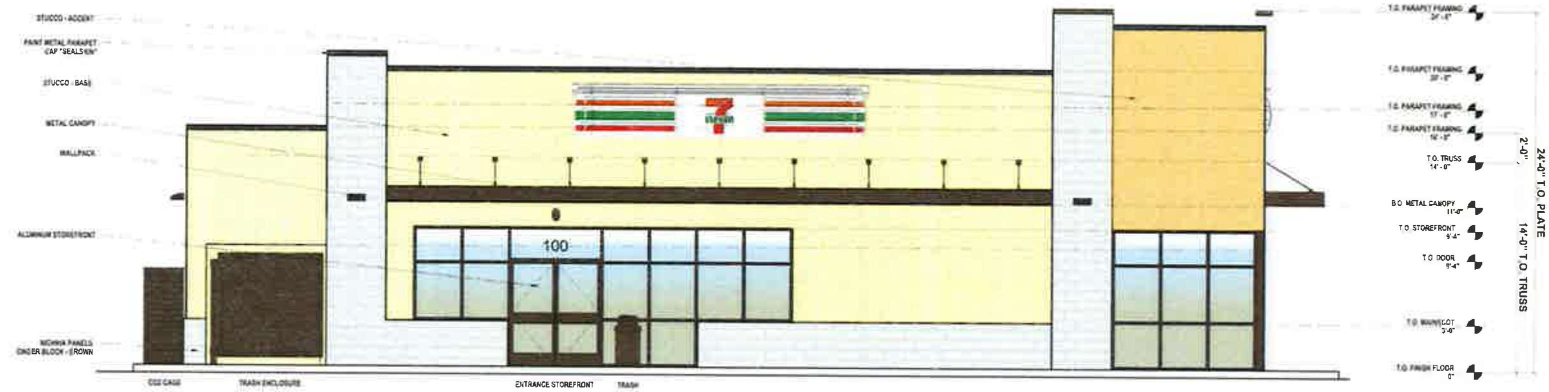
APN: 004-022-013-000
OWNER: 7-Eleven

EXTERIOR ELEVATIONS (FUEL)

Scale 1/8" = 1'-0"

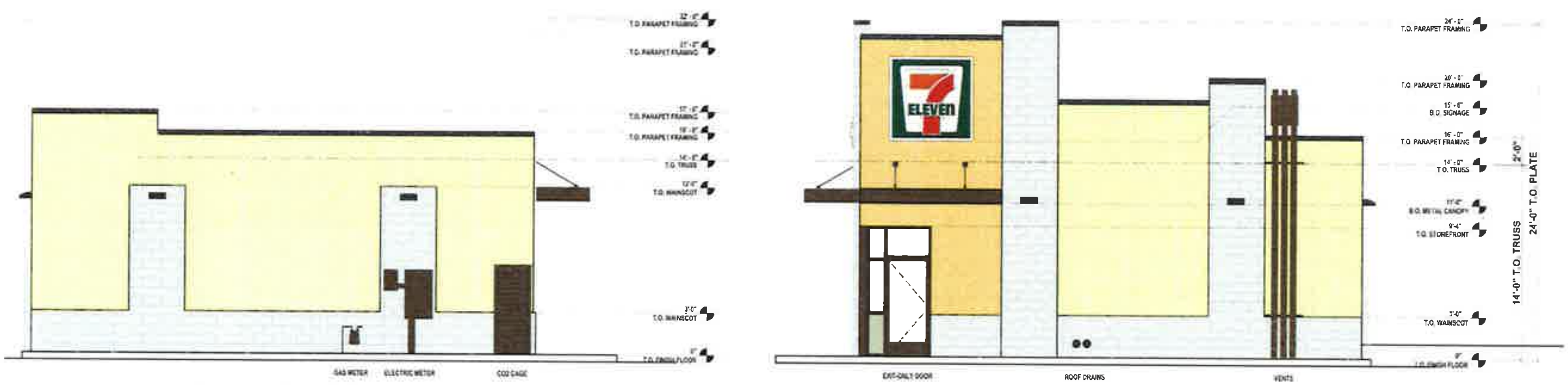
A103

08/03/17 CONDITIONAL USE PERMIT SUBMITTAL



MATERIALS SCHEDULE

NO.	MATERIAL	MANUF.-COLOR
MR-1	MEMBRANE ROOFING	DUROLAST - WHITE
S-1	FIBER CEMENT PANEL	NICHIHA - CINDERBLOCK - BROWN
P-1	EXTERIOR HM DOORS FRAMES, TRASH ENCLOSURE GATE, GRAVEL GUARDS, VENTS, AND LIGHT POLES	SHERWIN WILLIAMS - SEAL SKIN SW 7675
SF-1	ALUMINUM STOREFRONT GLAZING	KAWNEER - 451T VG
S-1	STUCCO - BASE	OMEGA OR EQUAL TEXTURE = LIGHT LACE COLOR = 14 CREAM
S-2	STUCCO - ACCENT	OMEGA OR EQUAL TEXTURE = LIGHT LACE COLOR = 221 HARVEST GOLD



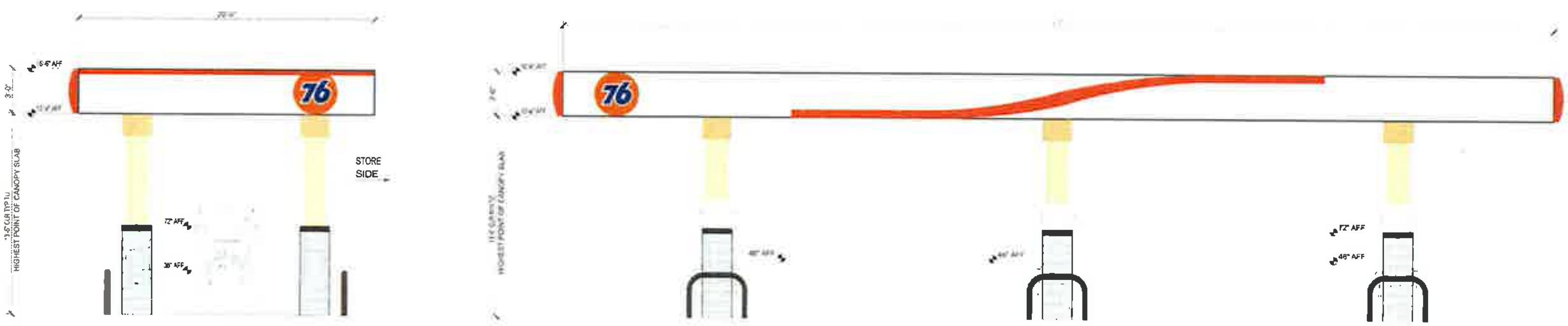
SDCC
WWW.SMITHDCC.COM

1040134 - 7-ELEVEN
ACQUISITION STORE
100 E. Bellevue Rd.
Atwater, CA

EXTERIOR ELEVATIONS (COLORED)

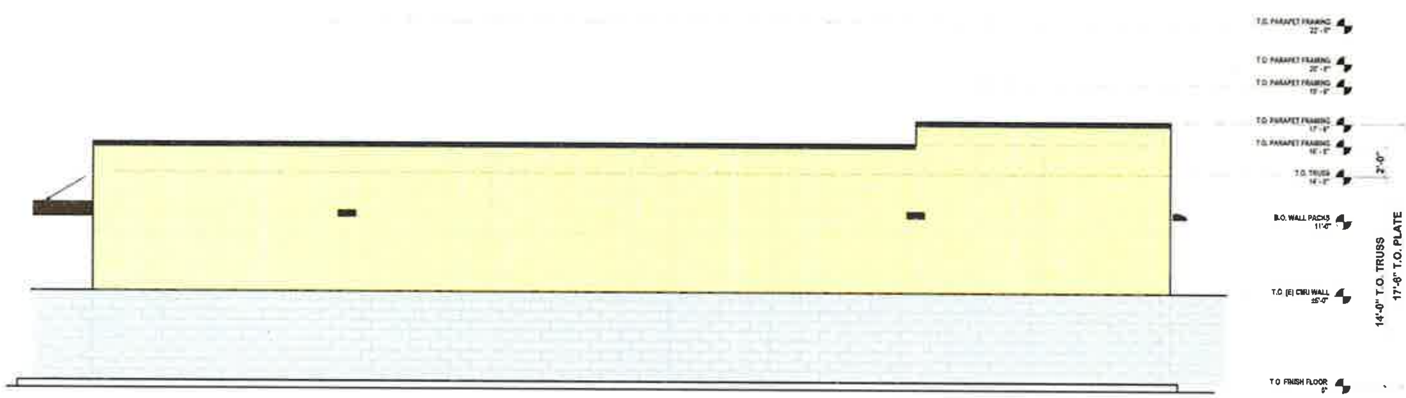
A200

08/03/17 CONDITIONAL USE PERMIT SUBMITTAL



MATERIALS SCHEDULE

NO.	MATERIAL	MANUF.-COLOR
MR-1	MEMBRANE ROOFING	DUROLAST - WHITE
W-1	FIBER CEMENT PANEL	NICHIHA - CINDERBLOCK - BROWN
P-1	EXTERIOR HM DOORS, FRAMES, TRASH ENCLOSURE GATE, GRAVEL GUARDS, VENTS, AND LIGHT POLES	SHERWIN WILLIAMS - SEAL SKIN SW 7675
SF-1	ALUMINUM STOREFRONT GLAZING	KAWNEER - 451T VG
S-1	STUCCO - BASE	OMEGA OR EQUAL TEXTURE = LIGHT LACE COLOR = 14 CREAM
S-2	STUCCO - ACCENT	OMEGA OR EQUAL TEXTURE = LIGHT LACE COLOR = 221 HARVEST GOLD



1040134 - 7-ELEVEN
ACQUISITION STORE
100 E. Bellevue Rd.
Atwater, CA

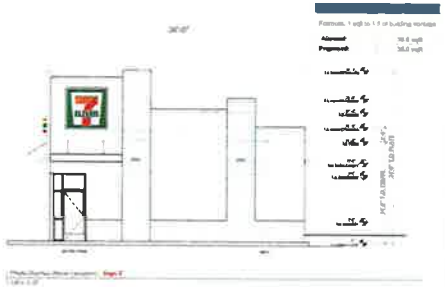
EXTERIOR ELEVATIONS (FUEL)

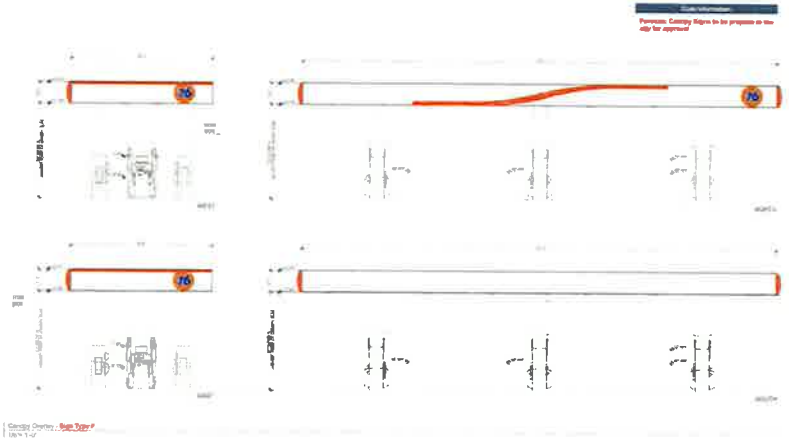
A201

SDCC
WWW.SMITHDCC.COM
916 986 7325

08/03/17 CONDITIONAL USE PERMIT SUBMITTAL

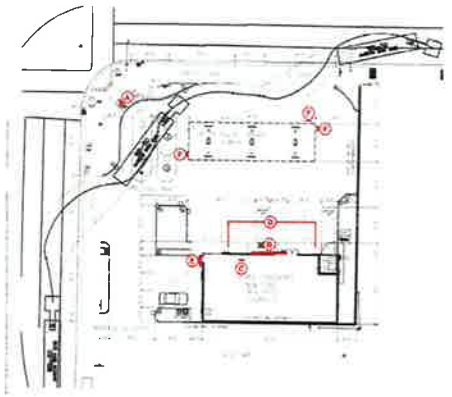
6/2/2017 1:19 PM (z:\01-sdcc general\011-architecture\7-11 rcc (program)\01 projects\1039667 - 100 e. bellevue rd - atwater\cad\1039667 - 100 e bellevue rd - siteplan.dwg)



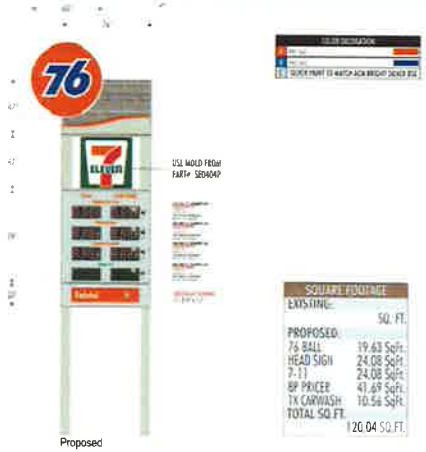


harbinger

harbinger



NOTE: CONCEPTUAL ARTWORK ONLY. ALL ILLUSTRATIONS ARE SUBJECT TO CHANGE PENDING CUSTOMER REVIEW



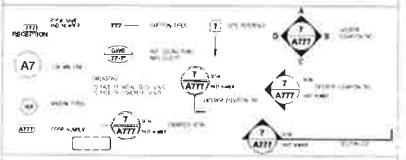
SQUARE FOOTAGE	
EXISTING:	SQ. FT.
PROPOSED:	
76 BALL	19.63 SqFt.
HEAD SIGN	24.08 SqFt.
7-11	24.08 SqFt.
BP PRICER	41.69 SqFt.
TX CARWASH	10.56 SqFt.
TOTAL SQ.FT.	120.04 SQ.FT.

7-Eleven Convenience & 76 Fuel

100 East Bellevue Road
Atwater, CA 95301

ABBREVIATIONS

SYMBOLS LEGEND



MATERIALS LEGEND

VICINITY MAP

SHEET INDEX

SCOPE OF WORK

NEW GROUND UP CONVENIENCE STORE, FUEL STATIONS, SIGNAGE, AND LANDSCAPING

PROJECT INFORMATION

SITE INFORMATION

PROJECT ADDRESS:	100 Bellevue Road Atwater, CA 95301
PROPERTY LEGAL DESCRIPTION:	APN: 004-022-013-000
LOT SIZE:	± 17,297 SF
LOT WIDTH:	± 136' x 128'
FLOOR AREA RATIO:	0.149
BUILDING FOOTPRINT:	± 2,592 SF
LANDSCAPE AREA:	± 1,900 SF
LANDSCAPE COVERAGE:	±11.0%

PARKING INFORMATION

ADA PARKING -	1 SPACE
STANDARD PARKING -	9 SPACES
PARALLEL PARKING -	0 SPACES
FUEL PARKING -	8 SPACES
TOTAL PARKING -	18 SPACES
- REQUIRED PARKING -	10 SPACES

BUILDING INFORMATION:

BUILDING OCCUPANCY:	M / B
CONSTRUCTION TYPE:	V-B
SPRINKLERED	NO

AREA CALCULATIONS

MERCHANDISE	1442 SF
SALES	266 SF
STORAGE/ BACK ROOM	710 SF
OFFICE	0 SF
RESTROOM	74 SF
BUILDING TOTAL =	2,492 SF
TRASH ENCLOSURE	100 SF
TOTAL =	2,592 SF

PROJECT CONTACTS

OWNER
7-Eleven Inc.
100 East Bellevue Road
Atwater, CA 95301

CONTRACTOR / DESIGNER
Smith Development & Construction Company
7803 Madison Ave.
Citrus Heights CA. 95610
CONTACT: Aleksandr Bool
916-996-7333

CIVIL ENGINEER
Mid-Valley Engineering
1117 L Street
Modesto, CA 95354
CONTACT: Ryan May
556-526-4214

LANDSCAPE ARCHITECT
KEA, Inc.
151 N. Norlin Street
Sonora, CA 95370
CONTACT: Tom Holloway
209-533-5616

ZONING/ CODE STUDY

ZONING CLASSIFICATION:
- (C-G) GENERAL COMMERCIAL

MAXIMUM BUILDING HEIGHT:
- 35 FT
- 2.5 STORIES

FRONT / STREET-SIDE SETBACKS:
- 10 FT BUILDING SETBACK
- 65 FT BUILDING SETBACK IF ABUTTING MAJOR ARTERIAL

INTERIOR-SIDE & REAR SETBACKS:
- 10 FT PUBLIC UTILITY EASEMENT (EAST PL)
- 10 FT SETBACK IF ABUTTING RESIDENTIAL ZONE

PARKING CALCULATIONS

PARKING REQUIREMENTS:
- MIN 2 BIKE PARKING REQUIRED
- MIN 10 OFF-STREET PARKING SPACES MUST BE PROVIDED:

PARKING CALCULATION:
(1.0 PARKING SPACE FOR EACH 250 SQUARE FEET OF GROSS FLOOR AREA.)

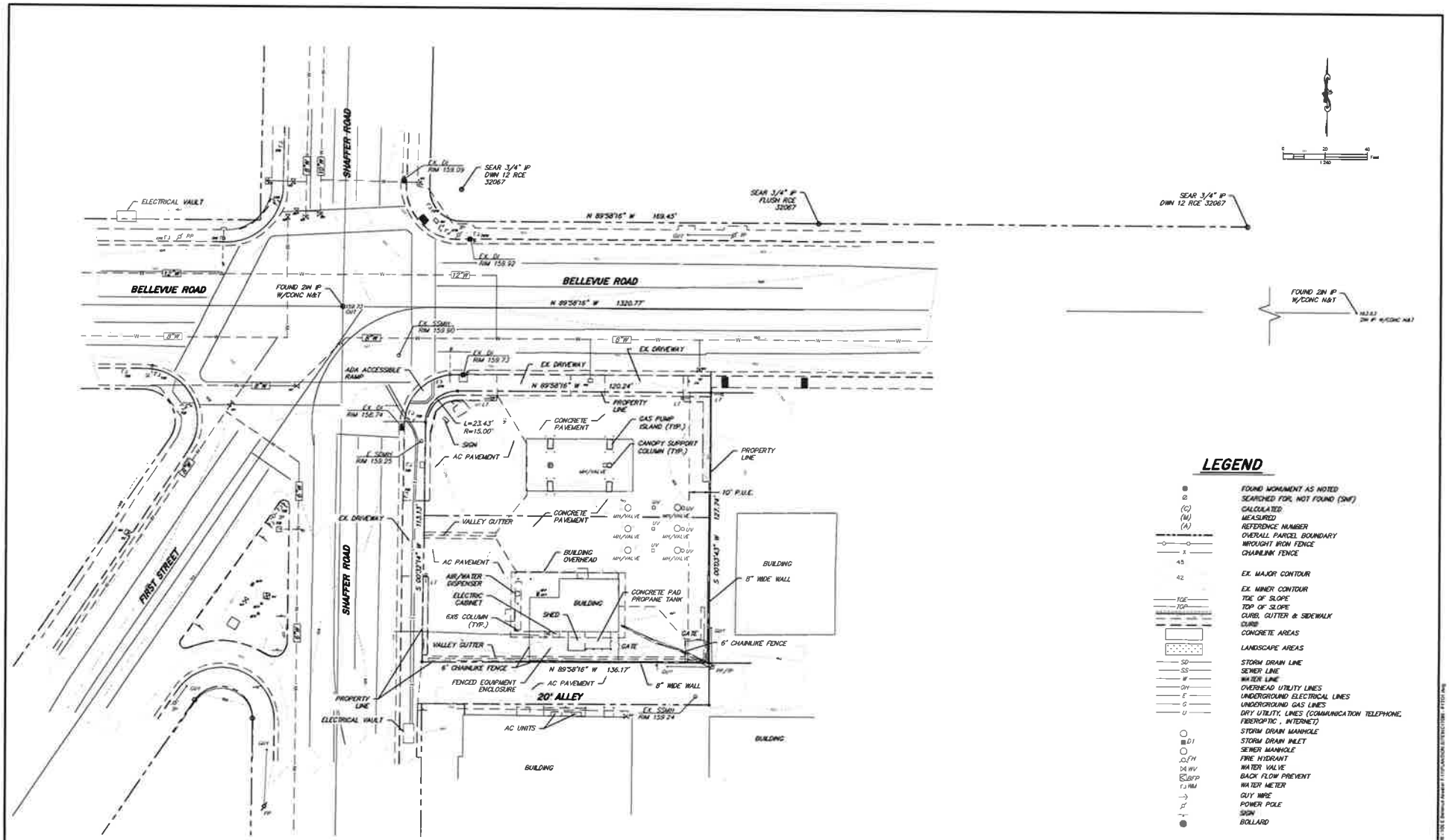
- 2,492 SF OF FLOOR AREA / 250 = 10 SPACES
- TOTAL = 10 SPACES

1040134 - 7-ELEVEN
ACQUISITION STORE
100 E. Bellevue Rd.
Atwater, CA

COVERSHEET

CS

CONDITIONAL USE PERMIT SUBMITTAL



LEGEND

- FOUND MONUMENT AS NOTED
- SEARCHED FOR, NOT FOUND (SNF)
- (C) CALCULATED
- (M) MEASURED
- (A) REFERENCE NUMBER
- OVERALL PARCEL BOUNDARY
- WROUGHT IRON FENCE
- CHAINLINK FENCE
- EX. MAJOR CONTOUR
- EX. MINOR CONTOUR
- TOE TOE OF SLOPE
- TOP TOP OF SLOPE
- CURB, GUTTER & SIDEWALK
- CONCRETE AREAS
- LANDSCAPE AREAS
- SD STORM DRAIN LINE
- SS SEWER LINE
- W WATER LINE
- OH OVERHEAD UTILITY LINES
- E UNDERGROUND ELECTRICAL LINES
- G UNDERGROUND GAS LINES
- U DRY UTILITY LINES (COMMUNICATION TELEPHONE, FIBEROPTIC , INTERNET)
- STORM DRAIN MANHOLE
- DI STORM DRAIN INLET
- SEWER MANHOLE
- FH FIRE HYDRANT
- WV WATER VALVE
- BFP BACK FLOW PREVENT
- WM WATER METER
- GUY WIRE
- POWER POLE
- SIGN
- BOLLARD

Know what's below. Call before you dig.

Drawn By:	NYE
Issue Date:	8/2/17
Job No.:	NC17086
Checked:	DAM
Design By:	N/A

REVISIONS			
NO.	DATE	ISSUED FOR	BY

8/2/2017

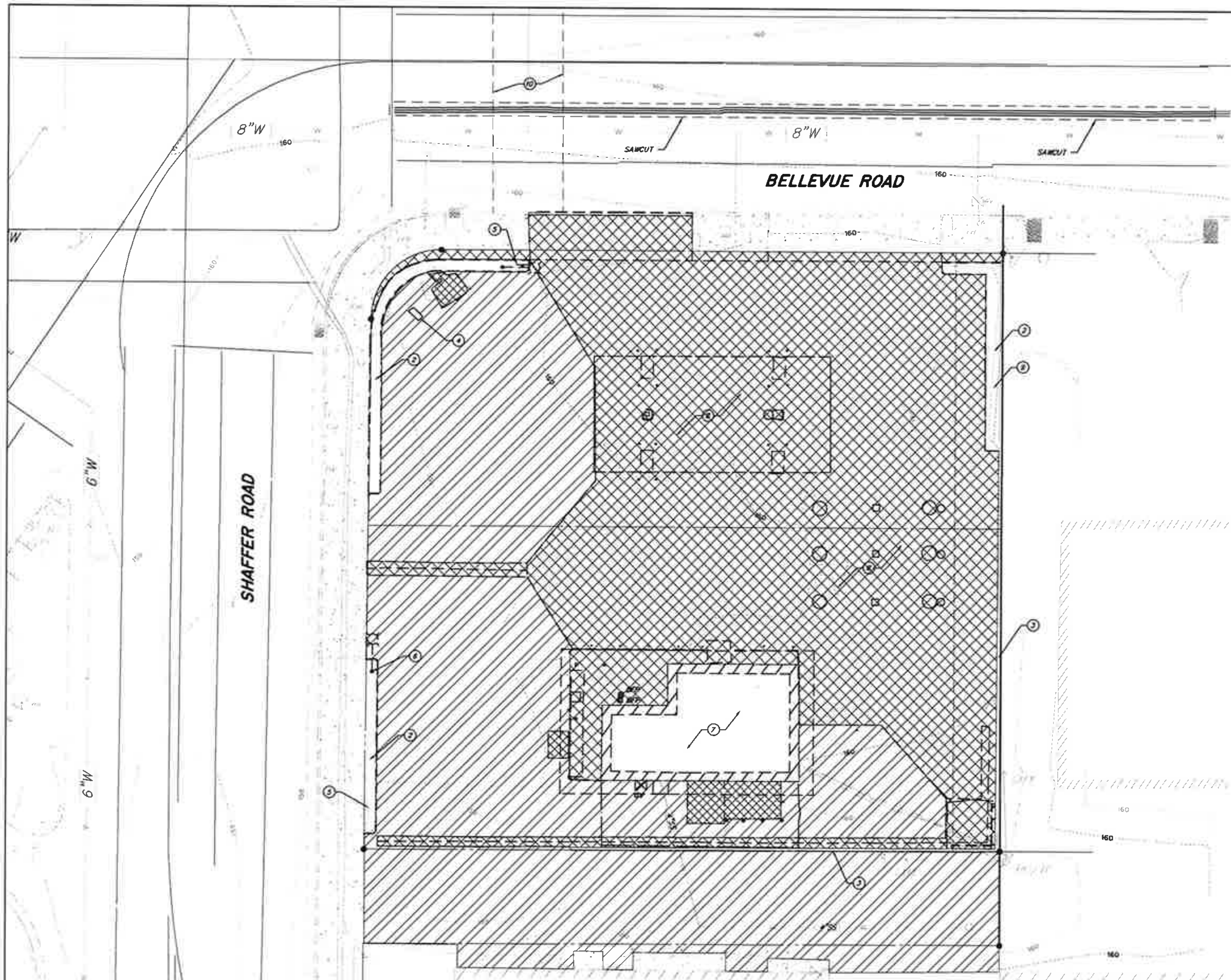
MVE Inc.
1117 L Street, Modesto, CA 95354 | 866.526.4214 | www.mve.net
Northern California | Southern California | Nevada

100 E. BELLEVUE ROAD
7-ELEVEN ATWATER
EXISTING TOPOGRAPHY

ATWATER CALIFORNIA

DWG. C-1

SHEET 1 OF 4



DEMOLITION NOTES

1. ALL EXISTING SURFACE STRUCTURES AND UTILITIES TO BE REMOVED ONSITE UNLESS OTHERWISE NOTED.
2. ALL ONSITE LANDSCAPE PLANTERS TO BE DEMOLISHED.
3. EXISTING CMU WALL TO REMAIN.
4. EXISTING MONUMENT SIGN TO REMAIN.
5. EXISTING SIGN TO BE RELOCATED.
6. EXISTING LIGHT TO BE RELOCATED.
7. EXISTING BUILDING TO BE DEMOLISHED.
8. EXISTING FUELING SYSTEM TO BE DEMOLISHED AND REMOVED.
9. EXISTING TREE TO BE REMOVED.
10. SAWCUT FOR UNDERGROUNDING OF ELECTRICAL UTILITIES.

DEMOLITION LEGEND

- EXISTING ASPHALT CONCRETE TO BE DEMOLISHED
- EXISTING CONCRETE TO BE DEMOLISHED

SDCC

811 Know what's below. Call before you dig.

Drawn By:	RAM
Issue Date:	8/2/17
Job No.:	NC17088
Checked:	DAM
Design By:	RAM

REVISIONS

NO.	DATE	ISSUED FOR	BY

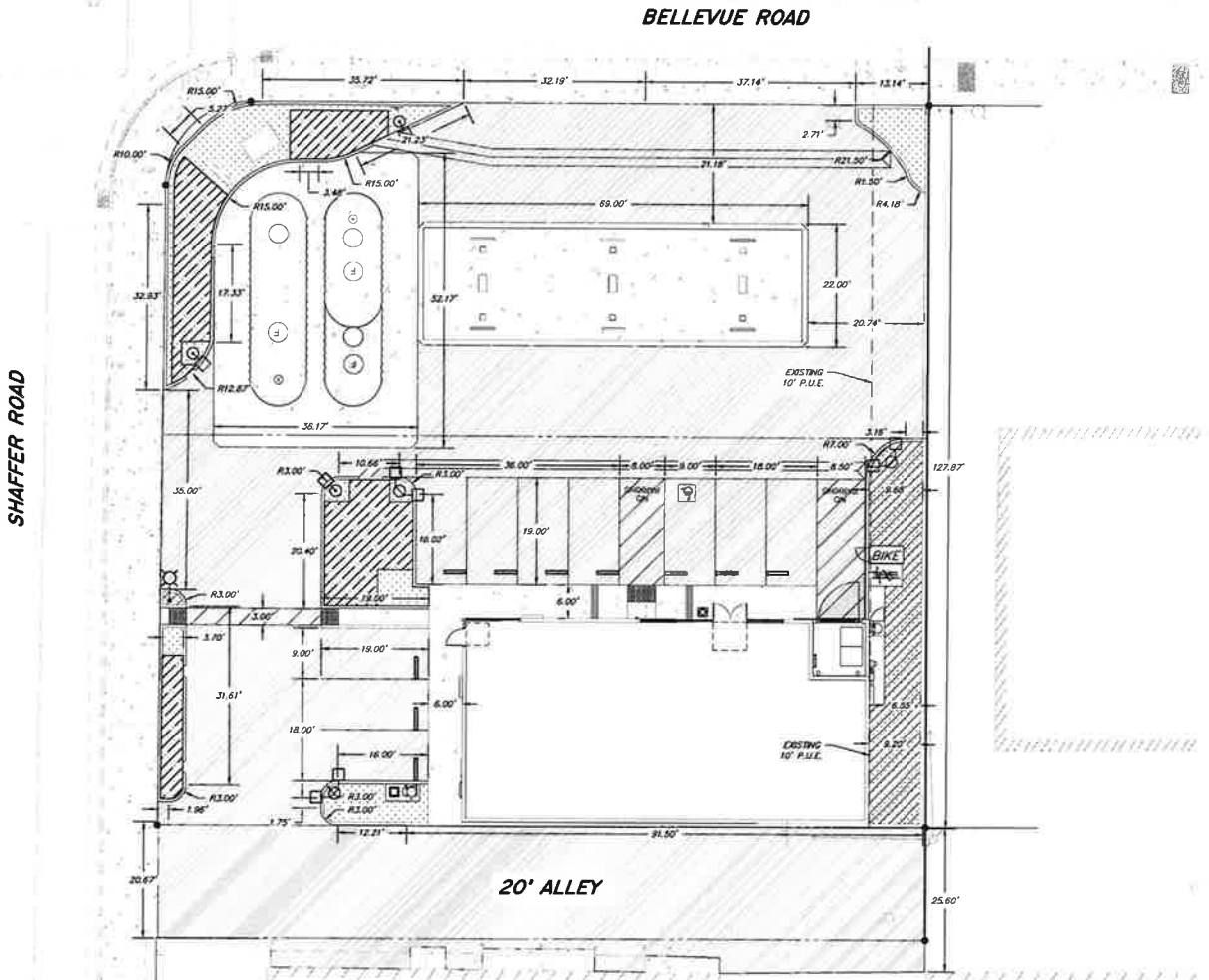
MVE Inc.
1117 L Street, Modesto, CA 95354 | 866.526.4214 | www.mve.net
Northern California | Southern California | Nevada

100 E. BELLEVUE ROAD
7-ELEVEN ATWATER
PRELIMINARY TOPOGRAPHY & DEMOLITION PLAN

ATWATER CALIFORNIA

DWG. C-2

SHEET 2 OF 4



GENERAL NOTES

1. THIS PRELIMINARY CALCULATED SITE PLAN SHALL BE USED FOR THE PURPOSES OF ENTITLEMENT ONLY.
2. THIS PROJECT SHALL ADHERE TO ALL TERMS AND CONDITIONS AS OUTLINED IN THE EPA OR APPLICABLE STATE GENERAL N.P.D.E.S. PERMIT FOR STORMWATER DISCHARGE ASSOCIATED WITH CONSTRUCTION ACTIVITIES.
3. ALL PROPOSED SIDEWALKS SHALL HAVE A MAXIMUM CROSS SLOPE OF 2%.
4. POSITIVE DRAINAGE AWAY FROM BUILDING SHALL BE A MINIMUM OF 1% UNLESS OTHERWISE NOTED.
5. THE PROJECT SITE IS LOCATED WITHIN FLOOD ZONE DESIGNATION "X", AS PER FEMA MAP PANEL NO.06047C0405C DATED 12/2/08 FOR MERCED COUNTY COMMUNITY NUMBER 060168.
6. ALL PROPOSED CONSTRUCTION SHALL BE PER CITY OF ATWATER STANDARDS AND SPECIFICATIONS UNLESS OTHERWISE NOTED.

LEGEND

EXISTING	PROPOSED
STORM DRAIN INLET	PROPERTY LINE
IRRIGATION BOX	
TRAFFIC SIGNAL BOX	ASPHALT PAVEMENT
STREET LIGHT BOX	
TELEPHONE BOX	CONCRETE SIDEWALK
CABLE BOX	
ELECTRICAL BOX	VERTICAL CURB
TELEPHONE VAULT	
TRAFFIC SIGNAL W/ STREET LIGHT	CURB AND GUTTER
TRAFFIC LIGHT	
GUY WIRE	VALLEY GUTTER
POWER POLE	
SIGN	PROPOSED BIORETENTION AREA

811 Know what's below. Call before you dig.

Drawn By:	RAM
Issue Date:	8/2/17
Job No.:	NC17086
Checked:	DAM
Design By:	RAM

REVISIONS			
NO.	DATE	ISSUED FOR	BY

08/02/2017

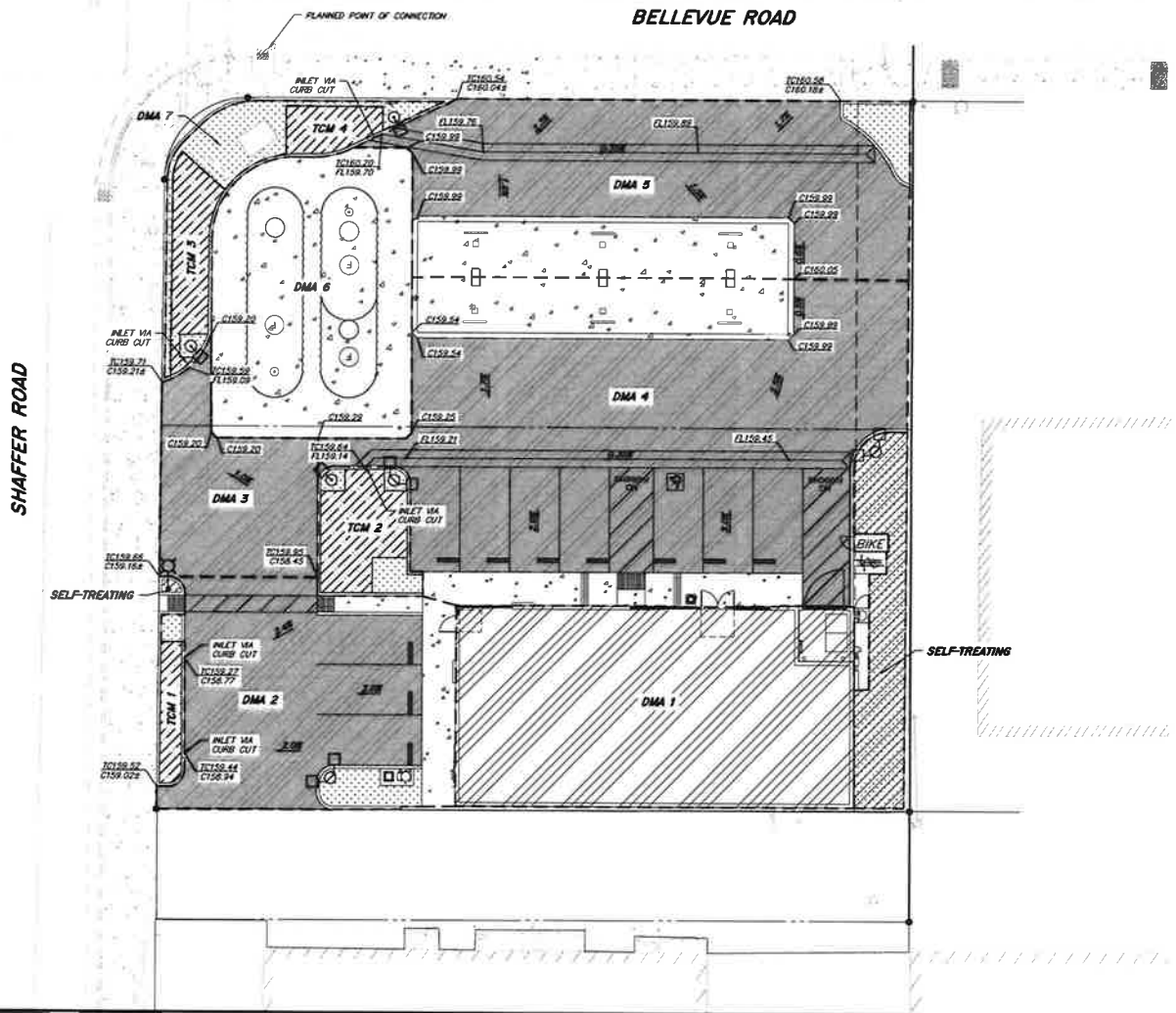
MVE Inc.
1117 L Street, Modesto, CA 95354 | 866.526.4214 | www.mve.net
Northern California | Southern California | Nevada

100 E. BELLEVUE ROAD
7-ELEVEN ATWATER
PRELIMINARY CALCULATED SITE PLAN

ATWATER CALIFORNIA

DWG. C-3

SHEET 3 OF 4



SITE INFORMATION

1. SITE USES INCLUDE RETAIL FUEL OUTLET AND UNCOVERED PARKING.
2. SURFACE INFORMATION:
   - A. TOTAL AREA OF SITE: 0.40± ACRES (ON-SITE); 0.08± ACRES (OFF-SITE)
   - B. TOTAL DISTURBED AREA OF SITE: 0.40± ACRES
   - C. PERVIOUS VS. IMPERVIOUS TABLE: SEE TABLE THIS SHEET
3. POST-CONSTRUCTION CATEGORY: REGULATED PROJECT
4. DRAINAGE MANAGEMENT AREAS: SEE PLAN VIEW - LEFT

BMP INFORMATION

1. SELECTED POST-CONSTRUCTION BMPS:
   - A. SOURCE CONTROL MEASURES: COVERED WASTE AREA GRADED TO PREVENT RUN-ON, FUEL DISPENSING AREA COVERED BY CANOPY AND GRADED TO PREVENT RUN-ON, FUEL DISPENSING AREAS TO BE CONCRETE AND GRADED AT MINIMUM SPECIFIED SLOPE, LANDSCAPE TO PRESERVE EXISTING TREES AND SHRUBS TO MAXIMUM EXTENT, AIR/WATER SUPPLY AREA GRADED TO PREVENT RUN-ON, ALL DRAIN INLETS TO BE MARKED "NO DUMPING"
   - B. LID DESIGN STANDARDS: DEVELOPMENT TO BE CONCENTRATED ON LESS PERMEABLE SOILS AND PRESERVE AREAS THAT CAN PROMOTE INFILTRATION, IMPERVIOUS SURFACE WILL BE LIMITED WITH PAVING AND ROOFS, THE SITE'S NATURAL DRAINAGE PATTERNS WILL BE UTILIZED, RUNOFF WILL BE DETAINED AND RETAINED THROUGHOUT THE SITE, EXCESSIVE GRADING AND DISTURBANCE OF VEGETATION WILL BE AVOIDED, PROJECT TO PRESERVE SIGNIFICANT TREES
   - C. SITE DESIGN MEASURES: TREE PLANTING AND PRESERVATION
   - D. TREATMENT CONTROL MEASURES: BIO-RETENTION PLANTERS
   - E. ALLOWABLE DESIGN VARIATIONS: ANTICIPATED - MINIMUM DIMENSIONS FOR BIO-RETENTION PLANTERS
2. HYDRAULIC SIZING CRITERIA: SEE TREATMENT CONTROL TABLE
3. HYDROMODIFICATION MANAGEMENT MEASURES: BIO-RETENTION PLANTERS/TREE PLANTING AND PRESERVATION PRE-PROJECT FLOW RATE=0.516 CFS (2 YR, 24 HR STORM EVENT)
4. DRAINAGE AGREEMENT W/ MERCED IRRIGATION DISTRICT: NOT APPLICABLE
5. POINT OF CONNECTION: SEE PLAN VIEW - LEFT

PERVIOUS VS. IMPERVIOUS SURFACES COMPARISON TABLE

Comparison of Impervious and Pervious Surface at Project Site	Existing Surface (sq. ft.)	Proposed Surface To Be Replaced (sq. ft.)	New (sq. ft.)	
Impervious Surfaces				
Roof Area	7926	0	4104	
Parking	0	0	7074	
Sidewalks, Patios, Driveways, etc.	14725	260	8000	Total Proposed
Public Streets	0	0	0	Impervious Surface
Private Streets	3226	3226	0	(Replaced+New)
Impervious Surfaces Total	25877	3486	19178	15692
Pervious Surfaces				
Landscape Area	406	0	1819	Total Proposed
Pervious Paving	0	0	0	Pervious Surface
Green Roof and Other Pervious Surfaces	0	0	0	(Replaced+New)
Pervious Surfaces Total	406	0	1819	1819

*Proposed replace impervious surface: replacement of an existing impervious surface with another impervious surface.
*Proposed new impervious surface: new impervious surface that will cover an existing pervious surface.

TREATMENT CONTORL TABLE

TCM	DESCRIPTION	HYDRAULIC SIZING CRITERIA	CALCULATED DESIGN VOLUME (CF)
1	BIO-RETENTION	VOLUME	96
2	BIO-RETENTION	VOLUME	378
3	BIO-RETENTION	VOLUME	234
4	BIO-RETENTION	VOLUME	111

LEGEND

- DRAINAGE MANAGEMENT AREAS
- BUILDING ROOF AREA (DRAINS TO TCM 2 BY RAINWATER LEADERS)
- IMPERVIOUS HARDSCAPE AREAS
- TREATMENT CONTROL MEASURE AREAS
- SELF-TREATING LANDSCAPE AREA

811 Know what's below. Call before you dig.

Drawn By:	RAM
Issue Date:	8/2/17
Job No.:	NC1708G
Checked:	DAM
Design By:	RAM

REVISIONS

NO.	DATE	ISSUED FOR	BY

08/02/2017

MVE Inc.
1117 L Street, Modesto, CA 95354 | 866.528.4214 | www.mve.net
Northern California | Southern California | Nevada

100 E. BELLEVUE ROAD
7-ELEVEN ATWATER
PRELIMINARY STORMWATER QUALITY PLAN
ATWATER CALIFORNIA

DWG. C-4
SHEET 4 OF 4

General Planting Notes

1. The contractor shall examine the conditions of the site prior to commencement of work. Any conditions that differ from what is shown on the plans that will affect the installation process shall be brought to the attention of the Owner or Land. Arch. prior to work. Commencement of work implies acceptance of the conditions of the site.
2. The contractor shall verify all plant quantities prior to installation. Plant quantities are listed for the convenience of the contractor; number of symbols shall have priority over quantity given.
3. The contractor shall be responsible for the purchasing of all material to meet the specifications of the plans including plants, soil, fertilizer and stakes. The contractor shall also be responsible for the protection of all the materials until the project has been completely turned over to the owner.
4. All plant material shall be subject to approval or rejection by the Landscape Architect or Owner's Representative prior to installation. Installed and then rejected material shall be replaced by the contractor at his/her expense.
5. All vines shall be installed with the nursery stakes removed and runners espaliered to the adjacent wall.
6. All soil preparation shall be installed per the soil agronomy report to be provided and paid for by the Landscape Contractor. The report is to be immediately forwarded to the Land. Arc. upon completion.
7. All planter areas to receive a 3" thick layer of 3/4" minus nitrogen stabilized recycled wood mulch.
8. The planting pits for boxed trees shall be excavated twice the diameter of the rootball and level with existing grade at the bottom of the root ball. The backfill mix for use in all tree and shrub pits shall consist of native soil.
9. Fertilizer tablets shall be Gro-Power, 7 gram fertilizer tablets (12-9-6) placed in all planting pits in quantities as follows:

1 gallon	3 tablet
5 gallon	8 tablets
15 gallon	14 tablets
24"-Box	16 tablets

10. For weed control prior to planting, the Landscape Contractor shall thoroughly irrigate the site to promote germination of weed seeds that may be in the soil. After germination has taken place spray the site with Round-Up (or equal) in the amount, and let sit for the time specified by the manufacturer. Re-apply Round-Up if needed. After all green weeds have been eradicated, apply Ronstar-G (or equal) Pre-Emergent weed control in the amounts specified by the manufacturer.
11. All plant material to be nursery grown in similar climate. All plant material shall be vigorous and of normal habit of growth and shall be free of girdling roots, sun scald, abrasions, disease, insects, insect eggs and larvae. Plants shall equal or exceed the standards as outlined by the American Standards for Nursery Stock and to applicable California Agriculture Code.

Landscape Concept

The landscape design concept for the 7-Eleven is to provide an enjoyable and aesthetic space for the customers that fits within the landscape framework of the existing commercial corridor and the surrounding area. Plant material has been selected that performs well in the special conditions of the Central Valley (Sunset Zone #8). This is an existing gas station site that is being retrofitted for 7-Eleven. Landscape is designed to compliment and facilitate existing facilities such as utilities, signs, sidewalks as well as new site layout.

In keeping with the need for water conservation there will be no new turf areas on this site. All plant selections are mainly low and medium water use trees, shrubs, and groundcover. The landscape (and associated irrigation) has been designed to be compliant with the City of Atwater's Water Efficient Landscape Ordinance.

Special considerations have been provided in selection of plant material that respect the needs of the gas station and the customers. Clear and secure view corridors have been provided to ensure safety of the customers entering the building as well as moving around the site. Almost all plants (except trees) are 36" high or less.

Irrigation

The entire site will be irrigated using a fully automatic system and designed to meet the City's Water Efficient Landscaping Ordinance. The irrigation system will be entirely be low-volume design with no use of pop-up sprays. The system will include in-line valves, quick couplers, and gate valves. The irrigation controller will be a "smart" controller by Rainbird, Imonit, Hunter, or equal. A complete irrigation design with these parameters will be provided with the improvement plans.

Tree Root Barriers

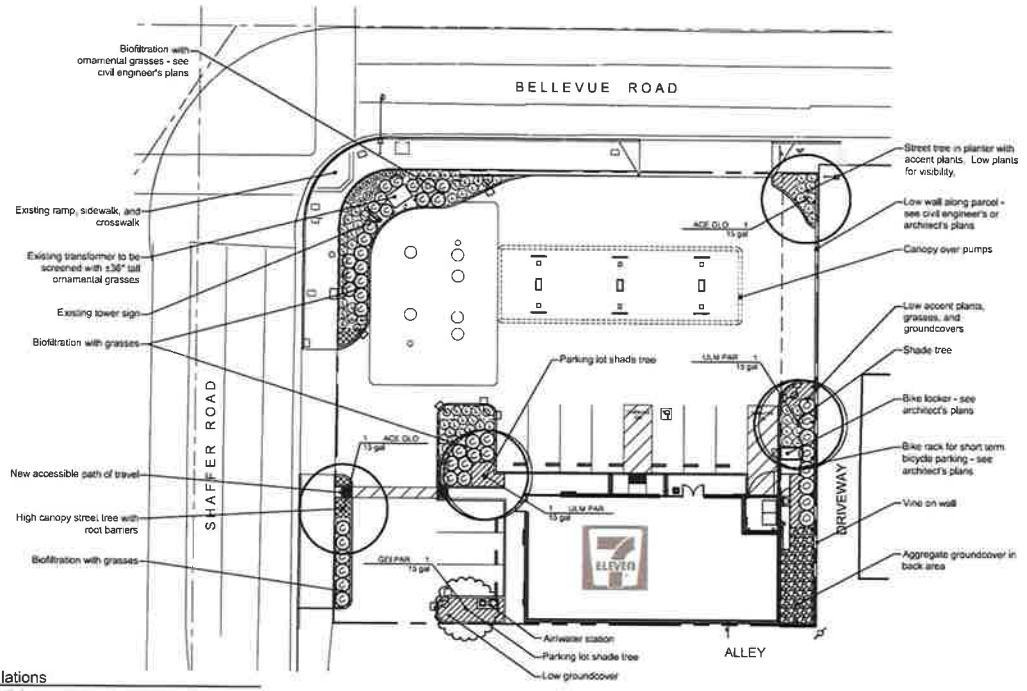
All trees within 5' of a curb or paving are to have a linear DeepRoot Model #UB 19-2 root barriers installed during tree installation along the inside edge of the adjacent curb or sidewalk. The following minimum number of panels are to be installed with each tree on each side of the tree that has sidewalk or curb as denoted on the plans

15 gallon trees	5 panels
24" box trees	6 panels

Tree sizes not listed above are to be installed with the quantity of panels as specified by the manufacturer.

Landscape Areas

On-Site Turf Area:	0 sf
On-Site Shrub Area:	804 sf
On-Site Biofiltration:	903 sf
On-Site Aggregate:	244 sf
Total On-Site:	1,953 sf
Size of Parcel:	17,305 sf
Percent of Site in Landscape	11.3%



WELO Water Use Calculations

The following calculations represent the intended hydrozones and water usage as designed with this Preliminary Landscape Plan. As we move through the design process we anticipate minor adjustments/revisions of these calculations. However, compliance with WELO code requirements will always remain.

ETO for Atwater 51.9

Hydrozone	Type of Plants	Water Use	Plant Factor	Hydrozone Area	%	Type of Irrigation	Irrigation Efficiency	ETAF
1	Low water using shrubs - Biofiltration	Medium	0.4	905	46.3%	Drip tubing	.81	14,166.8
4	Low water using shrubs	Low	0.3	804	41.2%	Drip tubing	.81	8,432.7
3	Aggregate	None	0	244	12.5%	None	1	0
TOTAL				1,953 sf				23,639.5 sf

Maximum Applied Water Allowance (MAWA) 27,898.2 gallon/year

Estimated Total Water Usage (ETWU) 23,639.5 gallon/year

Average Irrigation Efficiency .81
ETWU is less than MAWA, therefore water usage as designed exceeds code requirements

PLANT SCHEDULE

	TREES	BOTANICAL NAME	COMMON NAME	CONT	QTY	Water Use
	ACE GLO	Acer rubrum 'October Glory'	October Glory Maple	15 gal	2	Medium
	GEI PAR	Geijera parviflora	Australian Willow	15 gal	1	Low
	ULM PAR	Ulmus parvifolia	Chinese Elm	15 gal	2	Medium
	SHRUBS	BOTANICAL NAME	COMMON NAME	SIZE	QTY	Water Use
B	BUL FRU	Bulbine frutescens	Stalked Bulbine	1 gal	10	Low
C	CAL LJ	Callistemon viminalis 'Little John'	Dwarf Weeping Bottlebrush	5 gal	6	Low
C	CHO TEC	Chondropetalum tectorum	Cape Rush	5 gal	29	Low
L	LOM BRE	Lomandra longifolia 'Breeze'	Dwarf Mat Rush	1 gal	67	Low
O	OLE LIT	Olea europaea 'Little Ollie'	Little Ollie Olive	5 gal	8	Low
	VINES/ESPALIER	BOTANICAL NAME	COMMON NAME	SIZE	QTY	Water Use
▲	PAR TRI	Parthenocissus tricuspidata	Boston Ivy	1 gal	9	Medium
	GROUND COVERS	BOTANICAL NAME	COMMON NAME	CONT	SPACING	QTY	Water Use
	HEM POJ	Hemerocallis x 'Pojo'	Daylily	1 gal	28" o.c.	36 sf	Low
	JUN CON	Juniperus conferta	Shore Juniper	1 gal	42" o.c.	280 sf	Low

Non-Living Groundcover

Mulch to be evenly distributed throughout all shrub and groundcover areas (not turf and Fescue) unless otherwise noted on plans. Mulch to be nitrogen stabilized, max. 3/4", recycled material installed at min. 3" depth. Contractor to provide sample for approval prior to installation.

Aggregate — 3" layer of ¾" ornamental aggregate. To be selected

This plan represents the design style and theme of the landscape design and planting. These plans are preliminary and may change through the design process. The final planting plan may not contain all of the above plants in the sizes as shown. Additionally some new plant species may be used in the final design. This plan does however indicate the quantity of trees and the overall level of landscape development that will be carried through with the final design.


View of existing site from Shaffer Road


View of existing site from Bellevue Road


Aerial — Not to scale

Project Location


Vicinity Map — Not to scale

KLA LANDSCAPE ARCHITECTURE PLANNING

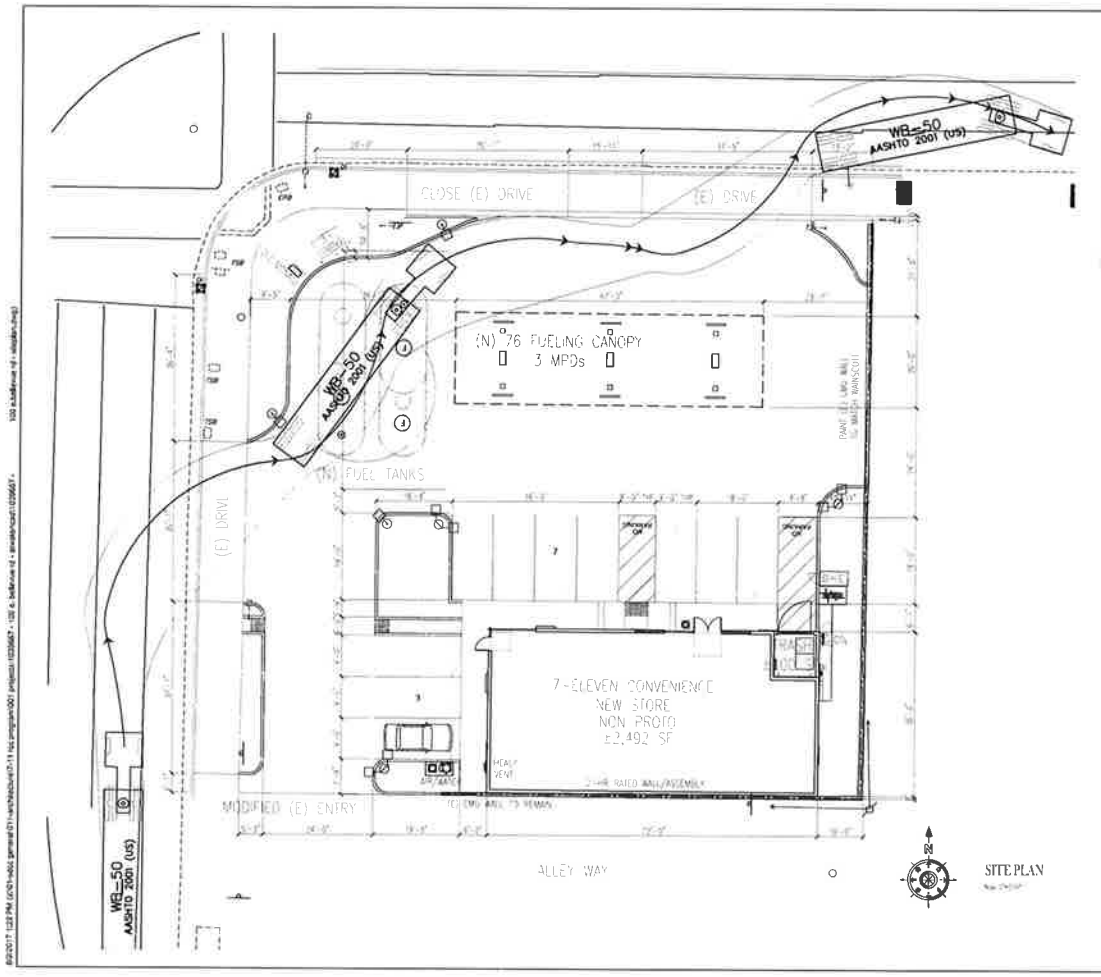
SDCC

MVE Inc.
1117 L Street, Modesto, CA 95354 | 888.386.4714 | www.mve.net
Northern California | Southern California | Mexico

7 - E L E V E N - N E W S T O R E

100 E BELLEVUE ROAD, ATWATER, CA JULY 31, 2017

Sheet Number: L1



PROJECT NOTES

100 E BELLEVUE RD	
APN	004-022-013-000
SITE AREA	±17,297 SF
BUILDING AREA	±2,492 SF = ±14.4%
LANDSCAPE	±1,900 SF = ±11.0%
ADA PARKING -	1 SPOTS
COMPACT PARKING -	0 SPOTS
STANDARD PARKING -	9 SPOTS
FUEL PARKING -	6 SPOTS
TOTAL PARKING -	16 SPOTS
REQUIRED PARKING - (1/250 SF)	10 SPOTS

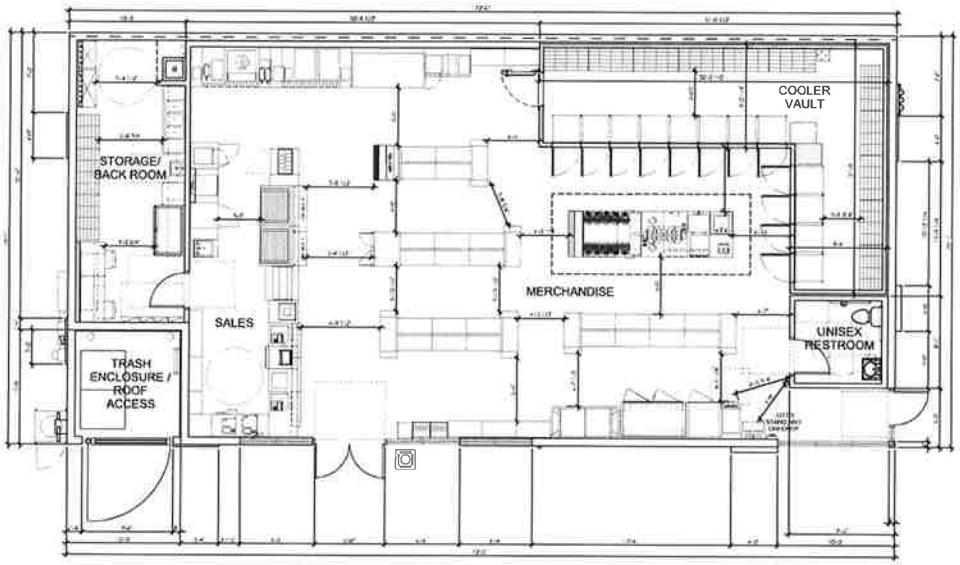
SDCC

1040134 - 7-ELEVEN
ACQUISITION STORE
100 E. Bellevue Rd.
Atwater, CA

ARCHITECTURAL
SITE PLAN

A100

CONDITIONAL USE PERMIT SUBMITTAL



FLOOR PLAN

LAYOUT INFORMATION

ROLLER GRILLS	2
SANDWICH CASE	6'
VAULT DOORS	12
LOW TEMP DOORS	2
ICE MERCH. DOORS	1
NOVELTY CASE	1
BAKERY CASE	1 (LG)
SLURPEE BARRELS	6

GONDOLA UNITS (60"H)	24
END CAPS (60"H)	07
POWER WINGS	(09) - NOT IN TOTAL
LOW WALLS (36"H)	00
HIGH WALLS (72"H)	05
TOTAL	36

TOTAL SQ FT	= 2,492 SF
SALES FLOOR AREA	= 1,708 SF

GAS: YES LIQUOR: NO
BEER: YES WINE: YES

OCCUPANCY LOAD (>49) = 53
TRAVEL DISTANCE (<200) = 94'
COMMON PATH OF TRAVEL (<75) = 49'
RESTROOMS REQUIRED = 1
EXITS REQUIRED = 2

OVERHEAD SHELVES	= 36 FT
FLOOR SHELVES	= 13 FT

WALL TYPE LEGEND

EXTERIOR WALL
2-HR RATED WALL
INTERIOR WALL
PARTIAL HEIGHT WALL
COOLER WALL

OCCUPANCY CALCULATION

MERCHANDISE	1442 SF / 30 =	48 PEOPLE
SALES	266 SF / 200 =	2 PEOPLE
STORAGE/ BACK ROOM	710 SF / 300 =	3 PEOPLE
OFFICE	00 SF / 100 =	0 PEOPLE
UNISEX RESTROOM	74 SF / N/A =	0 PEOPLE
	TOTAL =	53 PEOPLE

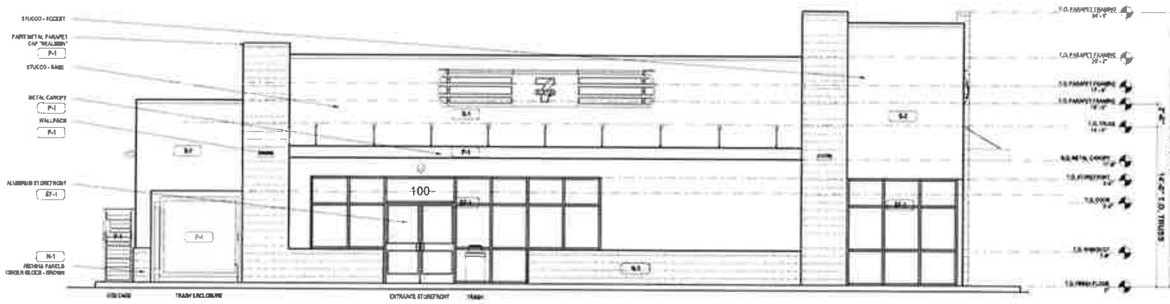
SDCC

1040134 - 7-ELEVEN
ACQUISITION STORE
100 E. Bellevue Rd.
Atwater, CA

FLOOR PLAN

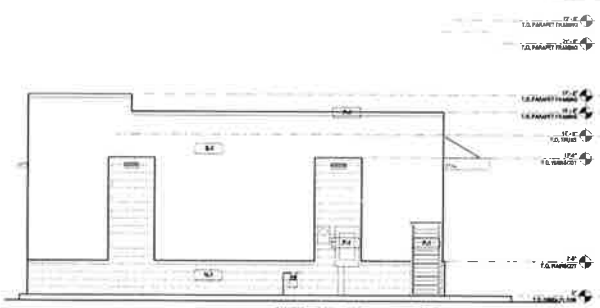
A101

CONDITIONAL USE PERMIT SUBMITTAL

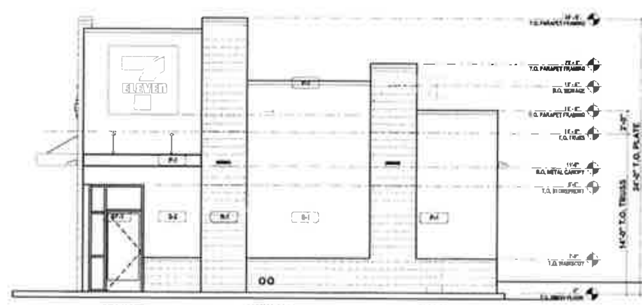


FRONT ELEVATION (towards CANOPY)

MATERIALS SCHEDULE		
NO.	MATERIAL	MANUF./COLOR
MR-1	MEMBRANE ROOFING	DUROLAST - WHITE
N-1	FIBER CEMENT PANEL	NICHIHA - CINDERBLOCK - BROWN
P-1	EXTERIOR HM DOORS, FRAMES, TRASH ENCLOSURE GATE, GRAVEL GUARDS, VENTS AND LIGHT POLES	SHERWIN WILLIAMS - SEAL SKIN SW 7675
ST-1	ALUMINUM STOREFRONT GLAZING	KAWNEER - 451T TG
S-1	STUCCO - BASE	OMEGA OR EQUAL TEXTURE = LIGHT LACE COLOR = 14 CREAM
S-2	STUCCO - ACCENT	OMEGA OR EQUAL TEXTURE = LIGHT LACE COLOR = [illegible]



SIDE ELEVATION



SIDE ELEVATION (Shaffer Rd.)

SDCC

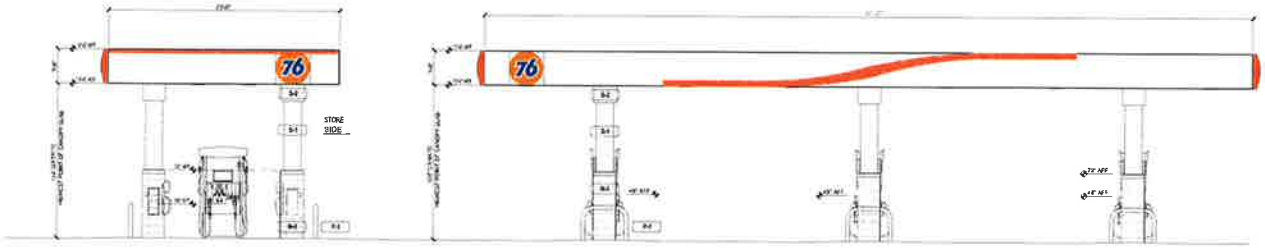
1040134 - 7-ELEVEN
ACQUISITION STORE
100 E. Bellevue Rd.
Atwater, CA

APN: 004-027-013-000
OWNER: 7-Eleven

EXTERIOR ELEVATIONS

A102

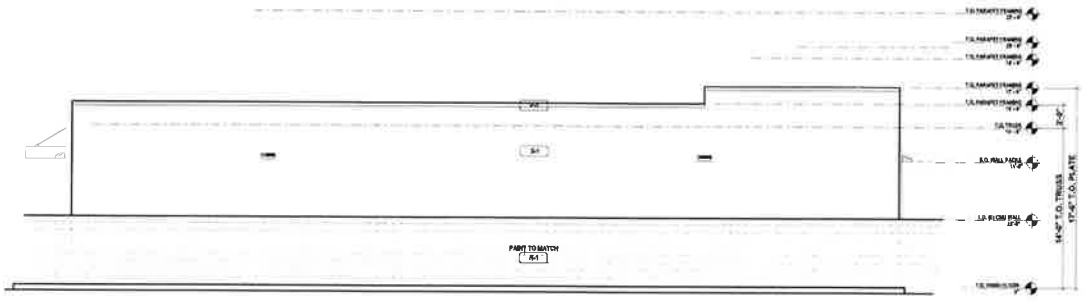
CONDITIONAL USE PERMIT SUBMITTAL



SIDE ELEVATION (Shaffer Road)

FRONT ELEVATION (towards Bellevue Rd)

MATERIALS SCHEDULE		
NO.	MATERIAL	MANUF. COLOR
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]



REAR ELEVATION

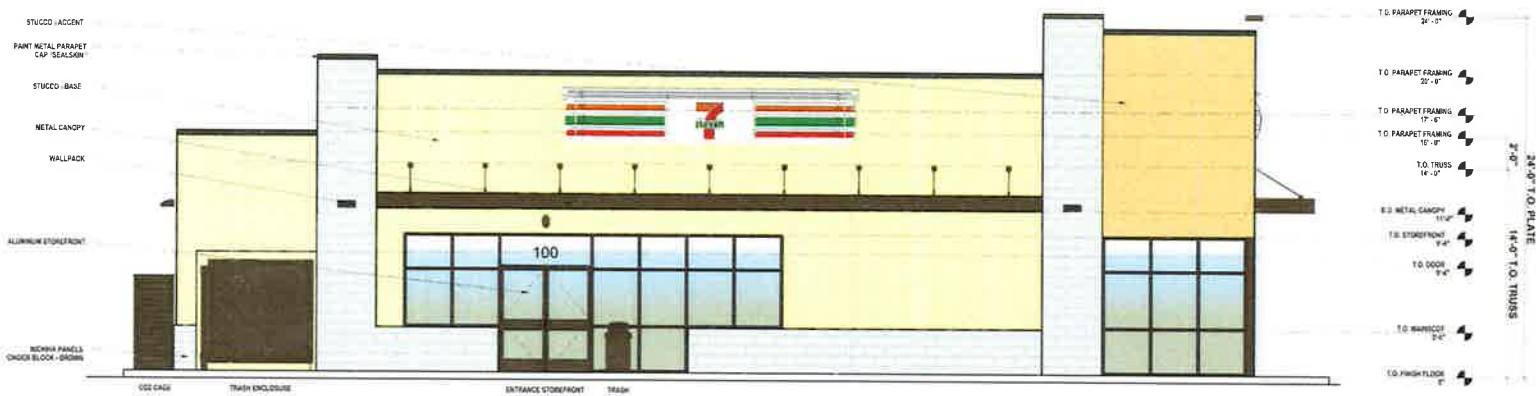
SDCC

1040134 - 7-ELEVEN
ACQUISITION STORE
100 E. Bellevue Rd.
Atwater, CA

EXTERIOR ELEVATIONS (FUEL)

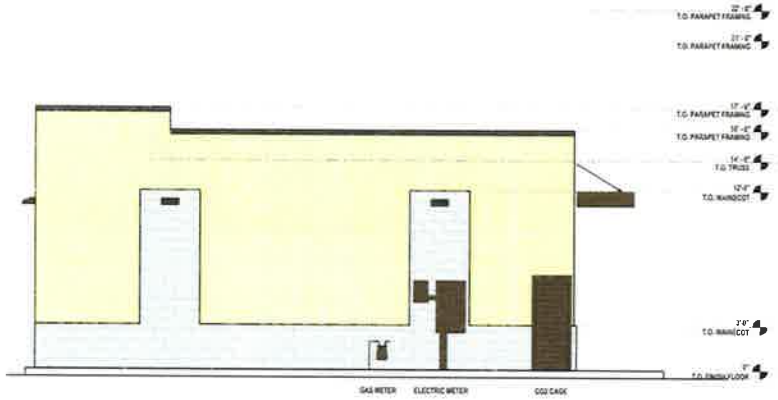
A103

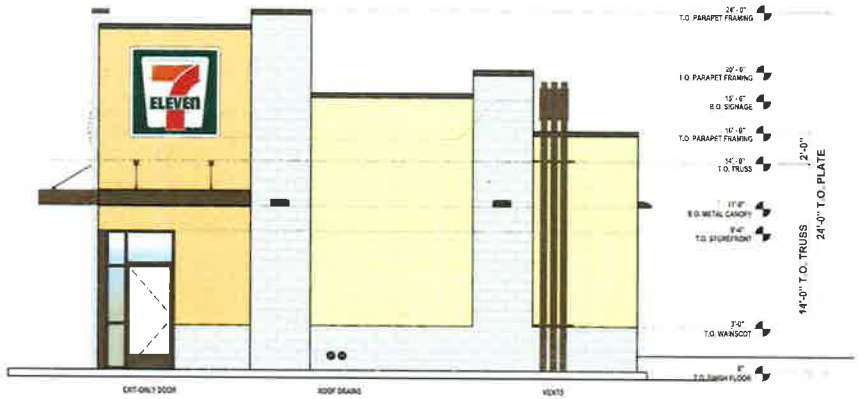
CONDITIONAL USE PERMIT SUBMITTAL



MATERIALS SCHEDULE

NO.	MATERIAL	MANUF.-COLOR
MR-1	MEMBRANE ROOFING	DUROLAST - WHITE
N-1	FIBER CEMENT PANEL	NICHIHA - CINDERBLOCK - BROWN
P-1	EXTERIOR HM DOORS FRAMES, TRASH ENCLOSURE GATE, GRAVEL GUARDS, VENTS, AND LIGHT POLES	SHERWIN WILLIAMS SEALSKIN SW 7675
SF-1	ALUMINUM STOREFRONT GLAZING	KAWNEER - 451T VG
S-1	STUCCO - BASE	OMEGA OR EQUAL TEXTURE = LIGHT LACE COLOR = 74 CREAM
S-2	STUCCO - ACCENT	OMEGA OR EQUAL TEXTURE = LIGHT LACE COLOR = 121 HARVEST GOLD





7-ELEVEN
SDCC
WWW.SMITHDCC.COM
916 966 7325

1040134 - 7-ELEVEN
ACQUISITION STORE
100 E. Bellevue Rd.
Atwater, CA

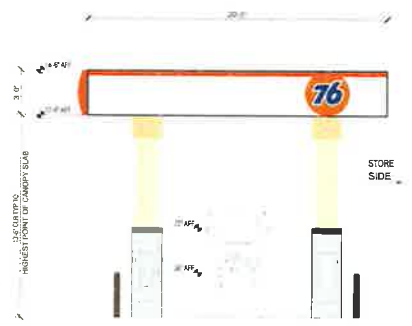
APN: 004-022-013-000
OWNER: 7-Eleven

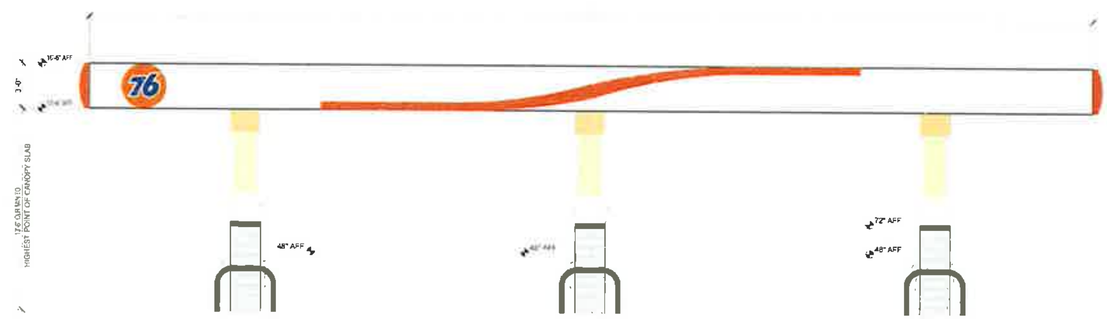
EXTERIOR ELEVATIONS (COLORED)

A200

08/03/17 CONDITIONAL USE PERMIT SUBMITTAL

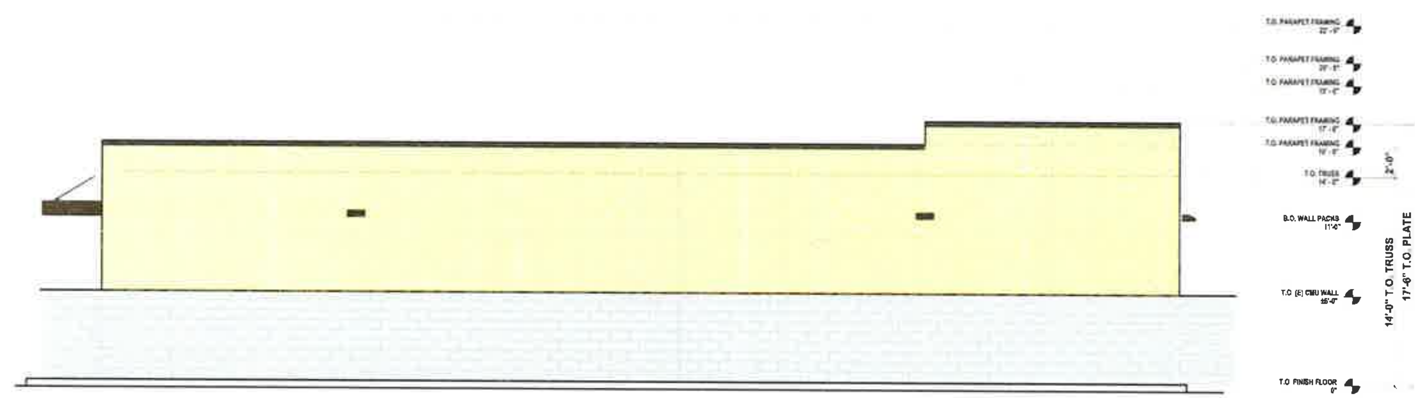
8/2/2017 1:39 PM (J:\01-sdcc general\01-architecture\7-11 rcc program\001 projects\1038667 - 100 e. bellevue rd - atwater\cad\1038667 - 100 e bellevue rd - siteplan.dwg)





NO.	MATERIAL	MANUF.-COLOR
MR-1	MEMBRANE ROOFING	DUROLAST - WHITE
N-1	FIBER CEMENT PANEL	NICHIHA - CINDERBLOCK - BROWN
P-1	EXTERIOR HM DOORS, FRAMES, TRASH ENCLOSURE GATE, GRAVEL GUARDS, VENTS AND LIGHT POLES	SHERWIN WILLIAMS - SEAL SKIN SW 7675
SF-1	ALUMINUM STOREFRONT GLAZING	KAWNEER - 451T VG
S-1	STUCCO - BASE	OMEGA OR EQUAL TEXTURE = LIGHT LACE COLOR = 14 CREAM
S-2	STUCCO - ACCENT	OMEGA OR EQUAL TEXTURE = LIGHT LACE COLOR = 221 HARVEST GOLD

MATERIALS SCHEDULE



1040134 - 7-ELEVEN
ACQUISITION STORE
100 E. Bellevue Rd.
Atwater, CA

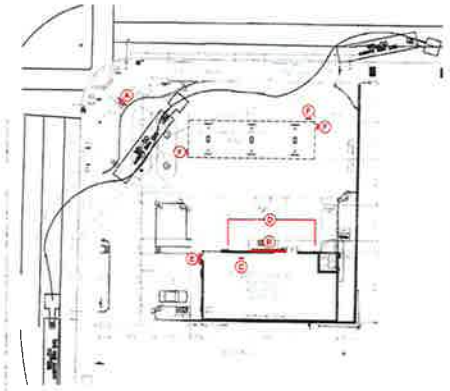
SDCC
WWW.SMITHDCC.COM
918 966 7325

EXTERIOR ELEVATIONS (FUEL)

A201

08/03/17 CONDITIONAL USE PERMIT SUBMITTAL

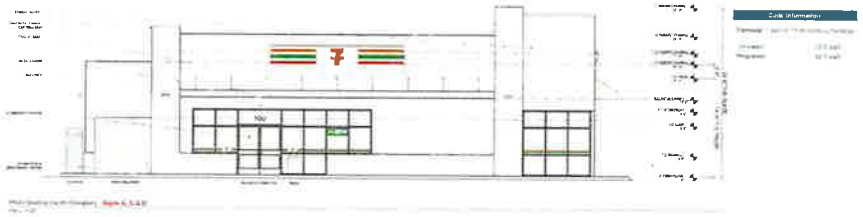
8/2/2017 1:19 PM (z:\01-sdcc general\011-architecture\7-11 rcc (program)\01 projects\1036687 - 100 e. bellevue rd - atwater\cad\1036687 - 100 e bellevue rd - elevation.dwg)



NOTE: CONCEPTUAL ARTWORK ONLY, ALL ILLUSTRATIONS ARE SUBJECT TO CHANGE PENDING CUSTOMER REVIEW

Proposed

SQUARE FOOTAGE	
EXISTING:	SQ. FT.
PROPOSED:	
76 BALL	19.63 Sqft
HEAD SIGN	24.08 Sqft
7-11	24.08 Sqft
BP PRICER	41.69 Sqft
1X CARWASH	10.56 Sqft
TOTAL SQ.FT.	120.04 SQ.FT



MANUFACTURE & SHIP ONE (1) WGT INTERNALLY ILLUMINATED 54" WALL SIGN CABINET
FACE W/ TRANSLUCENT VINYL GRAPHICS APPLIED.
FIRST SURFACE
CABINET TO BE PAINTED DURANODIC BRONZE

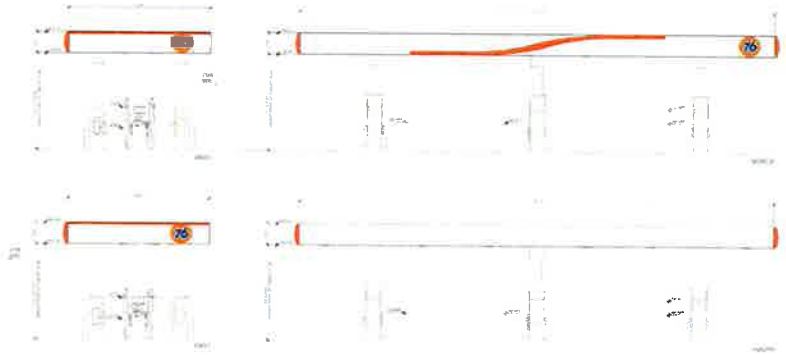
VINYL SPECS: 3M 3630-44 ORANGE 3M 3630-33 RED 3M 3630-26 GREEN
PAINT SPECS: DURANODIC BRONZE

Face & Illum. Only: WGT Wall Sign Cabinet Sign E

Division Square Footage(Calipers): 38.8

Code Information

Single Overlay (Wall Elevation): Sign E



Code Information

Formula: Canopy Signs to be propose to the city for approval

harbinger

harbinger