

**AGENDA**  
**REGULAR MEETING OF THE CITY OF SUISUN CITY**  
**PLANNING COMMISSION**  
**7:00 P.M., APRIL 8, 2014**

COUNCIL CHAMBERS  
701 CIVIC CENTER BOULEVARD  
SUISUN CITY, CALIFORNIA 94585

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*Next Resolution No. PC14-01*

**1. ROLL CALL:**

Chairperson Clemente  
Vice-Chair Wade  
Commissioner Adeva  
Commissioner Harris  
Commissioner Holzwarth  
Commissioner Mirador  
Commissioner Ramos

Pledge of Allegiance  
Invocation

**2. Election of Chairperson and Vice-Chairperson**

**3. ANNOUNCEMENTS:**

None

**4. AUDIENCE COMMUNICATIONS:**

This is a time for public comments for items that are not listed on this agenda. Comments should be brief. If you have an item that will require extended discussion, please request the item be scheduled on a future agenda.

**CONFLICT OF INTEREST NOTIFICATION**

*(Any items on this agenda that might be a conflict of interest to any Commissioner should be identified at this time.)*

**5. PUBLIC HEARINGS:**

*For each of the following items, the public will be given an opportunity to speak. After a Staff Report, the Chair will open the Public Hearing. At that time, the applicant will be allowed to make a presentation. Members of the public will then be allowed to speak. After all have spoken, the applicant is allowed to respond to issues raised by the public, after which the Public Hearing is normally closed. Comments should be brief and to the point. The Chair reserves the right to limit repetitious or non-related comments. The public is reminded that all decisions of the Planning Commission are appealable to the City Council by filing a written Notice of Appeal with the City Clerk within ten (10) calendar days.*

- A. Conditional Use Permit Application No. UP13/4-002: for the Establishment of a Preschool at 1101 Anderson Drive Suite 100, APN 0173-670-320**
- Adoption of Resolution No. PC14-\_\_-.
- B. Site Plan/Architectural Review Application No. AR13/4-008: for the Renovation of the Suisun-Fairfield Train Depot, APNs 0032-051-010, 080, 100 and 0032-020-240**
- Adoption of Resolution No. PC14-\_\_-.

- **Review and recommendation of Project priorities.**

**6. GENERAL BUSINESS:**

**7. COMMUNICATION:**

**8. ADJOURN.**

*a&m/140408.pca*

## AGENDA TRANSMITTAL

**MEETING DATE:** April 8, 2014

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**PLANNING COMMISSION AGENDA ITEM: PUBLIC HEARING:** Resolution PC14-\_\_\_; A Resolution of the City of Suisun City Planning Commission Considering Conditional Use Permit No. UP 13/4-002 for Establishment of a Preschool at 1101 Anderson Drive, Suite 100, APN 0173-670-320.

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**ENVIRONMENTAL REVIEW:** This project is categorically exempt from the California Environmental Quality Act (CEQA), under Section 15301, Existing Facilities. A Notice of Exemption will be filed with the Solano County Clerk following Planning Commission action.

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**BACKGROUND:** The Planning Commission previously approved two Site Plan Architectural Review applications (2007 and 2012) for the development of this site. The Commission also approved a Conditional Use Permit for Car Wash use on this site. The current owner has chosen not to pursue this use.

Recently, staff was approached about the possibility of operating a small Christian Academy in the tenant space next to the existing State Farm Insurance. After close consideration the Planning Department requested a Conditional Use Permit be submitted and considered by the Commission as the appropriate entitlement process.

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**STAFF REPORT:** The applicant has requested consideration of a Christian Academy that offers preschool: pre-Kindergarten Readiness and a toddler session. Below are details about the proposed operation, as submitted by the applicant:

- Between 8 and 14 children are expected to attend.
- Children will range from 30 months to pre-Kindergarten age.
- There will be three employees on-site at any given time.
- Facility will be operated between 7am and 6:30pm.
- Indoor area totals 1,200 square feet.
- Per State of California Community Care Licensing regulations, there must be 75 square feet of outdoor activity area per child. The applicant has provided dimensions of the improved/paved area that she would like to have fenced to meet the state regulations. Bark or rubber mulch will be placed on the ground which is also a requirement of Community Care Licensing. Staff is recommending a condition that Community Development Director be authorized to approve the fencing plan.
- The site has a total of 22 parking spaces available. Per the Suisun City Municipal Code Section 18.52.040.B.8.a, preschools are required to provide parking space for each employee as well as one space for every five children. This would be a total of 6 spaces. Staff also believes that (except for the parking for employees) the other spaces will not be used for more than a short period at a time due to the "pick-up/drop-off" nature of the operation.

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**PREPARED BY:**

John Kearns, Associate Planner

**REVIEWED/APPROVED BY:**

April Wooden, Community Development Director

This use is not specifically listed within the General Commercial Zoning District, but Section 18.28.030(K) reads “Generally. Any other retail, service, public or quasipublic use which is similar in nature, function or operation to the listed conditional uses” shall be a considered a conditional use. It is staff’s opinion that the Christian Academy/Preschool use is similar in nature, function or operation to a group care home except the proposed use would not be used for overnight accommodations or living quarters.

*Proposed Findings for Planning Commission Consideration*

1. Notice has been given in the time and in the manner required by State Law and City Code because a public notice was published on March 29, 2014 in the *Daily Republic* newspaper and mailed to surrounding property owners on March 27, 2014.
2. That the proposed project, when subject to the conditions will not conflict with the Goals, Objectives, and Policies of the General Plan, the purposes of the zoning district in which the site is located, and the regulations within the Lawler Ranch Commercial Design Guidelines because the General Commercial General Plan designation and General Commercial Zoning classification as well as the Lawler Ranch Commercial Design Guidelines either permit or conditionally permit these types of uses in this area and the proposed improvements meet the purpose of the zoning district.
3. That the proposed use, when subject to the conditions, will not be detrimental to the public health, safety, or welfare of persons residing or working in or adjacent to the neighborhood of such use, nor detrimental to properties or improvements in the vicinity, or to the general welfare of the City, because the applicant has taken necessary precautions to diminish any concerns through the project description.
4. That the proposed project has been considered through a Conditional Use Permit process as required by the Suisun Zoning Ordinance as the public hearing took place on April 8<sup>th</sup> and testimony and materials were considered by the Planning Commission prior to adoption of the resolution.
5. The project is exempt from the California Environmental Quality Act (CEQA) per Section 15301: Existing Facilities because the building was approved in 2007 and 2012 by the Planning Commission and only safety improvements (e.g. exterior fencing) will be installed within public view.

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**STAFF RECOMMENDATION: Adopt** Resolution PC14-\_\_\_; A Resolution of the City of Suisun City Planning Commission Approving Conditional Use Permit No. UP 13/4-002 for Establishment of a Preschool at 1101 Anderson Drive Suite 100.

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**ATTACHMENTS:**

1. Resolution PC14-\_\_\_; A Resolution of the City of Suisun City Planning Commission Approving Conditional Use Permit No. UP 13/4-002 for Establishment of a Preschool at 1101 Anderson Drive Suite 100.
2. Application Materials

**RESOLUTION NO. PC14-**

**A RESOLUTION OF THE CITY OF SUISUN CITY PLANNING COMMISSION  
APPROVING CONDITIONAL USE PERMIT APPLICATION NO. UP13/14-002  
ESTABLISHING A PRESCHOOL AT 1101 ANDERSON DRIVE, SUITE 100, APN 0173-670-320.**

**WHEREAS**, the Planning Commission at a regular meeting on April 8, 2014 did review Conditional Use Permit Application No. UP/13/14-002 establishing a preschool at 1101 Anderson Drive, Suite 100; and

**WHEREAS**, the public notice was published in the Daily Republic on March 29, 2014; and

**WHEREAS**, a report by the City Staff was presented and made a part of the recommendations of said meeting; and

**WHEREAS**, the applicant and members of the public were present to speak on the application; and

**WHEREAS**, The Conditional Use Permit application is exempt from the analysis required by the State of California Environmental Quality Act (CEQA) under Section 15301 Existing Facilities; and

**WHEREAS**, based on evidence presented at the Public Hearing by City Staff, the applicant, the public and Commissioners, the following Findings are hereby made:

In order for the Planning Commission to approve the conditional use permit the following findings must be made:

1. Notice has been given in the time and in the manner required by State Law and City Code because a public notice was published on March 29, 2014 in the *Daily Republic* newspaper and mailed to surrounding property owners on March 27, 2014.
2. That the proposed project, when subject to the conditions will not conflict with the Goals, Objectives, and Policies of the General Plan, the purposes of the zoning district in which the site is located, and the regulations within the Lawler Ranch Commercial Design Guidelines because the General Commercial General Plan designation and General Commercial Zoning classification as well as the Lawler Ranch Commercial Design Guidelines either permit or conditionally permit these types of uses in this area and the proposed improvements meet the purpose of the zoning district.
3. That the proposed use, when subject to the conditions, will not be detrimental to the public health, safety, or welfare of persons residing or working in or adjacent to the neighborhood of such use, nor detrimental to properties or improvements in the vicinity, or to the general welfare of the City, because the applicant has taken necessary precautions to diminish any concerns through the project description.
4. That the proposed project has been considered through a Conditional Use Permit process as required by the Suisun Zoning Ordinance as the public hearing took

place on April 8<sup>th</sup> and testimony and materials were considered by the Planning Commission prior to adoption of the resolution.

5. The project is exempt from the California Environmental Quality Act (CEQA) per Section 15301: Existing Facilities because the building was approved in 2007 and 2012 by the Planning Commission and only safety improvements (e.g. exterior fencing) will be installed within public view.

**NOW, THEREFORE, BE IT RESOLVED THAT** the Planning Commission of the City of Suisun City does hereby adopt Resolution PC14- ; A Resolution of the City of Suisun City Planning Commission Approving Conditional Use Permit Application No. UP13/14-002 Establishing a Preschool at 1101 Anderson Drive, Suite 100 subject to the following Conditions and all other applicable Suisun City Codes and Ordinances:

1. The applicant must apply for and receive appropriate licensing from State of California Community Care Licensing.
2. The applicant must apply for and receive a building permit for any improvements requiring so.
3. To the extent possible, drop-offs and pick-ups shall be done on the eastern portion of the parking lot.
4. Use of the outdoor play area must not begin until after 9am.

The forgoing motion was made by Commissioner \_\_\_\_ and seconded by Commissioner \_\_\_\_ and carried by the following vote:

AYES:	Commissioners:
NOES:	Commissioners:
ABSENT:	Commissioners:
ABSTAIN:	Commissioners:

**WITNESS** my hand and the seal of said City this 8<sup>th</sup> day of April 2014

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Anita Skinner  
Commission Secretary

# Use Permit

Summary Project Description  
submitted by: Brenda Hardaway

Project Name: Anderson Drive Christian Academy  
Property Address: 1101 Anderson Drive Suite: 100  
Suisun City, CA 94585

Use: Christian Academy that offers Preschool, Pre-kindergarten Readiness with a Toddler Session.

## **Services:**

Children ages: All children must be potty trained prior to enrollment

Toddlers: 30months to 36months

Preschool/Pre-Kindergarten: 36months to pre-kindergarten age

Number of Students: 8 to 14 children

Number of Employees: 3 employees

Staff includes myself and 2 Fully Qualified Teachers; once at maximum enrollment; 1 full-time and 1 part-time.)

**Hours of Operation:** 7:00am to 6:30pm; Monday thru Friday.

## **Meals/Snacks**

Kitchenette Area will have a refrigerator, cabinets/storage, microwave oven and single sink.

Light healthy snacks will be provided per class session.

No cooked meals/foods will be provided or offered. Roof access is in this area also.

## **Inside Classroom and Outside Play Area**

The inside entrance door will have a buzzer attached so that each time the door is open staff will be alerted. The square footage for the inside area is 1200 sq ft.

**RESTROOM:** There are 2 restrooms. One restroom is for children enrolled in the center and the other is for the staff and parents.

## **Outside Play Area:**

The outside play area will be surrounded by a fence, which will be a minimum of 6ft, with a doubled locked gate. The second lock will be placed at the top out of children reach. A distinctive buzzer will sound on the inside classroom during the hours of operation if the gate is open. The gate will be locked after hours and on weekends.

Outside play schedule will be posted to ensure the number of kids, with a fully qualified teacher, do not exceed 75 square feet per child per licensing requirements.

## **Outside square footage for play:**

The paver bricks will be removed; bark or rubber mulch will be placed on the ground.

**Length: 42ft (from the door to the edge of paved court)**

**Width: 30'4" (the widest area)**

**Width: 25'6" (the middle area)**

**Width: 19ft (the narrowest section)**

## **Traffic**

Clients will drop off and pick-up according to the session they enrolled their child/children in. The hours will not conflict or add additional traffic with that of the Crescent Elementary School parents drop off and pick up schedule.

## **Parking**

Parking is available on the property for parents/clients for dropping off & pick up. Also any potential deliveries.

**Number of Parking spaces: 22 - there are 2 handicapped parking spaces.**

## **Refuse**

Refuse pick-up will be schedule by Republic Services. An enclosed structure is on the property for refuse storage until pick up. Means of access is appropriate for Republic Services truck for picking up.

## **Office/Staff Area**

Designated for staff and other office materials & hardware.

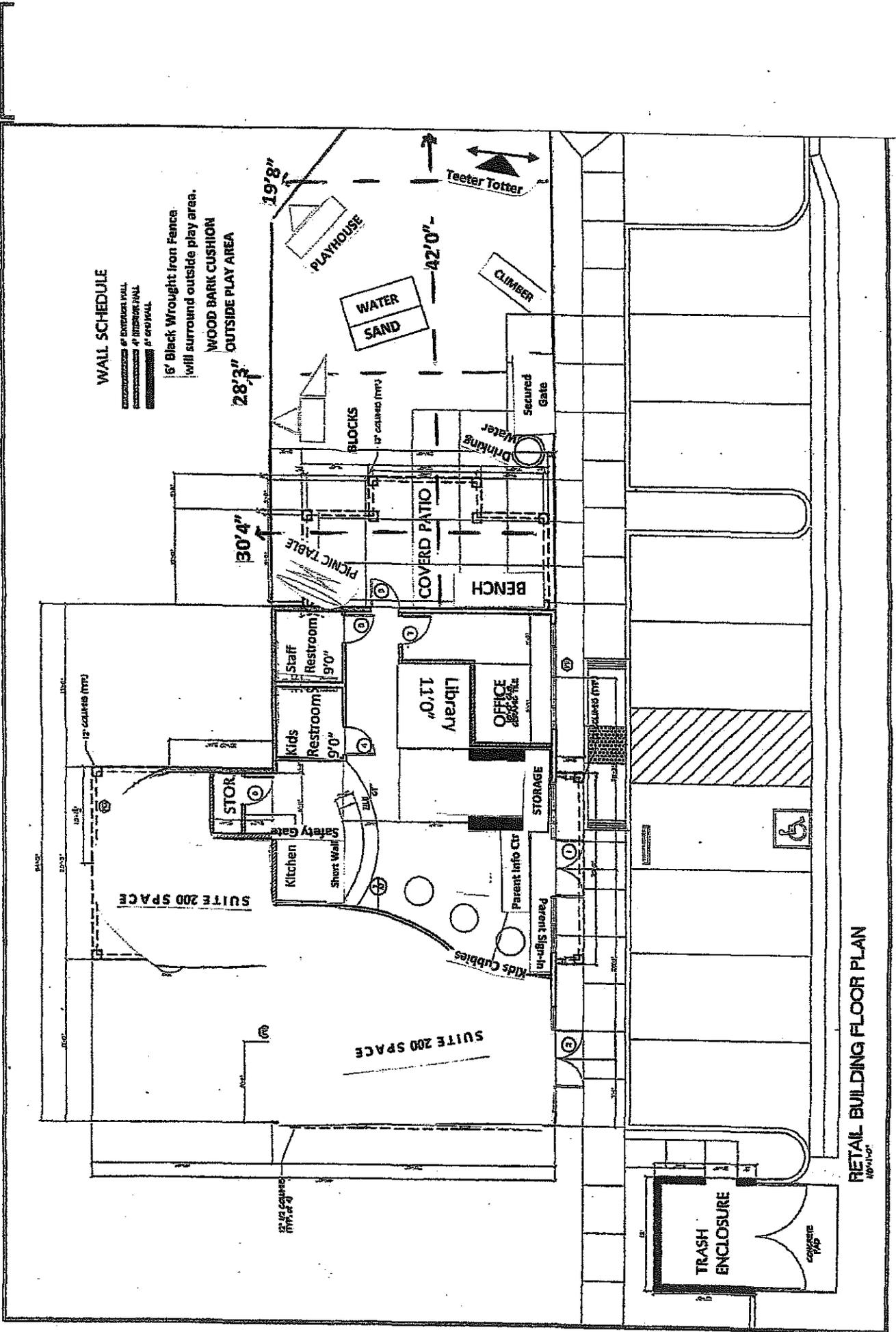
**Additional Information:**

Smoke detectors will be installed where needed

No known prior property use description is available at this time.

The dimensions of this property are based on measurements given by the owner except the outside area. You can verify with the property owner if you have questions.

1101 Anderson Ste 100



RETAIL BUILDING FLOOR PLAN

## AGENDA TRANSMITTAL

**MEETING DATE:** April 8, 2014

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**PLANNING COMMISSION AGENDA ITEM: PUBLIC HEARING:** Resolution PC14-\_\_\_; A Resolution of the City of Suisun City Planning Commission Considering Site Plan/Architectural Review No. AR 13/4-008 for the Renovation of the Suisun-Fairfield Train Depot at 177 Main Street, APNs 0032-051-010, 0800, 100 and 0032-020-240.

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**ENVIRONMENTAL REVIEW:** This project is categorically exempt from the California Environmental Quality Act (CEQA), under Section 15331, Historical Resource Restoration/Rehabilitation and Section 15301, Existing Facilities. A Notice of Exemption will be filed with the Solano County Clerk following City Council action.

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**BACKGROUND:** A general timeline documenting the history of the train depot can be found below:

- 1906 First Suisun Depot, located at the end of Solano Street, is destroyed by fire.
- 1914 Southern Pacific Railroad constructs Suisun-Fairfield Depot on present site.
- Prior to 1974 Garage addition constructed at the southwest end.
- 1970s Building condition deteriorates and station is abandoned.
- 1992 City of Suisun City's Redevelopment Agency (RDA) rehabilitates the Depot and the surrounding site. Plans were prepared by Cooper Design Group. Key components of the renovation:
  - Garage addition demolished.
  - Original roof form restored.
  - Interior rooms reconfigured.
  - All interior doors replaced.
  - New roof installed.
  - New roof-top sign installed.
  - Many original windows and transoms replaced (either as part of the renovation or later).
- 1993 RDA develops the plaza between Main Street and the Depot. Plans were prepared by Lufkin MacNair of Santa Rosa. Key components of the project:
  - Existing structures removed from the plaza site.
  - Location for a new building determined.
  - Parking lot at the end of Lotz Way installed.
- Unknown. Plastic installed in all windows to replace glass.

The Suisun-Fairfield Depot was one of two dozen "Colonnade-style" stations erected by the Southern Pacific Railroad. The style's name evolved in reference to the wide columned porch at the platform side. The design employs elements of both the Colonial Revival and Arts and Crafts architectural styles. In 1998, only 14 Colonnade-style depots remained according to the Colfax Passenger Depot National Register Nomination. It appears that the Suisun-Fairfield Depot is the only remaining Colonnade-style depot existing in Solano County.

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**PREPARED BY:**

John Kearns, Associate Planner

**REVIEWED/APPROVED BY:**

April Wooden, Community Development Director

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**STAFF REPORT:** The City has successfully secured grant funding in the amount of approximately \$600,000, coupled with approximately \$100,000 of city Off-Site Street Improvement Program (OSSIP) funds, to:

- Improve ADA accessibility.
- Provide building and site upgrades including (but not limited to) lighting, signage, and interior space planning.
- Improve security.

The City solicited a Request for Proposals and hired the firm Interactive Resources to complete the Phase I work which focused on preparation of a conceptual design plan and construction cost estimation. The Phase I work would allow for the City to move forward with Phase II which includes preparation of construction drawings and the bid package.

Following close coordination with City staff, Interactive Resources prepared a conceptual design study, dated March 17, 2014 and included in the Planning Commission packet, which separates proposed improvements into four areas and adds an additional section titled "*Recommended Items to Consider for Future Projects*". The heading titled "*Area 1: Depot Improvements*" includes the Depot and the grounds immediately surrounding the building and contains the highest priority items. These are items that are essential to have completed. Below is a list of those items which can also be found on page 10 of the attached design study:

### **Area 1: Depot Improvements**

#### Exterior

1. New exterior paint scheme.
2. Address Main Street entry configuration.
3. New exterior handrails and warning strips at stairs where required.
4. Revise/replace the exterior signage.
5. Upgrade exterior lighting on building.
6. Select locations for security cameras at building exterior.
7. Upgrade lighting at platform.
8. Address rider comfort at platform/provide new furnishings.
9. Install kiosk and way-finding signage at platform.
10. Install interpretive signing focusing on the history of the site and the city.

#### Interior

1. Rehabilitate existing windows.
2. Adjust exterior doors opening force.
3. New interior paint scheme.
4. New interior lighting.
5. Revise interior restroom layout for ADA compliance.
6. New interior restroom fixtures.
7. New interior restroom finishes.
8. New ADA compliant drinking fountain.
9. Prepare café area for commercial kitchen installation.
10. Minor adjustments to interior space layout.
11. Review interior finishes.
12. New interior furnishings.

13. Alterations to counter heights for ADA compliance.
14. Install interpretive signage focusing on the history of the site and the city.

Area 1: Exterior 1 (New Exterior Paint Scheme):

Interactive Resources has suggested that the Suisun-Fairfield Depot return to the original color scheme of Southern Pacific. Several Southern Pacific Depots from the 1910's have been restored throughout Northern California, and paint analysis has previously been conducted as part of some of these projects. The Niles Depot restoration project in Fremont posted the Munsell color numbers that have been determined to be historically accurate for the Southern Pacific Depots of this era. Below are the suggested colors (photos of color scheme can be found on page 18 of the attached design study):

- SP Colonial Yellow for the upper body, columns, and door panels.
- SP Dark Yellow for lower body and column trim.
- A "warm white" (such as off-white "Frost #14 Kelly Moore") used for window and transom sashes.
- SP Samoa Brown used for architectural trim elements such as window and door surrounds, corner boards, door stiles and rails, and column base.

Area 1: Exterior 4 (Revise/replace the exterior signage):

The design study suggests that the first step when addressing site/building signage is to create and carry out a cohesive design standard. New informational kiosks are suggested to be considered both in plaza and at the train platform serving exiting riders. A new monument sign is also suggested for site identification and would ultimately better connect the depot to the plaza and provide enhanced visibility for drivers. New identification signage (including perhaps a new roof sign) and the addition of interpretive signage (including historic photographs, maps, and text) near the exterior of the depot or the interior waiting room is suggested.

Areas 2-4 of the conceptual design study include items that are beyond the immediate vicinity of the building. *Area 2: Iconic Sign* is suggested to be removed from the proposed project. The Commission is also being asked to provide feedback on the proposed scope items by focusing on *Area 3: Surrounding Depot Improvements* and *Area 4: Main Street Entry Improvements*. Below are the items listed in these two sections. The information can also be found on pages 10 and 11 of the attached design study.

**Area 3: Surrounding Depot Improvements**

1. Address travel sequence to and from Caltrans lot.
2. Revise accessible parking at lot adjacent to Depot.
3. Revise "no parking" areas on-site (at the driveway).
4. Improvement bus stop island accessibility (curb ramps and level sidewalk).
5. Improve bus shelters.
6. Upgrade lighting at bus stop island.
7. Upgrade lighting at plaza.
8. Upgrade landscaping.
9. Repair/upgrade irrigation.
10. Upgrade paving appearance.
11. Improve trash enclosure.
12. New bike storage facilities.
13. New fencing at parking lot side of Main Street.

Note: It is staff's opinion that the nature of the landscaping work needed, including some planting and replanting, is within the capability of existing city staff. However, the Planning Commission could still choose to recommend prioritization of landscaping related items. Staff is requesting that the Planning Commission authorize the Community Development Director to approve the landscaping/irrigation plans for the project. These plans are expected to include relatively minor modifications to the existing layout.

#### **Area 4: Main Street Entry Improvements**

1. Improve overall entry sequence at the Main Street side.
2. Address connection to plaza at the Main Street side of Depot.
3. Review ADA access to the building.

Interactive Resources has completed Phase I of the work and, at this juncture, staff is bringing the conceptual design study forward to the Planning Commission. 1) Adopt resolution approving Site Plan/Architectural Review application. 2) Confirm the priority of Area 1 items. 3) Provide a recommendation to Council prioritizing improvements identified in Area 3 and Area 4. The City Council will review the Planning Commission recommendation regarding priorities and will concur with Planning Commission or modify the priorities. Consequently, it is possible that changes will be made to the conceptual plans as presented.

Commission action:

- 1) Adopt resolution approving Site Plan/Arch Review application.
- 2) Provide a recommendation to City Council confirming the priority of Area 1 items and recommending a list of priorities for improvements identified in Area 3 and Area 4.

#### *Proposed Findings for Planning Commission Consideration*

1. Notice has been given in the time and in the manner required by State Law and City Code because a public notice was published on March 29, 2014 in the *Daily Republic* newspaper and mailed to surrounding property owners on March 27, 2014.
2. That the proposed project will not conflict with the Goals, Objectives, and Policies of the Downtown Waterfront Specific Plan and General Plan because the city is pursuing restoration of an historical resource by carefully analyzing its importance and only making the most important changes to serve its intended purpose.
3. That the proposed project will not be detrimental to the public health, safety, or welfare of persons residing or working in or adjacent to the neighborhood of such use, nor detrimental to properties or improvements in the vicinity, or to the general welfare of the City, because the city is pursuing restoration of an historical resource by carefully analyzing its importance and only making the most important changes to serve its intended purpose.
4. That the proposed project has been considered through a Site Plan/Architectural Review process as required by the Suisun Zoning Ordinance as the public hearing took place on April 8<sup>th</sup> and testimony and materials were considered by the Planning Commission prior to adoption of the resolution.

5. The project is exempt from the California Environmental Quality Act (CEQA) per Sections 15331: Historical Resource Restoration/Rehabilitation and 15301: Existing Facilities because the project is limited to the maintenance, repair, stabilization, rehabilitation, restoration, preservation, conservation or reconstruction of historical resources in a manner consistent with the Secretary of Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings (1995), Weeks and Grimmer.

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**STAFF RECOMMENDATION: Adopt** Resolution PC14-\_\_\_; A Resolution of the City of Suisun City Planning Commission Approving Architectural review No. AR 13/14-008 for Renovations to the Suisun-Fairfield Train Depot.

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**ATTACHMENTS:**

1. Resolution PC14-\_\_\_; A Resolution of the City of Suisun City Planning Commission Approving Architectural review No. AR 13/14-008 for Renovations to the Suisun-Fairfield Train Depot.
2. Conceptual Design Study, Interactive Resources, dated March 17, 2014.

**RESOLUTION NO. PC14-**

**A RESOLUTION OF THE CITY OF SUISUN CITY PLANNING COMMISSION  
APPROVING SITE PLAN/ARCHITECTURAL REVIEW APPLICATION NO. AR13/14-008 FOR  
THE RENOVATION OF THE SUISUN-FAIRFIELD TRAIN DEPOT AT 177 MAIN STREET,  
APNS 0032-051-010, 0800, 100 and 0032-020-240.**

**WHEREAS**, the Planning Commission at a regular meeting on April 8, 2014 did review Site Plan/Architectural Review Application No. AR13/14-008 for the Renovation of the Suisun-Fairfield Train Depot at 177 Main Street; and

**WHEREAS**, the public notice was published in the Daily Republic on March 29, 2014; and

**WHEREAS**, a report by the City Staff was presented and made a part of the recommendations of said meeting; and

**WHEREAS**, the applicant and members of the public were present to speak on the application; and

**WHEREAS**, the subject application is exempt from the analysis required by the State of California Environmental Quality Act (CEQA) under Section 15331, Historical Resource Restoration/Rehabilitation and Section 15301, Existing Facilities; and

**WHEREAS**, based on evidence presented at the Public Hearing by City Staff, the applicant, the public and Commissioners, the following Findings are hereby made:

In order for the Planning Commission to approve the subject application the following findings must be made:

1. Notice has been given in the time and in the manner required by State Law and City Code because a public notice was published on March 29, 2014 in the *Daily Republic* newspaper and mailed to surrounding property owners on March 27, 2014.
2. That the proposed project will not conflict with the Goals, Objectives, and Policies of the Downtown Waterfront Specific Plan and General Plan because the city is pursuing restoration of an historical resource by carefully analyzing its importance and only making the most important changes to serve its intended purpose.
3. That the proposed project will not be detrimental to the public health, safety, or welfare of persons residing or working in or adjacent to the neighborhood of such use, nor detrimental to properties or improvements in the vicinity, or to the general welfare of the City, because the city is pursuing restoration of an historical resource by carefully analyzing its importance and only making the most important changes to serve its intended purpose.
4. That the proposed project has been considered through a Site Plan/Architectural Review process as required by the Suisun Zoning Ordinance as the public hearing took place on April 8<sup>th</sup> and testimony and materials were considered by the Planning Commission prior to adoption of the resolution.

5. The project is exempt from the California Environmental Quality Act (CEQA) per Sections 15331: Historical Resource Restoration/Rehabilitation and 15301: Existing Facilities because the project is limited to the maintenance, repair, stabilization, rehabilitation, restoration, preservation, conservation or reconstruction of historical resources in a manner consistent with the Secretary of Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings (1995), Weeks and Grimmer.

**NOW, THEREFORE, BE IT RESOLVED THAT** the Planning Commission of the City of Suisun City does hereby adopt Resolution PC14- ; A Resolution of the City of Suisun City Planning Commission Approving Site Plan/Architectural Review application No. AR13/14-008 for the Renovation of the Suisun-Fairfield Train Depot at 177 Main Street subject to the following Conditions and all other applicable Suisun City Codes and Ordinances:

1. The Community Development Director is authorized to make minor modifications to this approval.
2. The Community Development Director is authorized to approve the landscape and irrigations plans.

The forgoing motion was made by Commissioner \_\_\_\_ and seconded by Commissioner \_\_\_\_ and carried by the following vote:

AYES:	Commissioners:
NOES:	Commissioners:
ABSENT:	Commissioners:
ABSTAIN:	Commissioners:

**WITNESS** my hand and the seal of said City this 8<sup>th</sup> day of April 2014

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Anita Skinner  
Commission Secretary

**SUISUN-FAIRFIELD  
TRAIN DEPOT RENOVATION  
CONCEPTUAL DESIGN STUDY**

IR Project no. 2013-055-01  
Federal Project No. CML-5032(026)

177 Main Street  
Suisun City, California

March 17, 2014



*Prepared for*  
**City of Suisun City**  
701 Civic Center Blvd.  
Suisun City, CA 94585

*Prepared by*  
**Interactive Resources, Inc.**  
117 Park Place  
Pt. Richmond, CA 94801

with

15000 Inc.  
Brokaw Consulting  
PGA design Inc.  
Silva Cost Consulting, Inc.  
Urban Design Consulting Engineers

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## **INTRODUCTION**

Interactive Resources, Inc. in collaboration with PGAdesign, Urban Design CE, 15000 Inc., Brokaw Consulting, and Silva Cost Consulting, has prepared the following Conceptual Design Study for the Suisun-Fairfield Train Depot Renovation project. The goal of this assessment is to propose a detailed project's scope of work and approach, taking into consideration the goals of the city and the existing conditions of the building and the site, particularly in aspects of architecture, accessibility, materiality, mechanical and electrical systems, and cost.

## **METHODOLOGY**

Interactive Resources prepared this study based on the project kick-off meeting with the City of Suisun City that took place on October 15, 2013, site visits by the project team that occurred on October 28 and December 16, 2013, continued correspondence with City representatives throughout the processes, and reports provided by our subconsultants that are attached as appendices. A meeting with the City to review the draft report occurred on January 21, 2014; comments received at this meeting were incorporated into the final report.

## **CITY'S GOALS FOR THE PROJECT**

Based on the initial Request for Proposals issued by the City of Suisun City on July 3, 2013 and the project kick-off meeting we have developed the following understanding of the City's overall goals for the Train Depot Renovation project. The three primary goals of the project were noted to be improvements to (1) the appearance of and the access to the Depot primarily from Main Street, (2) signage, and (3) lighting. The project is primarily about improvements to the appearance and accessibility of the Depot and the surrounding site, and about the creation of a gateway to Old Town Suisun City. The city currently has an estimated construction budget of \$620,000 to complete the improvements.

The extents of the project site include the plaza that was redeveloped in the early 1990s, the driveway through the site, the bus stop waiting area, the train platform, and the parking lot beneath the Highway 12 overpass. Other adjacent areas that may be addressed include the parking lot at the end of Lotz Way and the bus stop across Main Street at the Caltrans parking lot.

The City would like numerous issues to be addressed relating to the project site, including signage, lighting, plaza and bus shelter appearance, safety, and the linkage of the Depot to Old Town. Some functional problems of the site that were noted involve bus circulation, parking, jaywalking at Main Street, pedestrians walking through the adjacent restaurant area, physical comfort of riders on the platform, outdated and overgrown landscaping, and the presence of homeless encampments.

A primary goal of the city is to improve the visual presence of the Depot and the Old Town to visitors in general and in particular to drivers on Highway 12. In 2010, the city proposed to construct a large iconic sign at the west end of Spring Street parallel to the railroad tracks. The design for the sign was completed

and the cost was estimated to be \$190,000 at that time. Due to the dissolution of the redevelopment agency the project was never constructed. The city would like to revisit the possibility of including the iconic sign within the scope of work of the Depot Renovation project.

#### Primary Site Elements

- Bus stop island improvements
- Bus shelter improvements
- Upgrade accessibility of site in general
- Address jaywalking issue
- Potentially install new fencing at Main Street
- Improve entry sequence to Depot
- Potentially raise section of the driveway adjacent to the Depot
- Improve signage/install more functional signage
- Install useful kiosk in appropriate location
- Improve/secure trash enclosure
- Upgrade landscaping
- Improve and increase bike storage facilities
- Improve existing plaza and furnishing
- Address riders discomfort due to climate conditions
- Iconic sign

In addition to addressing site issues, the proposed project includes upgrades to the Depot, both at the exterior and interior. The elements to be addressed at the building's exterior include: the color scheme, window rehabilitation, lighting, signage, security and accessibility upgrades. One of the primary concerns regarding the Depot is access to the main entrance from the plaza. The current entry configuration at the Main Street side of the building from the driveway is not code compliant nor does it maintain a strong visual or physical connection to the plaza.

At the interior, the city would like to ensure the building is accessible and code compliant, and would like to include upgrades to the color scheme, the restroom fixtures and finishes, lighting and signage. Additionally, the City is interested in reviewing space planning and the possibility of installing the infrastructure for a future kitchen.

#### Primary Exterior Building Improvements

- Color scheme
- Window rehabilitation
- Entry code compliance and configuration
- Lighting
- Signage
- Security

### Primary Interior Building Improvements

- Color scheme
- Accessibility and code compliance
- Lighting
- Restroom upgrade of fixtures and finishes
- Kitchen infrastructure
- Space Planning

In January 2013, the City of Suisun City laid out their vision of the work to be completed to the Solano Transportation Authority (STA) and the Ad Hoc Committee appointed by the STA Board to look into funding for the project. The City proposed four “Areas” of work with Area 1 being the highest priority and approximated the total for work in all areas to be \$746,000. The four areas identified include:

#### Area 1 - Building Improvements (Estimated Cost \$131,000)

This work focuses on addressing the commuters comfort and experience in and around the Depot.

- Replace lighting fixtures
- Restroom makeover including new partitions, etc.
- Informational helps such as signage & brochure racks within the building
- Add benches and other furnishing within the building and directly outside
- 3-sided kiosk and way-finding signs outside the building
- Security improvements
- Energy efficient window replacements
- Exterior and interior painting

#### Area 2 – Iconic Sign (Estimated Cost \$190,000)

Work in this area would address identification of the site from Highway 12 and Main Street. The design and bid documents were substantially completed in 2010.

#### Area 3 – Surrounding Station Improvements (Estimated Cost \$265,000)

The work in this area would address the greater Depot site deficiencies.

- Asphalt seal & stripe
- Wrought iron fencing
- Concrete trash receptacles
- Landscaping in the plaza and vicinity
- Improvements to the bus stop island and ADA concrete ramps
- Bus stop shelter improvements
- Additional bike lockers
- Trash enclosure improvements
- Monument signage

Area 4 – Main Street Improvements (Estimated Cost \$160,000)

Work in this area would improve pedestrian access to the Main Street side of the Depot by eliminating barriers, tying the entry to the plaza, and making hardscape improvements.

## **EXISTING CONDITIONS**

### *DESCRIPTION*

#### Site

The Suisun-Fairfield Train Depot is located at the north end of the historic Old Town Suisun City just off Main Street and directly south of Highway 12. The Highway 12 overpass is located over the northern end of the site, and the railroad tracks run along the northwest side of the Depot and the platform. The Depot site consists of a small parking area beneath Highway 12, a driveway traversing the site from Main Street to Spring Street, a bus stop island to the southwest, a pedestrian plaza along Main Street and a modern commercial building to the south of the plaza with an adjacent city-owned parking lot. Additionally, a large Caltrans parking lot located across Main Street from the plaza provides the majority of the parking for the site.

#### Depot

The Depot is a one-story, wood-frame building executed in the Colonial Revival style with Craftsman elements, which is often referred to as Southern Pacific's "Colonnade-style." The building features a standing seam metal-clad hipped roof with deep overhangs and exposed wood rafter tails. Two wood shingle-clad shed dormers with wood vent slats extend from the roof; one on the Main Street side and one on the platform side. The hipped roof extends over the colonnade out toward the platform side to create a large covered porch at the rear of the building. The building is rectangular in plan, and original cove shiplap wood siding clads the exterior walls which feature flat wood trim boards at the base and corners. Vertical wood tongue-and-groove siding clads the top section of the wall atop the profiled wood trim board which runs above the window headers.

The building's main entrance is on the Main Street side through a pair of one-lite-over-three-panel wood doors located atop two narrow concrete steps. Two additional paneled wood doors provide secondary access to the building; one at the Main Street side and one at the southwest side. The accessible entrances are located on the platform side with two concrete ramps and wide curved stair leading up to a concrete platform and two one-lite-over-three panel wood doors which flank the central curved bay. Paired double-hung wood windows with divided lites punctuate the building on all but the southwest façade. The majority of the windows have been replaced in kind to match the originals, and most have been relocated from their original position.

The interior layout features a main central waiting room with a café area to the southwest and a tenant space to the northeast. The café area features a counter and window for serving food, an office, a prep kitchen with an exterior door, and a storage closet. Two restrooms are located behind the tenant space in the northeast end of the building and a small janitor's closet is located in the northern corner.

*HISTORICAL*Historical Context

The Suisun-Fairfield Depot was one of two dozen “Colonnade-style” stations erected by the Southern Pacific Railroad. The style’s name evolved in reference to the wide columned porch at the platform side. The design employs elements of both the Colonial Revival and Arts and Crafts architectural styles. In 1998, only 14 Colonnade-style depots remained according to the Colfax Passenger Depot National Register Nomination. It appears that the Suisun-Fairfield Depot is the only remaining Colonnade-style depot existing in Solano County.

*Building Chronology*

No additional historical research has been conducted for the current undertaking; however a general timeline of building alterations has been compiled from documentation of previous project provided by the city, a review of historic photographs, and the site investigation.

- 1906 First Suisun Depot at the end of Solano Street destroyed by fire
- 1914 Suisun-Fairfield Depot constructed at the present site by the Southern Pacific Railroad
- Prior to 1974 Garage addition constructed at the southwest end.
- 1970s Building in disrepair and abandoned.
- 1992 City of Suisun City’s Redevelopment agency undertook a rehabilitation of the Depot and the surrounding site. Plans were prepared by Cooper Design Group  
Key components of the renovation:
  - Garage addition at the southwest end removed and original roof form restored
  - Interior rooms were reconfigured
  - All interior doors were replaced
  - Much of the Main Street elevation was reconfigured (windows and doors were relocated)
  - New roof was installed
  - New roof-top sign was installed
  - Many original windows and transoms replaced (either as part of the renovation or later)
- 1993 The Redevelopment agency developed the plaza between Main Street and the Depot. Plans were prepared by Lufkin MacNair of Santa Rosa.  
Key components of the project:
  - Removed existing structures from the plaza site
  - Determine the location for a new building
  - Installed a new parking lot at the end of Lotz Way
- Date Unknown Plastic installed in all windows to replace glass

### Historic Eligibility Determination

The property is not currently listed in the California Register of Historic Resources (CRHR) or the National Register of Historic Places (NRHP), but appears eligible for both.<sup>1</sup> The Depot was identified in an extensive county-wide survey conducted by Charles Hall Page and the Cultural Heritage Commission as being of excellent architectural significance and it was recommended that the building be considered for nomination to the NRHP.<sup>2</sup> The survey and preservation plan was adopted by the Suisun City Council in June 1977. For the purposes of the California Environmental Quality Act (CEQA) the property is assumed a historical resource as defined by CEQA §15064.5(a) because the property appears eligible for listing in, the California Register of Historical Resources, and is listed in a local register of historical resources (as defined at Public Resources Code (PRC) §5020.1(k)).

Note: A historic resource evaluation of the building has not been undertaken, although it appears likely that the building would remain eligible for the California Register under Criteria 1 and/or 3. Several alterations have occurred since 1977 including: a non-original addition was removed at the west end, a new roofing material was installed, and several exterior doors and windows were relocated. Additionally, new buildings on some adjacent sites and the Highway 12 overpass have been constructed since 1977. Interactive Resources' initial opinion is that the property likely still retains sufficient integrity to be eligible for the California Register at least at the local level under Criterion 1. The resource appears to maintain full integrity of location, workmanship, feeling, and association, and a slightly diminished integrity of design, setting and materials due to the changes at the platform and Main Street façades, the development of the surrounding area, and the installation of a new roofing material.

### *Period of Significance*

The period of significance is the span of time in which a property attained the significance for which it was found to meet the eligibility criteria. Since there is no existing historical resource evaluation of the Depot, Interactive Resources has used 1914, the year of the building's original construction and opening, in identifying character-defining features.

### *Character-Defining Features*

In order to begin the assessment of the architectural conditions of the historic Depot it is necessary to identify the character-defining features of the building. The identification of the features that give a building its visual character aids in determining how to preserve the overall character and significance of a historic building during a renovation project. Character-defining elements typically include the overall shape of the building, its materials, craftsmanship, and decorative details, and can also include interior spaces and features, as well as various aspects of its site and environment.

Central to any assessment of whether a proposed action is in accordance with the *Secretary of the Interior Standards for Rehabilitation* is an evaluation of the effect the action will have on character-defining features. To meet the *Secretary's Standards*, care need be taken to, wherever possible, preserve character-defining features, to repair instead of replace deteriorated features, and to replace-in-kind features that are too severely deteriorate to repair.

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1. City of Suisun City Request for Proposals for Architectural Services, Suisun-Fairfield Train Depot Renovation, (July 3, 2013): 4.

2. The Central Solano County Cultural Heritage Commission, *Our Lasting Heritage*, (June 1977) 53 and 75.

Based on the building's current appearance and our understanding of the building's history, Interactive Resources has developed the following list of character-defining features for the Suisun-Fairfield Train Depot.

#### General

- The building's location adjacent to the railroad tracks and near the Old Town
- Rectangular building plan
- Single story height
- Gable roof form
- "Colonnade-style" symmetrical design that combines Colonial Revival and Arts and Crafts architectural styles.

#### Exterior

- Wood shingle-clad shed dormer vents
- Wood rafter tails at the eaves
- Platform-side covered porch
- Smooth iron porch columns with Doric capitals
- Vertical wood siding beneath the eaves
- Profiled wood molding above the shiplap siding
- Narrow-width wood cove shiplap siding
- Flat wood corner trim boards
- Flat wood window surrounds and profiled window sills
- Original door and window openings
- Original double-hung wood windows (*Evident from the details of the lug component, muntins and glazing putty, only two double-hung windows are original and all others are replacements likely from the 1990s. The glass in all windows has been replaced with plastic.*)
- Original 6-lite fixed wood window at the southwest side facing the bus stop island.
- Original five-panel wood exterior door (Main Street facade)
- Original wood transom frame on platform façade with modern stained glass
- Platform façade rounded bay
- Wood tongue-and-groove porch ceiling
- Wood structural beams at platform-side porch

#### Interior

- Original wainscoting and molding in some locations
- Picture rail
- Ceiling height

Note: None of the exterior lighting is original to the building. The small identification signs on the roof were installed in 1992 and are similar in design to the originals.

### *ARCHITECTURAL/ACCESSIBILITY*

Overall the historic Depot appears to be in fair to good condition. Several accessibility issues related to the building were noted both at the interior and exterior. Additionally, many of the existing finishes are exhibiting wear and age. The general layout of the plan seems to function, however the café tenant is limited by not having a full kitchen and there is no storage area dedicated to Greyhound shipments. The fixtures and finishes in the restrooms are dated, worn and not efficient.

#### Accessibility, Exterior

- Exterior doors require too much force to open
- No handrails or warning strips at the Main Street side entry stairs
- Top landing is too narrow at the Main Street stairs
- Entry stairs at the platform side either are missing or have faded warning strips
- Ramp and stairs to tenant area at southwest side do not have handrails or warning strips
- One pay phone must be accessible and is currently set too high

#### Accessibility, Interior

- No accessible counter height at food service counter
- No accessible counter height at informational counter
- Existing drinking fountain is non-compliant
- Restroom door clearances are okay as long as the doors do not have a latch
- The existing restroom configurations are not compliant and should be revised

#### Architectural Components

- Exterior paint worn and not historically compatible
- Windows have plastic panes, not glass
- Windows have been made inoperable
- Roof is soiled and has nesting pigeons
- Interior finishes are worn
- Wood wainscoting appears to be in fair condition

#### Bus stops

- Finishes are generally dirty and worn
- There is no signage or lighting
- Bottom and top panes have been removed from window walls

#### Signage

- Existing kiosk has limited information and is in an area where few people travel
- Two roof-mounted signs are historic in style, but do not maintain the original color scheme or lettering style and are smaller in size than the originals
- The large roof-mounted sign is dated and its historic-style creates a false sense of historical development
- There is no signage connecting the Depot site to Old Town

- Train informational signage is all on the platform side
- The new Amtrak sign is quite modern and not in keeping with the overall style
- Lack of directional signage at the platform, inside the Depot, and at the bus stops shelters.

#### *LANDSCAPE*

Appendix A includes an existing site plan with reference notes prepared by PGA design and a list of project recommendations with several noted as “high priority” items. The majority of the high priority items involve pruning and/or replacing landscaping in order to improve visual access throughout the site; therefore they constitute safety improvement items.

#### *CIVIL*

Appendix B includes an existing site plan with reference notes prepared by Urban Design which identifies various site deficiencies and project recommendations. Noted site conditions include several deficient curb ramps throughout the site, as well as noncompliant surfaces at the bus stop island. Further, Urban Design noted the opportunity for an additional accessible parking stall in the adjacent parking lot and for diagonal parking along the driveway northwest of the bus stop island in order to increase the number of available parking spots. Access from the plaza and to the building entrance at the Main Street side was noted to be problematic, and a location for design options to be reviewed. Urban Design also identified a possible location for an additional curb ramp at the southwest end of the bus stop island; however the inclusion of a ramp at this location would require additional alterations to the existing path of travel across the driveway and along Spring Street.

Urban Design reviewed several potential options to improve access to the Main Street, and these options are show in Appendix B.

#### *ELECTRICAL*

Appendix C includes a report prepared by Brokaw Consulting addressing the existing conditions and recommendation for electrical systems and lighting throughout the building and the site. After reviewing the existing exterior lighting conditions, they found that the plaza trees need to be trimmed in order stop blocking existing light and that the post top light fixtures are faded and in need of maintenance. Additionally, the lighting at the boarding platform and along the path to the bus stops and at the bus stops did not appear adequate.

#### *MECHANICAL*

Appendix D includes a report prepared by 15000 Inc. addressing the existing mechanical systems and recommendations for future improvements. The mechanical engineer found that most items looked appropriate for the age of the building. Potential issues that were noted include the removal of the

condensing unit cage from the exterior; the replacement of existing fixtures to more efficient ones; fitting all desired elements for the kitchen into the existing square-footage; and the location of the grease interceptor at the inside, rather than outside.

## **PROPOSED PROJECT SCOPE ITEMS**

The following proposed scope items have been grouped to correspond to the City of Suisun City's initial Project Proposal provided to the STA. Area 1 includes the Depot and the grounds immediately surrounding the building, and contains the highest priority items. Areas 2 through 4 include improvements beyond the immediate vicinity of the building.

### Area 1: Depot Improvements

#### Exterior

1. New exterior paint scheme
2. Address Main Street entry configuration
3. New exterior handrails and warning strips at stairs where required
4. Revise/replace the exterior signage
5. Upgrade exterior lighting on building
6. Select locations for security cameras at building exterior
7. Upgrade lighting at platform
8. Address rider comfort at platform/provide new furnishings
9. Install kiosk and way-finding signage at platform
10. Install interpretive signage focusing on the history of the site and the city

#### Interior

1. Rehabilitate existing windows
2. Adjust exterior doors opening force
3. New interior paint scheme
4. New interior lighting
5. Revise interior restroom layout for ADA compliance
6. New interior restroom fixtures
7. New interior restroom finishes
8. New ADA compliant drinking fountain
9. Prepare café area for commercial kitchen installation
10. Minor adjustments to interior space layout
11. Review interior finishes
12. New interior furnishings
13. Alterations to counter heights for ADA compliance
14. Install interpretive signage focusing on the history of the site and the city

### Area 2: Iconic Sign

*It is recommended that this item be removed from the proposed project.*

Area 3: Surrounding Depot Improvements

1. Address travel sequence to and from Caltrans lot
2. Revise accessible parking at lot adjacent to Depot
3. Revise “no parking” areas on site (at the driveway)
4. Improve bus stop island accessibility (curb ramps and level sidewalk)
5. Improve bus shelters
6. Upgrade lighting at bus stop island
7. Upgrade lighting at plaza
8. Upgrade landscaping
9. Repair/upgrade irrigation
10. Upgrade paving appearance
11. Improve trash enclosure
12. New bike storage facilities
13. New fencing at parking lot side of Main Street

Area 4: Main Street Entry Improvements

1. Improve overall entry sequence at the Main Street side
2. Address connection to plaza at the Main Street side of Depot
3. Review ADA access to the building

Recommended Items to Consider for Future Projects

1. New roof. Install a material that would be more historically compatible to the building.
2. Install security cameras
3. Install hardwood floors, which would be more historically compatible to the building.
4. Develop new interior space layout, depending on the needs of potential new tenants.
5. Install commercial kitchen, as potentially required by a new tenant.
6. An ADA accessible ramp could be located within the plaza in place of an existing planter to facilitate a more direct route to the building from Main Street and/or the Caltrans parking lot. A new ramp would provide a shorter as compared to the existing sidewalk route which requires maintains the path of travel around the perimeter of the plaza. While not a requirement, a new ramp could be beneficial to the overall user experience.

## **CONCEPTUAL DESIGN APPROACH**

### *SITE*

The overall approach to the site design includes making minor adjustments and improving the existing facilities where possible. Much of the existing landscaping can be improved through pruning and selective plant removal, which would improve site lines, visibility of the Depot, and increase light levels. The electrical report also recommends installing additional lamp posts at the platform and lights within the bus stops to increase visibility and security at the site.

In order to improve both visibility of the building and access from the plaza to the Depot, we are recommending altering the entry stairs and driveway immediately in front of the Depot. All parking would be removed from in front of the Depot, and a new wide platform and stair would be installed at the main entry directly across from the plaza stair. The curb would bulb out at this location and the driveway would be narrowed for short distance. New concrete paving at the narrowed section of the driveway installed to match the existing paving style of the plaza would also serve to visually and physically connect the elements.

### Site Furnishings

Overall the existing site furnishings appear to be in fair condition. Rather than replacing the existing elements, we recommend the furnishings be repainted and repaired where applicable. Currently only two benches, both located at the platform side, provide seating for passengers at the Depot. The benches should be cleaned, painted, and any broken wood slats replaced. Although the benches are protected by the porch overhand and are conveniently positioned to face the train tracks, the platform side of the Depot tends to be cold and windy and is not the most ideal placement for benches. We recommend maintaining the existing benches at the platform side and locating several new benches. New benches are needed at the northwest end of the building since many passengers wait here because it is sunny in the morning and the building provides a wind block. Another possible location for new benches would at the southwest end of the platform area adjacent to the beginning of the short term parking and taxi lane.

### Signage

There are two types of signage found at the Depot site: identification and directional/informational. Identification signage serves to promote the City, the Depot, the transportation services, and the building tenants. Historically typical Southern Pacific identification signs for the Depot were located at the ends of the roof perpendicular to the track, so as to be seen by approaching train passengers. Currently identification signage is located atop the narrow ends of the roof perpendicular to the tracks, atop the Main Street side of the roof, flanking the Main Street side double doors on the facade, at the southwest end of the platform on a standard Amtrak sign, at the far ends of the platform also on a standard Amtrak signs, at the kiosk at the driveway and Main Street, and at the interior tenant spaces.

Directional/informational signage serves to provide riders information about items such as transportation options available, timetables, and directions to local attractions and services. Existing directional/informational signage includes the ceiling-mounted electronic display board at the platform side, a standard Amtrak sign at the southwest end of the platform, the ground-mounted passenger information free-standing sign at the platform, pole mounted signs at the bus stop island, a display case at the interior and a brochure stand at the interior.

To improve the signage throughout the site Interactive Resources recommends first that a cohesive design standard be carried out throughout all the site signage where possible. City staff is currently reviewing if there is an opportunity to work with Amtrak on its standard design approach in order to better accommodate their signs on site. It would be beneficial to install new informational kiosks at a more

accessible site within the plaza and at the train platform for riders exiting the trains. The new kiosks would serve to provide both identification and informational signage. Further, a new monument sign for site identification would be best located within the plaza planter located along Main Street. The monumental sign would help to connect the plaza to the Depot and provide more visibility to drivers. Also, signage relevant to the Depot and/or Old Town could be mounted on the existing lamp post in the plaza, at the bus stop island and along Main Street.

New updated identification signage would be mounted to the building itself, and we would recommend that either a new roof mounted sign be designed or the existing sign be updated and altered to match the recommended color scheme and to remove some of the details that provide a false sense of historical development. Other potential locations for smaller direction and/or informational signage are on the bus stop island, near the bus stop at Main Street, and on the Main Street side of the Depot. It would also be beneficial to locate a new electronic sign board at the interior of the Depot for passengers who do not wish to wait outside.

Additionally, we recommend locating interpretative signage near the exterior of the Depot or the interior waiting room. Interpretive signage focusing on the history of Suisun City and the Depot itself would serve as an educational tool and would help to connect the Depot to the Old Town by illustrating the integrated history. The signage could incorporate historic photographs, maps, and text.

Our design team noted that the Highway 12 overpass located adjacent to the site could serve as canvas for a “gateway” mural indicating arrival both at the Depot and into Old Town Suisun City. The concrete columns and surfaces are very visually prominent both to pedestrians and drivers. The approach of activating an existing structure has proven to be very successful in numerous communities.

Existing Signage Examples



*Figure 1: Existing rooftop end sign similar in style to the historic Southern Pacific signage.*



*Figure 2: Existing rooftop signage and wall-mounted signage flanking entry.*



Figure 3: Existing informational sign



Figure 4: Existing Amtrak signage at end of platform



Figure 5: Existing Amtrak sign at southwest end of platform



Figure 6: Existing interior display case.

## *Depot Building*

### Color Scheme

Southern Pacific's historic train depots maintained standard designs and colors that served to identify the railroad company and distinguish it from other companies. The distinct bright color scheme will serve to differentiate the Suisun-Fairfield Depot from its surroundings and will provide the building with greater visibility. The recommended exterior color scheme would follow that of the original Southern Pacific colors for the period which were colonial yellow for the body, light brown for the trim, and white for the window sashes. The early roof shingles tended to be red, whereas, green roofs were introduced in the 1910s. Several Southern Pacific Depots from the 1910s have been restored throughout Northern California, and paint analysis has previously been conducted as part of some of these projects. The Niles Depot restoration project in Fremont posted the color Munsell color numbers that have been determined to be historically accurate for the Southern Pacific Depots of this era.

#### *Exterior*

##### Body:

“SP Colonial Yellow” (2.5Y 8/6). This yellow was typically found on the Depot's upper body, columns, and door panels.

“SP Dark Yellow” (10Y 7/8). This darker yellow was typically found on the Depot's lower body, column trim, and was mixed with sand to provide a more durable surface.

Window Sash: A “warm white” (such as off-white “Frost #14 Kelly Moore) is typically used on the window and transom sashes.

Trim: “SP Samoa Brown” (7.5YR 4/4). This brown was used for architectural trim elements such as window and door surrounds, corner boards, door stiles and rails, and column base.

#### *Interior*

Walls: “SP Cream” (10YR 8/4). Used in some restorations for walls, doors, door and window surrounds, and trim.

Upper wall sections: “SP Putty” (10YR 8/2)

Wainscot: “SP Dark Red Brown” (2.5YR 2/4). This brown was used at the Fremont Station; however a much lighter gray-green color was employed at Colfax on the wainscot and trim.



*Figure 7: The Colfax Passenger Depot was built in 1905, placed on the National Register of Historic Places in 1999 and restored in 2007. The building is also a Colonnade-style Southern Pacific depot.*



*Figure 8: Exterior color scheme of the rehabilitated Niles Canyon Depot in Fremont.*



*Figure 9: The Colfax Passenger Depot interior color scheme.*



*Figure 10: The Niles Depot in Fremont interior color scheme.*

### Windows

It appears that only three windows extant in the building are original. The remaining windows appear to have been replaced in kind with compatible wood windows maintaining the original lite divisions. At some point all the window glass was replaced with a heavy plastic material, likely to stop vandalism. The original windows should be rehabilitated with new glass, glazing, and weather-stripping. The in kind replacement windows could also be rehabilitated and maintained at a cost that is likely less than that of purchasing new windows. Energy efficiency can be attained by ensuring the windows are air tight and functioning properly. All wood surfaces of the windows will be prepped, primed and painted.

### Restrooms

The restrooms were code compliant when constructed in 1992; however the existing stalls are too narrow for current code requirements. The restrooms could be reconfigured by removing the wing wall adjacent to the sink counter and installing new partitions. It is also recommended that all existing fixtures be replaced with new efficient fixtures. New tiles at the floor and walls should be installed to update the appearance of the restroom. Additionally, the entry doors to the restrooms have a narrow push side clearance, however as long as there is no latch on the door the existing condition is code compliant. The restroom identification signage at the walls needs to be relocated higher on the wall.

### ADA Compliance

The existing accessible entrances at the platform side of the Depot are compliant with current code, using the provision in the Historical Building Code Section 8-603.2(1) which allows for the accessible entrance to be no further than 200 feet than the primary entrance used by the general public. Therefore, we do not recommend that an additional ramp be constructed at the Main Street side of the Depot to serve the central entry doors.

Several interior elements need to be reconfigured in order to meet current accessibility codes. Neither the counter at the café or the tenant space provides a separate accessible area. Therefore a 36" wide section of each counter should be lowered to a height of 34". Additionally, the drinking fountain is not installed at the code prescribed height.

### Furnishing and Finishes

The interior furnishing consists of wood benches (a type typically found in an outdoor setting) and simple café tables and chairs. The furniture appears to be in fair, functioning condition and has not reached the end of its lifecycle. Further, the existing furnishings currently provide ample indoor seating in relation to the building occupancy load. The exterior of the building appears to have a greater need for additional seating. As a general appearance upgrade, new furniture could be considered to provide a more comfortable and inviting space. However, a most significant impact to the interior appearance would likely be made by upgrading the building's lighting fixtures and selective finishes. Additionally, changing

the interior door paint color to a more compatible white or brown, in conjunction with a new wall color would provide a cleaner, updated look. In consideration of the available budget we recommend including furnishing in a later phase or as a part of a future tenant upgrade project. Other prospective items to consider with additional funding would be the installation of wood flooring and the selection of a new countertop material. For the current project we recommend repainting the interior and upgrading the lighting fixtures.

### Security Upgrades

The primary measures that are being recommended in order to increase security at and around the Depot are the improvement of existing exterior lights, the addition of new exterior lights, the replacement of interior lights, and the pruning and selective removal of vegetation. These measures would increase the overall visibility and safety of the site. Additionally, two security camera locations will be identified and prepped for installation at the building's exterior. An alarm system is not currently being proposed, however one would likely increase security as well.

### Space Planning

A simple alteration to allow for the storage of the Greyhound packages would be to provide a new door opening from the lobby into the existing café office room. If future funding is located to continue with upgrades to the Depot, Interactive Resources would recommend making a few alterations to the interior arrangement. Historically, the Depot's interior layout was orthogonal. We would consider removing the curved wall of the café and the angled wall of the tenant space. However the interior layout is also heavily reliant on the type of tenant.

## **SECRETARY OF THE INTERIORS STANDARDS COMPLIANCE ASSESSMENT**

In accordance with the requirements of the CEQA, the project would be evaluated for consistency with the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings (Weeks and Grimmer, 1995). The full rehabilitation project would qualify as rehabilitation as defined by the Secretary's Standards and Guidelines:

*Rehabilitation* is defined as the act or process of making possible a compatible use for a property through repair, alterations, and additions while preserving those portions or features which convey its historical, cultural, or architectural values.

Therefore, the relevant Standards are those for *rehabilitation*, as stated and discussed below. In addition to the Standards, there are numerous guidelines that expand upon the concepts outlined in the guidelines and address specific issues that arise in rehabilitation work, including how to identify, retain, protect, preserve and repair historic building materials and features; how and when to replace them and how to

design appropriate additions and alterations. These guidelines are numerous and will not all apply to a given project. They will be reference where appropriate.

1. A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.

Comment: The property will maintain its historic use as a train depot. All proposed alterations require minimal changes to the existing character defining features of the building.

2. The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.

Comment: The historic character of the property will be retained. Where extant, all historic features will remain and be rehabilitated.

3. Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.

Comment: No conjectural features or alterations that create a false sense of history will be added as part of the proposed project.

The existing rooftop clock sign maintains some decorative features that create a false sense of historical development, the replacement of the sign when funding is available, or some minor modifications of the existing sign would be recommended.

4. Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.

Comment: There does not appear to be any non-original features that have acquired their own historic significance in relation to the subject property.

5. Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a property shall be preserved.

Comment: All distinctive features, finishes and construction techniques will be preserved. All character defining features will remain in place and will be rehabilitated including but not limited to, wood siding, columns, windows, and wood trim.

6. Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.

Comment: All original features will be rehabilitated as needed. Several features have already been replaced-in-kind, namely the majority of the exterior windows. The windows will be rehabilitated, but will continue to match the original, historic windows.

7. Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.

Comment: No chemical or harsh treatments are to be proposed. All proposed work to and/or cleaning of the exterior siding and character defining features shall be undertaken by the gentlest means possible.

8. Significant archeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.

Comment: There are no known archeological resources on the site. If any such resources are discovered during construction appropriate mitigated measure shall be undertaken.

9. New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.

Comment: There are no proposed building additions. Exterior alterations will include the removal of two non-historic concrete stairs and the construction of one wide stair to improve access to the building. The proposed stair will not destroy any historic materials that characterize the property and will be clearly identifiable as new construction. Additionally, changes are proposed to occur to the surrounding site. The site surrounding the Depot has undergone numerous alterations over its history with the construction of the highway overpass, the removal of buildings on the Main Street side, and the construction of the plaza and adjacent new buildings. Further, the building's finished floor level and relationship to the height of the train tracks and adjacent driveway has also been altered over its lifetime. However, the building still appears to retain sufficient integrity to illustrate its historic architectural significance.

10. New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

Comment: The historic Depot would maintain its essential form and integrity if any additional entry stairs were removed in the future.

## **REGULATORY FRAMEWORK**

### *NATIONAL HISTORIC PRESERVATION ACT OF 1966/SECTION 106*

The National Historic Preservation Act of 1966 (NHPA) established the Advisory Council on Historic Preservation; authorized the Secretary of the Interior to maintain an NRHP; directed the Secretary to approve state historic preservation programs that provided for a State Historic Preservation Officer (SHPO); established a National Historic Preservation Fund program; and codified the National Historic Landmarks program.

Section 106 of the NHPA and its implementing regulations (Title 36 of the Code of Federal Regulations [CFR], Part 800 [36 CFR 800], as amended in 1999) requires federal agencies to consider the effects of their undertakings, or those they fund or permit, on properties that may be eligible for listing, or that are listed in the NRHP. Section 106 only applies to projects in which a federal agency is carrying out the project, approving it or funding it.

For projects that are under Section 106 review, the implementing regulations call for considerable consultation with SHPO, Indian tribes, and interested members of the public throughout the process. The four principal steps are as follows:

1. Initiate the Section 106 process, including a plan for public involvement (36 CFR 800.3).
2. Identify historic properties, consisting of those resources within an Area of Potential Effect (APE) that are eligible for inclusion in the NRHP (36 CFR 800.4).
3. Assess the effects of the undertaking on historic properties in the APE (36 CFR 800.5).
4. Resolve adverse effects (36 CFR 800.6). Adverse effects on historic properties often are resolved through preparation of a memorandum of agreement or a programmatic agreement developed in consultation between the lead federal agency, the SHPO, Indian tribes, and interested members of the public. The Advisory Council on Historic Preservation is also invited to participate.

In the case of the Suisun-Fairfield Train Depot Renovation project, the property is not owned by a federal agency and the project would not be carried out by a federal agency. However, there is funding being sourced through a federal agency, the Federal Highway Administration, which will require the project to undergo a Section 106 review. In order to ensure the project does not create an adverse impact on a historic resource, the project must be consistent with the *Secretary of the Interior's Standards* and must be found not to diminish the integrity of the property.

*CALIFORNIA ENVIRONMENTAL QUALITY ACT*

As stated above the subject building is currently considered a significant historical resource as defined by CEQA, therefore any project with a potential impact on the building would be required to comply with the CEQA Guidelines. The CEQA Guidelines provide for various classes of categorical exemptions, including Class 31 exemptions for projects that are limited to rehabilitation of historical resources in a manner consistent with the *Secretary's Standards and Guidelines*. However, this exemption cannot be used where the proposed project may cause a substantial adverse change in the significance of a historical resource as defined by the CEQA Guidelines in Section 15064.5(b).

The Guidelines state that physical demolition of a resource by definition constitutes a "substantial adverse change" and would therefore have a significant adverse effect on the resource. Furthermore, relocation or "alteration of the resource or its immediate surroundings" can also constitute a substantial adverse change in the significance of an historical resource if it would result in "material impairment" of the resource. A project is considered to result in material impairment when it "alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion" in the California Register of Historical Resources (Section 15064.5(b)(2)(A)). However, if the proposed project would not result in a "material impairment" and is found to be consistent with the *Secretary's Standards and Guidelines*, it will qualify for the Class 31 categorical exemption.

**PROJECT RECOMMENDATION**

Given the limited budget of the project in conjunction with the numerous goals, we have developed our project recommendation by identifying the most critical needs in relation to the most cost effective components in order to develop a prioritized program. The attached cost estimate (see Appendix E) includes all items we have presented in the project scope through the development of the conceptual design. The cost estimate is conceptual in nature and somewhat conservative due to several factors: a) the project is a renovation with small quantities of work which impacts productivity and pricing, b) the project is historical in nature and requires extra care in order not to damage historic finishes and items, and c) the site must remain operational during construction. The estimated cost of the project as reviewed totaled at approximately \$782,300 in construction costs, with additional items amounting to approximately \$621,800, being identified as either maintenance projects to be undertaken by the City or for future development phases. The City has identified an estimated construction budget of \$620,000 for the project; therefore several proposed elements will need to be removed in order to achieve the target cost.

The following itemization is divided into three categories: 1) elements essential to the project, 2) elements of secondary importance, and 3) elements for future phases. The first category presents a project that is estimated to cost within the proposed budget; would include only items deemed critical to the program; and would address the key project goals of upgrading the Depot and site's overall appearance and visibility from Main Street, enhancing passenger comfort levels, providing updated and more useful signage such as a platform kiosk, increasing lighting levels and resolving key accessibility issues. The second category contains items that would enhance the project and are recommended if additional funding is located. The total estimated cost of the first category's items is less than the City's proposed project

budget; therefore there is an opportunity for the City to select some elements from the second category to include in the project. Our recommendation would be to consider including selective landscaping items and the repaving of the driveway segment. Items identified for future phases would further enhance the site and building, but can be identified as autonomous projects.

### 1) Elements Essential to the Project

#### *Area 1: Depot Improvements*

##### Depot Exterior

1. New exterior paint scheme
2. New Main Street entry configuration
3. New exterior handrails and warning strips at stairs where required
4. Revise the exterior signage
5. New exterior building-mounted lighting
6. Select and prepare locations for security cameras at building exterior
7. Provide new benches
8. Install kiosk at platform
9. Install way-finding signage at platform
10. Install pigeon guard at roof
11. New ADA parking stalls

##### Depot Interior

1. Rehabilitate existing windows
2. Adjust exterior doors opening force
3. New interior paint scheme
4. New interior lighting
5. Revise interior restroom layout for ADA compliance
6. New interior restroom fixtures
7. New interior restroom finishes
8. New ADA compliant drinking fountain
9. New interior door at existing office to provide access for designated Greyhound storage

*(Area 2: Intentionally not included)*

#### *Area 3: Surrounding Depot Improvements*

1. Improve bus stop island – remove or grind upheaved pavement
2. Remove and replace curb cuts
3. Upgrade bus stop shelters
4. Install lighting at bus stop shelters
5. Upgrade lighting at plaza by cleaning glass components
6. Upgrade landscaping. Item numbers 16, 18, 19, and 20 in Appendix A have been identified as “High Priority” items.
7. Test and modify irrigation system
8. Upgrade paving appearance by changing the color of the concrete bands

9. Clean and paint dumpster enclosure
10. New bike storage facilities

*Area 4: Main Street Entry Improvements*

1. Remove existing non-original concrete entry stairs
2. Install new wide concrete stair to align with plaza stairs across the driveway
3. Install new handrails at concrete stair
4. Relocate one existing pay phone and reinstall at ADA compliant height.

Estimated Phase 1 Total: \$563,000

Maintenance items to be performed by the City include primarily landscaping item numbers 6, 11, 12, 16, 20 and 28 as identified in Appendix A. Additionally landscape item number 4 recommends removing and replacing 16 trees or pruning trees. The pruning of these trees could also be added to the City maintenance list. Finally, we recommend the City power wash the roof and adjust the closer force on the Depot exterior doors.

Maintenance items estimated cost if included in the project: \$39,806 plus \$8,000 for landscape item number 4, removing and replacing 16 trees.

2) Elements of Secondary Importance

*Area 1: Depot Improvements*

Depot Exterior

1. New lampposts at the platform - \$12,000
2. Install security cameras at prepped locations - \$10,000

Depot Interior

1. Prepare café area for commercial kitchen installation - \$27,000
  - a. Provide Type 1 hood
  - b. Independent exhaust fan
  - c. Make-up air unit
  - d. Provide a grease interceptor
2. Remove and replace furnace and condenser (the replacement of the furnace and condenser could be deferred for up to ten more years, however maintenance will become increasingly difficult and more expensive – see Appendix D) - \$15,000
3. Lighting control system - \$9,800

*(Area 2: Intentionally not included)*

*Area 3: Surrounding Depot Improvements*

1. Monumental sign at plaza - \$7,000
2. Install additional kiosk at plaza - \$10,000
3. Extend ornamental fencing at east side of Main Street - \$13,500

4. Upgrade landscaping. Item numbers 2, 3, 4, 6, 7, 8, 11, 13, and 29 in Appendix A have been identified as lower priority items. - \$29,000

*Area 4: Main Street Entry Improvements*

1. Repave driveway in front of new stair to match existing pavement at plaza. - \$21,450

Additional Cost of Phase 2 (total estimate adjusted to reflect General Conditions, Bonds and Insurance, Overhead & Profit, Design Contingency and Escalation): \$230,000

Estimated Total Cost Project including *Phase 1 and Phase 2*: \$782,300

3) Elements for Future Phases

*Area 1: Depot Improvements*

(Estimated construction costs for each item are provided below as available and not including additional factors such as general conditions, insurance, escalation, etc.)

Depot Interior

1. New interior finishes, i.e. hardwood floors, countertop materials, etc., no cost provided
2. New interior furnishings: benches, café tables and chairs - \$24,750
3. Alterations to counter heights for ADA compliance - \$2,645

*Area 2: Iconic Sign*

1. Construct iconic sign. Consider altering design to make more compatible to historic character of the Depot - \$250,000

*Area 3: Surrounding Depot Improvements*

1. Paint the underside of overpass and supports - \$58,590

## CONCLUSION

The existing Suisun-Fairfield Depot and its surrounding property can be reasonably rehabilitated and improved without undertaking major construction, in a manner that would serve to meet the goals of the City and of the project funders. Ultimately the objective is to improve the visual appearance of the existing historic Depot and the surrounding environment for the ridership, while also improving access and comfort and enhancing signage in order to create a more prominent site and a stronger connection to the Old Town Suisun City. This conceptual design study investigates multiple approaches to several issues and attempts to prioritize project goals. In conjunction with our consultants we have proposed a project recommendation based on defined priorities, estimated costs and the proposed budget.

### ADDITIONAL FIGURES

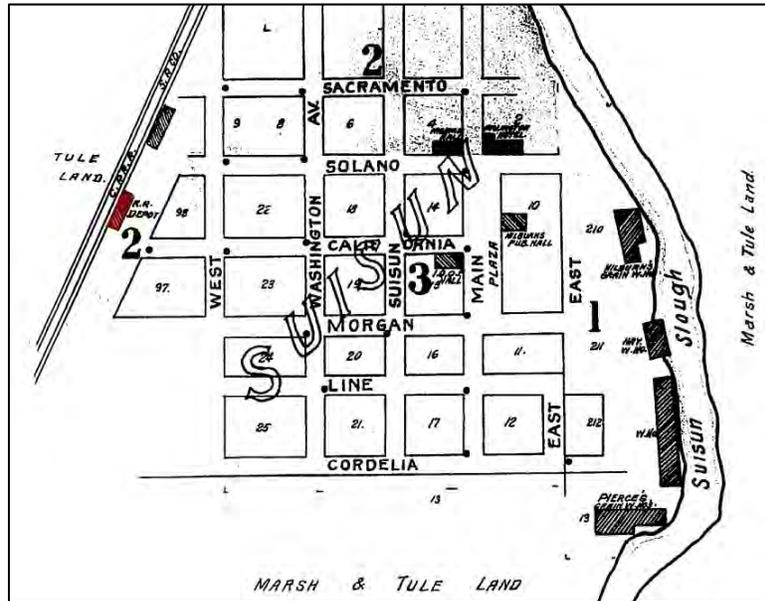


Figure 11 The original train depot (in red) was located to the south of its current location and was destroyed by a fire in 1906. This map show the temporary facility that was established until the new building was constructed in 1914. Sanborn Map 1907

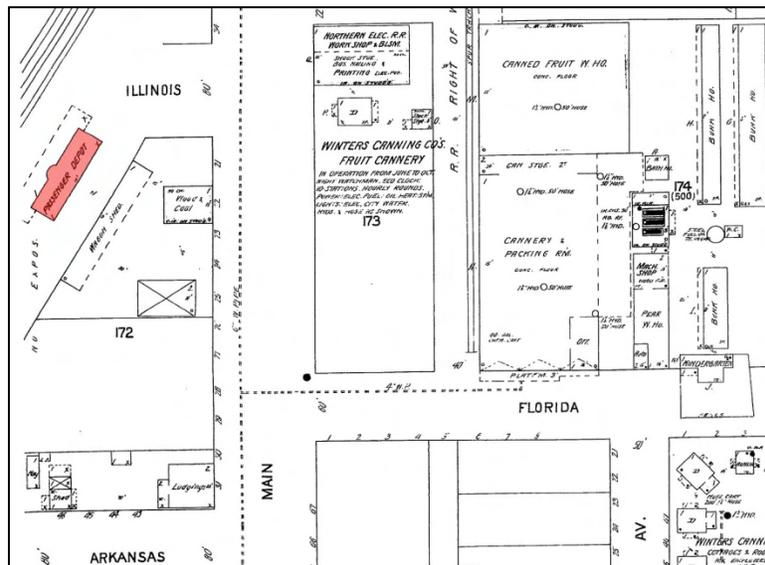


Figure 12: The Suisun-Fairfield Train Depot (in red) at its current location. Sanborn Map 1907.

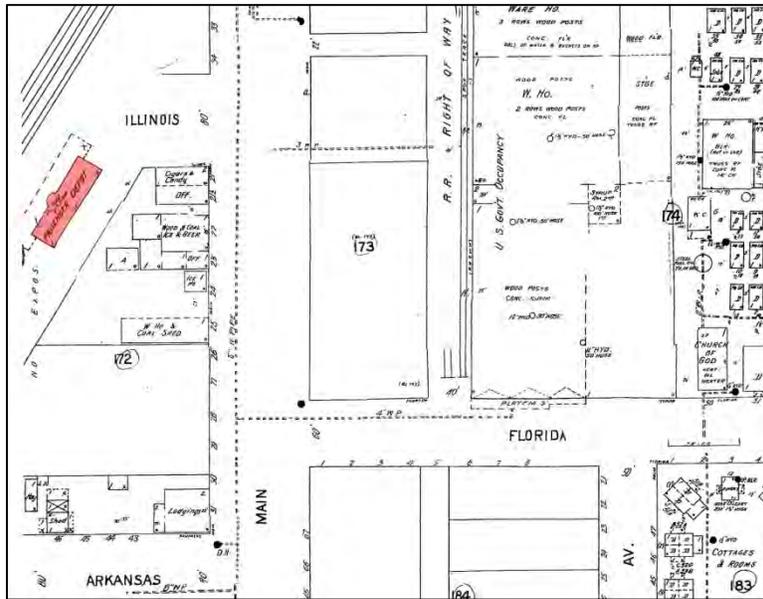


Figure 13: The Suisun-Fairfield Train Depot (in red) in 1945. Sanborn Map 1945.



Figure 14: A colored rendition of a postcard of the Suisun-Fairfield Train Depot c.1914. The image shows the original gold and brown color scheme typical of Southern Pacific Depots.



*Figure 15: Historic view of the platform side of the Suisun-Fairfield Train Depot, 1946.*



*Figure 16: Historic view of the platform side of the Suisun-Fairfield Train Depot, no date. Note the buildings in the background on the Main street side.*



*Figure 17: Historic view of the Main Street side of the Suisun-Fairfield Train Depot, 1946.*



*Figure 18: View of the platform side of the existing train depot in 1974. Note the platform and train tracks were level and there was an addition at the southeast end (behind the blue truck).*



Figure 19: View of the platform side looking northeast, 2013.



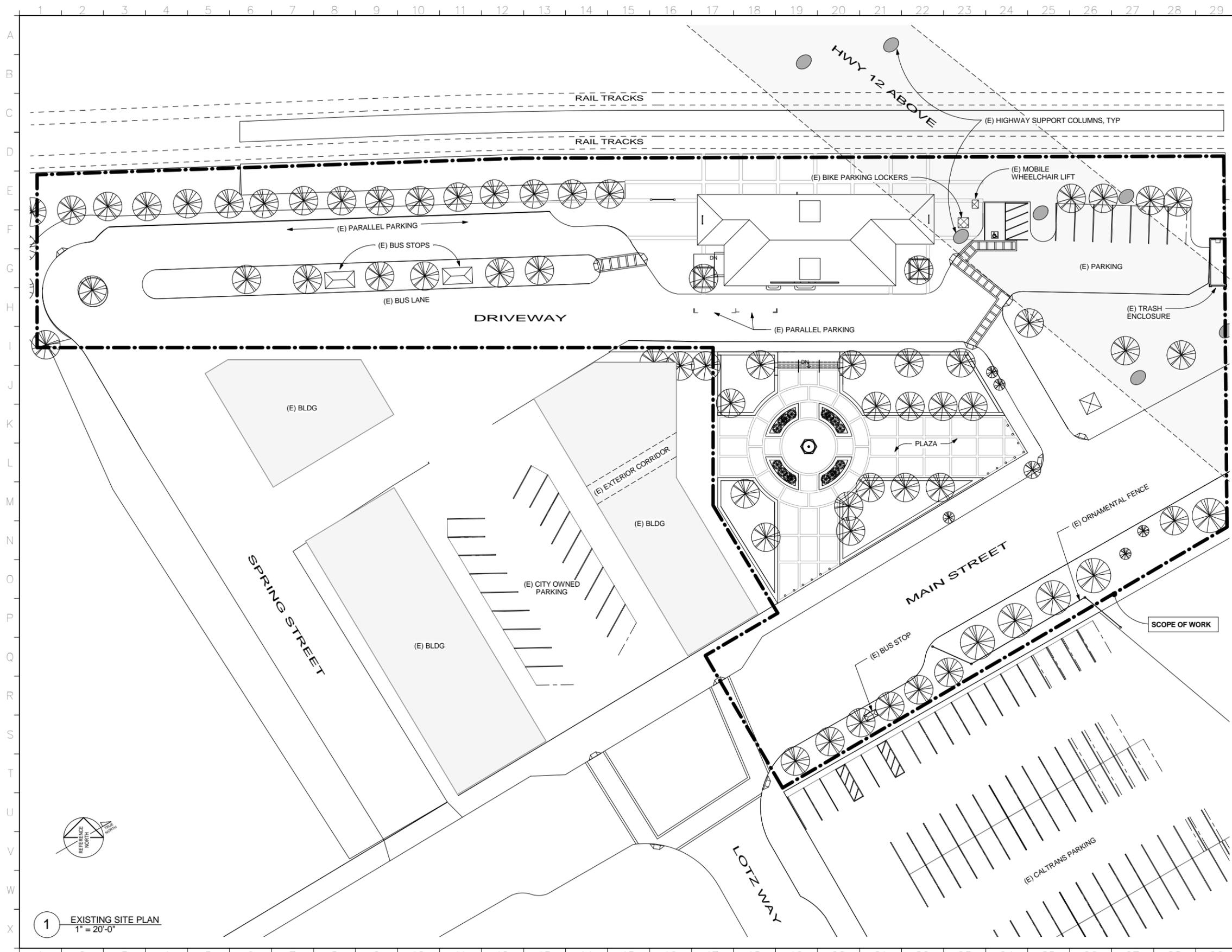
Figure 20: View of Main Street side looking southwest, 2013.

March 17, 2014

Suisun-Fairfield Train Depot Renovation, Suisun City, CA  
Federal Project No. CML-5032(026)

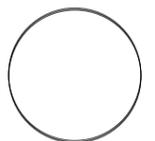
**CONCEPTUAL DESIGN DRAWINGS**

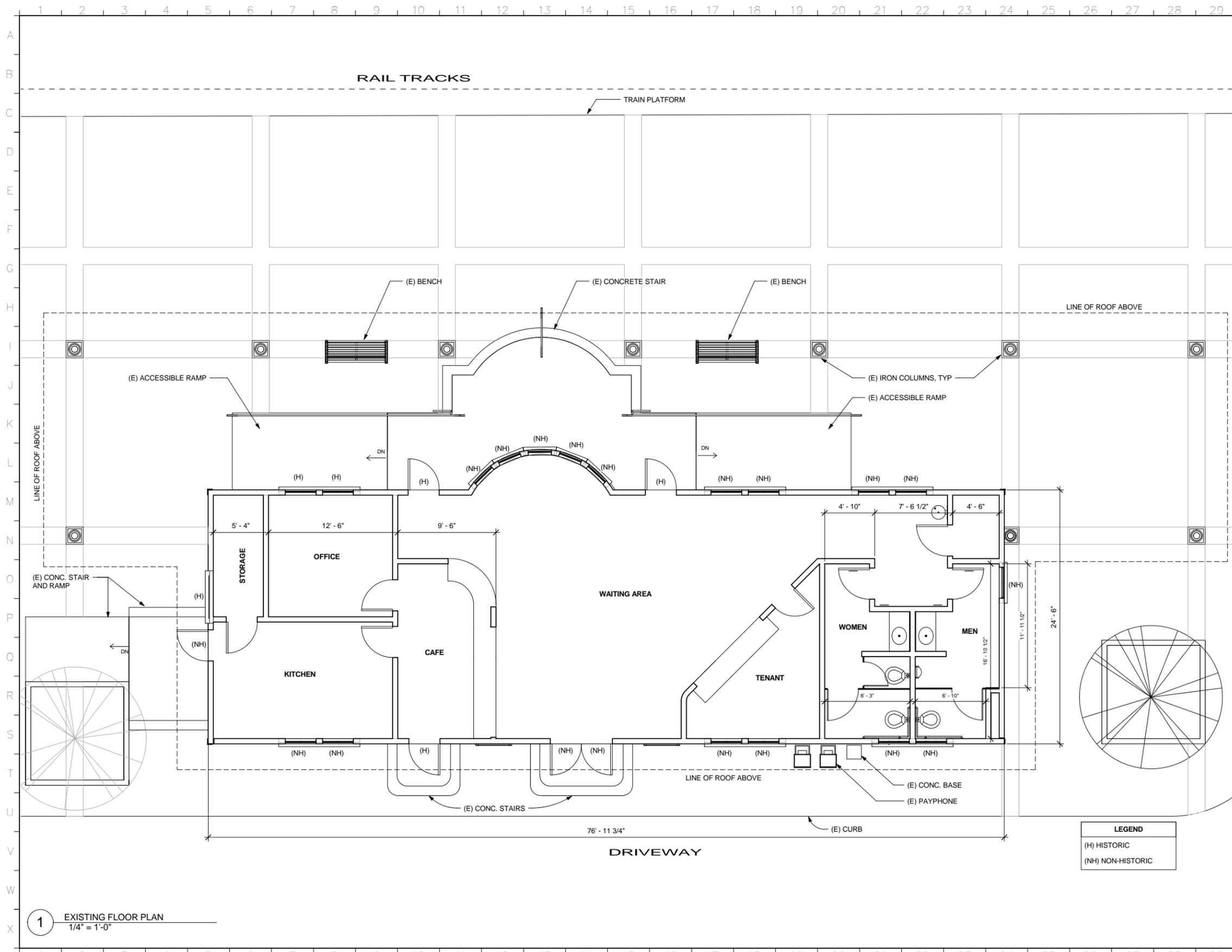




**1** EXISTING SITE PLAN  
1" = 20'-0"



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ISSUED FOR PLAN CHECK	
ISSUED FOR PERMIT	
ISSUED FOR BID	
ISSUED FOR CONSTRUCTION	
SEAL:	
	
CONSULTANT:	
<b>INTERACTIVE</b> <b>RESOURCES</b> <small>ARCHITECTURE • PLANNING • ENGINEERING</small> 117 PARK PLACE POINT RICHMOND CALIFORNIA 94801 (510) 236-7435 (FAX) 232-5325 <a href="http://www.intres.com">http://www.intres.com</a>	
PROJECT:	
<b>SUISUN-FAIRFIELD          TRAIN DEPOT          RENOVATION</b> FEDERAL PROJECT NO. CML-5032(026) 177 Main Street Suisun, CA 94585	
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DESIGNER:	KJB
PROJ. MGR:	KJB
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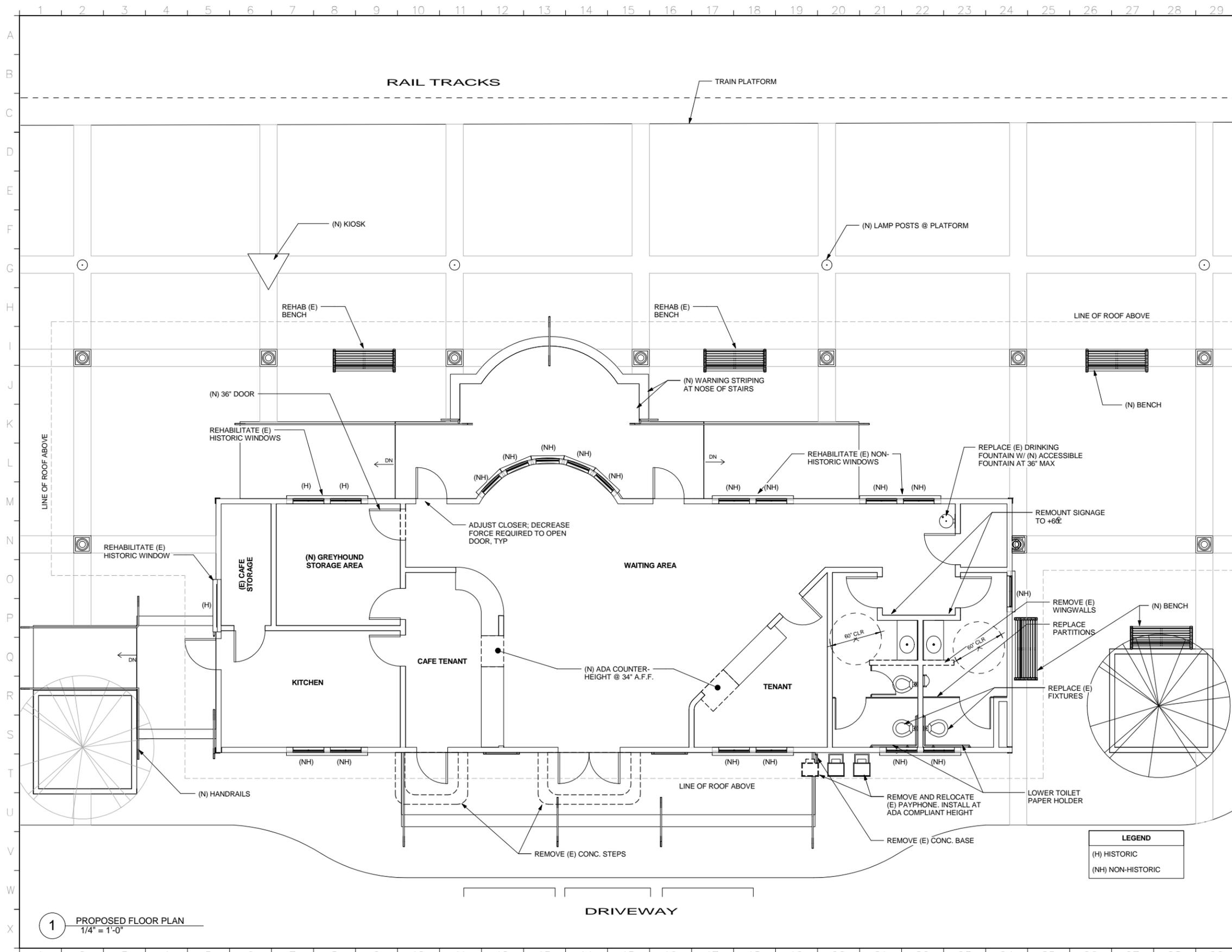


**1** EXISTING FLOOR PLAN  
1/4" = 1'-0"

LEGEND	
(H)	HISTORIC
(NH)	NON-HISTORIC

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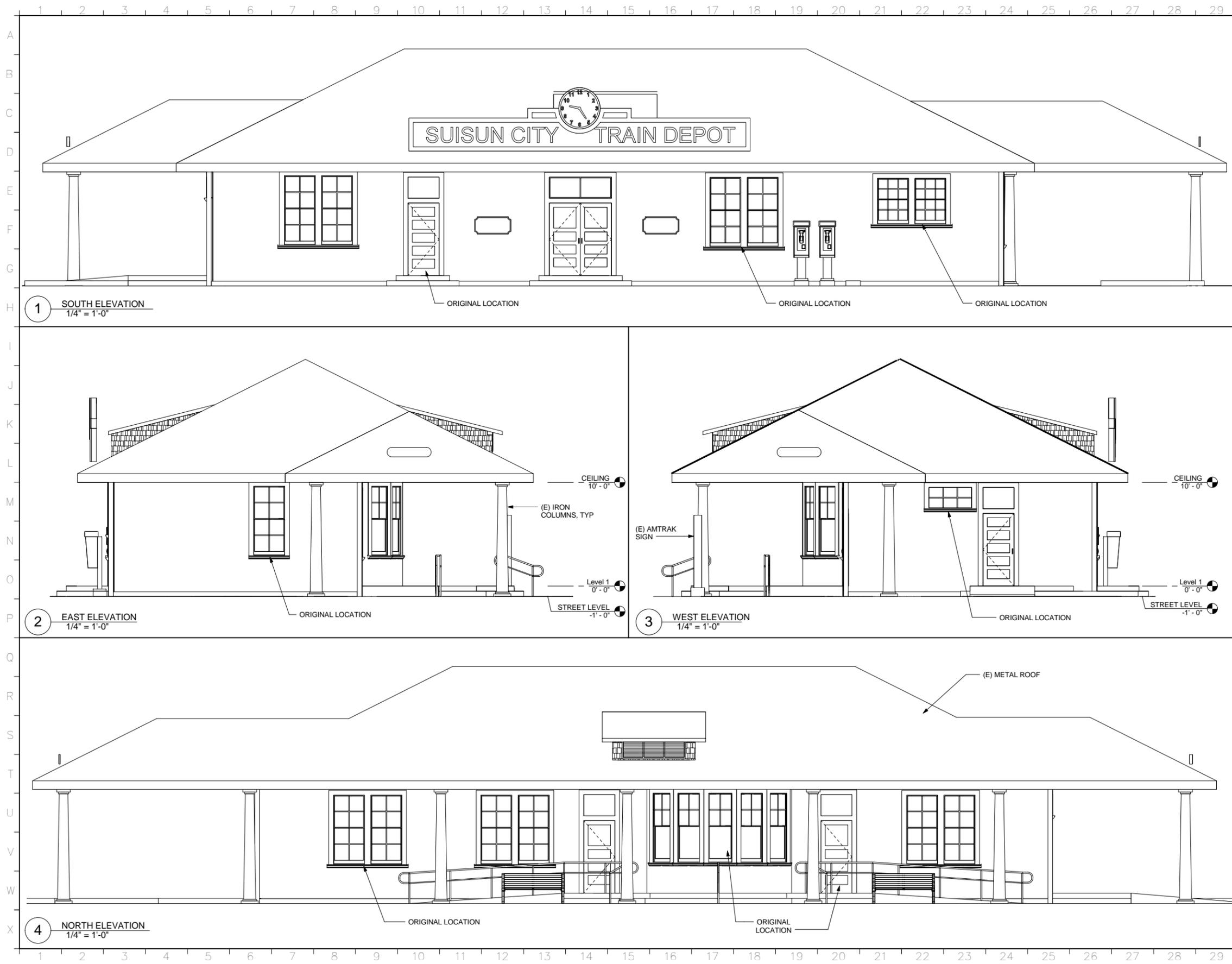




1 PROPOSED FLOOR PLAN  
1/4" = 1'-0"

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(NH)	NON-HISTORIC

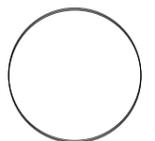


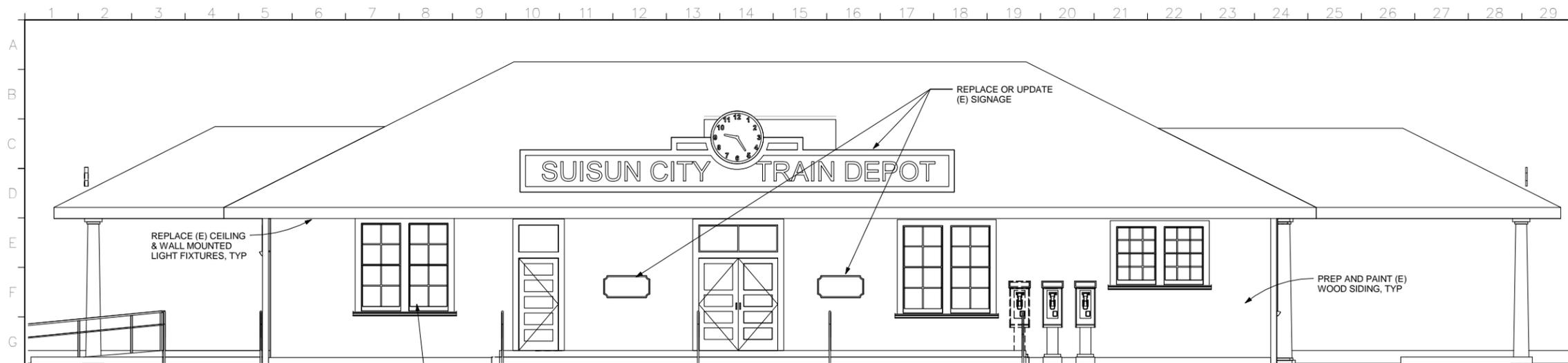
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1/4" = 1'-0"

2 EAST ELEVATION  
1/4" = 1'-0"

3 WEST ELEVATION  
1/4" = 1'-0"

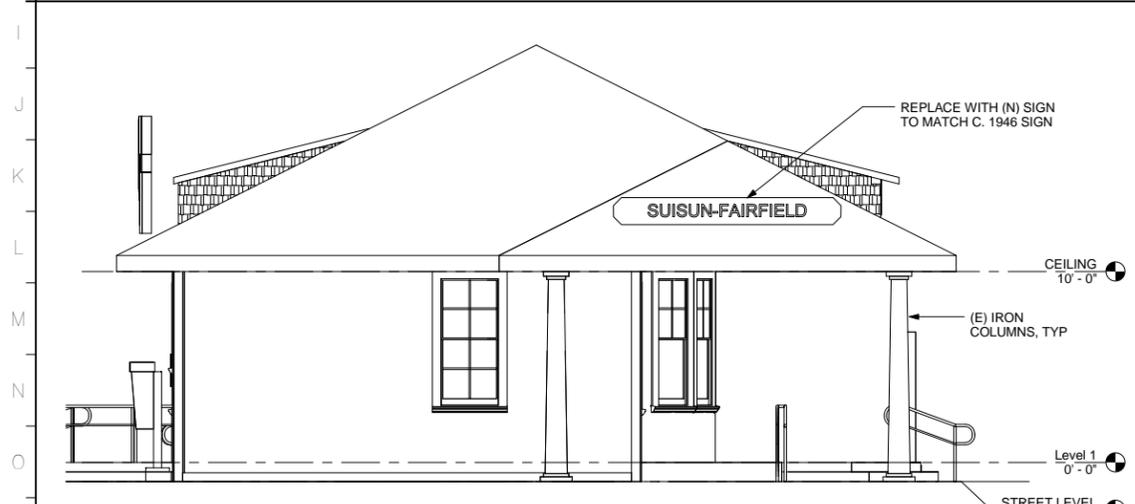
4 NORTH ELEVATION  
1/4" = 1'-0"

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CONSULTANT:	
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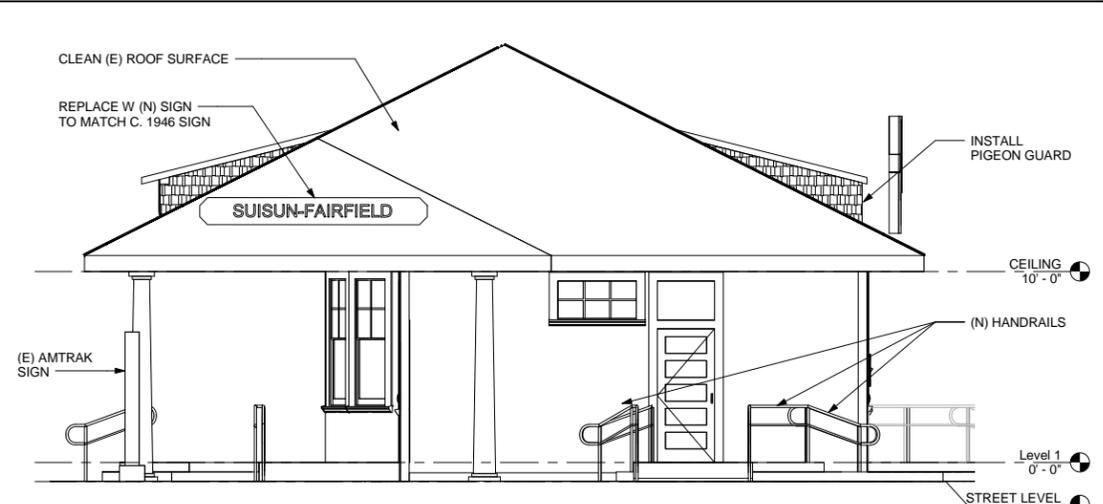


1 PROPOSED SOUTH ELEVATION  
1/4" = 1'-0"

REPLACE PLASTIC W/  
GLASS @ WINDOWS, TYP



2 PROPOSED EAST ELEVATION  
1/4" = 1'-0"

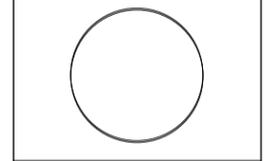


3 PROPOSED WEST ELEVATION  
1/4" = 1'-0"



4 PROPOSED NORTH ELEVATION  
1/4" = 1'-0"

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ISSUED FOR PROGRESS REVIEW	
ISSUED FOR PLAN CHECK	
ISSUED FOR PERMIT	
ISSUED FOR BID	
ISSUED FOR CONSTRUCTION	



CONSULTANT:

**INTERACTIVE**  
RESOURCES  
ARCHITECTURE • PLANNING • ENGINEERING

117 PARK PLACE  
POINT RICHMOND  
CALIFORNIA 94801  
(510) 236-7435  
(FAX) 232-5325  
<http://www.intres.com>

PROJECT:  
**SUISUN-FAIRFIELD  
TRAIN DEPOT  
RENOVATION**

FEDERAL PROJECT  
NO. CML-5032(026)

177 Main Street Suisun,  
CA 94585

CONCEPTUAL  
DESIGN STUDY

SHEET TITLE:  
**PROPOSED  
ELEVATION**

PROJ. NO.	2013-055.01
PREPARATION AND REVIEW	
DRAWN BY:	CTT
DESIGNER:	KJB
PROJ. MGR:	KJB
PEER REVIEW:	
SHEET NUMBER:	

**A302**

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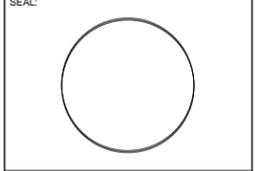
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CONCEPTUAL DESIGN STUDY	2/06/2014
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ISSUED FOR PLAN CHECK	
ISSUED FOR PERMIT	
ISSUED FOR BID	
ISSUED FOR CONSTRUCTION	



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PROJECT:

**SUISUN-FAIRFIELD  
TRAIN DEPOT  
RENOVATION**

FEDERAL PROJECT  
NO. CML-5032(026)

177 Main Street Suisun,  
CA 94585

CONCEPTUAL  
DESIGN STUDY

SHEET TITLE:

**PROPOSED MAIN  
ST. PERSPECTIVE**

PROJ. NO.	2013-055.01
PREPARATION AND REVIEW	
DRAWN BY:	Author
DESIGNER:	Designer
PROJ. MGR:	KJB
PEER REVIEW	

SHEET NUMBER:

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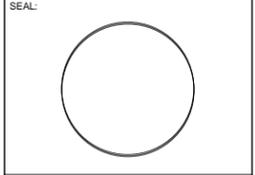
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CONCEPTUAL DESIGN STUDY	2/06/2014
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ISSUED FOR PLAN CHECK	
ISSUED FOR PERMIT	
ISSUED FOR BID	
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CONSULTANT:

**INTERACTIVE**  
RESOURCES

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PROJECT:

**SUISUN-FAIRFIELD  
TRAIN DEPOT  
RENOVATION**

FEDERAL PROJECT  
NO. CML-5032(026)

177 Main Street Suisun,  
CA 94585

CONCEPTUAL  
DESIGN STUDY

SHEET TITLE:

**PROPOSED  
PLATFORM  
PERSPECTIVE**

PROJ. NO.	2013-055.01
PREPARATION AND REVIEW	
DRAWN BY:	Author
DESIGNER:	Designer
PROJ. MGR:	KJB
PEER REVIEW:	
SHEET NUMBER:	

**A402**

March 17, 2014

Suisun-Fairfield Train Depot Renovation, Suisun City, CA  
Federal Project No. CML-5032(026)

**APPENDIX A: SITE AND PLANTING RECOMMENDATIONS**

PGA designs Inc.

**M E M O R A N D U M**

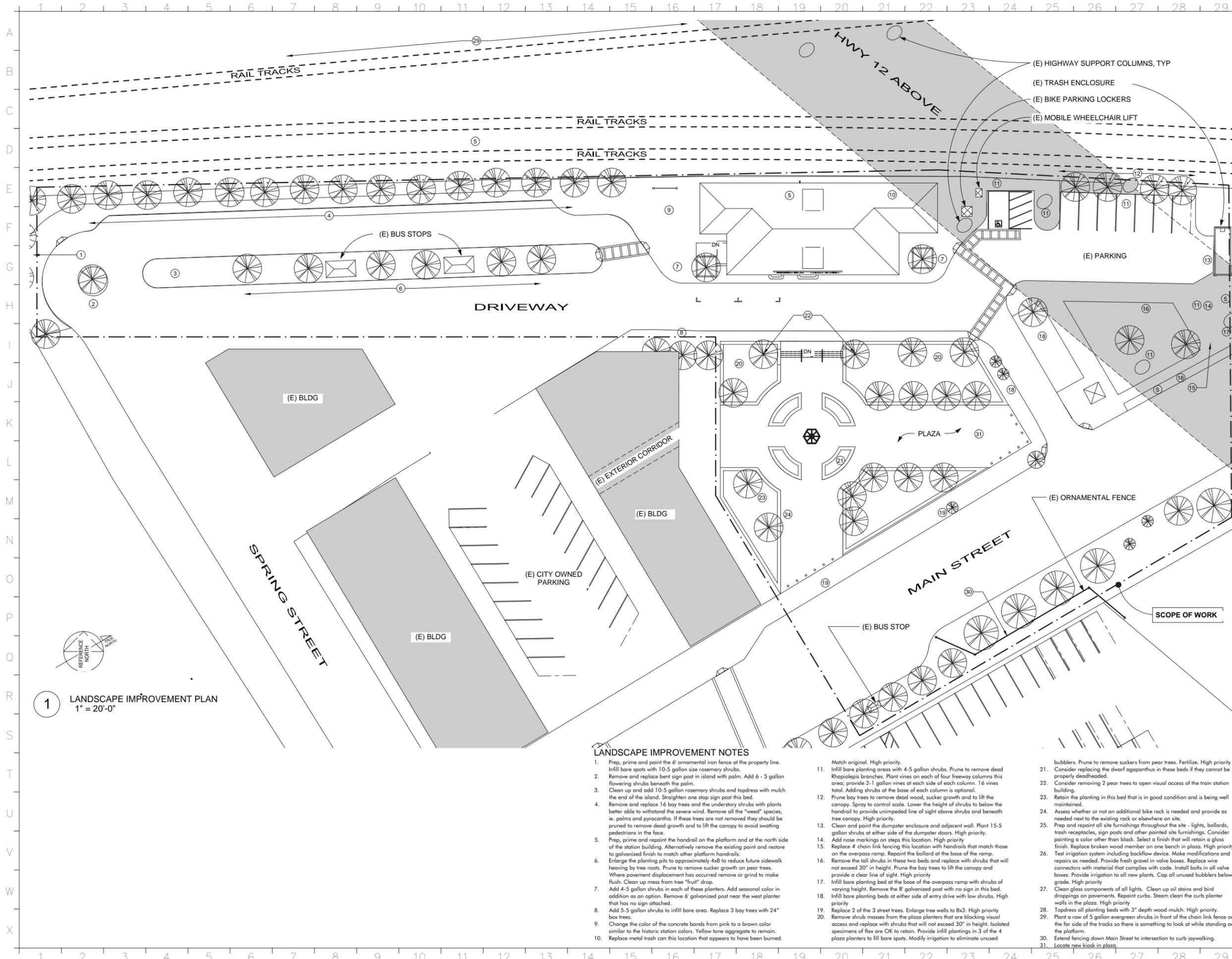
Date: 18 Dec 2013  
To: Kim Butt  
From: Chris Pattillo  
Project: **Suisun Train Station**  
Re: Site and Planting Improvement Recommendations

I visited the site on Monday to photograph and record my observations of needed site and planting improvements. The following is a complete list of what should be done. Some items are more important than others so depending on the construction budget some of these items could be implemented during a later phase. I've indicated high priority items.

1. Prep, prime and paint the 6' ornamental iron fence at the property line. Infill bare spots with 10-5 gallon size rosemary shrubs.
2. Remove and replace bent sign post in island with palm. Add 6 – 5 gallon flowering shrubs beneath the palm.
3. Clean up and add 10-5 gallon rosemary shrubs and topdress with mulch the end of the island. Straighten one stop sign post this bed.
4. Remove and replace 16 bay trees and the understory shrubs with plants better able to withstand the severe wind. Remove all the "weed" species, ie. palms and pyracantha. If these trees are not removed they should be pruned to remove dead growth and to lift the canopy to avoid swatting pedestrians in the face.
5. Prep, prime and repaint the handrail on the platform and at the north side of the station building. Alternatively remove the existing paint and restore to galvanized finish to match other platform handrails.
6. Enlarge the planting pits to approximately 4x8 to reduce future sidewalk heaving by tree roots. Prune to remove sucker growth on pear trees. Where pavement displacement has occurred remove or grind to make flush. Clean up mess from tree "fruit" drop.

7. Add 4-5 gallon shrubs in each of these planters. Add seasonal color in addition as an option. Remove 6' galvanized post near the west planter that has no sign attached.
8. Add 5-5 gallon shrubs to infill bare area. Replace 3 bay trees with 24" box trees.
9. Change the color of the concrete bands from pink to a brown color similar to the historic station colors. Yellow tone aggregate to remain.
10. Replace metal trash can this location that appears to have been burned. Match original. High priority.
11. Infill bare planting areas with 4-5 gallon shrubs. Prune to remove dead Rhipiolepis branches. Plant vines on each of four freeway columns this area; provide 2-1 gallon vines at each side of each column. 16 vines total. Adding shrubs at the base of each column is optional.
12. Prune bay trees to remove dead wood, sucker growth and to lift the canopy. Spray to control scale. Lower the height of shrubs to below the handrail to provide unimpeded line of sight above shrubs and beneath tree canopy. High priority
13. Clean and paint the dumpster enclosure and adjacent wall. Plant 15-5 gallon shrubs at either side of the dumpster doors. High priority
14. Add nose markings on steps this location. High priority
15. Replace 4' chain link fencing this location with handrails that match those on the overpass ramp. Repaint the bollard at the base of the ramp.
16. Remove the tall shrubs in these two beds and replace with shrubs that will not exceed 30" in height. Prune the bay trees to lift the canopy and provide a clear line of sight. High priority
17. Infill bare planting bed at the base of the overpass ramp with shrubs of varying height. Remove the 8' galvanized post with no sign in this bed.
18. Infill bare planting beds at either side of entry drive with low shrubs. High priority
19. Replace 2 of the 3 street trees. Enlarge tree wells to 8x3. High priority
20. Remove shrub masses from the plaza planters that are blocking visual access and replace with shrubs that will not exceed 30" in height. Isolated specimens of flax are OK to retain. Provide infill plantings in 3 of the 4 plaza planters to fill bare spots. Modify irrigation to eliminate unused bubblers. Prune to remove suckers from pear trees. Fertilize. High priority

21. Consider replacing the dwarf agapanthus in these beds if they cannot be properly deadheaded.
22. Consider removing 2 pear trees to open visual access of the train station building.
23. Retain the planting in this bed that is in good condition and is being well maintained.
24. Assess whether or not an additional bike rack is needed and provide as needed next to the existing rack or elsewhere on site.
25. Prep and repaint all site furnishings throughout the site – lights, bollards, trash receptacles, sign posts and other painted site furnishings. Consider painting a color other than black. Select a finish that will retain a gloss finish. Replace broken wood member on one bench in plaza. High priority
26. Test irrigation system including backflow device. Make modifications and repairs as needed. Provide fresh gravel in valve boxes. Replace wire connectors with material that complies with code. Install bolts in all valve boxes. Provide irrigation to all new plants. Cap all unused bubblers below grade. High priority
27. Clean glass components of all lights. Clean up oil stains and bird droppings on pavements. Repaint curbs. Steam clean the curb planter walls in the plaza. High priority
28. Topdress all planting beds with 3” depth wood mulch. High priority
29. Plant a row of 5 gallon evergreen shrubs in front of the chain link fence on the far side of the tracks so there is something to look at while standing on the platform.
30. Extend fencing down Main Street to intersection to curb jaywalking.
31. Locate new kiosk in plaza.



**1** LANDSCAPE IMPROVEMENT PLAN  
1" = 20'-0"

**LANDSCAPE IMPROVEMENT NOTES**

1. Prep, prime and paint the 6' ornamental iron fence at the property line. Infill bare spots with 10-5 gallon size rosemary shrubs.
2. Remove and replace bent sign post in island with palm. Add 6 - 5 gallon flowering shrubs beneath the palm.
3. Clean up and add 10-5 gallon rosemary shrubs and topdress with mulch the end of the island. Straighten one stop sign post in this bed.
4. Remove and replace 16 bay trees and the understory shrubs with plants better able to withstand the severe wind. Remove all the "weed" species, i.e. palms and pyracantha. If these trees are not removed they should be pruned to remove dead growth and to lift the canopy to avoid swatting pedestrians in the face.
5. Prep, prime and repaint the handrail on the platform and at the north side of the station building. Alternatively remove the existing paint and restore to galvanized finish to match other platform handrails.
6. Enlarge the planting pits to approximately 4x8 to reduce future sidewalk heaving by tree roots. Prune to remove sucker growth on pear trees. Where pavement displacement has occurred remove or grind to make flush. Clean up mess from tree "fruit" drop.
7. Add 4-5 gallon shrubs in each of these planters. Add seasonal color in addition as an option. Remove 6' galvanized post near the west planter that has no sign attached.
8. Add 5-5 gallon shrubs to infill bare area. Replace 3 bay trees with 24" box trees.
9. Change the color of the concrete bands from pink to a brown color similar to the historic station colors. Yellow tone aggregate to remain.
10. Replace metal trash can this location that appears to have been burned.
11. Match original. High priority.
12. Infill bare planting areas with 4-5 gallon shrubs. Prune to remove dead Rhipiolepis branches. Plant vines on each of four freeway columns this area; provide 2-1 gallon vines at each side of each column. 16 vines total. Adding shrubs at the base of each column is optional.
13. Prune bay trees to remove dead wood, sucker growth and to lift the canopy. Spray to control scale. Lower the height of shrubs to below the handrail to provide unimpeded line of sight above shrubs and beneath tree canopy. High priority.
14. Clean and paint the dumpster enclosure and adjacent wall. Plant 15-5 gallon shrubs at either side of the dumpster doors. High priority.
15. Add nose markings on steps this location. High priority.
16. Replace 4' chain link fencing this location with handrails that match those on the overpass ramp. Repaint the bollard at the base of the ramp.
17. Remove the tall shrubs in these two beds and replace with shrubs that will not exceed 30" in height. Prune the bay trees to lift the canopy and provide a clear line of sight. High priority.
18. Infill bare planting bed at the base of the overpass ramp with shrubs of varying height. Remove the 8' galvanized post with no sign in this bed.
19. Infill bare planting beds at either side of entry drive with low shrubs. High priority.
20. Replace 2 of the 3 street trees. Enlarge tree wells to 8x3. High priority.
21. Remove shrub masses from the plaza planters that are blocking visual access and replace with shrubs that will not exceed 30" in height. Isolated specimens of flax are OK to retain. Provide infill plantings in 3 of the 4 plaza planters to fill bare spots. Modify irrigation to eliminate unused bubblers. Prune to remove suckers from pear trees. Fertilize. High priority.
22. Consider replacing the dwarf agapanthus in these beds if they cannot be properly deadheaded.
23. Retain the planting in this bed that is in good condition and is being well maintained.
24. Assess whether or not an additional bike rack is needed and provide as needed next to the existing rack or elsewhere on site.
25. Prep and repaint all site furnishings throughout the site - lights, bollards, trash receptacles, sign posts and other painted site furnishings. Consider painting a color other than black. Select a finish that will retain a gloss finish. Replace broken wood member on one bench in plaza. High priority.
26. Test irrigation system including backflow device. Make modifications and repairs as needed. Provide fresh gravel in valve boxes. Replace wire connectors with material that complies with code. Install bolts in all valve boxes. Provide irrigation to all new planters. Cap all unused bubblers below grade. High priority.
27. Clean glass components of all lights. Clean up oil stains and bird droppings on pavements. Repair curbs. Steam clean the curb planter walls in the plaza. High priority.
28. Topdress all planting beds with 3" depth wood mulch. High priority.
29. Plant a row of 5 gallon evergreen shrubs in front of the chain link fence on the far side of the tracks so there is something to look at while standing on the platform.
30. Extend fencing down Main Street to intersection to curb jaywalking.
31. Locate new kiosk in plaza.

CONCEPTUAL DESIGN STUDY	12/20/2013
ISSUED FOR PROGRESS REVIEW	
ISSUED FOR PLAN CHECK	
ISSUED FOR PERMIT	
ISSUED FOR BID	
ISSUED FOR CONSTRUCTION	
SEAL:	
CONSULTANT:	
<b>PGA design INC</b> LANDSCAPE ARCHITECTS 444 17th Street, Oakland, CA 94612 T 510 465 1284 F 510 465 1256	
<b>INTERACTIVE RESOURCES</b> ARCHITECTURE PLANNING ENGINEERING 117 PARK PLACE POINT RICHMOND CALIFORNIA 94801 (510) 236-7435 (FAX) 232-5325 <a href="http://www.intres.com">http://www.intres.com</a>	
PROJECT:	
<b>SUISUN-FAIRFIELD TRAIN DEPOT RENOVATION</b>  FEDERAL PROJECT NO. CML-5032(026)  177 Main Street Suisun, CA 94585	
CONCEPTUAL DESIGN STUDY	
SHEET TITLE:	
<b>LANDSCAPE IMPROVEMENT PLAN</b>	
PROJ. NO. 2013-055.01	
PREPARATION AND REVIEW	
DRAWN BY:	BT
DESIGNER:	CP
PROJ MGR:	KJB
PEER REVIEW	
SHEET NUMBER:	
L100	

**APPENDIX B: CIVIL ENGINEERING RECOMMENDATIONS**

Urban Design Consulting Engineers.







March 17, 2014

Suisun-Fairfield Train Depot Renovation, Suisun City, CA  
Federal Project No. CML-5032(026)

## **APPENDIX C: ELECTRICAL ENGINEERING REPORT**

Brokaw Consulting.



**BROKAW CONSULTING**

**ELECTRICAL ENGINEERS, INC.**

www.brokawconsulting.com

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## **SUISUN DEPOT ELECTRICAL AND LIGHTING REPORT**

### **INTRODUCTION**

This study was commissioned to address the condition of the electrical service, distribution and lighting systems for the Suisun Train Depot. This report notes the existing condition of the building electrical and lighting systems and the ability to meet the needs of proposed renovation.

### **EXISTING CONDITIONS**

1. Electrical System -
  - a) The building electrical main service is provided by PG&E and fed underground to a service meter located on the northwest end of the building on the exterior. The meter/main panel is rated at 200 amp, 120/240 volt, 1 phase, 3 wire and is in fair condition and appears to need no upgrades at this time.
  
2. Lighting Systems -. The security appears to be a problem and the current lighting is not adequate for the site needs.
  - a) Site lighting beyond the depot (east plaza and parking areas north and south) consists of post top vintage style fixture on cast poles. The globes appear to be hazed over due to surface depreciation or material age. The lights fixtures will not perform at the optimal levels of illumination in the current state. Additionally, the surrounding trees have grown to a height that the light fixture head is obscured thus reducing the site lighting levels. Maintenance, re-lamping and tree trimming will improve the performance of the existing system.
  - b) Building exterior perimeter lights. There are incandescent dual head fixtures located around the perimeter of the building. These appear to have been added at some point for security and are not part of the original lighting for the building. The circuit and locations can be utilized for adding new fixtures better suited for this phase of work.
  - c) Exterior lighting in the covered area of the depot. The existing fixtures are old, not accurate to the building and have been modified with lamps that do not illuminate to levels necessary for the area. These will require replacement with fixtures suitable for performance and aesthetics.
  - d) Loading Platform at the train rails has no lighting other than what comes from the building. Adequate illumination is necessary at this location.
  - e) Interior lighting of the depot. The existing fixtures are old pendants and added LED down lights, not accurate to the building and have been modified with lamps that do not illuminate to levels necessary for the area. These will require replacement with fixtures suitable for performance and aesthetics.
  - f) Lighting controls – The building has line voltage switching throughout the building. No building master lighting controls were observed. The addition of a time clock with controls is recommended.

- g) Bus Shelter has no lighting other than the spill over from the adjacent pole fixtures. Locating fixtures in these shelters is recommended for security of occupants and to deter unwanted loitering.
- 3. Telecommunications Systems.
    - a) The building is fed underground and has a Main Point of entry located at the north end of the building in the mop closet. This provides voice connection for the entire building. Although not desirable for location, it does function and could be relocated if funding allowed.
- 4. Fire alarm.
    - a) No fire detection or alarm system was observed.
- 5. Train reader board.
    - a) There appears to be only one reader board and it is located on the building covered area. Additional reader boards would be recommended at the train loading platform.

## **RECOMMENDATIONS**

- 1. Basic Electrical Requirements
  - a) New branch circuit wiring, wiring devices and connections to and new equipment provided under the renovation.
- 2. Lighting system.
  - a) Site lighting beyond the depot (east plaza and parking areas north and south) - These lighting fixtures rehabilitated and reused if possible. If the globes cannot be cleaned effectively, an alternate cost to replace them is recommended.
  - b) Trimming of the trees is recommended to a height at or above the lighting fixture light source.
  - c) Building exterior perimeter lights - Provide new site/security lighting consisting of fixtures that shall not draw attention away from the buildings original character. These fixtures shall be non-descript and full cut off performance so there is no night sky pollution.
  - d) Building covered area of the depot exterior – Recommend replacement with fixtures suitable for performance and aesthetics. Recommend enclosed “jam jar” fixtures with reflector on short stem pendant to reduce vandalism.
  - e) Loading Platform – Recommend adding pole type light fixtures to the platform. Fixtures would match the style of the existing post type in the area only have high cut off reflectors provided for performance at the platform level.
  - f) Lighting at bus stops – Recommend providing high abuse LED fixtures operated by photo cells.
  - g) Depot interior lighting - Recommend replacement with fixtures suitable for performance and aesthetics. Recommend enclosed globe style fixtures with reflector on short stem pendant to reduce vandalism. The globe style will

illuminated the ceiling as well creating a more open appearance that would appeal to the travelers.

- h) As an option, provide a lighting control system consisting of network style relay panel(s) for zone lighting, control switches, occupancy sensors, photocells and other controlling devices shall be necessary for T24 compliance.
  - i) Interior lighting – manual switch and occupancy sensor control on/off with automatic time scheduled shut off. Scheduled on/off loads – time on, time off by automatic time schedule with after hour override capability and shut off.
  - h) Lamps shall have a minimum Color Rendering Index (CRI) of 85 and minimum Color Temperature of 3500K.
  - i) Recessed luminaires shall be IC rated.
  - j) Lighting will conform to applicable criteria of the Illuminating Engineers Society (IES) handbook.
3. Fire alarm system
- a) Unless the building plan or occupancy is altered, no work appears to be required.
4. Voice/data and signal systems station cabling shall be necessary to meet the building needs and functions.
- a) As an alternate. Relocating the main service and networking equipment to a dedicated room recommended.
5. Train reader board – Recommend adding reader boards at two locations along the platform.

Example photos are attached.

Please do not hesitate to contact us with any questions.

Regards



Michael Burke, Principal  
**Brokaw Consulting**  
**Electrical Engineering, Inc**



Depot covered area lights



Example of where tree trimming is recommended



Depot perimeter security lights



Example of post top fixtures globe

March 17, 2014

Suisun-Fairfield Train Depot Renovation, Suisun City, CA  
Federal Project No. CML-5032(026)

**APPENDIX D: MECHANICAL ENGINEERING REPORT**

15000 Inc.

December 18, 2013

**Interactive Resources**

117 Park Place  
Richmond, CA 94801

Kim,

The following is our report regarding the viability of modernization of the existing train depot into a remodeled commercial and kitchen space.

**EXECUTIVE SUMMARY**

In October of 2013, Interactive Resources retained the services of 15000 Inc. to evaluate the existing HVAC (Heating, Ventilating and Air Conditioning) and plumbing systems for the Historical Train Depot in Suisun City, California.

The City's goals for this project are predominately focused on access, signage and improving them appearance of the train depot, in particular, the Main Street facing side.

In addition, we have provided an evaluation and recommendations for bringing the train depot into compliance with existing codes. Further, the City has a desire to modify the existing café into a commercial kitchen with the ability to expand its services to their patrons.

As registered mechanical engineers, 15000 Inc. has provided dozens of feasibility reports of this nature over the last several years.

**GENERAL SUMMARY**

The Suisun Train Depot is located at 177 Main Street, just outside of downtown Suisun City and was originally constructed in 1914 after the previous building was destroyed by fire. After a period of vacancy, the depot underwent a full modernization in 1992.

From an HVAC and plumbing perspective, the building is in relatively good shape and all systems appear to be functioning as intended. As California has gone through many code cycles in the last two decades, many of the existing fixtures and systems are not compliant with existing codes.

For the purpose of this report, we are evaluating the building with respect to the 2013 codes which go into effect on January 1, 2014.

## **KITCHEN PLUMBING**

The kitchen was modernized during the 1992 rehabilitation and currently houses a café with limited food preparation ability. The primary focus of the café is to provide coffee drinks, pre-made sandwiches, hot dogs, and other “grab-and-go” food that is not prepared on site.

The existing water heater is gas-fired and is sized at 72,000 BTUH. The water heater appears to be installed according to code and is elevated off the floor. Although the water heater is installed in an exposed condition, this is an aesthetic issue and allowable per current codes.

## **RESTROOMS**

While the restrooms were originally constructed per code and ADA requirements, those codes have changed. As a result, the existing bathrooms are non-compliant to current requirements. In addition, the drinking fountain is not installed at a proper height for ADA compliance.

## **HEATING, VENTILATING AND AIR CONDITIONING**

The existing HVAC system is a gas-fired furnace located in the attic space. The furnace has a directly connected cooling coil. The cooling coil is piped to an outdoor condensing unit located on grade. The refrigerant type is R-22 which the Environmental Protection Agency has mandated to no longer be manufactured after 2020.

The building only has one zone and has a centrally located return grille in the ceiling near the furnace and cooling coil.

Although the system is twenty-one years old, the furnace and condensing unit are in fine working order and appear to have been properly maintained. The life expectancy of units of this nature is typically twenty to thirty years if properly maintained.

## **KITCHEN HVAC**

The kitchen space is provided with an independent exhaust fan located on the roof. As it is not a commercial kitchen, it is not provided with an independent make-up air unit.

The space conditioning for the kitchen is provided through the furnace/condensing unit arrangement that serves the balance of the building. All appear to be in fine working order.

## **OBSERVATIONS**

15000 Inc. observed the installation of the HVAC system and plumbing systems and noted that everything is in fair condition and appears to have been properly maintained.

It is our observation that many items are not installed to current codes;

- The kitchen lacks an ADA compliant hand sink which will be required under health department requirements.
- The drinking fountain installation height is not compliant with current ADA codes.
- The restrooms fixtures and access to the space are not installed to current ADA requirements.

## **FINDINGS AND RECOMMENDATIONS**

After performing our evaluation and code analysis, 15000 Inc. has the following recommendations in order to bring the systems up to current code and to provide the infrastructure for a commercial kitchen;

- The health department will require the kitchen to be provided with a grease interceptor. Jurisdictions differ from county to county regarding location of the grease interceptor. Our recommendation is to provide an interior grease interceptor in order to provide commercial level of service.
- The existing water heater, although adequate and functional for the current space is undersized for most small commercial kitchens. The current water heater has a heating capacity of 72,000 BTUH. Most health departments require a minimum of 150,000 BTUH for kitchens of this size. This requirement is subject to change depending on the quantity of fixtures requiring hot water.
- The restrooms will have to be upgraded and modernized to provide full clearance and fixture heights in order to meet ADA requirements.
- The drinking fountain should be replaced with an ADA compliant model.
- The kitchen will be required to have an independent exhaust fan and dedicated make-up air unit. The existing exhaust fan is not adequate for a commercial kitchen as it is our understanding that the kitchen will have a Type I hood installed and the fan will be required to meet those standards.
- There is an abandoned free-standing condensing unit cage located on the outside of the building. This should be removed as it is no longer being used.
- While the furnace and condensing unit are in fine working order, maintenance will become increasingly difficult as the planned obsolescence of the refrigerant (R-22) will make maintenance more expensive. We recommend that the furnace and condensing unit be replaced with a non hydrofluorocarbon refrigerant system.

This concludes our analysis and evaluation.

Sincerely,

Jay Takacs, LEED AP / Principal

March 17, 2014

Suisun-Fairfield Train Depot Renovation, Suisun City, CA  
Federal Project No. CML-5032(026)

## **APPENDIX E: PRELIMINARY COST ESTIMATE**

Silva Cost Consulting, Inc.

SILVA COST CONSULTING, INC.

1521 Corporate Way, Suite 210  
Sacramento, CA 95831

P: 916.444.1130

F: 916.444.1131

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**Suisun-Fairfield Train Depot  
Renovation**  
Suisun City, CA

**Conceptual Design Study Cost Estimate**

March 7, 2014

Prepared for:  
**Interactive Resources**  
117 Park Place  
Point Richmond, CA 94585

SILVA COST CONSULTING, INC.

1521 Corporate Way, Suite 210  
Sacramento, CA 95831

P: 916.444.1130  
F: 916.444.1131

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March 7, 2014

Kim Butt

**Interactive Resources**

117 Park Place  
Point Richmond, CA 94585

Reference: **Suisun-Fairfield Train Depot Renovation**

Subject: **Conceptual Design Study Cost Estimate**

Dear Kim,

Thank you for the opportunity to provide you with this Cost Estimate for the above referenced project. The estimate is broken up into several sections as follows:

The narrative portion, which lists:

- The information used in preparing the estimate
- The estimate qualifications and assumptions
- The exclusions to the estimate

The estimate portion, which contains:

- The Project Summary (which summarizes the estimate items in the estimate)
  - The Estimate Summary (which summarizes the various sections for each item)
  - The Estimate Detail (which lists the line items and unit prices for the estimate)

Once again I would like to thank you for this opportunity to offer my services. Please review the attached estimate and comment. Feel free to call me at 916-444-1130 should you have any questions, comments or concerns. Thank you.

Sincerely,

**SILVA COST CONSULTING, INC.**

Javier Silva  
Principal

ITEMS USED IN PREPARING THE ESTIMATE

---

<b>Specifications:</b>	None	
<b>Reports:</b>	Draft conceptual design study, prepared by Interactive Resources	12/23/2013
<b>Civil Drawings:</b>	C-1.0, C-2.1, C-2.2, prepared by Urban Design Consulting Engineers	12/13/2013
<b>Landscape Drawings:</b>	L100, prepared by PGA Design Landscape Architects	12/20/2013
<b>Architectural Drawings:</b>	T100, A100, A101, A200, A201, A301, A302	12/20/2013
<b>Structural Drawings:</b>	None	
<b>Mechanical Drawings:</b>	Mechanical Engineering Report, prepared by 15000 Inc.	12/18/2013
<b>Electrical Drawings:</b>	Electrical Engineering Report, prepared by Brokaw Consulting Electrical Engineers	None

## ESTIMATE QUALIFICATIONS

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- The project is located in Suisun City, CA.
- The estimate was priced using prevailing wage rates.
- We assume the project will be competitively bid with at least 4 contractors. If the delivery method changes, then this estimate is null and void.
- Start date of construction is assumed to be in the summer of 2015.
- Construction duration is assumed to be 6 months.
- The project will be done in one continuous phase.
- Work areas are to be occupied during construction.
- Work hours assumed, are 8 hours per day, 40 hours per week.
- We include a design contingency of 15%.
- The estimate is escalated 6.03%, at a rate of 4.01% per year. Escalation is defined as inflation due to material and labor cost increases over time.
- Due to the nature of construction pricing this estimate is deemed to be accurate for a period of 90 days. After 90 days, please contact us to see if the estimate needs a pricing update.
- General conditions in the estimate are for jobite management, superintendent project engineer, jobsite trailer, temporary utilities, surveying, inspections, etc.
- The following factors were considered in preparing this estimate: the project is a remodel project with small quantities of work which impacts productivity and material pricing, the project is historical in nature in which construction must be done in a careful manner as to not damage historic finishes and items, there many activities on-site that must remain operational during construction.

## ITEMS SPECIFICALLY EXCLUDED FROM THE ESTIMATE

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- Fees for architectural, structural, civil, mechanical, electrical, or other design fees.
- Permit fees, or inspection fees.
- Utility hook up fees.
- Premiums for overtime work.
- Hazardous materials abatement
- Seismic retrofitting of the building.
- Work to storm, sewer, water, fire sprinkler, mechanical or electrical services.
- Temporary housing and relocating costs.
- Tenant specific improvements at the kitchen area.
- Masonry.
- Building furnishings and site furnishings (tables, benches, etc.)
- Pricing of alternate items shown in the report and drawings (new telecom entry and room, etc.)
- Fire sprinkler or fire alarm systems.
- Items not specifically shown in estimate.

## PREFACE TO THE ESTIMATE

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The estimate hereunder has been compiled from drawings and specifications (if available) believed to be an accurate portrayal of the project as drawn and indicated by the architect and/or engineers. If said drawings and specifications are incomplete, the project cost engineer has included those items as would usually appear in final drawings and specifications for a complete project in a manner ordinarily prudent under the circumstances. Specialty items unknown to the cost engineer will not normally be included unless communicated through the architect and/or engineer.

The user is cautioned that changes in the scope of the project or the drawings and specifications after the estimate has been submitted can cause cost changes and the cost engineer should be notified for appropriate addenda to be issued to the estimate.

The estimate has also been adjusted for geographical location based on local material and labor rates as well as local construction practice.

Estimates based on a competitive bid situation, involving 4 or more bidders with 4 sub bids per trade, is considered a normalized estimate. Costs may increase or decrease significantly depending on the actual number of bidders. Use the following percentages as a guide:

1 bid	+15% to +40%
2-3 bids	+5% to +15%
4-5 bids	+5% to -5%
6-7 bids	-5% to -15%
7+ bids	-15% or more

<b>PROJECT SUMMARY</b>				
<b>PROJECT:</b>	Suisun-Fairfield Train Depot Renovation	<b>DATE:</b>	3/7/2014	
<b>LEVEL:</b>	Conceptual Design Study	<b>ESTIMATOR:</b>	Javier Silva	
<b>CLIENT:</b>	Interactive Resources	<b>SCHEDULE:</b>	6 Months	
<b>ITEM NO.</b>	<b>ITEM DESCRIPTION</b>	<b>AREA (SF)</b>	<b>PROJECT COST</b>	<b>\$/SF</b>
1	SITWORK	144,000	405,920	2.82
2	BUILDING	1,965	376,375	191.54
3				
	<b>TOTAL CONSTRUCTION COST:</b>		<b>782,296</b>	
<b>ITEM NO.</b>	<b>ADDITIONAL ITEMS</b>	<b>AREA (SF)</b>	<b>PROJECT COST</b>	<b>\$/SF</b>
1	Maintenance Items - See Page 16 for Items		39,806	
2	Items for Future Phases - See Page 16 for Items		582,012	
	<b>TOTAL COST:</b>		<b>621,819</b>	

<b>ESTIMATE SUMMARY</b>			
<b>Project:</b>	Suisun-Fairfield Train Depot Renovation	<b>Date:</b>	3/7/2014
<b>Level:</b>	Conceptual Design Study	<b>Estimator:</b>	Javier Silva
<b>Client:</b>	Interactive Resources	<b>Schedule:</b>	6 Months
<b>Location:</b>	Sitework	<b>Area (SF):</b>	144,000
<b>ITEM</b>	<b>DESCRIPTION</b>	<b>UNIT COST</b>	<b>TOTAL AMOUNT</b>
2.1	SITE DEMOLITION	\$/SF: 0.03	4,200
2.2	EARTHWORK AND GRADING	\$/SF: 0.02	2,813
2.3	STORM DRAINAGE	\$/SF: -	None Incl.
2.4	WATER DISTRIBUTION	\$/SF: -	None Incl.
2.5	SANITARY SEWERAGE	\$/SF: -	None Incl.
2.6	AC PAVING AND PARKING	\$/SF: 0.01	2,025
2.7	SITE CONCRETE	\$/SF: 0.49	71,200
2.8	SITE METALS	\$/SF: 0.10	13,725
2.9	LANDSCAPING AND IRRIGATION	\$/SF: 0.30	43,266
2.10	FENCES AND GATES	\$/SF: 0.15	21,000
2.11	PLAYGROUND EQUIPMENT & MARKINGS	\$/SF: -	None Incl.
2.12	SITE FURNISHINGS	\$/SF: 0.32	46,013
2.13	SITE STRUCTURES	\$/SF: 0.02	2,250
15.0	SITE PLUMBING	\$/SF: -	None Incl.
16.0	SITE ELECTRICAL	\$/SF: 0.19	27,825
	<b>SUBTOTAL</b>		<b>234,316</b>
	GENERAL CONDITIONS	24.42%	57,222
	BONDS & INSURANCE	1.50%	4,373
	OVERHEAD & PROFIT	12.50%	36,989
	DESIGN CONTINGENCY	15.00%	49,935
	ESCALATION	6.03%	23,085
	<b>TOTAL CONSTRUCTION COST</b>		<b>405,920</b>
		<b>TOTAL \$/SF:</b>	<b>2.82</b>

ESTIMATE DETAIL					
<b>Project:</b>	Suisun-Fairfield Train Depot Renovation			<b>Date:</b>	3/7/2014
<b>Level:</b>	Conceptual Design Study			<b>Estimator:</b>	Javier Silva
<b>Client:</b>	Interactive Resources			<b>Schedule:</b>	6 Months
<b>Location:</b>	Sitework			<b>Area (SF):</b>	144,000
ITEM	DESCRIPTION	QUANTITY	UNIT	UNIT COST	TOTAL AMOUNT
<b>2.1</b>	<b>SITE DEMOLITION</b>				
	Remove tree	2	ea	1,500.00	3,000
	Remove parallel parking	2	ea	150.00	300
	Remove kiosk	1	ea	750.00	750
	Remove 6' galv post	1	ea	150.00	150
	<b>Subtotal Site Demolition</b>		<b>\$/SF:</b>	<b>0.03</b>	<b>4,200</b>
<b>2.2</b>	<b>EARTHWORK AND GRADING</b>				
	Fill at raised concrete areas	75	cy	37.50	2,813
	<b>Subtotal Earthwork And Grading</b>		<b>\$/SF:</b>	<b>0.02</b>	<b>2,813</b>
<b>2.6</b>	<b>AC PAVING AND PARKING</b>				
	New ADA parking stalls	2	ea	1,012.50	2,025
	<b>Subtotal Ac Paving And Parking</b>		<b>\$/SF:</b>	<b>0.01</b>	<b>2,025</b>
<b>2.7</b>	<b>SITE CONCRETE</b>				
	New concrete entry stair and platform	280	sf	37.50	10,500
	New bulb-out	700	sf	15.00	10,500
	New curb at bulb out	100	lf	30.00	3,000
	Remove and replace curb cuts	10	ea	1,500.00	15,000
	Remove roadway and replace with concrete to match type at plaza	1,300	sf	16.50	21,450
	Remove or grind upheaved pavement	1	ea	750.00	750
	Change color of conc bands from pink to brown	1	ls	10,000.00	10,000
	<b>Subtotal Site Concrete</b>		<b>\$/SF:</b>	<b>0.49</b>	<b>71,200</b>
<b>2.8</b>	<b>SITE METALS</b>				
	New stair and ramp rails	75	lf	150.00	11,250
	Prep, prime, paint handrail	3	ea	300.00	900
	Replace 4' chain link fence with handrails	1	ea	1,500.00	1,500
	Paint bollard	1	ea	75.00	75

ESTIMATE DETAIL					
<b>Project:</b>	Suisun-Fairfield Train Depot Renovation			<b>Date:</b>	3/7/2014
<b>Level:</b>	Conceptual Design Study			<b>Estimator:</b>	Javier Silva
<b>Client:</b>	Interactive Resources			<b>Schedule:</b>	6 Months
<b>Location:</b>	Sitework			<b>Area (SF):</b>	144,000
<b>ITEM</b>	<b>DESCRIPTION</b>	<b>QUANTITY</b>	<b>UNIT</b>	<b>UNIT COST</b>	<b>TOTAL AMOUNT</b>
	<b>Subtotal Site Metals</b>		\$/SF:	0.10	<b>13,725</b>
<b>2.9</b>	<b>LANDSCAPING AND IRRIGATION</b>				
	5 gallon shrubs	6	ea	37.50	225
	Clean up island	150	sf	0.38	56
	5 gallon shrubs	10	ea	37.50	375
	Remove and replace 16 trees	16	ea	500.00	8,000
	Remove old plant material	1,620	sf	0.38	608
	New plant material	1,620	sf	1.50	2,430
	Enlarge planting pits to 4x8	6	ea	480.00	2,880
	5 gallon shrubs	8	ea	37.50	300
	5 gallon shrubs	5	ea	37.50	188
	Replace (e) trees with 24" box trees	3	ea	600.00	1,800
	5 gallon shrubs	20	ea	37.50	750
	1 gallon vines on freeway columns	16	ea	10.00	160
	5 gallon shrubs	15	ea	37.50	563
	Remove tall shrubs, replant with low shrubs	3,400	sf	0.38	1,275
	Infill bare planting bed with shrubs	1,100	sf	1.88	2,063
	Replace street trees	2	ea	600.00	1,200
	Enlarge tree wells to 8x3	2	ea	360.00	720
	Remove and replace shrubs, modify sprinkler system	2,050	sf	2.00	4,100
	Remove and replace trees	2	ea	600.00	1,200
	Test and modify (e) irrigation system, allowance	1	ls	5,000.00	5,000
	5 gallon evergreen shrubs	250	lf	37.50	9,375
	<b>Subtotal Landscaping And Irrigation</b>		\$/SF:	0.30	<b>43,266</b>
<b>2.10</b>	<b>FENCES AND GATES</b>				
	Extend ornamental fence	90	lf	150.00	13,500
	Prep, prime, paint 6' OI fence (500')	500	lf	15.00	7,500
	<b>Subtotal Fences And Gates</b>		\$/SF:	0.15	<b>21,000</b>
<b>2.12</b>	<b>SITE FURNISHINGS</b>				
	New information kiosk	2	ea	10,000.00	20,000
	Monument sign	1	ea	7,000.00	7,000

ESTIMATE DETAIL					
<b>Project:</b>	Suisun-Fairfield Train Depot Renovation			<b>Date:</b>	3/7/2014
<b>Level:</b>	Conceptual Design Study			<b>Estimator:</b>	Javier Silva
<b>Client:</b>	Interactive Resources			<b>Schedule:</b>	6 Months
<b>Location:</b>	Sitework			<b>Area (SF):</b>	144,000
ITEM	DESCRIPTION	QUANTITY	UNIT	UNIT COST	TOTAL AMOUNT
	Benches	4	ea	1,250.00	5,000
	Remove and replace bent sign post	1	ea	337.50	338
	Straighten sign post	1	ea	337.50	338
	Replace metal trash can	1	ea	1,650.00	1,650
	Add nose marking on this step	1	ea	187.50	188
	Add an additional bike rack	1	ea	1,500.00	1,500
	Prep and paint all site furnishings, allowance	1	ls	10,000.00	10,000
	<b>Subtotal Site Furnishings</b>		\$/SF:	0.32	<b>46,013</b>
<b>2.13</b>	<b>SITE STRUCTURES</b>				
	Rehab bus stops	3	ea	500.00	1,500
	Clean and paint dumpster enclosure	1	ls	750.00	750
	<b>Subtotal Site Structures</b>		\$/SF:	0.02	<b>2,250</b>
<b>16.0</b>	<b>SITE ELECTRICAL</b>				
	New lamp posts, including, underground wire and conduit	4	ea	3,000.00	12,000
	Add light fixtures to bus shelters, incl. circuits	3	ea	1,875.00	5,625
	Additional site lighting allowance	1	ls	10,000.00	10,000
	Clean glass components of all lights, allowance	1	ls	200.00	200
	<b>Subtotal Site Electrical</b>		\$/SF:	0.19	<b>27,825</b>

<b>ESTIMATE SUMMARY</b>			
<b>Project:</b>	Suisun-Fairfield Train Depot Renovation	<b>Date:</b>	3/7/2014
<b>Level:</b>	Conceptual Design Study	<b>Estimator:</b>	Javier Silva
<b>Client:</b>	Interactive Resources	<b>Schedule:</b>	6 Months
<b>Location:</b>	Building	<b>Area (SF):</b>	1,965
<b>ITEM</b>	<b>DESCRIPTION</b>	<b>UNIT COST</b>	<b>TOTAL AMOUNT</b>
2.0	DEMOLITION	\$/SF: 1.97	3,875
3.0	CONCRETE	\$/SF: -	-
4.0	MASONRY	\$/SF: -	-
5.0	METALS	\$/SF: -	-
6.R	ROUGH CARPENTRY	\$/SF: -	-
6.F	FINISH CARPENTRY	\$/SF: -	-
7.0	THERMAL & MOISTURE PROTECTION	\$/SF: 1.27	2,500
8.0	DOORS & WINDOWS	\$/SF: 18.32	36,000
9.0	FINISHES	\$/SF: 29.19	57,353
10.0	SPECIALTIES	\$/SF: 8.87	17,425
11.0	EQUIPMENT	\$/SF: 0.25	500
12.0	FURNISHINGS	\$/SF: -	-
13.0	SPECIAL CONSTRUCTION	\$/SF: -	-
14.0	CONVEYING	\$/SF: -	-
15.F	FIRE PROTECTION	\$/SF: -	-
15.M	MECHANICAL	\$/SF: 17.63	34,650
15.P	PLUMBING	\$/SF: 16.28	31,984
16.0	ELECTRICAL	\$/SF: 16.78	32,975
	<b>SUBTOTAL</b>		<b>217,262</b>
	GENERAL CONDITIONS	24.42%	53,057
	BONDS & INSURANCE	1.50%	4,055
	OVERHEAD & PROFIT	12.50%	34,297
	DESIGN CONTINGENCY	15.00%	46,301
	ESCALATION	6.03%	21,405
	<b>TOTAL CONSTRUCTION COST</b>		<b>376,375</b>
		<b>TOTAL \$/SF:</b>	<b>191.54</b>

ESTIMATE DETAIL					
<b>Project:</b>	Suisun-Fairfield Train Depot Renovation			<b>Date:</b>	3/7/2014
<b>Level:</b>	Conceptual Design Study			<b>Estimator:</b>	Javier Silva
<b>Client:</b>	Interactive Resources			<b>Schedule:</b>	6 Months
<b>Location:</b>	Building			<b>Area (SF):</b>	1,965
ITEM	DESCRIPTION	QUANTITY	UNIT	UNIT COST	TOTAL AMOUNT
<b>2.0</b>	<b>DEMOLITION</b>				
	Remove concrete steps	90	sf	7.50	675
	Remove concrete base	1	ea	450.00	450
	Remove wing walls	80	sf	3.75	300
	Gut restroom finishes and accessories	245	sf	10.00	2,450
	<b>Subtotal Demolition</b>		<b>\$/SF:</b>	<b>1.97</b>	<b>3,875</b>
<b>7.0</b>	<b>THERMAL &amp; MOISTURE PROTECTION</b>				
	Install pigeon guard	1	ls	2,500.00	2,500
	<b>Subtotal Thermal &amp; Moisture Protection</b>		<b>\$/SF:</b>	<b>1.27</b>	<b>2,500</b>
<b>8.0</b>	<b>DOORS &amp; WINDOWS</b>				
	New 36" door	1	ea	3,000.00	3,000
	Rehab historic windows	3	ea	3,000.00	9,000
	Rehab non-historic windows	16	ea	1,500.00	24,000
	<b>Subtotal Doors &amp; Windows</b>		<b>\$/SF:</b>	<b>18.32</b>	<b>36,000</b>
<b>9.0</b>	<b>FINISHES</b>				
	Warning stripe at nose of stairs	60	lf	6.00	360
	Paint building exterior	2,290	sf	3.00	6,870
	Paint columns	9	ea	500.00	4,500
	Paint building soffit	2,540	sf	3.30	8,382
	Paint window trim	360	lf	6.00	2,160
	New RR floor finish (tile)	245	sf	22.50	5,513
	New RR wall finish (tile, 7' high)	715	sf	22.50	16,088
	Paint building interior	3,830	sf	2.25	8,618
	Paint ceilings	1,965	sf	2.48	4,863
	<b>Subtotal Finishes</b>		<b>\$/SF:</b>	<b>29.19</b>	<b>57,353</b>
<b>10.0</b>	<b>SPECIALTIES</b>				
	Remount signage to 60" AFF	2	ea	150.00	300
	Remove & replace ADA toilet partitions	2	ea	2,475.00	4,950

ESTIMATE DETAIL					
<b>Project:</b>	Suisun-Fairfield Train Depot Renovation			<b>Date:</b>	3/7/2014
<b>Level:</b>	Conceptual Design Study			<b>Estimator:</b>	Javier Silva
<b>Client:</b>	Interactive Resources			<b>Schedule:</b>	6 Months
<b>Location:</b>	Building			<b>Area (SF):</b>	1,965
ITEM	DESCRIPTION	QUANTITY	UNIT	UNIT COST	TOTAL AMOUNT
	Lower toilet paper holder	2	ea	150.00	300
	Grab bars	2	ea	525.00	1,050
	TP dispenser	2	ea	300.00	600
	Seat cover dispenser	2	ea	300.00	600
	Soap dispenser	2	ea	112.50	225
	Mirror	2	ea	600.00	1,200
	Paper towel dispenser/waste combo	2	ea	750.00	1,500
	Replace exterior wood signs at roof to match larger historic signs	2	ea	750.00	1,500
	Replace wood wall signs on main street	2	ea	750.00	1,500
	Alter Main street roof sign, repaint, remove ornamental elements	1	ea	2,500.00	2,500
	New directional signs	2	ea	600.00	1,200
	<b>Subtotal Specialties</b>		\$/SF:	8.87	<b>17,425</b>
<b>11.0</b>	<b>EQUIPMENT</b>				
	Remove and relocate pay phone	1	ea	500.00	500
	<b>Subtotal Equipment</b>		\$/SF:	0.25	<b>500</b>
<b>15.M</b>	<b>MECHANICAL</b>				
	Provide Type 1 hood	1	ea	12,000.00	12,000
	Independent exhaust fan	1	ea	3,750.00	3,750
	Make-up air unit	1	ea	3,750.00	3,750
	Remove and replace furnace and condenser	1	lot	15,000.00	15,000
	Remove abandoned condensing unit cage	1	ea	150.00	150
	<b>Subtotal Mechanical</b>		\$/SF:	17.63	<b>34,650</b>
<b>15.P</b>	<b>PLUMBING</b>				
	Remove and replace drinking fountain with accessible fountain	1	ea	3,000.00	3,000
	Provide a grease interceptor	1	ea	7,500.00	7,500

<b>ESTIMATE DETAIL</b>					
<b>Project:</b>	Suisun-Fairfield Train Depot Renovation			<b>Date:</b>	3/7/2014
<b>Level:</b>	Conceptual Design Study			<b>Estimator:</b>	Javier Silva
<b>Client:</b>	Interactive Resources			<b>Schedule:</b>	6 Months
<b>Location:</b>	Building			<b>Area (SF):</b>	1,965
<b>ITEM</b>	<b>DESCRIPTION</b>	<b>QUANTITY</b>	<b>UNIT</b>	<b>UNIT COST</b>	<b>TOTAL AMOUNT</b>
	Replace (e) water with a larger 150,000 btuh water heater	1	ea	2,343.75	2,344
	Provide hand sink	1	ea	1,500.00	1,500
	Remove and replace water closets	2	ea	2,475.00	4,950
	Remove and replace lavatories	2	ea	2,062.50	4,125
	Remove and replace urinal	1	ea	1,815.00	1,815
	Pipe modifications	9	ea	750.00	6,750
	<b>Subtotal Plumbing</b>		<b>\$/SF:</b>	<b>16.28</b>	<b>31,984</b>
<b>16.0</b>	<b>ELECTRICAL</b>				
	Remove and replace all building (interior/exterior) lights per electrical report	1,965	sf	10.00	19,650
	Lighting control system	1,965	sf	5.00	9,825
	Security cameras and monitor	1	lot	3,000.00	3,000
	Electrical rough in for electronic train arrival/departure sign	1	ea	500.00	500
	<b>Subtotal Electrical</b>		<b>\$/SF:</b>	<b>16.78</b>	<b>32,975</b>

ESTIMATE DETAIL					
<b>Project:</b>	Suisun-Fairfield Train Depot Renovation			<b>Date:</b>	3/7/2014
<b>Level:</b>	Conceptual Design Study			<b>Estimator:</b>	Javier Silva
<b>Client:</b>	Interactive Resources			<b>Schedule:</b>	6 Months
<b>Location:</b>	Additional Items			<b>Area (SF):</b>	144,000
ITEM	DESCRIPTION	QUANTITY	UNIT	UNIT COST	TOTAL AMOUNT
<b>1</b>	<b>Maintenance Items</b>				
	28: 3" wood mulch to all planter beds	29,994	sf	0.68	20,246
	6: Prune pear trees	6	ea	1,125.00	6,750
	6: Clean up mess from fruit drop	6	ea	150.00	900
	11: Prune to remove dead Rhapiolepis branches	5	ea	375.00	1,875
	12: Prune bay trees, spray to control scale	4	ea	375.00	1,500
	12: Lower height of shrubs to below handrail	1	ea	300.00	300
	16: Prune bay trees	2	ea	375.00	750
	20: Prune trees	12	ea	375.00	4,500
	Clean (e) roof surface, power wash	4,761	sf	0.38	1,785
	Adjust closer, decrease force required to open door	4	ea	300.00	1,200
	<b>Subtotal Maintenance Items</b>		<b>\$/SF:</b>	<b>0.28</b>	<b>39,806</b>
<b>2</b>	<b>Items for Future Phases</b>				
	Iconic sign	1	ea	250,000.00	250,000
	Paint underside of overpass and supports	19,530	sf	3.00	58,590
	New ADA counters	7	lf	375.00	2,625
	Benches	6	ea	1,125.00	6,750
	Café Tables	6	ea	1,500.00	9,000
	Chairs	12	ea	750.00	9,000
	<b>Subtotal Items For Future Phases</b>		<b>\$/SF:</b>	<b>2.33</b>	<b>335,965</b>
	<b>SUBTOTAL</b>				<b>335,965</b>
	GENERAL CONDITIONS			24.42%	82,045
	BONDS & INSURANCE			1.50%	6,270
	OVERHEAD & PROFIT			12.50%	53,035
	DESIGN CONTINGENCY			15.00%	71,597
	ESCALATION			6.03%	33,099
	<b>TOTAL CONSTRUCTION COST</b>				<b>582,012</b>
				<b>TOTAL \$/SF:</b>	