

DEPARTMENT OF TRANSPORTATION

DISTRICT 4

OFFICE OF TRANSIT AND COMMUNITY PLANNING

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*Making Conservation
a California Way of Life*

September 13, 2017

04-CC-2017-00140

SCH # 2017082033

GTS ID 7461

Alexis Morris
Community Development Department
City of Antioch
200 H Street
Antioch, CA 94509-1285

Antioch The Ranch Project – Notice of Preparation

Dear Miss Morris:

Thank you for including the California Department of Transportation (Caltrans) in the review process for the above referenced project. In tandem with the Metropolitan Transportation Commission's (MTC) Sustainable Communities Strategy (SCS), the Caltrans *Strategic Management Plan 2015-2020* includes targets to reduce Vehicle Miles Travelled (VMT), in part, by tripling bicycle and doubling both pedestrian and transit travel by 2020. Our comments on the Notice of Preparation are based on these initiatives and goals.

Lead Agency

As the Lead Agency, the City of Antioch is responsible for all project mitigation, including any needed improvements to the State Transportation Network (STN). The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

Project Understanding

The applicant is proposing to amend the City of Antioch General Plan. The project would require the approval of General Plan text and map amendments to the Land Use Element to change the land use zoning from Golf Course Community/Senior Housing/Open Space, Hillside and Estate Residential, and Public/Quasi Public to Low Density Residential, Medium Low Density Residential, Mixed Use, Public/Quasi Public, and Open Space. The Multi-Generational Plan would designate a portion of the site as Senior Housing. The Circulation Element of the General Plan would be amended (text and map) to reflect the proposed alignment of Sand Creek Road. The applicant wishes to construct multiple single family residential neighborhoods, various public facilities and amenities, and circulation improvements and infrastructure improvements to serve the proposed planned community. The proposed project includes two scenarios; a multi-generational plan and a traditional plan would include all ages housing and would not include active adult housing. The project applicant is requesting approval of both scenarios to allow flexibility based upon market conditions. The multi-generational plan for land use will result in 1307 residential units, while the traditional plan for land use will bring 1137 residential units.

Missing Project Details

Each phase of the project should be presented with proposed dates, timing, and duration. Though it is mentioned that the phasing will depend on the demands of the economy, preliminary dates are still important.

Specific Plan and Capital Improvement Plan

Due to the magnitude and pace of development in the region, Caltrans suggests that the lead agency develop a specific plan for the area. The specific plan will engage the public in the CEQA process, address the project's environmental and VMT impacts, and help account for shifts the region needed to accommodate such a large development. The lead agency should strive to obtain multimodal fees on pace with the project's phases, so that mitigation of each phase is aligned with the development as it occurs. The lead agency should also develop a capital improvement plan that identifies the cost of needed improvements and include a scheduled plan for implementation. Developer fees must be identified. These fees should go towards regional transportation improvements and phase II eBART studies.

Multimodal Planning

According to Caltrans' Smart Mobility Guidelines, the project site is a suburban community, which is characterized by segregated residential uses oriented towards the single family home. Suburban communities also tend to lack viable options for regional accessibility beyond the automobile. Caltrans encourages investments that will improve regional accessibility through means other than the automobile. We suggest that the lead agency works in conjunction with local transit providers to improve regional accessibility, given the number of users this project will add to our state routes. Failure to accommodate for anticipated demand will lead to further congestion and greenhouse gas emissions for the region.

Currently, public transit from Antioch to the nearest BART station (Pittsburg/Bay Point) is provided by Tri Delta Transit Line 300. To make the Express Bus 300 a more attractive option for future residents, the agency should collaborate with other cities and Tri Delta Transit to reduce travel time to BART by adding new routes to reduce the number of stops the bus has to make. For instance, the 300 Bus could skip its current stops at Oakley or Antioch; separate buses would be provided for these cities. There are a myriad of options the agency can undertake; but ultimately, the state's aim is to convert the bulk of automobile users to transit riders to reduce greenhouse gas emissions. By maximizing the 300 bus' route efficiency, we can encourage project residents to use public transit to minimize impacts to our environment.

In addition, connecting buses to other nearby regional hubs such as San Jose and Sacramento should be considered. To connect residents to San Jose, bus routes should be considered for ACE's Livermore Station which provides a direct train commute to San Jose. Connecting Antioch residents to Sacramento would require further research towards a more direct route to the city, given that current means of transportation requires extensive transfers to reach the hub. Creating a more direct route is a critical step towards encouraging automobile users to convert to public transportation.

Lastly, we suggest that the cul-de-sacs in the community connect to the sidewalks to create accessibility. The developer may choose to gate these entrances, but ultimately, the additional access points could encourage residents to walk in their neighborhood more. Caltrans encourages opening up access points to the community for pedestrians so as to encourage active transportation that will support our goal for green growth in California.

CEQA Project of Significance

Under CEQA §15206(b), the proposed project is of regional significance because it is a residential development with over 500 dwelling units. The draft Environmental Impact Report (EIR) should be

submitted to the appropriate metropolitan area council of governments for review and comment. This project will also require a mitigation monitoring and reporting program (MMRP). Following project approval, the CEQA lead agency shall submit:

- Name, address, and telephone number of the CEQA lead agency contact responsible for the mitigation reporting or monitoring program.
- The location and custodian of the documents or other material, which constitute the record of proceedings upon which the lead agency's decision to approve the project is based.
- Detailed information on impact assessment methods, the type of mitigation, specific location, and implementation schedule for each transportation impact mitigation measure included in the reporting or monitoring program.

Vehicle Trip Reduction

Caltrans encourages the development of Travel Demand Management (TDM) policies to encourage the use of the nearest public transit lines and reduce vehicle trips on the STN. These policies could include lower parking ratios, car-sharing programs, bicycle parking, and providing transit passes for residents, patrons, and employees on a permanent basis. For information about parking ratios, see the Metropolitan Transportation Commission (MTC) report *Reforming Parking Policies to Support Smart Growth* or visit the MTC parking webpage: http://www.mtc.ca.gov/planning/smart_growth/parking. To reduce VMT and better integrate the proposed project with nearby land uses, providing a network of complete streets that benefits all users of the transportation system, Caltrans recommends the following:

- Annual reporting with the Lead Agency monitoring;
- Aggressive trip reduction targets with Lead Agency monitoring and enforcement.
- Membership in a transportation management association (TMA)
- Transit subsidies on a permanent basis to all residents
- Secured bicycle storage facilities
- Bicycles for residents to access nearby destinations
- Nearby walkable amenities
- Unbundling residential parking
- Ten percent vehicle parking reduction
- Transit and trip planning resources
- Electrical vehicle (EV) charging stations and designated parking spaces for EVs
- Carpool/Vanpool incentives and dedicated parking spaces for carpooling employees
- Secured bicycle storage facilities
- Fix-it bicycle repair station(s)
- Transportation and commute information kiosk
- Kick-off commuter event at full occupancy
- Bicycle route mapping resources and bicycle parking incentives

Transportation Demand Management (TDM) programs should be documented with annual monitoring reports by an onsite TDM coordinator to demonstrate effectiveness. If the project does not achieve the VMT reduction goals, the reports should also include next steps to take in order to achieve those targets. Operational concerns for all road users that may increase the potential for future collisions should be identified and fully mitigated in a manner that does not further raise VMT. The project's primary and secondary effects on pedestrians, bicycles, disabled travelers and transit performance should be evaluated, including countermeasures and trade-offs resulting from mitigating VMT increases. Access to

pedestrians, bicycle, and transit facilities must be maintained. These smart growth approaches are consistent with the MTC's RTP/SCS goals and would meet Caltrans Strategic Management Plan. Reducing parking supply can encourage active forms of transportation, reduce regional VMT, and lessen future transportation impacts on US 101 and other nearby State facilities.

Travel Demand Analysis

Please analyze VMT resulting from the proposed project. With the enactment of Senate Bill (SB) 743, Caltrans is focusing on transportation infrastructure that supports smart growth and efficient development to ensure alignment with State policies through the use of efficient development patterns, innovative travel demand reduction strategies, multimodal improvements, and VMT as the primary transportation impact metric. Please ensure that the travel demand analysis includes:

- A vicinity map, regional location map, and site plan clearly showing project access in relation to the STN. Ingress and egress for all project components should be clearly identified. Clearly identify the State right-of-way (ROW). Project driveways, local roads and intersections, car/bike parking, and transit facilities should be mapped.
- A VMT analysis pursuant to the City's guidelines or, if the City has no guidelines, the Office of Planning and Research's Draft Guidelines. Projects that result in automobile VMT per capita greater than 15% below existing (i.e. baseline) city-wide or regional values for similar land use types may indicate a significant impact. If necessary, mitigation for increasing VMT should be identified. Mitigation should support the use of transit and active transportation modes. Potential mitigation measures that include the requirements of other agencies such as Caltrans are fully enforceable through permit conditions, agreements, or other legally-binding instruments under the control of the City.
- A schematic illustration of walking, biking and auto conditions at the project site and study area roadways. Potential safety issues for all road users should be identified and fully mitigated.
- The project's primary and secondary effects on pedestrians, bicycles, disabled travelers and transit performance should be evaluated, including countermeasures and trade-offs resulting from mitigating VMT increases. Access to pedestrians, bicycle, and transit facilities must be maintained.

Multimodal Fees

Please identify project-generated travel demand and estimate the costs of public transportation improvements necessitated by the proposed project; viable funding sources such as development and/or transportation impact fees should also be identified. We encourage a sufficient allocation of fair share contributions toward multi-modal and regional transit improvements to fully mitigate cumulative impacts to regional transportation. We also strongly support measures to increase sustainable mode shares, thereby reducing VMT.

Encroachment Permit

Please be advised that any work or traffic control that encroaches onto the state ROW requires an encroachment permit that is issued by the Department. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans clearly indicating state ROW must be submitted to: Office of Permits, California DOT, District 4, P.O. Box 23660, Oakland, CA 94623-0660. Traffic-related mitigation measures should be incorporated into the construction plans during the encroachment permit process. For more information: <http://www.dot.ca.gov/hq/traffops/developserv/permits/>

Ms. Alexis Morris
September 13, 2017
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Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Jerry Cheung at 510-286-5562 or jerry.cheung@dot.ca.gov.

Sincerely

for.

Jannette Rasmussen

PATRICIA MAURICE
District Branch Chief
Local Development - Intergovernmental Review



September 11, 2017

Alexis Morris, Planning Manager
City of Antioch
P.O. Box 5007
Antioch, CA 94531-5007

Sent via e-mail to
amorris@ci.antioch.ca.us
September 11, 2017

KT

RE: Notice of Preparation of an Environmental Impact Report for The Ranch Project

Dear Ms. Morris,

The East Bay Regional Park District ("District") appreciates the opportunity to provide comments on the Notice of Preparation of a draft Environmental Impact Report (DEIR) ("NOP") for The Ranch Project ("project") in the Sand Creek Focus Area. The project would include a five-acre "Village Center", up to 1,307 residential units in the Multi-Generational Plan and up to 1,137 residential units in the Traditional Plan, and public facilities and public recreational amenities, including a fire station. The District has previously commented on the project's preliminary development plan.

The District has a long-term interest in the Sand Creek Focus Area and currently manages three parks and preserves, Contra Loma Regional Park, Black Diamond Mines Regional Preserve, and Deer Valley Regional Preserve, that border the Focus Area where the project is located. Additionally, the District operates the Mokelumne Coast to Crest Trail to the north of the project location.

The District remains concerned about the potential effects of development within the Sand Creek Focus Area. The project's location within the Sand Creek Focus Area is an important aspect of this project. The Sand Creek Focus Area is one of the last remaining large tracts of undeveloped land in the City of Antioch and the project's proximity to District parkland and regional trails may result in direct impacts to the District.

As the project moves forward and environmental review is undertaken, the District requests that access to trails (staging area), trail connections, trail crossing for bicyclists and pedestrians, biological resources, and open space and hillside preservation be addressed in greater detail, particularly in regards to the following:

1. **Proposed Staging Area:** The project plans call for an East Bay Regional Park District staging area located on the proposed Dallas Ranch Road extension with trails connections. The DEIR should address the location, size, general function, traffic impacts, and operation and maintenance responsibilities of the staging area to provide additional access to the trail for visitors from outside the immediate neighborhood. In addition, a long-term funding mechanism should be put in place to maintain and operate the staging area.
2. **Trail Connections:** The project plans identify approximately 7 miles of trail on site, not including a potential trail on Empire Mine Road. A portion of the trails connect directly to the proposed staging area. The DEIR should consider the safety of all trail uses as well as slopes, views, site

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General Manager

features, and impact on resources. In addition, a long-term funding mechanism should be put in place to maintain and operate the trails.

3. **Regional Trail Connections:** The Mokelumne Coast to Crest Trail is a regionally important trail that follows the Mokelumne River from the Sierras to Carquinez Strait in Martinez, and is located north of the project. The DEIR should consider potential regional trail connections from Empire Mine Road through the development to the Mokelumne Coast to Crest Trail.
4. **Deer Valley Road Trail Crossing:** The NOP identifies bicycle lanes throughout the project site and a pedestrian/bicycle bridge across Sand Creek. The District requests that the DEIR analyze the safety of bicyclists and pedestrians crossing Deer Valley Road and safety improvements such as a separated bicycle and pedestrian crossing to minimize conflict between automobiles and recreational trail users on this highly used roadway.
5. **Biological Resources:** The project vicinity is a biodiversity hotspot for rare or endangered species, including twenty-nine plant species on Mount Diablo and eleven that are endemic to the Mount Diablo region. The DEIR will need to fully evaluate the potential for impacts on biological resources, including impacts to the critically endangered Mount Diablo Buckwheat that was recently discovered to be thriving within Black Diamond Mines Regional Preserve, located in the project vicinity. Impacts to biological resources should also analyze for wildlife movement along wildlife corridors.
6. **Open Space and Southern Hills Protection:** The project description in the NOP identifies 194.5 acres of open space in the Multi-Generational Plan and 199.5 acres of open space in the Traditional Plan within the total 551.5 acre development area. The District would like to encourage the city to maximize the amount of open space preserved onsite and in the Sand Creek focus area, in addition to potential off-site mitigation, and analyze in the DEIR the impacts of the proposed housing located in the project location's southern hills. The southern hills are an important aspect of the Sand Creek Focus Area's unique natural and scenic appearance and development on these hills would be highly visible from the future Deer Valley Regional Preserve and Black Diamond Mines Regional Preserve. A thorough visual analysis should be conducted to evaluate the project's impacts on publicly protected open space lands. Eliminating development of the hillside area will provide additional habitat connectivity outside of the Sand Creek riparian corridor.

Thank you for the opportunity to provide these initial comments. The District looks forward to continuing to participate in the review process and providing additional comments on the DEIR. If you have any questions or concerns, please contact me at (510) 544-2320, or by e-mail at kthai@ebparks.org.

Respectfully,



Kim Thai
Planner

Cc: Colin Coffey, Director
Robert Doyle, General Manager
Bob Nisbet, Assistant General Manager
Brian Holt, Principal Planner



RECEIVED

SEP 18 2017

CITY OF ANTIOCH
COMMUNITY DEVELOPMENT

September 11, 2017

Job No. 20032-09

Forrest Ebbs
Community Development Director
City of Antioch
City Hall
200 "H" Street
Antioch, CA 94531

Subject: The Ranch - NOP - DEIR "The Ranch" - Scoping Considerations

Dear Forrest,

I am writing for and on behalf of THE ZEKA GROUP, INC., General Manager of Zeka Ranch One-Five, LLC.

At the September 6th Planning Commission, public comments were taken from interested parties to address questions/concerns that were desired to be addressed by the City's consulting team preparing the EIR for "The Ranch" project. The "Ranch" encompasses Assessor Parcels 057-010-002, 003 and 057-021-003.

The staff presentation indicated that the Ranch Project application included a General Plan Amendment request to address planned land use modifications proposed by the "The Ranch" application. The City's Notice of Preparation of August 11, 2017 (NOP) further indicates that the Ranch Project includes text and map changes to the Circulation Element of the General Plan. (NOP, p. 3 ["The amendment to the Circulation Element of the General Plan would . . . shift the proposed alignment of Dallas Ranch Road and its connection to Sand Creek Road north of Sand Creek."].)

In fact, the proposed Ranch application proposes substantial modifications to the current General Plan circulation plan in regard to orientation, alignment, and the elimination of one of the original planned Sand Creek road crossings, specifically the roadway serving the Zeka Ranch project. I have attached a copy of the current circulation element exhibit for your reference.

The elements which the "Ranch" EIR must address relative to the circulation element modification should include the following:

1. Recognize that the proposed "Ranch" circulation plan provides the shortest and most direct vehicular and utility access to Zeka Ranch. As such, all utility studies, traffic projections and other service load projections need to account/allocate realistic service demands appurtenant to and necessary for the development of the Zeka Ranch. During our past interactions with staff, 314 units had been identified an acceptable and reasonable target allocation for Zeka Ranch. The unit count (projected load demands) is important since

traffic counts determine the number of acceptable traffic lanes serving a development sector as well as proposed Sand Creek bridge crossings. Thus, the Ranch EIR should assume as a cumulative project in its traffic, water/sewer, and other analysis a residential development of at least 314 units on Zeka Ranch.

2. All proposed road crossings of Sand Creek should be extensively evaluated for optimum location(s). The proposed crossing locations need to address biological constraints as well as geotechnical constraints which typically impact the need for larger span bridge crossings, creek bank armoring and possible creek realignment.
3. The proposed roadway alignment to Zeka Ranch shown in the current General Plan Circulation Element must also be evaluated with the same level of detail as the alternative alignment proposed by Richland. The Ranch's proposed alternative alignment is longer, less direct, and may not be developed until the final phases of that project. Because Richland's proposal to amend the General Plan Circulation Element could have negative impacts on access to Zeka Ranch, a full analysis of the existing alignment is needed for comparison purposes.

It is very important to emphasize to the EIR consultant team members that the Zeka Ranch development should not be treated or considered to be the last parcel to develop in the Sand Creek Study area due to its geographic location nor should past or current "open space" arguments cloud their professional judgement. Zeka Ranch is and should be recognized as a viable development parcel which will develop in tandem with the adjoining development of proposed "Ranch" development.

I trust this provides you with the information that you require. Should you need any additional information please contact me at this office.

Sincerely yours,

MILANI & ASSOCIATES
CIVIL ENGINEERS/SURVEYORS/PLANNERS

Michael Milani

Michael E. Milani
President

MEM:

cc: Louisa Kao, The Zeka Group
Mr. Ron Bernal, City Manager, City of Antioch
Lori Ogorchock, City Council Member

**CITY OF ANTIOCH
PLANNING COMMISSION**

**Regular Meeting
6:30 p.m.**

**September 6, 2017
City Council Chambers**

Chair Zacharatos called the meeting to order at 6:30 P.M. on Wednesday, September 6, 2017 in the City Council Chambers. She stated that all items that can be appealed under 9-5.2509 of the Antioch Municipal Code must be appealed within five (5) working days of the date of the decision. The final appeal date of decisions made at this meeting is 5:00 P.M. on Wednesday, September 13, 2017.

ROLL CALL

Present: Commissioners Husary, Motts, Turnage, Conley,
Vice Chair Parsons and Chair Zacharatos
Absent: Commissioner Mason
Staff: Director of Community Development, Forrest Ebbs
Contract Planner, Cindy Gnos
Interim City Attorney, Elizabeth Perez
Minutes Clerk, Kitty Eiden

PLEDGE OF ALLEGIANCE

PUBLIC COMMENTS

None.

CONSENT CALENDAR

1. Approval of Minutes: July 19, 2017
August 2, 2017

On motion by Commissioner Conley, seconded by Commissioner Motts, the Planning Commission approved the minutes of July 19, 2017 and August 2, 2017, as presented. The motion carried the following vote:

AYES: Parsons, Husary, Motts, Turnage, Conley and Zacharatos
NOES: None
ABSTAIN: None
ABSENT: Mason

NEW PUBLIC HEARING

2. **Albers Ranch** - Applicant, Lucia Albers, has submitted a preliminary development plan for the development of a 96.6-acre development site located at the southern, central portion of the Sand Creek Focus Area along the southern boundary of the City of Antioch.

Director of Community Development Ebbs presented the staff report dated August 23, 201, recommending the Planning Commission receive the presentation of the project and offer direction to the applicant and staff.

- Reduce the units to 220
- Reduce grading and the preserve hills
- Work out Access issues
- Support a Fire station

In response to Commissioner Motts, Director of Community Development Ebbs explained property taxes in the area, per unit would be approximately \$350.00 short of the cost for manning a fire station. He noted if the project moved forward that issue needed to be addressed prior to it coming back for consideration. He further noted the project would be required to annex into the police CFD.

In response to Commissioner Parsons, Director of Community Development Ebbs explained that 5000 sq. ft. lots were the standard in the General Plan; however, smaller lots had been approved. He noted Aviano gave dedication of right-of-way that would allow the access road connection; however, the Flood Control District needed to grant permission for them to use the road for the project.

In response to Commissioner Conley, Director of Community Development Ebbs stated a fee was collected on new houses to fund new fire facilities.

In response to Commissioner Parsons, Director of Community Development Ebbs stated the concern related to emergency services was for EMT services needed in the project area and Kaiser, and Deer Valley High School were at the edge of their comfort zone in terms of response times.

In response to Commissioner Conley, Director of Community Development Ebbs stated there was no fee in place at this time to cover all operational fees; however, the Fire District was looking into establishing a fee for new projects.

In response to Commissioner Motts, Director of Community Development Ebbs stated he believed a project could be designed to meet the Americans with Disability Act (ADA) federally adopted consistent standard.

Chair Zacharatos opened the public hearing.

Mike Ramsey, Albers Ranch Project, gave a brief history of the project and stated they had been working with staff to develop a project reflecting the policies proposed for an amended General Plan Land Use Element, which they hoped Council would adopt. He noted if they choose not to adopt it, they intend to submit a General Plan Land Use Amendment to accomplish the project. He explained the access road connected to the Alber's project and an easement was put in place to connect the project to Sand Creek Road; however, subsequent to that, the Flood Control District changed the configuration of the detention basin and encroached into the area. He noted that issue needed to be resolved with the Flood Control District. He further noted they had had conversations with the Fire District acknowledging their concerns regarding servicing an aging community. He commented that their project was dedicated to senior housing, which included an assisted living facility and other amenities. He stated they were below the unit count if proposed policies were approved by Council. He noted the hillside was farmland and no native species were in the area. He further noted they proposed grading to allow for fill to be used. He gave a PowerPoint presentation of the Albers Ranch Active Senior Housing Proposal and noted that with a project devoted to the senior population, it was worth taking a second look at the regulations and exercising flexibility when the plan came back for final review.

In response to Commissioner Conley, Mr. Ramsey explained grading of the hillside was needed to build up low areas for the pads and provide gravity flow for the sewer system. He clarified that the grading encroachment into the 125 feet creek setback was outside of the detention basin and was necessary to build up the pads and reinforce the ground for approximately 20 homes. He reported the Flood Control District was concerned with maintaining the integrity of the dam with utilities in the shared roadway. He noted engineers would make the determination on whether the roadway would support their utilities, pending the outcome of this evening's meeting. He stated looking at the project in the context of the proposed General Plan; it was under the amount of units they would be eligible to build and if it became necessary, they would request a general plan amendment for the project.

In response to Commissioner Motts, Mr. Ramsey explained that in talking with staff regarding the value of assisted living next to a dedicated senior project, staff recommended Assisted Living be allowed under the proposed policies and without those numbers of units being counted against the total unit count available.

Commissioner Turnage suggested the applicant consider incorporating the emerging trend for fire departments that separates ladder companies from emergency responders for medical related calls.

Mr. Ramsey responded that it was an excellent suggestion and he would follow up.

Vice Chair Parsons also responded that the Fire Chief had indicated they had planned to implement the program as described by Commissioner Turnage.

In response to Commissioner Motts, Mr. Ramsey reported they would site a lift station until sewer was available in Deer Valley Road. He stated staff's willingness to consider lift stations in the project would open up opportunities for them to follow up on to assist with the grading issue.

Vice Chair Parsons suggested the applicant consider allowing parking on only one side of the roads.

In response to Commissioner Conley, Director of Community Development Ebbs stated the area to the south was the Ginochio property, outside of the City's sphere of influence and the General Plan acknowledged it as an area that could be developed.

Joel Devalcourt, thanked staff for the report and stated concerns regarding police, fire, and emergency services needing to be addressed. He also noted the removal of the top of the hill would be disregarding the City's General Plan Hillside Development Ordinance and needed environmental analysis. He suggested the project be sent back and return when the outstanding issues were resolved.

Mary Rocha, Antioch resident, spoke in support of the project's senior housing concept noting the outstanding issues could be resolved and the result would be a win/win for the City and residents.

Evan Goman, Save Mount Diablo, stated he was in agreement with the staff report and grading of the hillside was not consistent with the hillside protections described in the General Plan or the Sand Creek Focus Area Guidelines. He noted removing the hills as a cost effective solution for the developer was not feasible. Additionally, he noted the slopes were too steep. He spoke in support of maintaining the hillsides and stated he was opposed to the project.

Alan Iannaccone, spoke in support of the project noting senior housing was a needed amenity for residents who were aging and retiring in the community. He stated grading of the hillside would have a minimal impact.

Lucia Albers stated she has lived in the area for over 45 years and there was a need for a gated senior housing development in Antioch. She noted they needed 301 units and 4000 sq. ft. lots because it was expensive to bring utilities, and further noted that the lot size proposed was appropriate for senior housing. She stated the road was set to provide access; however, afterward Flood Control exercised eminent domain on her land taking approximately 7-acres which eliminated over 20-units. She reported the Flood Control District indicated they would cooperate with their development and they were working toward a solution for access.

Monte Albers, spoke to the value of providing senior housing for aging residents in Antioch.

Chair Zacharatos closed the public hearing.

Vice Chair Parsons stated the outstanding issues needed to be addressed; however, she was in support of the concept of a senior housing community.

Commissioner Motts stated that while he understood the need for senior housing, he felt there were major issues with the project being incompatible with the General Plan. He recognized staff for detailing the issues and stated he could support a plan with major changes and some compromises. He noted it was constrained by the location and having to deal with multiple agencies to work through the issues.

Commissioner Conley stated the City was required to provide housing for all aspects of the community including senior housing which they currently lacked. He noted that although there were major issues, he believed the City should support it and try to resolve access issues related to the Flood Control District. He noted he believed the project should adhere to the 125 feet creek setback requirement. Additionally, he felt grading for the project would not impact the reptilian corridor. He discussed the need for senior housing and because of that, felt the major issues should be worked on with the City's support.

Commissioner Turnage stated he felt the larger issues related to the project were outside of the City's purview. He noted the Fire District's interest in separating medical calls and perhaps locating an EMT substation in the area could elevate concerns related to those impacts. He stated the hill may need to remain. He discussed the need for senior housing in Antioch.

Commissioner Motts stated the mass grading proposed for the project area was a concern and would require an EIR. He suggested the applicant consider alternatives to grading of the hillside. He stated a project that comes forward without requiring amendments or exceptions to the General Plan would enhance their chance for approval.

Chair Zacharatos stated that she liked the concept of assisted living adjacent to independent senior living; however, there were larger issues for the developer to overcome. She stated she was not in favor of mass grading on the project site.

3. **The Ranch** - The City of Antioch will hold a public scoping meeting to receive verbal comments on the Notice of Preparation to prepare an environmental impact report (EIR) for the proposed The Ranch Project. The project site is located within the Sand Creek Focus Area of the General Plan, which contains lands designated by the Antioch General Plan for open space, residential, commercial, and mixed-use development. The site is identified by Assessor's Parcel Numbers (APNs) 057-010-002-4, 057-010-003-2, and 057-021-003-9.

Director of Community Development Ebbs introduced Public Hearing Item #2.

Contract Planner Gnos gave an overhead presentation and presented the staff report dated September 6, 2017 recommending the Planning Commission receive public comments on the Notice of Preparation (NOP) of the Draft Environmental Report (EIR) for The Ranch Project.

In response to Commissioner Motts, Contract Planner Gnos clarified comments would be welcomed from the Planning Commission, as well as those in attendance this evening.

Chair Zacharatos opened the public hearing.

Joel Devalcourt requested the EIR consider the following impacts:

- Regional air quality issues related to adding significant residential development at the edge of the City's current build-out footprint
- Antioch and Contra Costa County's ability to meet the State's greenhouse gas emission targets and those reductions
- Change in land uses and associated General Plan changes that could affect traffic and residential uses including the removal of the golf course to add more residential development
- Proposals for public transportation
- Cumulative growth impacts from the proposal to extend roadways particularly Street "B"
- Induced growth at other parcels west of Empire Mine Road by providing vehicular access and proximity to utility infrastructure
- Riparian habitat
- Building on flood plains
- Ground water and creek water resources
- Water supply in East Contra Costa and whether water could be provided for the development
- Consider extensive drought condition analysis
- Grading impacts
- Special status species
- Newly created parks south of The Ranch and different corridors for habitats connecting throughout the area
- [AeE](#)esthetic impacts such as the significant and irreversible impacts on the foothills and summit view sheds of Mt. Diablo
- Fire and Police Protection impacts for existing residents of Contra Costa and Antioch

Tina Gatillo requested the EIR consider the following impacts:

- Traffic and transportation relating to Highway 4 and main streets leading into and out of the area
- Public services, safety and emergency response
- Schools

- Biological impacts for unique and endangered plants and animals
- ~~Ae~~Esthetics for existing residents
- Topography of hill for residents and visitors
- Hydrology watershed at Sand Creek
- Flood zone area and drought analysis
- Noise and recreation as well as obstructed views for existing residents and views from EBRPD and Empire Mine Road
- Air quality

Allen Payton, Antioch resident, gave a brief history of the project area noting that historically the plans anticipated many more residential units; therefore, the city had the necessary infrastructure to support the project. He urged the City to move forward and not be too concerned with the impacts outside of the area.

Sophia Shafer requested the EIR consider the following impacts:

- Changes to BART service and impacts on traffic
- Police and Emergency response times and costs associated with providing services

Evan Gorman Save Mount Diablo requested the EIR consider the following impacts:

- Effects of developing on the hillside
- Analysis of a local water conservation plan should it be suggested by the developer
- Impact on regional climate goals, Bay Area Air Quality Management District (BAAQMD) regulations, ~~and~~ SB375, and Plan Bay Area

Chair Zacharatos closed the public hearing.

In response to Commissioner Motts, Consultant Gnos clarified the EIR analysis would follow guidelines required by the state related to water consumption and they had hired an expert in water to prepare the analysis that she would incorporate into the document. Additionally, she noted the traffic analysis would consider existing conditions and the cumulative impacts. She further noted if it was found that the project had impacts, there would be recommended mitigation measures.

In response to Commissioner Conley, Director of Community Development Ebbs explained Roddy Ranch was enabled by the voters and the ballot measure included 700 homes. He noted the current ownership by East Bay Regional Parks District had permanent deed restrictions that prohibited development; however, the entitlement remained valid. He noted this issue needed to be resolved.

In response to Commissioner Motts, Director of Community Development Ebbs explained if the General Plan Land Use Element Update proceeded with an addendum

or supplemental EIR, it would not affect the project specific analysis being discussed this evening.

ORAL COMMUNICATIONS

Director of Community Development Ebbs announced Brown Act Training would be held at 3:00 P.M. on October 3, 2017 in Council Chambers. He encouraged Planning Commissioners to attend.

WRITTEN COMMUNICATIONS

None.

COMMITTEE REPORTS

Commissioner Motts reported the Transplan meeting had been cancelled.

ADJOURNMENT

Chair Zacharatos adjourned the Planning Commission at 8:17 P.M. to the next regularly scheduled meeting to be held on September 20, 2017.

Respectfully Submitted,
Kitty Eiden

**Board of Directors**

Scott Hein

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Bay Area Open Space Council



September 11th, 2017

Alexis Morris

Planning Manager

City of Antioch

Community Development Department

P.O. Box 5007

Antioch, CA 94531-5007

RE: Comments on Notice of Preparation (NOP) for a Draft Environmental Impact Report (dEIR) on the Proposed “The Ranch” Project.

Dear Ms. Morris,

Save Mount Diablo (SMD) is a non-profit conservation organization founded in 1971 which acquires land for addition to parks on and around Mount Diablo and monitors land use planning which might affect protected lands. We build trails, restore habitat, and are involved in environmental education. In 1971 there was just one park on Mount Diablo totaling 6,778 acres; today there are almost 50 parks and preserves around Mount Diablo totaling 110,000 acres. We include more than 8,000 donors and supporters.

We appreciate the opportunity to comment on the NOP for a dEIR on the proposed “The Ranch” Project. Issues that we feel merit special attention in how this project progresses and in the dEIR include stormwater management, floodplain concerns and analysis of/contribution to greenhouse gas emissions. We discuss these issues in more detail below.

Stormwater Management

“The Ranch” project could significantly impact Antioch’s waterways, as on the Project site consists of more than 550 acres of undeveloped land that surround Sand Creek. The Project site is also located closer to the source of the creek than the vast majority of the city’s residential development.

The dEIR should clearly state the design details for the two proposed detention basins and fully analyze their effects, as well as provide alternatives that prevent pollutants from being expelled into Sand Creek. The NOP describes the drainage sites as detention basins and emphasizes their ability to treat water but detention basins are typically built for outflow control and are not known for effective water treatment.



The dEIR should analyze the possibility of water soluble pollutants contaminating nearby waterways as detention basins are not an effective means of capturing those pollutants. As stated in the CEQA guidelines, sufficient environmental review describes the effect development would have on the landscape that exists now, and analysis of the project's drainage proposal should provide information on the quantity and type of pollutants that would be potentially added to Sand Creek, which is currently a vital part of the local plant and animal habitat. The dEIR should provide alternatives that extend these proposed plans beyond the bare minimum for stormwater drainage.

Floodplain and Watershed

The proposed Project site includes a floodplain that is annually flooded by Sand Creek. The dEIR should have clear descriptions of the plans for development on the floodplain, and the effects of that development on the natural flow of water and existing habitat. The flooding covers a large, central section of the proposed Project site, and as the largest section of the local area that is routinely flooded it requires detailed analysis and extensive mitigation. The proposed construction on previously undeveloped land and hillsides will require an analysis of the change on the local watershed and the resulting effect on Sand Creek.

Air Quality/Greenhouse Gas Emissions

The dEIR must include a detailed analysis of the greenhouse gas (GHG) emissions that would be released during the construction and post-construction phases of "The Ranch" project. The dEIR should also include descriptions and analyses of other air pollutants that would be released and compare those measures to regulatory thresholds. Non-GHG emissions include PM₁₀ from grading during construction and diesel particulate matter emitted both during project construction and operation of the proposed village center.

"The Ranch" project's proposed low-density development of an undeveloped site requires analysis of its potential negative impacts on local and state-wide efforts to combat climate change. The dEIR should describe expected GHG emissions and the impacts to the regional air basin in the context of regulations and thresholds set by the Bay Area Air Quality Management District.

The Project proposal and associated GHG emissions are based on dated land use concepts that run counter to current effective, climate-based urban policy. The proposal should be discussed in the context of AB 32 and SB 375, as well as the California Air Resources Board's policies that resulted from that legislation.

The project's characteristics are not in line with the development recommendations set out in The Association of Bay Area Governments sustainable communities strategy entitled "Plan Bay Area" and the results of that conflict, including increased GHG emissions through added vehicle miles traveled (VMT), should be described in the dEIR. "The Ranch" project's current proposal does not follow The Contra Costa County General Plan's goals or policies, including Goal 8 and Policy 8 of the conservation element, and Goal 5 and Policy 5 of the transportation and circulation element. These and the resulting environmental impacts should be discussed in the dEIR.

Thank you for the opportunity to provide comments.

Sincerely,
Evan Gorman
Land Use Intern

Dear City Administration:

My husband and I are longtime residents of Antioch – since 1994 over the years. We've seen the growth of the City and have experienced some of the challenges that growth brings, such as overcrowding, traffic delays, police access, etc. Overall, we support new developments as long as there is sufficient infrastructure maintenance to support the changes.

Mr. and Mrs. Jones
(925) 978-9081

We are resident of Antioch for the past 27 years, we moved to this town because of environment, less traffic and less crime to deal with not it become wild wild west!!! we strongly appose the envelopment of more home which creates more pollution, traffics and habitat destruction and much more. 1,300 units are not a small numbers, which just had eased off from heavy traffic in HWY 4 traffic now we ar are going to be hit with 2,600 cars on the road if not more. Please review your decision on this development.

Regards

Lili Santoso

Office Manager

Liberty Business Advisors of SF Inc.

675 Ygnacio Valley Road Ste.A202

Walnut Creek CA, 94596

Phone:(925)932-2450

I have lived in Antioch for 48 years, and never once has the planning commission ever considered the impact all this building has had on the infrastructure of this community. This town used to be a nice peaceful community, but now the streets are over crowded, we don't have enough police and half of the strip malls are closed. How could this town possibly handle 4000 more homes and the traffic they bring. If the homes that were built were higher end homes we would not have all the section eight we now have. How is Deer Valley Rd going to handle all the traffic from this new community?? This is only a two lane road now, and you want to add at least 8000 more cars. Why don't you think past the taxes you can collect and think of the damage this project could bring to our city.

Sharen Sorrnick

Dear Planning Director Morris,

As a concerned property owner and resident of Antioch, I implore you, your Staff and our elected City officials to please reject the plans for the 1300 plus homes projected by the firm in SOUTHERN California... we have to protect our open spaces!!! I am originally from the Oakland/Alameda principalities, we've all seen the effects of urban sprawl and over development there, we moved to Contra Costa to get away from the traffic, the gridlock, the crime and the problems with the homeless communities ...the city of Oakland ' s answer is to build multi level and multi unit residences in typically commercial districts; great idea to help the growth but still big, big problems with crime and the homeless! ! Aren't the problems that we are facing with the current fires, earthquakes, global warming, enough to give you all a environmentally, take responsibility now--wake up call to protect our open spaces, mother nature, our natural environment and its dear and vital species???!!! WE CANNOT rob our future generations to come of their birth right. There are plenty of commercial areas that the southern California developers for their own financial gain can develop.

We have plenty of empty buildings, and areas in Antioch that can benefit from improvements, have them prove that they're not just another "Federal Glover, for profit, we'll leave you, once we get our money (in Glover ' s case, get your vote), our interests satisfied!!" Does Antioch need to have more crime, lack of respect for fellow citizens/neighbors the community, before you wake-up? ?!! Please walk the areas that our long time, our seniors, even our youth walk in fear of getting, mugged, robbed and other heinous crimes occur!! It's shameful!! We can't all afford to live in your "ivory towers!!" Please do not approve this project/development it is a Federal Glover inspired project-- look what the past has resulted in our community-- please reconsider and take into account the lasting negative impacts this project will subject the City of Antioch and residents both human and the nature!

Respectfully submitted,

Elizabeth G. Bayle-Paniagua

Sent from XFINITY Connect Mobile App

Dear Commissioners,

When our family settled here in 1983, Antioch had a population of about 45,000. Since its founding more than a century earlier, the growth of our town until then had been gradual and "organic," meaning that much of the population increase was a result of indigenous prosperity. Local businesses were created to serve the needs of our citizens and new housing was built by local developers to accommodate the employment opportunities these businesses created.

In the mid-1980s everything began to accelerate like crazy. By the time of the Great Recession in 2009, Antioch had around 100,000 residents! Then things cooled off for a while, and development of the Sand Creek Focus Area was nearly forgotten. But now that the economic recovery is on, there's near-hysteria in the news about the Bay Area's housing affordability crisis -- and this will embolden the potential developers of the Sand Creek Focus Area to pursue their agenda with renewed energy.

The citizens of Antioch have put up with the unintended consequences of out-of-control housing development of the past 25 years:

1. Rapidly shifting population has caused the decay of the once-thriving western side of town. As businesses pulled out of County East Mall and moved to Southeast Antioch and Brentwood, the 94509 part of town has declined dramatically. We have seen the replacement of supermarkets with "dollar stores." And homeless people are now a common sight around the Somersville / Delta Fair / Highway 4 area.
2. In the immediate aftermath of the Great Recession, the sprawling newer housing developments of Southeast Antioch witnessed some of the worst neighborhood abandonment (empty, foreclosed homes) in the entire Bay Area, and have only recently begun recovery.
3. Poorly planned, rapid growth has not allowed city services to keep up with demand for police, fire protection and code enforcement. Every new housing unit tends to put 2 or even more vehicles on to main traffic arteries such as Lone Tree Way and Deer Valley Road.
4. Our precious open space, still such an asset for Antioch and Brentwood, has been and is being eroded by these sprawling developments. We must not allow "The Ranch" development to proceed without thorough and exhaustive study of its impacts on traffic, wildlife, and community services such as schools, police and fire protection.
5. The Planning Commission's guiding principle, instead of reliance on the outmoded suburban sprawl models of development of the 1950s - 1990s, should be to encourage the growth of Antioch with developers who can provide:

- * Infill projects on properties that do not lie on the city perimeter: for example, the multi-unit residence now under construction at Tabora Drive and James Donlon Boulevard

- * Senior / over 55 housing, which has a much lower impact on schools, traffic and the advantage of attracting residents who often have more steady and disposable income than those who must commute to jobs in distant locations

- * Transit-oriented projects which provide housing at or near BART and other transit stations

* Projects that realize the potential of Downtown Antioch's beautiful and unique riverfront, providing housing while preserving the historic character of the area and allowing the community performance and event space in the former Antioch Lumber Company "yard."

As a long-time citizen who cares about family, neighbors and friends here, I urge you to listen to the citizens who live here and love our town - and not those of developers who have little interest in our community other than exploiting a business opportunity that will allow them to walk away with their profits, leaving you and I and our neighbors to deal with the impact of their business deals for years and years after.

Antioch is already big enough! We need time to catch up and deal with all of the rapid growth of the past decades. We need time to absorb and consolidate our new population in order to build an inclusive and diverse community culture that offers an attractive and vibrant lifestyle for all of Antioch.

Please LISTEN to US, your friends and neighbors, and:

· RESTRICT perimeter sprawl development at "The Ranch"

DENY development in property west of Empire Mine Road; ENCOURAGE its acquisition by the Regional Parks District PROMOTE infill, senior, riverfront and transit-location developments

Thanks so much for all you do.

John Tullis

Sent from my iPad

This project will do little, but cause a burden on an already problematic commute.
How much Tax Payer money is wasted in commute every single day. Money that could be used to benefit the Worker and their families.
This is not acceptable.
Thank you for your consideration.
Have a great day.

Please stop this process regarding the proposed development of over 1000 new homes. As a community we are not able to support the impact to this area. Vote no on this development!!

Sent from my iPhone

Enough homes Enough Traffic Enough Crime
Stop leave this beautiful area natural and clean.
Put a walking path for all to enjoy ••• please ! !
Prayers for Wisdom
Joyce

There will be more cars that will amount to traffic gridlocks on surface streets and highway four. Not enough parks and open spaces for residents of this great city.

NO to more new housing developments.

Thanks,

Miguel Illescas

Sent from AOL Mobile Mail

Hi – Good morning.

I have lived in Antioch since 1992 and on Mammoth Way since 2001. **I very strongly oppose the Ranch Project development**, as it will have the following severe impacts:

- Reduction of open green spaces for future generations. These open spaces were created and preserved for a specific purpose for future generations. We just cannot eliminate these open spaces for short term financial benefits for the city.
- Uncontrollable traffic and infrastructure challenges.

I have seen the infrastructure not meeting the challenges of these housing developments over the past 25 years. The city needs to start thinking about the well-being and benefits of the current residents, who had paid their dues.

Please feel free to contact me with any questions.

Thank you.

Tito Shafique

I am strongly against this project. The impact of this project on traffic, community resources, and quality of life is tremendous. I commute to San Francisco to work everyday. I have to drive 50 minutes to one hour to North Concord BART station every morning. Then spend almost one hour on the train to SF. We are talking about four hours round trip commute every day. Have you done this kind of commute? That is destroying my quality of life. The Ranch will certainly increase more cars and make the traffic worse.

Crimes in Antioch is not something I can be proud of. Too many crimes. I got robbed and hurt in December of 2015. The Ranch will increase more residents which could lead to more crimes. Police is not enough in Antioch. The Ranch project will make police resources even more limited.

Please stop this project. Period.

Sent from my iPhone

.

NO MORE!

Mike Shaikh
Trans World Marine Services
4596, Bonraven Way
Antioch, CA-94531
925-382-3816
transworldmarine@hotmail.com
www.marinesupplies.com

Ms. Morris,

I hope that the environmental review for the SandCreek project will seriously consider the impact on traffic and services. I moved to Antioch in 1986 and have seen what uncontrolled growth has done to traffic patterns and I have experienced personally that our police services are not able to keep up with current needs and should not be stretched further. Traffic is an important factor in the quality of life of a city and should be considered before approving any further development.

Thank you,

Mr. Cris Abel

cpsabel@gmail.com

Re: Sand creek expansion

I live on white mountain ct, antioch and myself and my family and neighbours will be greatly ill effected by your expansion of our green space to build more homes.

The information on this page is for informational purposes only. It is not intended to be used as a basis for any legal action. The information on this page is for informational purposes only. It is not intended to be used as a basis for any legal action.

Please reconsider building more houses. We chose to live in Antioch because of the hills, and beauty. It was between Brentwood and Antioch, but has a lot over Antioch but I still love our hills and green space.
Karolyn Hoke

Sent from my Verizon, Samsung Galaxy smartphone

Mr. Morris,

The NIMBIs (not in my back yard) types trying to kill Sand Creek do NOT have my support.

I drive 66 miles to work one way because of their type of anti-development BS put the San Jose area, and the Peninsula of limits to only the privileged and well healed.

It angers me to no end.

I can't live near my workplace because of people like them.

Sand Creek is a great project, press on so others don't have to suffer my whoas of 5 hours a day in my car.

Best Regards,

Mark S Gallagher
3619 Torgensen Ct,
Antioch, CA 94509-4376

312.213.3898 iphone
markg612@gmail.com

I disagree with any new housings development in Antioch. Highway 4 was just completed on widening it and now it's still backed up from Somerville until you get over the hill in BayPoint.

Happy Connecting. Sent from my Sprint Samsung Galaxy S® 5

Just a few comments on the proposed development. 1300+ homes seems like will put a great deal of stress on the city infrastructure, traffic, schools, commute congestion, police coverage, etc. and will negatively impact the quality of life in our city.

Sincerely,
Harry Angus

Good Morning,

I'm writing to oppose development at the Sand Creek/The Ranch site. In my 20 years living in Antioch, (and my husband's 50+ years) we have enjoyed the open spaces almost every day. We used to say that the open space is Antioch's "saving grace". That without the opportunity to go to the hills and ride bikes, hike or take an after dinner walk, we would have been gone a long time ago.

Any city can be full of houses, shopping plazas and cars. That's not unique. Antioch has a chance to be unique and add to its specialness. You have the chance to redefine the culture of this city. There are plenty of studies that show how people benefit from open space, parklands and green recreation areas. I ask you to find a study that decries the virtues of more houses and more traffic, thinly stretched city services and plundering wildlife habitat.

You may have heard all this before, but my family and I implore you to look at the big picture of what Antioch will be defined as.... another bedroom community that you drive to and from? It's high time that Antioch re-defines itself as a premier destination for outdoor enthusiasts. Nestled between a vast amount of open space and the San Joaquin Delta, Antioch is the place to take deep breaths and big steps... Let's continue to strive for the advancement of this idea!

Thank you for your time and consideration,

--Christina Wilcox and Family

925-354-2316

Don't develop on sand creek. We need the land. It's beautiful. Don't develop on it. Try investing in your schools instead (I'm an AHS graduate and the lack of funding is ridiculous)

Morris, Alexis

From: JaHarvey Johnson [mrjaharveyjohnson@gmail.com]
Sent: Monday, September 11, 2017 8:55 AM
To: Morris, Alexis

Hello:

Instead of planning to build more houses how about you guys trim the trees along Deer Valley Rd that are encroaching into homeowners' yards! In addition trim trees and clean up the islands in these courts! We have no interest in a new communities when the city cannot take care of the ones there are now.

Dear Alexis,

The current roads and freeway structure cannot handle any more traffic at this time. They are outdated and do not allow for a smooth flow, not to mention the maintenance and cost associated with such up keep.

City Services also struggle currently and they do not have enough resources or man power to serve those of us already living in the surrounding communities.

Then there is the wild life and open space we have all come to love and enjoy.

These are just a few points as to why we should save Sand Creek.

Thank you for your time.

Cheers,

Jason Leffingwell

Dear Antioch,

It's time to stop the housing expansion. Our city and the roads can barely handle what's here now. This use to be an enjoyable place to call home.

Respectfully,

James
Sent from my iPad

This is crazy! Please don't let this project go forward. It will impact our open space as well as traffic and everything that goes with it.

Bill Buhlman

Sent from my mobile phone
925-759-8054

Antioch has a serious problem of irresponsible spending. It also has a debt problem with approximately \$148 million in unfunded pension liabilities for the city union employees - and growing..

A responsibly planned new development can be beautiful and can provide a wonderful environment for families including many children who will have a healthy, happy, place to live. There will still be plenty of open space in the hills and park owned land all around Antioch. East Bay Regional Park purchased 1885 acres in Antioch in 2013. They purchased another 400 acres in East County in 2016. The hills west of Antioch provide almost unlimited open space to the public for hiking and biking as well as picnicking, swimming and fishing around Contra Loma Reservoir courtesy of EPRPD. There will still be plenty of open space around Antioch if this property is developed!

The development will provide a steady supply of tax dollars to pay for Antioch's excessive spending and debt problem.

If you kill this chance to get the city finances in order, how do you propose providing a similar amount of income to solve the city's financial crisis?

Very Truly Yours,

Mike Pruett, CPA



Virus-free. www.avast.com

WHAT IS THE CURRENT COST TO THE CITY FOR THE CURRENT UNDEVELOPED SAND CREEK LAND-POLICE AND FIRE PROTECTION AND COST OF ANY OTHER SERVICES PROVIDED. WHAT WOULD BE THE COST PER HOME AS TO THE PROPOSED DEVELOPMENT FOR ALL SERVICES THE CITY WOULD BE PROVIDING-POLICE-FIRE-UTILITIES -WATER-STREET LIGHTING-SEWER-PARK-STREET LANDSCAPING AND ANY OTHER SERVICES RELATED TO THE DEVELOPMENT-TIM DONAHUE

Dear City of Antioch. My name is Samuel Mendez. I vote for the new housing track as long as they are better than average looking houses. Antioch needs a new image. I have been in this town since since 1961, that's 56 years. My kids and first grandchild were all born here. I am a proud Antiochian, sadly I have seen Antioch deteriorate over the past number of years . We look inferior next to our cockey neighbor Brentwood. I must admit, they have better looking houses, and City Landcaping than we do. Sadly we have so much more cheap rent, section 8 and rentals than they do. Those kind of things invite trashy people into what was once great little town. Let's make Antioch a great City once again. I am in favor of more Nicer homes. Respectfully. Samuel Mendez

Sent from my iPhone

We purchased our home in 2015 and we were prepared for the worst given Antioch's reputation, however we were pleasantly surprised to find that we were in a "nicer part" of Antioch. We live on Schell Mountain Way off of Mokelumne and love the pastoral landscapes near our home. For that reason alone we would oppose development of the Sand Creek area for housing.

What really concerns us is the state of our emergency responders: we barely have enough & in some cases are sorely lacking sufficient support for the current population of Antioch: we are in no position to provide safety & security even more people.

We would support future plans to perhaps bring carefully vetted Tech companies *not polluters* here to the area that would not only bring jobs but would increase the value of the homes in the area. Having a glut of empty houses waiting to be rented out to Section 8 renters will only bring down the value of our homes & perpetuate the decline of our city's economy. We need less renters & more home owners.

Thank you,

Joyce

New construction is a good idea, will be having a new houses with very affordable prices and old houses will go down on prices, the real state market is out of control, we are on the bubble again 2004/2005, is crazy that a house on Summerfield sold for \$575,000, go for it!!!!!!

Sent from my iPhone

Sir,

These are the Environmental Issues from Ranch Development that we're concerned of, for the upcoming environmental study. Please see 2 attachments. Thank you for your help in this matter.

Erwin Mendoza
Antioch resident
(925) 550-4699

Sept 10, 2017

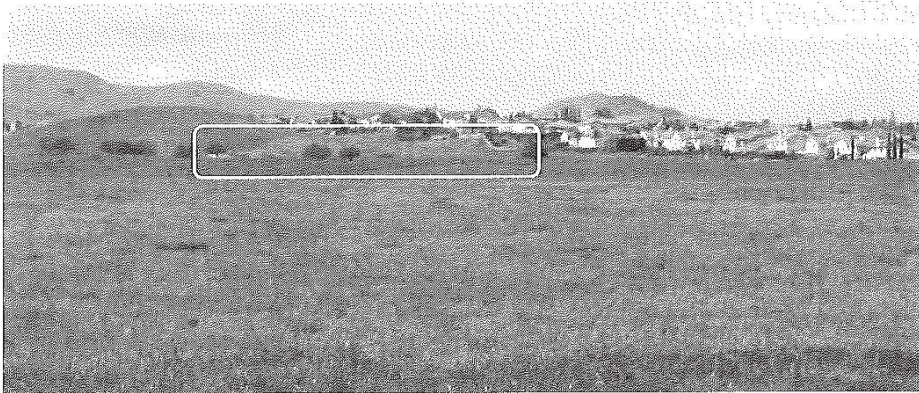
The Ranch at Antioch Environmental Study

To the Planning Commission, City Council, Community Development Department of the City of Antioch and Others Concerned:

WE OPPOSE the Proposed Plan Development Standards & Design Guidelines draft due to these major concerns:

Please consider leaving these areas open or have other alternatives of development to preserve this small area for the above reasons. Thank you for helping our community and hearing our concerns. (See other pages for evidence)

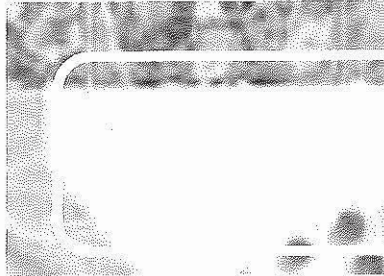
- 1) **Increase the risk of erosion from higher elevated current housing** . This ravine bed/ stream stores and conveys storm water and floodwater by acting as natural storm drain from elevated hills. Ravine/ stream provide overflow storage for stormwater during winter . Draft plan is conflicting .



Pics shows build site on Hill/ slope



Ranch Plan, page 9, shows build site on Hill/ slope



- 2) Staff report recommends... that the hilled areas be clearly identified, uniquely designated, and treated separately from flat areas"... to encourage the preservation of hillsides by allowing for the otherwise-permissible hillside units to be relocated to the flat areas of the side."..Ranch plan is conflicting .

IN, MARCH 16, 2016, 3. General Plan STAFF REPORT...Land Use Element Update, Sand Creek Focus Area –Attachment B, Page B2..."Hillside Development Transfer Policy...As described in this document and elsewhere in this report, staff recommends that the hilled areas be clearly identified, uniquely designated, and treated separately from flat areas"

As stated in the staff report... "The primary benefit of a Hillside Development Transfer Policy would be to encourage the preservation of hillsides by allowing for the otherwise-permissible hillside units to be relocated to the flat areas of the side.".. **CITY OF ANTIOCH PLANNING COMMISSION, MARCH 16, 2016, 3. General Plan STAFF REPORT...Land Use Element Update, Sand Creek Focus Area – Attachment B, page B4**

- 3) Hillside Planned development Ordinance protects hillsides3.7 Geological and Seismic Hazards - City of Antioch, page 16. Ranch plan is conflicting .

Hillside Planned Development Ordinance

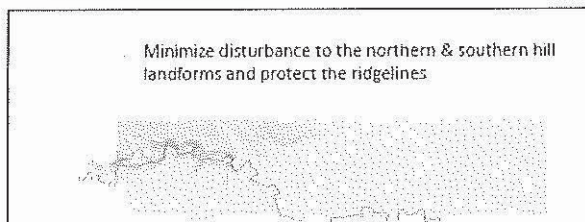
The City of Antioch has a Hillside Planned Development (HPD) Ordinance to protect hillsides, ridges, and ridgelines within the City (City of Antioch, 2003). The HPD Ordinance was revised and adopted in 1994 as part of the Zoning Ordinance and applies to those hillside areas in which one or more of the following apply:

- A predominant portion of the area has slopes in excess of 10 percent;
- A significant area of slopes of 25 percent or greater; or
- A significant ridgeline, hilltop, or exposed slope is located in the area.

4) Erosion potential may be high in steep, unvegetated areas-especially those areas disturbed by cut-and-fill or other construction activities. As indicated in Table 3.7-1, site soils are characterized as having a low to moderate hazard of erosion." 3.7 Geological and Seismic Hazards- City of Antioch, page 13 . Ranch plan is conflicting .

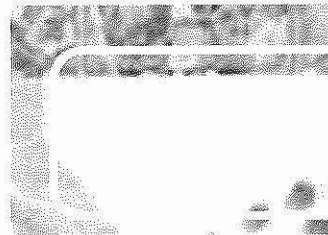
5) Ranch Plan page 10 states to protect ridgelines, Antioch topography, Ranch Plan map shows that area s are built on ridgelines and elevated areas. Ranch Plan is conflicting.

Ranch Plan page 10

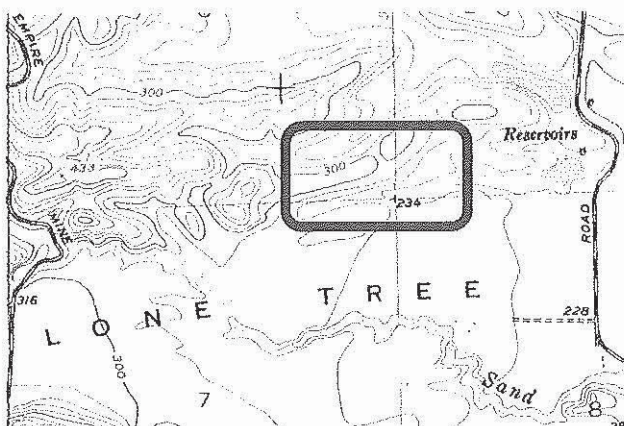


Ranch Plan, area on ridgeline

Ranch Plan, page 9, shows build site on Hill/ slope



Topography showing ridgelines/ elevations



7) There is a natural natural ravine (10Ft or more in height) / bed and stream in this area



Ravine areas is highlighted

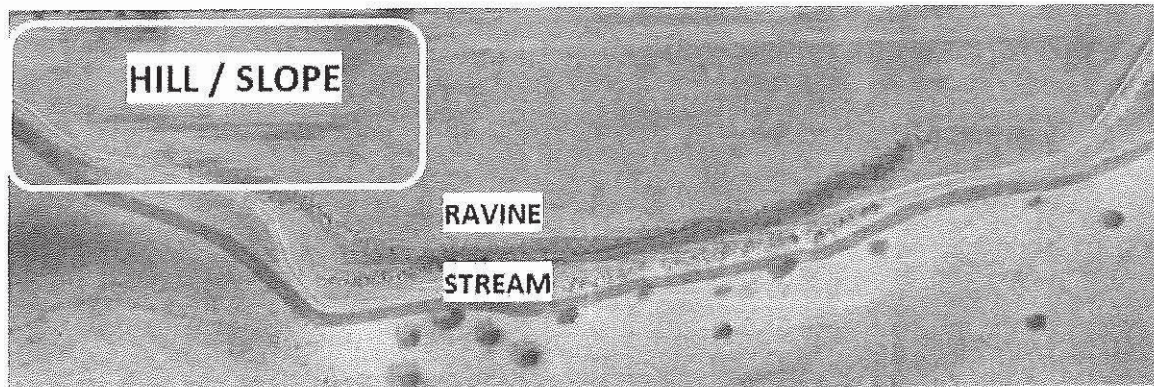
Developing this area can:

Developing this area can:

....**increase danger of flooding**. The streams flow through the ravine are highly variable. During the summer many of the smaller ones will disappear completely. During or after major storm, the creeks often overflow their banks. It is important to maintain base flows from the ravine/ stream to other downstream streams

The following pics (top and bottom highlighted areas) show evidence of stream/ banks/ channel:





- 8) Ranch plan Won't provide important wildlife habitat and food, both in stream and within their corridors.

Was this requirement conformed by the developer?

"Federal Environmental Requirements for Construction requires construction activities may impact endangered or threatened species or their critical habitat. The Endangered Species Act requires that federally-listed species and habitat not be adversely affected during any activity with federal involvement or subject to federal oversight. (<http://www.cem.va.gov/cem/PDF/fedreqs.pdf>)"

- 9) In response to CITY OF ANTIOCH PLANNING COMMISSION, MARCH 16, 2016, 3. General Plan STAFF REPORT (Amended plan), **a letter was sent to PLANNING COMMISSION and Richland Development about the Hillside Issue. Hillside area for building is extended westward towards steeper slope not to flat area. Plan got worst.**

Please consider leaving these areas open or have other alternatives of development to preserve this small area for the above reasons. Thank you for helping our community and hearing our concerns

Respectfully,

Erwin and Marie Mendoza

Sept 10, 2017

The Ranch- Proposed Community Development-

To the Planning Commission, City Council, Community Development Department of the City of Antioch and Others Concerned:

WE OPPOSE the Proposed Plan due to these major concerns:

1. Environmental Hazards

<http://ci.antioch.ca.us/CityGov/CommDev/PlanningDivision/docs/GeneralPlanPDF/11-environmental-hazards.pdf>

As referenced in the Antioch General Plan, many environmental hazards need to be considered including:

a. **Fire Hazard:** "Overall, the **risk of both urban and wildland fires exists** within the Antioch Planning Area". "Minimize the potential for loss of life, physical injury, property damage, and social disruption resulting from wildland fires. THERE IS STILL NO ADEQUATE EMERGENCY FIRE EXIT IN THIS PLAN!!!

b. **Historical Mineral Extraction:** "The U.S. Bureau of Mines closed six ventilation shafts in the southwestern portion of the Sand Creek Focus Area in 1981 and 1982. These mines, abandoned in the late 1800s, present a **possible risk of collapse and surface subsidence** that could compromise the integrity of buildings developed overlying the mine tunnels."

b. **100 year flood plain:** "A **100-year flood zone** also is located adjacent to Markley Creek, Los Medanos Wasteway, and **Sand Creek.**"

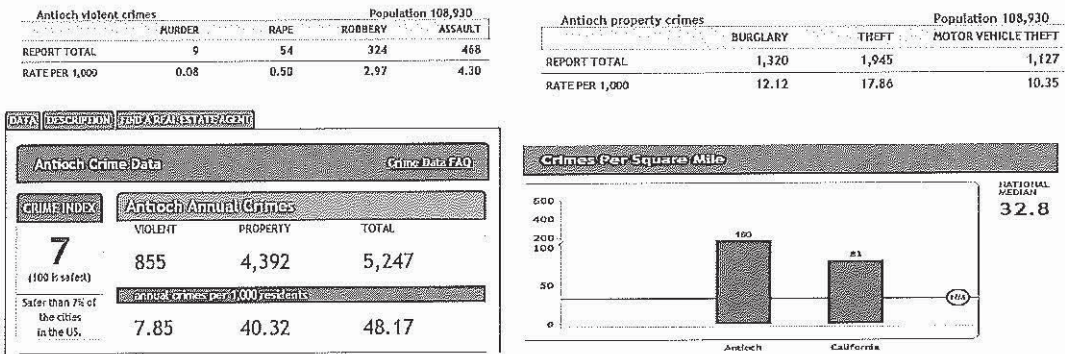
This development plan continues to ignore the obvious and apparent fire evacuation risk and therefore, Antioch residents cannot count on any other environmental hazards being considered or accommodated in this plan.

2. Increased Crime Rate and Shortage in Police Staffing

Antioch has a crime rate per square mile at 32 times the National median, it is **irresponsible** to even consider adding more homes/victims to Antioch

(<http://www.neighborhoodscout.com/ca/antioch/west-hartley/#crime>). There is not enough police staffing now for 108,930 in Antioch. SEE BOTTOM TABLES:

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In a May 26th, 2015 Contra Costa Times article, Police Captain Leonard Orman said "When we started seeing all that development in southeast Antioch is when we started seeing an influx in population, and when we started having crime for a city our size, which we weren't used to," Antioch police Cpt. Leonard Orman said. "We didn't used to have a lot of drive-by shootings and things of that nature. That was kind of an anomaly until **all that building started.**" (ref Contra Costa Times May 26, 2015) If we already have a shortage of police and crime rate increasing, it does not make sense build more. The city of Antioch has more issues with crime and police shortage to deal with now. Let's keep the City in order first before populating some more.

3. Increase in Traffic Congestion (already top 2 worst in the U.S.):

****Antioch is #2 in 50 Worst Commutes in America..** According to the MSN News (<http://www.msn.com/en-us/news/us/the-50-worst-commutes-in-america/ss-AAakiJv#image=50>). **#2 ANTIOCH, CA...** Average commute time: 41.6 mins...Percentage of people who spend 60+ mins commuting: 28.3%

This proposed community development will ensure that Antioch become the #1 worst commute in the bay area and possible the U.S. With 1,307 homes (2 cars approx. per household= 2,614 estimated more cars on the Antioch roads) and no widening of Lone Tree Way, Dallas Ranch Road, Deer Valley Road, Balfour Road, or Marsh Creek Road. This will cause a complete bottleneck for drivers and commuter traffic heading out of the area in all directions for work. As of now it takes 1 hour from Antioch to Livermore thru Vasco road during commute hours.(Heavy Traffic congestion)

****Report: Bay Area Traffic Up 70 Percent In 6 Years** (sfist.com/2016/10/03/report) **More traffic congestion on Antioch roads and outlying highways.**

4. California Drought and Water Shortage.

With the ongoing drought and 25-28% cuts in water usage, building 1,307 units won't help the water shortage situation. What happens if we are mandated to cutback more next few years? The proposed 1,307 units, has shown swimming pool, huge parks lawn areas, lawn areas for units as shown in picture sketches with no desert landscaping plans. Also how about the the additional 1,307 units conservative water consumption per year (8 cuft (1 cuft=748 gal)/ mo x 748 gal x 12mo = 71,808 gal x 1667 units = 93,853,056 gallons per year plus pool/ landscape consumption) Is adding 1,307 units really help the CA worsening situation? Most homes in Antioch are already stretched in water restriction, using up another 93,853,056 gal per year in H2o does not help but makes things worst for everyone, Our lawns are brown already, doing 3 min showers, recycling toilet water, etc. How much more do we

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need to stretch? All our reservoirs are getting low. Do we allow reservoirs to be empty before we stop building?. Experts say that it will take at least 4 years of continuous rainfall to make up for the drought, we should build and add more homes only when drought situation is over or an alternative such as desalination plants are built. Gov Brown spoke of his concern about overpopulation in California amidst drought (7/28/14 Mexico City). **Approval to build would assume that water levels are adequate and therefore; shouldn't we assume that any water restrictions, increased water rates and any potential fines be reversed and eliminated?**

5. **Excess of Housing Inventory**

There are currently thousands of homes in Antioch that are vacant. These homes are bank shadow inventory, foreclosures, short sales, or just plain abandoned as clearly evident by the fact that they are unmanaged, dilapidated, and often destroyed from the inside out. This is a huge problem that is not being addressed. **With an existing excess of distressed homes the only thing a new development will do is further destroy the existing neighborhoods!** Whatever plans the city has on additional police staffing for the influx of new homeowners/victims needs to be doubled at the very least. This proposed development plan is a **virtual wrecking ball** to existing home values and longtime Antioch residents.

6. **Overcrowded schools, less teachers, less schools buildings**

I don't see any plans of extra elementary and high schools in the proposed development. How will the schools which are already crowded accommodate additional 2,000-3,000 students? (approx. from 1,307 units/homes). My friend's daughter waitlisted 1 ½ years before going to Dozzier Libby School. She got in only in sophomore year. Would additional 2K-3K students help overcrowding?

7. **Detrimental Environmental Impact**

Is there any evidence of environmental studies and impact of building? I've seen lots of rabbits, foxes, owls (burrowing and barn), eagles, falcons, toads, frogs and various other animals in these open areas. What happens to them and their habitat?

City of Antioch, please take care of our current problems/issues in our city before we take on other issues. Thank you for listening to us, the people of Antioch.

Sincerely,

Dated:

Erwin and Marie Mendoza

Sept 10, 2017

As a 15 year resident and tax payer of Antioch, I am writing to register my family's strong disapproval of the proposed development in SE Antioch called The Ranch. This housing development will add traffic to already over-crowded roads as well as be seriously detrimental to the quality of life of current residents due to the loss of open space and road traffic. In addition, the impacts on wildlife and water resources will also be detrimental.

Antioch and eastern Contra Costa county need more jobs before we add new housing. I urge the Planning Commission to reject this proposal for more housing, which will only increase road and traffic problems as well as negatively impact wildlife and open space.

Thank you,
Richard Lazzaro
Antioch

Dear City Council members:

I am not a member of an outside environmental group. I am a 30-year resident of Antioch who pays taxes and votes in elections, and I want to raise the following concerns about your plans for the Sand Creek focus area.

Too much traffic: These plans call for large, expensive homes, but they won't be inhabited by Mr. and Mrs. High Earner and their two cars. These homes will be purchased by hard-working families with two to three generations living under one roof. There will probably be four to six cars per home -- three to four for the adults who commute to jobs in different parts of the Bay Area and one to two vehicles for the teen-agers. That's the norm in my neighborhood. Traffic is already heavy on our roads and freeways. Plans for this area will only make it worse.

Not enough police: Recently, my husband and I accidentally triggered the silent panic button on our alarm. Our security company notified the police department. Two policemen responded three hours later. Had this been a real emergency, we could have died. The fact that our city doesn't have enough police to handle situations for those of us already living here is concerning. To add even more homes to our officers' workload borders on negligence.

Ignores unique environment: Richlands has an artist's illustration on its website about the proposed subdivision. Richlands calls it The Ranch. I know it's an illustration, but it does reflect how the developers feel about the environment. The illustration has lots of multi-story dwellings and rows of pretty flowers. What's missing? No view of the hills. Those two and three-story buildings are in the way. And those flowers! The Sand Creek area has rare plants. Why destroy rare plants and put in flowers you can get from Lowe's? Why rip up habitat for burrowing owls and other wildlife to put in grass? It makes no sense. The illustration depicts a community that would be good near a BART station but not in Sand Creek. The plans don't show any respect for this special environment, and that bothers me.

I've lived in Antioch a long time. I've heard politician after politician cite the need to build large expensive homes and set aside huge swaths of land for golf courses so we can attract captains of industry who will bring jobs to our city. It's never worked. In the end, we had no new jobs, lots more traffic and additional stress on our water supply and other services. Antioch also has continued to struggle financially. In the past, all we lost were some weedy cow pastures. However, this time we are offering up a beautiful piece of land, and once the homes are built, we can never get it back. An untouched Sand Creek gives residents a place to enjoy, a habitat for many forms of wildlife and an environmental legacy to leave to future residents. A developed Sand Creek only increases the traffic and does nothing for our future. It's a poor tradeoff.

Marie Maguire
Antioch resident for 36 years

Please do not develop the Sand Creek open space. The roads in the surrounding region can barely handle the population we have. Despite the enormous amount of money that has been spent to widen and improve transportation on the roads and mass transit, the systems will be mire congested. Commute on Highway 4 each weekday morning is simply pure congestion!

With all of the tragic weather events in our nation, we can see that in the event of a crisis, evacuating people, as it is, would be arduous for the residence. Over planning and development in Houston, shows us how callousness contributes to worsening a tragic crisis. Please, please, do not repeat poor planning for this current sprawling community!

Thank you,
Ms.. Shawn Gilbert
AHS Teacher (ret.)

https://www.google.com/search?q=photo+of+memorial+wall+to+9/11+first+responders&client=safari&hl=en-us&prmd=niv&tbm=isch&tbo=u&source=univ&fir=YTNIkwzzImUGNM%253A%252CYDN-Je33ZzuV2M%252C_%253B9gWmlUi9irqTIM%253A%252Ct7tPbhu6U1CxPM%252C_%253BAIc3Y12BFY5-6M%253A%252ChrH5gx6tdIsUFM%252C_%253BeZIPdlz3R1L8SM%253A%252CXBxr5YmLHUGiMM%252C_%253BHhINF Sap_wDLrM%253A%252CYDN-Je33ZzuV2M%252C_%253Bve0OaUgwhDB-hM%253A%252CDEx5y5vf3cQynM%252C_&usg=__jUfaptS7aHla0Y9mcIrBd74sdeA%3D&sa=X&ved=0ahUKEwj4wOC9_53WAhUB5mMKHQeKBUMQ7AkIOA&biw=375&bih=628#imgdii=shIypJKf2IPLqM:&imgre=K55bt77vKKHnZM:

Sent from my iPhone

As residents in the area we are greatly even gravely concerned about

the number of new homes and the size and impact of such a development.

There are already drought conditions which make water limited for all other housing.

Roads and traffic conditions are extremely troublesome in the area due to all the schools

letting out and the unsafe road conditions already for this population. Add 8000 or 12000 more

cars, my (cul de sac) has 3 or 4 cars or more for each house, and the traffic and road conditions

would be impossible and impassable. There are already homes for sale in Antioch and to add 4000 more without

the proper infrastructure, roads, fire protection, police protection, sufficient water and sewer

in place would be irresponsible and would interfere with a natural environment which gives space and atmosphere to Antioch as a community.

Sincerely,
Janet Ray & Borut Korosec

2724 Vallejo Ct.
Antioch, CA 94531

Hello Alexis Morris,

Sending a quick e-mail this morning to comment on EIR concerns of the Sand Creek Focus Area. I am extremely concerned about the development of the Sand Creek corridor. The EIR should include the adverse impact on the entire area as a regional concern, traffic saturation, impacts on school districts and school overcrowding, the impact on wildlife, flora and fauna in the area, lack of viable economic development in the area to sustain these new residents, and the danger of leap-frog development West and South of the development. This development should not be allowed period due to the impacts on the surrounding cities, roads and services. There is no school planned for this massive development, dumping any children into Antioch or Brentwood school districts already overcrowded. I'm concerned over the excavation of the area, especially the hillsides.

Thank you for the opportunity to comment.

Kathy Griffin

As residents in the area we are greatly even gravely concerned about the number of new homes and the size and impact of such a development. There are already drought conditions which make water limited for all other housing. Roads and traffic conditions are extremely troublesome in this area due to all schools letting out as well as unsafe road conditions. Add 8000 or 12000 more new cars,(my cul de sac has 3 or 4 cars or more for each house)and the traffic and road conditions would be impossible and impassable. There are already homes for sale in Antioch and to add more without the proper infrastructure, roads, fire protection, police protection, sufficient water and sewer would be irresponsible and would interfere with a natural environment that gives space, atmosphere, and identity to and for Antioch.

Sent from my iPhone

Alexis,

Please attach all my old/existing letters sent to the City both for and against "The Ranch" Project attached to this new Notice of Preparation. Get with Forest and get them added to any all "The Ranch" Projects now and into the Future.

Let me be clear about some of my Old Demanded Requirements of this Project, and FUA 1.

I want no development to touch any ground above the Elevation 400 mark on any of the FUA 1 or The Ranch Property.

I want no building permits to be able to be pulled until after the Fire Station is 100% up and running.

I want no building permits to be able to be pulled until after the Dallas Ranch Road and all the Signal lights are installed between Mokelumne Drive and the Sand Creek and SR 4 Bypass are 100% installed and functioning. Complete the Road and the Major Exit to SR 4 before the houses get to be built.

Do not allow "The Ranch" to build more then 814 units as there share of the (4,000units/2,712acre) allotment.

Make the Developers stick to the Original FUA 1 guide lines and quite allowing General Plan Amendments.

Protect the Creek and ALL its Tributaries with a 250' from Center line Buffer.

Protect the Mountains and Ridge Lines with a 400' from Center line Buffer.

Include all of the above and add to my prior requirements to all past, present and future actions on the "The Ranch" Project or FUA 1 Projects.

Gregory Sousa
5480 Southwood Court
Antioch, CA 94531